

Division Operating Officers

Ada

BILL PADLEY Roadmaster 445-2579
 DAVID WELLS Trainmaster 445-2510

Columbus

JEFF SCHMIDT Roadmaster 864-2582

Cuba

COTTON SMITH Roadmaster 864-2585

Enid

RODNEY DYCHE Roadmaster 445-2508
 RANDY HARTZLER Trainmaster 445-2586

Ft. Scott

KEN CHRIST Roadmaster 864-2573
 ROGER RUSSELL Trainmaster 864-2594

Kansas City (Ft. Scott Subdivision)

DANNY FITZGERALD ... Road Foreman 472-2440

Oklahoma City (Sooner Subdivision)

ROY EMBERG Roadmaster 636-5544

St. Louis

DON BOARDMAN Terminal Manager 768-7022
 BOB MAHLANDT General Foreman Cars 768-7080
 MIKE McLAUGHLIN Superintendent Operations 768-7021
 RANDY SMITH Roadmaster 768-6928

Springfield

BOB BAKER Superintendent Operations 873-3010
 DARRYL GABRIEL Divison Engineer 873-3173
 HARVEY FELDMAN Roadmaster 873-3275
 DENNY JETER Terminal Manager 873-3134
 TAYLOR LEWIS Road Foreman 873-3106
 TOM MEADOR Director of Administration 873-3023
 GARY ROUFS Road Foreman 873-3005
 BOBBY SIZEMORE Trainmaster 873-3112
 LEX SMITH General Foreman Cars 873-3266
 JON WESCOTT Roadmaster 873-3148
 CARL WRIGHT Division Mgr. Safety & Rules 873-3036

Thayer (Thayer North Subdivision)

STEVE BARROW Trainmaster 864-2598

Tulsa

MIKE BLACK Terminal Manager 445-2554
 RICK PENNINGTON Terminal Superintendent 445-2501
 BILL FLECK Asst. Gen. Foreman Cars 445-3432
 FRANK KINCAID Asst. Division Engineer 445-2507
 JIM MONK Road Foreman 445-2503
 TOM SANDERS Gen. Foreman Cars 445-2575
 MIKE WACKER Terminal Manager 445-2554

Kansas City Division

G.A. CHANDLER Asst. Superintendent (913) 551-4402
 R.H. FOX Terminal Superintendent (913) 551-4384
 R.M. GIRRENS Dir. Administration (913) 551-4235
 C.A. HATCH Mgr. Safety and Rules
 E.K. HUNTER General Foreman (913) 551-4294
 R.E. ONSTOTT Road Foreman (913) 551-4426
 J.M. PUHL General Foreman (913) 551-4391
 M.S. REID General Foreman (913) 551-4327
 W.S. SMITH Asst. Superintendent (913) 551-4402
 D.L. SCHIBBELHUT Roadmaster (913) 551-4572
 L.W. SIMON Roadmaster (816) 472-2238

BNSF



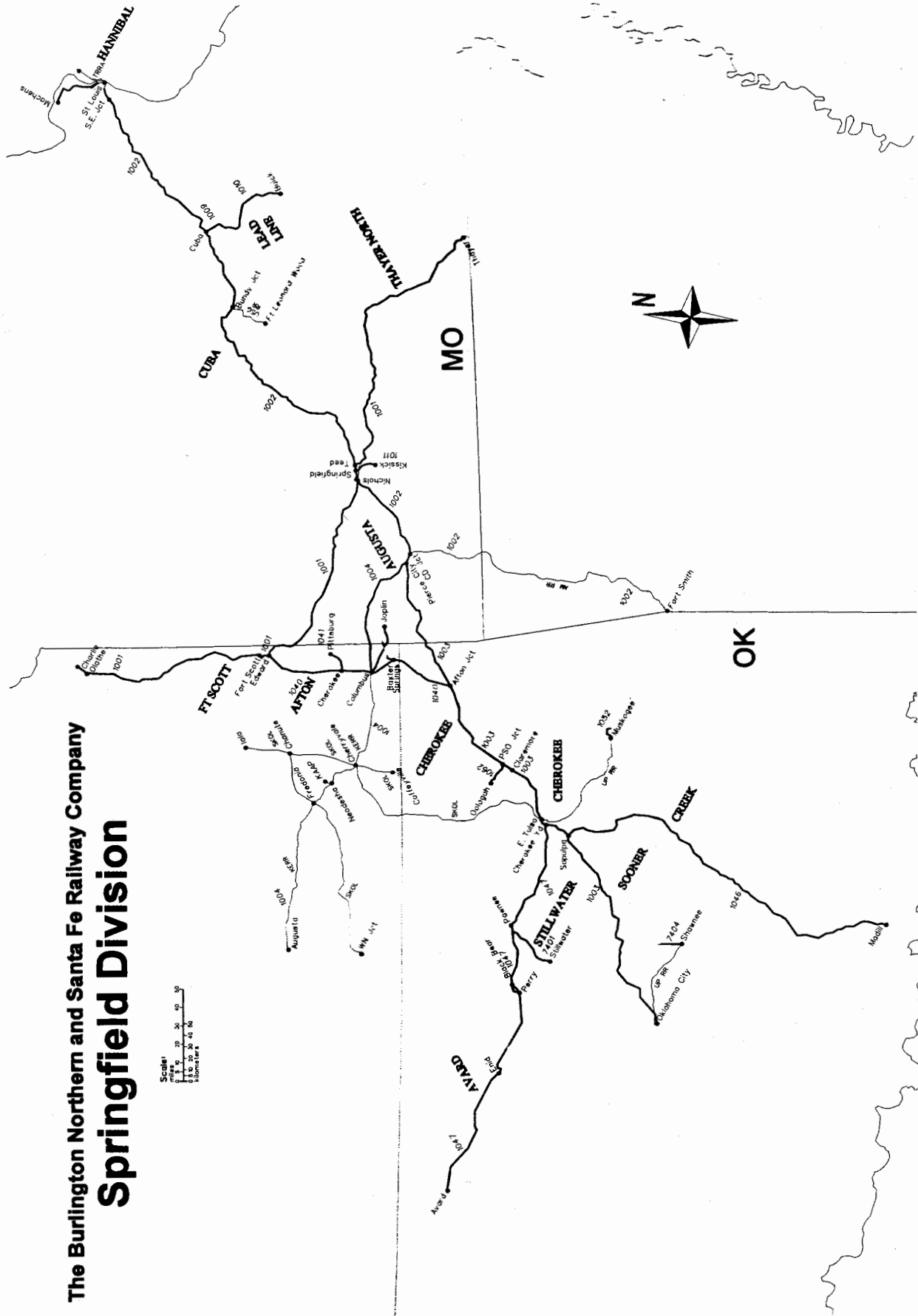
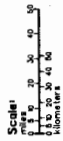
Springfield Division

Timetable No. 1

IN EFFECT AT 0001
 Central Continental Time
Wednesday, April 1, 1998

Division Superintendent
 L.E. Rees
 Springfield, Missouri
 (417) 873-3190

The Burlington Northern and Santa Fe Railway Company
Springfield Division



| Length of Siding (Feet) | Station Nos. | Mile Post | Afton Subdivision MAIN LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Stn. |
|-------------------------|--------------|-----------|--------------------------------------|------|---------------|---------------|--------------------|
| | | | Rule 4.3 | | | | |
| | 93103 | 102.7 | EDWARD | J | CTC | | 14.3 |
| 7,550 | 97117 | 117.0 | FARLINGTON | | | | 12.8 |
| 7,600 | 97130 | 129.6 | BEULAH | | | | 6.3 |
| | 97136 | 135.9 | CHEROKEE | T | | | 0.8 |
| | | 136.7 | SEK MP 136.7 | g | | | 4.0 |
| 7,550 | 97141 | 140.7 | SCAMMON | | | | 7.0 |
| | 97148 | 147.7 | COLUMBUS | ABJT | | | 6.1 |
| 7,420 | 97154 | 153.8 | NEUTRAL | | | | 5.2 |
| | 97159 | 159.0 | BAXTER | T | | | 6.3 |
| 7,600 | 97185 | 165.3 | QUAPAW | T | | | 7.2 |
| | 97173 | 172.5 | MIAMI | B | | | 8.7 |
| 7,577 | 97179 | 179.2 | NARCISSA | | | | 7.1 |
| | 96347 | 186.3 | AFTON JCT. | J | | | 85.8 |

Willow Street, Baxter, and west switch Riverton 20 MPH.
 Bridges Baxter to Riverton-cars over 134 tons 10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car:
 35 ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

Edward to Afton 143 tons
 Pittsburg Lead 131.5 tons
 Baxter to Riverton 143 tons

Six-axle locomotives and six axle derricks not permitted: Girard yard tracks, Cherokee No. 1 Track, Pittsburg lead, Baxter No. 2 Track, and Miami lead from truck route to end of track. Not more than one of these locomotives is permitted on north leg of Cherokee wye and south leg of Cherokee wye to east end connection track and not more than two are permitted on Columbus wye tracks, Baxter wye tracks or between Baxter and Riverton.

3. Type of Operation

CTC—in effect:
 MP 102.7 to MP 186.3

Interlockings: Trains and Engines—When stopped by a Stop Indication at the automatic interlocking at MP 147.7 be governed by Rule 9.12.3. Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

| Crossing Gates Station | Mile Post | Intersecting Line | Normal Position |
|------------------------|-----------|-------------------|-----------------|
| Cherokee | 136.7 | SEK | Against SEK |

4. General Code of Operating Rule Items

Rule 6.28—in effect: Pittsburg lead
Rule 10.2—Main Track switches not equipped with electric locks:
 • MP 124.3 Terra International Track
 • MP 124.5 Supersweet Track
 • MP 124.7 PCA Track
 • MP 159.2 Co-op Track
 • MP 172.2 Co-op Track

Rule 15.1

Edward—Southward trains from Ft. Scott Subdivision must have secured a track warrant from Afton Subdivision train dispatcher and will not require track warrant at Edward, unless otherwise instructed by train dispatcher.

Afton Jct.—Northward trains from Cherokee Subdivision must have secured a track warrant from Afton Subdivision train dispatcher and will not require a track warrant at Afton Jct, unless otherwise instructed by train dispatcher.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None
 B. Other FED Locations
 MP 121.1 - Recall Code 458
 MP 150.2 - Recall Code 358
 MP 176.9 - Recall Code 828

6. FRA Excepted Track—None

Test Mile
 MP 104 Northward and MP 106 Southward
 MP 185 Northward and MP 186 Southward

Radio Channel No. 39 in service.

| Radio Call-In | | |
|--|-----------------|-------------|
| Ft. Scott-45(X) | Pittsburg-15(X) | Lamar-35(X) |
| Miami-82(X) | | |
| Emergency Call-911 | | |
| For Dispatcher X=1, For Mechanical X =2, For Field Support X=3 | | |

Dispatchers' Phone Numbers

Asst. Chief Dispatcher—(817) 234-6158, FAX (817) 234-6419
 Dispatcher—(817) 234-6152, (800) 666-1025, FAX (817) 234-6412

| Mobile Radio | | Access Digit | Disconnect Digit |
|--------------|----------|--------------|------------------|
| Ft Scott | 864-2070 | *2 | #2 |
| Joplin | 864-2067 | *4 | #4 |
| Pittsburg | 864-2069 | *1 | #1 |

1. Speed Regulations

1(A). Speed—Maximum

Edward to Afton Jct. Freight 60 MPH.

1(B). Speed—Permanent Restrictions

MP 102.6 to MP 103.3 30 MPH.
 MP 124.2 to MP 125.3 40 MPH.
 MP 125.3 to MP 135.6 (HE only) 55 MPH.
 MP 135.6 to MP 136.7 (HE only) 35 MPH.
 MP 136.7 25 MPH.
 MP 140.3 to MP 140.9 (HE only) 45 MPH.
 MP 146.6 to MP 148.5 (HE only) 30 MPH.
 MP 148.5 to MP 158.7 Southward trains (HE only) 55 MPH.
 MP 148.5 to MP 159.2 Northward trains (HE only) 55 MPH.
 MP 158.7 to MP 160.2 Southward trains (HE only) 35 MPH.
 MP 159.2 to MP 160.2 Northward trains (HE only) 35 MPH.
 MP 160.2 to MP 171.7 (HE only) 55 MPH.
 MP 171.7 to MP 173.2 (HE only) 35 MPH.
 MP 173.2 to MP 181.6 (HE only) 55 MPH.
 MP 186.0 to MP 186.2 25 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts 20 MPH.

1(D). Speed—Other

Bridges 175.1 cars heavier than 134 tons 10 MPH.
 Columbus wye tracks with six-axle locomotives 5 MPH.
 Pittsburg lead 10 MPH.

7. Special Conditions

Hot Weather Train Handling and Speed Restrictions

When ambient temperature exceeds 90 degrees Fahrenheit and a more restrictive speed is not in effect, the following speed restrictions will be observed:

1. Trains 100 TOB and over, 30 MPH.
2. Trains under 100 TOB, 45 MPH.
3. Passenger trains, 60 MPH.

The limits of these restrictions will be from the location at which the temperature is above 90 degrees to the location at which the temperature is 90 degrees or less. Methods by which a crew may receive information about temperatures include, but are not limited to, track side FED reports, dispatcher, or local maintenance of way personnel. Crew must ensure dispatcher has knowledge when these conditions restrict train speed.

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, engineers should avoid heavy dynamic or air brake applications, or throttle in excess of what is needed to start train movement and gradually achieve maximum speed.

8. Line Segments

Road Line Segments

Line Segment Limits

- 1007 Baxter to Riverton
- 1041 Pittsburg Lead—MP 139.1 to MP 145.6
- 1044 Miami Lead
- 1040 Edward to Afton Jct

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|----------------|-------------------------|---------------|--------------|
| 97124 Girard | 7.4 south of Farlington | 60 | Both |
| 97241 Sindair | 3.6 north of Cherokee | 18 | Both |
| 97344 Riverton | 4.1 north of Baxter | | |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Avard Subdivision | | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|---|-------------------------|--------------|-----------|--------------------|----------|---------------|---------------|--------------------|---------------|
| | | | | MAIN LINE STATIONS | Rule 4.3 | | | | |
| | | 96426 | 426.9 | CHEROKEE YARD | BJTR | | | 18.9 | |
| | 7,798 | 96046 | 445.8 | MANNFORD | | TWC | | 23.5 | |
| | | 96089 | 469.3 | CASEY | | | | 8.7 | |
| | 7,736 | 96078 | 478.0 | PAWNEE | J | TWC | | 12.6 | |
| | 7,873 | 96091 | 490.6 | MORRISON | | | | 12.0 | |
| | | 96103 | 502.6 | BLACK BEAR | MJ | CTC | | 6.2 | |
| | | 96109 | 508.8 | PERRY | J | | | 16.9 | |
| | 7,609 | 96125 | 525.3 | CALLAHAN | | TWC | | 7.9 | |
| | | 96134 | 533.2 | FAIRMONT | | DT TWC | | 9.9 | |
| | | | 543.1 | DOUBLE TRACK ENID | | | 2.4 | | |
| | | 96145 | 545.5 | ENID | ABJTUR | TWC | | 6.2 | |
| | | 96148 | 548.1 | BLANTON | J | | | 6.2 | |
| | | 96155 | 554.4 | CARRIER | | TWC | | 2.9 | |
| | 8,190 | 96157 | 557.0 | WALKER | | | | 5.5 | |
| | | 96163 | 562.8 | GOLTRY | | TWC | | 6.5 | |
| | | 96169 | 569.3 | HELENA | | | | 5.1 | |
| | 8,376 | 96174 | 574.4 | McWILLIE | | TWC | | 6.1 | |
| | | 96181 | 580.5 | CARMEN | | | | 8.1 | |
| | | 96189 | 588.6 | DACOMA | | TWC | | 6.4 | |
| | | 96195 | 595.0 | HOPETON | | | | 6.8 | |
| | | 96202 | 601.8 | AVARD | | TWC | | 10.7 | |
| BETWEEN AVARD AND WAYNOKA TRAINS WILL USE THE PANHANDLE SUBDIVISION | | | | | | | | | |
| | | 96205 | 612.5 | WAYNOKA | B | | | 189.5 | |

Radio Channel 85 in service in this Subdivision.
 Radio Channel 66 in service at Cherokee Yard and Enid West Yard.
 Radio Channel 36 in service at Enid East Yard.

| Radio Call-In | | |
|---|--------------|----------------|
| Tulsa-23(X) | Helena-43(X) | Enid-53(X) |
| Perry-83(X) | Pawnee-73(X) | Mannford-63(X) |
| Avard-23(X) | | |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | | |

Dispatcher Phone Numbers-(817) 234-1635, Fax (817) 234-6487
 Assistant Chief Phone-(817) 234-6158, Fax (817) 234-6419

1. Maximum Speed Permitted

1(A). Speed—Maximum

| | |
|------------------------------|--------------------|
| Cherokee Yard to Avard | Freight 49 MPH. |
|------------------------------|--------------------|

1(B). Speed—Permanent Restrictions

| | |
|--------------------------------------|---------|
| MP 428.0 to MP 432.0 | 30 MPH. |
| MP 438.8 to MP 439.2 | 40 MPH. |
| MP 458.4 to MP 459.1 | 45 MPH. |
| MP 465.6 to MP 466.3 | 45 MPH. |
| MP 471.4 to MP 472.0 | 40 MPH. |
| MP 473.1 to MP 473.4 | 45 MPH. |
| MP 474.4 to MP 474.9 | 40 MPH. |
| MP 475.8 to MP 476.9 | 45 MPH. |
| MP 477.2 to MP 478.4 (HE only) | 30 MPH. |
| MP 478.9 to MP 480.7 | 40 MPH. |
| MP 502.9 to MP 503.2 | 45 MPH. |
| MP 507.5 to MP 509.5 (HE only) | 20 MPH. |

| | |
|---|---------|
| MP 519.1 to MP 519.8 | 40 MPH. |
| MP 537.0 to MP 542.0 Eastward Track (HE only) | 35 MPH. |
| MP 546.8 to MP 548.7 (HE only) | 35 MPH. |
| MP 580.4 to MP 581.0 (HE only) | 45 MPH. |
| MP 601.9 to MP 602.1 | 20 MPH. |

1(C). Speed—Switches and Turnouts

| | |
|---|---------|
| Avard to Panhandle Sub Turnout | 20 MPH. |
| Double Track Enid Turnouts to Double Track | 20 MPH. |
| Fairmont (MP 533.24) Turnouts to Double Track | 35 MPH. |
| Black Bear Turnout—MP 502.4 | 35 MPH. |
| Perry Turnout MP—508.2 | 35 MPH. |

1(D). Speed—Other

| | |
|--|---------|
| On siding Pawnee | 10 MPH. |
| Switches and Auxiliary Tracks. | |
| Maximum speed through turnouts Mannford, Callahan, Morrison (Ends of Sidings) | 20 MPH. |
| Maximum speed through turnouts to Double Track Enid—MP 543 | 20 MPH. |
| Maximum speed through turnouts at Fairmont | 35 MPH. |

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car:
 Cherokee Yard to Avard 136 tons
 35 ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.
 Six-axle locomotives and six-axle derricks not permitted on the following tracks:
 Goltry—Fertilizer Spur Track

3. Type of Operation

TWC—in effect:
 MP 426.9 to MP 542.7
 MP 546.8 to MP 602.1
Double Track—in effect:
 MP 543.2 to MP 533.24
CTC—in effect:
 MP 502.5 to MP 508.1
ABS—in effect:
 MP 601.3 to MP 602.1

When operating on Red Rock Subdivision between Black Bear and Perry, refer to Red Rock Subdivision instructions. Radio Channel #30 in effect.

Westward trains will retain track bulletins at Waynoka for eastward movement Avard to Enid unless otherwise provided.

Prior to departing Enid, Westward trains will secure track warrant from Panhandle East Dispatcher.

Restricted Limits—in effect:

MP 425.6 to MP 428.0
 MP 542.0 to MP 546.8

Interlocking—Obtain track and time or authority from Red Rock Dispatcher 234-2321.

MP 502.6
 MP 544.2—UP Interlocking

4. General Code of Rules Items

Rule 8.19—Automatic switches are equipped with a radio remote control feature that can be used only by train crews to request a route into the siding instead of stopping within 200 feet of the absolute signal and operating the mast mounted push button. When the unique five-digit command is transmitted by an approaching train within 4000 feet after passing the keypad sign, the switch will attempt to reverse. Once the switch

is lined and locked in reverse position, absolute signal governing movement over the switch will display a restricting indication and the approach signal will display Approach Restricting.

| Radio Controlled | Keypad Sign Location | Reverse Switch Command No. | "D" Signal Location |
|------------------|----------------------|----------------------------|---------------------|
| East Walker | MP 556.7 | #4467 | MP 552.9 |
| West Walker | MP 558.5 | #5585 | MP 562.7 |

5. **Trackside Warning Detectors (TWD)**

- A. Protecting bridge, tunnels or other structures: None
- B. Other FED locations
 - MP 451.1 - Recall Code 638
 - MP 467.8 (DED Only) Radio Tone
 - MP 494.0 (DED Only) - Radio Tone
 - MP 573.1 - Recall Code 438

6. **FRA Excepted Track—None**

7. **Special Conditions**

Avard—For westward trains on siding, when indicator at MP 601.6 is dark, stop and contact dispatcher. When indicator displays white light, continue movement to absolute signal at MP 602.0.

Cherokee Yard—Main track begins and ends at MP 425.6. All movement other than on main track will be under the authority of the Tulsa Yardmaster. Eastbound trains need to, when practicable, contact yardmaster before entering restricted limits at MP 428.0 for yarding instructions.

Enid—At Enid the normal position for the Washington Street, East end Old Main Line, and Pillsbury switch will be locked and lined for the movement last made.

Close Clearance on Track 8311. Will not clear person on side of car.

Hot Weather Train Handling and Speed Restrictions

When ambient temperature exceeds 90 degrees Fahrenheit and a more restrictive speed is not in effect, the following speed restrictions will be observed:

1. Trains 100 TOB and over, 30 MPH.
2. Trains under 100 TOB, 45 MPH.
3. Passenger trains, 49 MPH.

The limits of these restrictions will be from the location at which the temperature is above 90 degrees to the location at which the temperature is 90 degrees or less. Methods by which a crew may receive information about temperatures include, but are not limited to, track side FED reports, dispatcher, or local maintenance of way personnel. Crew must ensure dispatcher has knowledge when these conditions restrict train speed.

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, engineers should avoid heavy dynamic or air brake applications, or throttle in excess of what is needed to start train movement and gradually achieve maximum speed.

8. **Line Segments**

Yard Line Segments

| Line Segment | Limits |
|--------------|-----------|
| 1142 |Enid |

Road Line Segments

| Line Segment | Limits |
|--------------|-------------------------------|
| 1047 |Cherokee Yard to Waynoka |

9. **Locations Not Shown as Stations**

| Name | Mile Post Location | Capacity Cars | Switch Opens |
|-----------------|---|---------------|--------------|
| 96032 Shirk | 5.1 west of Cherokee Yard | 5 | West |
| 96055 Terlton | 9.6 west of Mannford | 6 | West |
| 96062 Hallett | 7.7 east of Casey | 10 | East |
| 96085 Lela | 5.1 east of Morrison | 26 | East |
| 96118 Cucien | 9.6 west of Perry | 18 | West |
| 96127 Covington | 1.4 west of Callahan | 15 | West |
| 96139 Shea | 4.4 east of Double Track Enid on Eastward Track | 36 | Both |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Carthage Subdivn. | | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|-----------|--|----------|---------------|--------------------|---------------|
| | | | | MAIN LINE STATIONS | Rule 4.3 | | | |
| | | 96287 | 286.9 | PIERCE | JY | CTC | 11.8 | |
| 3,713 | | 95299 | 298.7 | SARCOXIE | | TWC | 12.3 | |
| | | 95311 | 311.0 | MENK | R | | 1.6 | |
| | | | 312.6 | MNA RR MP 312.8 | AJR | | 0.5 | |
| | | 95313 | 313.6 | CARTHAGE | R | | 14.0 | |
| | | | 327.1 | KCS MP 327.1 | A | | 1.0 | |
| | | 95328 | 328.1 | CARL JCT. | | | 15.2 | |
| | | 97148 | 343.3 | COLUMBUS To Joplin 19.0 miles (Afton Sub.) | | | 6.4 | |
| | | | 343.7 | KERR | G | | 62.8 | |

Radio Channel No. 85 in service .

| Radio Call-In | | |
|--|-----------------|------------------|
| Joplin-34(X) | Pittsburg-14(X) | Mt. Vernon-75(X) |
| Emergency Call-911 | | |
| For Dispatcher X=1, For Mechanical X =2, For Field Support X=3 | | |

Asst. Chief Phone-(817) 234-6158 Fax (817) 234-6419
 Dispatcher Phone Numbers-(817) 234-6153, (800) 666-1024,
 Fax (817) 234-6413

| Mobile Radio | Access Digit | Disconnect Digit |
|--------------|--------------|------------------|
| Joplin | 864-2113 | *4 #4 |

1. Speed Regulations

1(A). Speed—Maximum

| | |
|--------------------------|----------------|
| | Freight |
| Pierce to Columbus | 25 MPH. |
| Galena to MP 334.9 | 20 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|---|---------|
| MP 287.0 to MP 287.6 (HE only) | 15 MPH. |
| MP 298.5 to MP 299.9 (HE only) | 20 MPH. |
| MP 312.6 until engine over highway crossing | 10 MPH. |
| MP 327.1 until engine through interlocking | 20 MPH. |
| Columbus to Joplin: | |
| MP 419.0 to MP 434.2 | 10 MPH. |
| MP 339.8/432.4 to MP 339.0 | 20 MPH. |
| MP 339.0 to MP 338.6 (HE only) | 10 MPH. |
| MP 338.6 to MP 334.9 | 20 MPH. |
| MP 334.9 to End of Branch | 10 MPH. |

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

| | |
|---------------|---------|
| Sidings | 10 MPH. |
|---------------|---------|

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car:

| | |
|--------------------------|----------|
| Pierce to Columbus | 134 tons |
| Columbus to Joplin | 134 tons |

35 ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

Six-axle locomotives and six-axle derricks not permitted on Carthage Subdivision.

3. Type of Operation

CTC—in effect:
Pierce to MP 287.3

TWC—in effect:
MP 287.3 to MP 343.7

Yard Limits—in effect:
MP 287.3 to MP 287.6

Restricted Limits—in effect:
MP 310.5 to MP 314.1
MP 342.5 to MP 346.0

4. General Code of Operating Rule Items

Rule 5.4.4—(also MWOR) Authorized protection by yellow or yellow-red flag, is permitted on the Carthage Subdivision.

Rule 6.28— in effect:
Columbus to Joplin.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Columbus to Joplin

Galena—Main Street crossing-traffic must be warned by crew member on the ground at the crossing between 0600 and 1800 hours.

At C&N Corporation an open unloading pit is located under the Old Pass 250 feet east of Main Street crossing.

Switch at Galena is change in line segments and has dual mile post locations, MP 339.8 and MP 432.4.

Joplin—Pennsylvania Avenue traffic (track serving Joplin Warehouse building) must be warned by crew member on the ground at the crossing.

Joplin— Over crossings Pennsylvania Avenue, Main, Joplin, Roosevelt, and Wall Streets (Carterville track) and will be flagged from ground position unless automatic protective device is operating.

KCS Railroad—Crossing (MP 331.2) protected by gate; normal position for gate is against BNSF.

8. Line Segments

Yard Line Segments

Line Segment Limits

1106 Joplin

Road Line Segments

Line Segment Limits

| | |
|------------|---|
| 1007 | Tamko to Galena—MP 330.2 to MP 339.8 |
| 1070 | Columbus to Galena to Horn—MP 419.1 to MP 432.4 to MP 434.2 |
| 1003 | Pierce |
| 1004 | Pierce to Columbus |

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|-------------------------------|-----------------------|---------------|--------------|
| 95335 Military (MP 334.2) | 6.5 west of Carl Jct. | 5 | East |
| COLUMBUS TO JOPLIN: | | | |
| Military | 10.2 east of Columbus | 19 | Both |
| 97340 Galena (MP 339.8) | 2.8 east of Military | | |
| Horn | 1.8 east of Galena | | |
| 97338 Old Rock Mo. (MP 337.9) | 1.9 east of Galena | | |
| 97331 Joplin (MP 333.8) | 4.1 east of Old Rock | Yard | |

| Length of Siding (Feet) | Station Nos. | Mile Post | Cherokee Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Stn. |
|-------------------------|--------------|-----------|---|----------|---------------|---------------|--------------------|
| | | | | | | | |
| | 92239 | 239.7 | SPRINGFIELD YARD | BT | Rule 6.28 | | 2.1 |
| | 92242 | 241.7 | NICHOLS | J | | | 5.5 |
| 6,657 | 92247 | 247.2 | BROOKLINE | | | | 4.6 |
| 8,489 | 92252 | 251.8 | REPUBLIC | | | | 5.5 |
| 6,584 | 92257 | 257.3 | BILLINGS | | CTC | | 5.0 |
| 7,804 | 92262 | 262.3 | LOGAN | | | | 6.6 |
| 7,039 | 92269 | 268.9 | AURORA | | | | 0.1 |
| | | 269.2 | MNA RR | A | | | 4.7 |
| 8,145 | 92274 | 273.7 | VERONA | | | | 5.4 |
| | 82279 | 279.1 | GLOBE | | | | 1.9 |
| | | 281.0 | CROSSOVER M | X | 2MT CTC | | 1.0 |
| | 92282 | 282.0 | MONETT | BT | | | 0.6 |
| | | 282.6 | LOU | | | | 4.3 |
| 9,240 | 96287 | 286.9 | PIERCE | J | | | 10.3 |
| 6,160 | 96297 | 297.2 | RITCHEY | | | | 11.3 |
| 5,670 | 96309 | 308.5 | JEFF | | | | 0.7 |
| | | 309.2 | KCS | A | | | 0.6 |
| | 96310 | 309.8 | NEOSHO | | CTC | | 9.4 |
| 5,945 | 96319 | 319.2 | RACINE | | | | 6.2 |
| | 96325 | 325.4 | SENECA | | | | 7.5 |
| 7,084 | 96333 | 332.9 | WYANDOTTE | | | | 7.7 |
| 6,939 | 96341 | 340.6 | FAIRLAND | | | | 5.8 |
| | 96348 | 346.4 | EAST AFTON | | | | 1.2 |
| | | 347.6 | AFTON JCT. | J | 2MT CTC | | 0.3 |
| | | 347.9 | CROSSOVER 67 | X | | | 1.6 |
| | 96348 | 349.5 | WEST AFTON | | | | 4.1 |
| 6,383 | 96354 | 353.6 | TODD | | | | 6.0 |
| | | 359.6 | UP | A | | | 0.1 |
| | 96360 | 359.7 | VINTA | | | | 7.0 |
| 7,600 | 96367 | 366.7 | WHITE OAK | | | | 7.3 |
| 10,550 | 96374 | 374.0 | CATALE | | | | 10.8 |
| 7,600 | 96385 | 384.8 | BUSHYHEAD | | | | 8.4 |
| | | 393.2 | PSO JCT To Oologah 9.6 | J | | | 3.2 |
| 6,235 | 96336 | 396.4 | DEGROAT | | | | 0.6 |
| | | 397.0 | UP | A | CTC | | 1.0 |
| | 96398 | 398.0 | CLAREMORE | | | | 6.3 |
| 7,600 | 96404 | 404.3 | VERDIGRIS | | | | 4.9 |
| | 96409 | 409.2 | CATOOSA | | | | 3.4 |
| 7,600 | 96413 | 412.6 | TIGER | T | | | 3.6 |
| | | 416.2 | DOUGLAS | | | | 4.2 |
| | 96420 | 420.4 | EAST TULSA | | | | 2.6 |
| | | 423.0 | URBAN | JX(2) | Rule 6.28 | | 3.9 |
| | | 426.9 | CHEROKEE YARD | BJT | | | 187.3 |

Radio Channel No. 54 in service.

Radio Channel No. 66 in service at Cherokee and Springfield Yards

| Radio Call-In | | |
|--|-------------------|-------------------|
| Springfield Yard - 86(X) | Mt Vernon - 76(X) | Joplin - 36(X) |
| Miami -26(X) | Catale - 86(X) | Claremore - 76(X) |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X =2, For Field Support X=3 | | |

Asst. Chief Phone—(817) 234-6158

Dispatcher Phone Number—(817) 234-6153

| Mobile Radio | | Access Digit | Disconnect Digit |
|--------------|----------|--------------|------------------|
| Springfield | 864-2100 | *1 | #1 |
| Mt. Vernon | 864-2066 | *1 | #1 |
| Joplin | 864-2113 | *4 | #4 |
| Catale | 864-2071 | *1 | #1 |
| Tulsa | 445-2604 | *1 | #1 |

1. Speed Regulations

1(A). Speed—Maximum

| | |
|---|--------------------|
| Springfield Yard to Cherokee Yard | Freight 60 MPH. |
|---|--------------------|

1(B). Speed—Permanent Restrictions

| | |
|---|---------|
| MP 250.1 to MP 252.2 | 45 MPH. |
| MP 255.2 to MP 255.5 | 55 MPH. |
| MP 260.5 Westward trains (HE only) | 45 MPH. |
| MP 263.5 to MP 264.4 | 45 MPH. |
| MP 267.4 to MP 268.7 Westward trains | 45 MPH. |
| MP 268.7 to MP 269.3 | 40 MPH. |
| MP 273.0 to MP 274.9 | 50 MPH. |
| MP 279.1 to MP 282.6 Both tracks | 45 MPH. |
| MP 281.0 to MP 281.1, both tracks, WWD trains 100 TOB and over (HE only) | 40 MPH. |
| MP 282.6 to MP 283.2 | 45 MPH. |
| MP 286.5 to MP 309.1 | 45 MPH. |
| MP 309.1 to MP 313.1 | 35 MPH. |
| MP 313.1 to MP 314.3 | 55 MPH. |
| MP 325.0 to MP 326.0 (HE only) | 45 MPH. |
| MP 330.9 to MP 331.7 | 45 MPH. |
| MP 337.3 to MP 338.0 | 45 MPH. |
| MP 346.4 to MP 349.6 Main 1 track only including turnouts | 25 MPH. |
| MP 349.6 Ewd trains using Main 2 (HE only) | 55 MPH. |
| MP 350.8 to MP 354.3 | 55 MPH. |
| MP 359.1 to MP 360.7 (HE only) | 30 MPH. |
| MP 359.6 (over diamond) | 30 MPH. |
| MP 364.3 to MP 365.7 | 45 MPH. |
| MP 369.9 to MP 371.3 | 45 MPH. |
| MP 375.8 to MP 378.8 | 40 MPH. |
| MP 378.8 to MP 379.6 (HE only) | 40 MPH. |
| MP 392.5 to MP 392.9 | 50 MPH. |
| MP 396.8 to MP 398.1 (HE only) | 30 MPH. |
| MP 397.0 (over diamond) | 30 MPH. |
| MP 406.6 to MP 408.4 | 55 MPH. |
| MP 408.4 to MP 411.9 | 45 MPH. |
| MP 411.9 to MP 417.3 | 55 MPH. |
| MP 417.3 to MP 420.5 | 40 MPH. |
| MP 420.5 to MP 423.3 | 30 MPH. |
| MP 423.3 to MP 424.1 | 20 MPH. |

1(C). Speed—Switches and Turnouts

| | |
|--|---------|
| Siding turnouts: | |
| Todd, Bushyhead, Degroat, Verdigris, Tiger | 20 MPH. |
| All other siding turnouts | 10 MPH. |
| MP 281.0 through Crossover M | 20 MPH. |
| MP 282.6 through turnout Main 2 | 25 MPH. |
| MP 348.0 through crossover | 25 MPH. |
| MP 420.4 through turnout for Eastward trains | 40 MPH. |

1(D). Speed—Other

| | |
|--|---------|
| Sidings: | |
| Todd, Bushyhead, Degroat, Verdigris, Tiger | 20 MPH. |
| All other sidings | 10 MPH. |

Springfield Yard:

- Between Teed and Broadway Street:
 - North Track from MP 235.1 to MP 238.1 20 MPH.
 - South Track from MP 237.2 to 238.1 20 MPH.
- Between Division Street Overpass and Nichols
 - North and South tracks from MP 240.3 to 241.4 20 MPH.
- MP 281.0 to MP 281.1, both tracks, westward trains
 - exceeding 100 TOB, (HE Only) 40 MPH.
- PSO Jct. to Oologah 25 MPH.
- Oologah Power Plant:
 - Loop Track 5 MPH.
 - Plant Dumper 2 MPH.
- Old Passenger Main and Old Freight Main MP 427.4
 - (W 41st Overpass) to MP 428.6 (Begin CTC) 20 MPH.
 - (End CTC) Old Main 1 and 2 MP 424.1 to MP 425.2 (17th Street) 20 MPH.
- RD 4 and RD 8 20 MPH.
- In motion Hump Scale—Cherokee Yard 10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

- Maximum Gross Weight of Car**
 Springfield Yard to Cherokee Yard 143 tons
- 35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.
- Six-axle locomotives and six-axle derricks not permitted on the following tracks:
 Aurora—MFA Plant Food
 Verona—Syntex Agribusiness tracks
 Chelsea—Storage track No. 1 and Team Track
 Howard Branch

Tiger (Yuba Heat Lead, MP 411.8)—Multiple locomotives not permitted.

Howard Branch (MP 418.8)—Not more than one locomotive allowed when switching.

3. Type of Operation

CTC—in effect:
 MP 241.4 to MP 424.1

Sidings—All sidings are controlled sidings

Two main tracks

- MP 241.4/Main 1 to Ft Scott Sub MP 198.1
- MP 241.4/Main 2 to Cherokee Sub MP 241.8
- MP 279.9 to MP 282.5
- MP 346.4 to MP 349.5
- MP 420.5 to MP 424.1

TWC—in effect:
 PSO Jct. to Oologah

4. General Code of Operating Rule Items

Cherokee Yard—Trains destined Afton and Ft Scott Subdivisions must secure two separate track warrants addressed as such:

- (Engine number) E which will include track bulletins for Cherokee Sub.
- (Engine number) N which will include track bulletins for Ft. Scott and Afton subs.

Rule 6.28—in effect:

- Between Nichols and Springfield Yard
- Between Urban and Cherokee Yard

Rule 9.1—Signals Not Conforming to Indications Shown in the System Special Instructions

| Aspect | Name | Indication |
|---|--------------------|---|
| -Flashing Yellow -Flashing Yellow/Red -Flashing Yellow/Red/Red -Flashing Yellow/Dark -Flashing Yellow/Dark/Dark | Approach Medium | Proceed prepared to pass next signal not exceeding 40 MPH |
| -Yellow/Yellow -Yellow/Yellow/Red | Approach Diverging | Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout |

Rule 9.12.1—Absolute signals governing movement through interlockings at MP 269.0, MP 309.2, MP 359.6 and MP 397.0 are also controlled signals. To pass stop indication crew must comply with Rule 9.12.3 by complying with instructions in the release box and comply with Rule 9.12.1 by contacting the BNSF control operator.

Rule 10.2—MT switches not equipped with electric locks:

- MP 242.2 Payless Cashways
- MP 282.0 Aggieville (MT 1)
- MP 313.3 Ragland Mills
- MP 397.7 Dock Track
- MP 412.4 Ellsworth Industries
- MP 418.2 Jarbo Sales Main 1
- MP 420.8 American Junk Co.
- MP 421.2 Bank Off Pipe & Supply
- MP 421.5 Gate City Steel East End
- MP 421.9 Arco Warehouse Corp. Main 2
- MP 422.2 Trinity Steel Co. East End

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures
 - MP 400.2—WWD only - Recall Code 767
 - MP 409.3 (DED Only) EWD only—Radio Tone
- B. Other FED locations
 - MP 260.9 - Recall Code 768
 - MP 284.7 - Recall Code 367
 - MP 314.6 - Recall Code 368
 - MP 343.3 - Recall Code 268
 - MP 370.6 - Recall Code 868
 - MP 400.2—EWD only - Recall Code 767
 - MP 409.3 (DED Only) WWD only—Radio Tone
 - MP 418.4 - Recall Code 768

6. FRA Excepted Track—See GCOR Rule 6.12

Howard Branch (MP 418.8), all tracks.

7. Special Conditions

Head End Test Device Station—Springfield Radio Shop is a test station for head end devices. It simulates signals transmitted from a rear of train device and is operated 24 hours per day.

Test procedure is as follows:

- Test Number: Dial 90000
- Check: All segments lit
 - Brake pipe pressure is 125 pounds
 - MARKER ON, BATTERY LOW, and STOPPED are lit.

Springfield—See Item 7 of the Cuba Subdivision Special Instructions for additional restrictions at Springfield.

Brookline—Eastward trains approaching Springfield Yard notify yardmaster via Radio Channel No.66.

Verona—Warning signal installed at the plant gate. Signal located on pole between tracks with yellow sign and black lettering and two switches. All trains operate toggle switch before switching the plant.

Monett—The Arkansas-Missouri Railroad Main Track begins at the Arkansas-Missouri Railroad MP 283.0. Authority must be obtained before occupying the Arkansas-Missouri Railroad Main Track.

Cars A&M 200 to 224 inclusive will be interchanged between the BNSF and Arkansas & Missouri Railroad at Monett, Missouri. These cars are to be handled at Monett only, and are restricted from movement on BNSF Main Track, EXCEPT for Monett proper.

Fairland—Engines not permitted on Simmons Elevator track scales.

Vinita—Eastward trains stopped by signal governing UP Interlocking MP 359.6 will stop clear of Foreman Street, MP 360.31.

Claremore—Eastward trains stopped by signal governing UP Interlocking MP 397.0 will stop clear of Will Rogers Blvd. (Highways #88 and #20).

Urban—Trains will contact Trimmer Tower yardmaster before passing signal at MP 423 for instructions to enter yard.

PSO Oologah Power Plant—

Loaded Trains - unless instructed by train dispatcher to wait at Oologah Passing Track, trains must:

1. Enter loop, proceeding to, but short of, the Vehicle Maintenance Building (VMB) crossing.
2. Contact the PSO dumper operator by radio (Channel 54) for permission to continue around the loop. After permission is received, proceed to the dumper. **DO NOT** enter the dumper, even if indicator light is green, until permission has been received from the dumper operator. Close clearance requires all side awnings and side mirrors be closed.
3. Spot the train for control/positioning arm attachment and unloading as instructed by the dumper operator.
4. When advised by the dumper operator, and ONLY after three (3) loads have dumped, crew will nullify the alertness control device and leave the train unattended during the remainder of the unloading process.

5. The conductor must notify BNSF Field Support of:

A. Any car set out or picked up between Ft. Scott and Oologah Power Plant.

B. Arrival time and spotting time of the train at the power plant.

Empty Trains - crews will be transported from on-duty point to Oologah and must proceed as follows:

1. Power plant personnel must be advised of the crew's presence on the property prior to boarding the train. The crew is responsible to either contact the PSO dumper operator via radio or the control room via the gate phone and advise of their presence before going to the train.
2. The dumper operator has been instructed not to release the control/positioning arm or wheel chocks until he makes visual contact with the conductor. Therefore, DO NOT move the train until the conductor has made both visual contact through the dumper control room window and radio communication with the dumper operator, and has an understanding of the move to be made. The conductor must then visually verify that the control/positioning arm and wheel chocks are released before moving the train.
3. The train must be moved at least 3 car lengths clear of the control/positioning arm before performing required air test, replacing ETD battery, and performing all other tasks that may be required to prepare the train for departure.

4. A spare battery is on charge in the Relay Room near the dumper. Exchange the battery from the ETD to the charger. Be sure to leave the old battery on charge.

5. Do not move the train beyond the loop switch until communication with the BNSF train dispatcher disclosed that another train is not enroute to the loop.

Hot Weather Train Handling and Speed Restrictions

When ambient temperature exceeds 90 degrees Fahrenheit and a more restrictive speed is not in effect, the following speed restrictions will be observed:

1. Trains 100 TOB and over, 30 MPH.
2. Trains under 100 TOB, 45 MPH.
3. Passenger trains, 60 MPH.

The limits of these restrictions will be from the location at which the temperature is above 90 degrees to the location at which the temperature is 90 degrees or less. Methods by which a crew may receive information about temperatures include, but are not limited to, track side FED reports, dispatcher, or local maintenance of way personnel. Crew must ensure dispatcher has knowledge when these conditions restrict train speed.

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, engineers should avoid heavy dynamic or air brake applications, or throttle in excess of what is needed to start train movement and gradually achieve maximum speed.

8. Line Segments

Yard Line Segments

1141 Cherokee Yard

Road Line Segments

1002 Springfield Yard to

1003 Lou to Cherokee Yard

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|---------------------|------------------------|---------------|--------------|
| 92239 Payless Spur | 0.3 west Nichols | 3 | East |
| SW Power Spur | Brookline Siding Conn. | | East |
| 92274 Syntex Spur | Verona Siding Conn. | 20 | East |
| 96313 Ragland Mills | 3.2 west of Neosho | 10 | East |
| 96341 Simmons | Fairland | 60 | Both |
| 96367 Coal Spur | White Oak Siding Conn | 70 | East |
| 96379 Chelsea | 5.7 east of Bushyhead | 55 | Both |
| 96392 Sequoyah | 4.8 east of Degroat | 117 | Both |
| 96405 Williams | 0.8 west of Verdigris | 134 | East |
| 96408 Port Lead | 4.3 east of Tiger | 220 | East |
| 96414 Barnett | 1.4 west of Tiger | 60 | Both |

| SOUTHWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Creek Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Str. | NORTHWARD ↑ |
|-------------|-------------------------|--------------|-----------|---|-----------|----------|---------------|---------------|--------------------|-------------|
| | | | | Station | Mile Post | | | | | |
| | | 96426 | 426.9 | CHEROKEE YARD Muskogee Via UP 42 Miles | | BJT | | | 1.7 | |
| | | | 428.6 | WEST CHEROKEE | | | 2MT CTC | | 1.9 | |
| | | 96431 | 430.5 | NORRIS | | | | | 5.0 | |
| | | 96436 | 435.5 | OMA | | | CTC | | 1.7 | |
| | | 96438 | 437.2 | SAPULPA | | JT | 2MT CTC | | 5.0 | |
| | 5,993 | 94442 | 442.2 | KIEFER | | | | | 14.0 | |
| | 8,504 | 94456 | 456.2 | BEGGS | | | | | 11.0 | |
| | 6,064 | 94467 | 467.2 | BUTLER | | | | | 1.4 | |
| | | 94469 | 468.6 | OKMULGEE | | | | | 7.6 | |
| | 8,517 | 94476 | 476.2 | SCHULTER | | | | | 5.9 | |
| | 4,920 | 94482 | 482.1 | HENRYETTA | | | | | 12.6 | |
| | 8,493 | 94495 | 494.7 | FRED | | | | | 9.7 | |
| | | 94504 | 504.4 | WETUMKA | | | | | 8.6 | |
| | 7,935 | 94513 | 513.0 | YEAGER | | | | | 6.6 | |
| | | | 519.6 | HOLDENVILLE | | A | CTC | | 5.4 | |
| | 6,240 | 94525 | 525.0 | SPAULDING | | | | | 14.1 | |
| | 9,110 | 94539 | 539.1 | FRANCIS | | | | | 9.1 | |
| | | 94548 | 548.2 | ADA | | B | | | 10.0 | |
| | 8,425 | 94558 | 558.2 | FITZHUGH | | | | | 12.8 | |
| | 8,431 | 94571 | 571.0 | SCULLIN | | | | | 8.3 | |
| | | 94580 | 579.3 | MILL CREEK | | | | | 12.5 | |
| | 8,543 | 94592 | 591.8 | RAVIA | | | | | 10.8 | |
| | 8,811 | 94603 | 602.6 | MADILL | | B | | | 175.7 | |

Channel No. 66 in service at Cherokee Yard.

Channel No. 70 in service Cherokee Yard to Madill.

| Radio Call-In | | |
|---|---------------|-----------------|
| Cherokee Yard-23,26(X) | Preston-36(X) | Henryetta-46(X) |
| Ada-56(X) | Roff-76(X) | Madill-26(x) |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | | |

Dispatcher Phone Numbers-(817) 234-6151, FAX (817) 234-6411

1. Speed Regulations

1(A). Speed—Maximum

| | |
|------------------------------|--------------------|
| Cherokee Yd. to Madill | Freight 55 MPH. |
|------------------------------|--------------------|

1(B). Speed—Permanent Restrictions

| | |
|--|---------|
| RD 4 and RD 8 | 20 MPH. |
| OPM and Old Freight Main MP 427.4 (W 41st Overpass) to MP 428.6 (Begin CTC) | 20 MPH. |
| MP 428.6 to MP 429.2 | 25 MPH. |
| MP 429.2 to MP 436.2 | 45 MPH. |
| MP 436.2 to MP 438.2 (HE only) | 25 MPH. |
| MP 438.2 to MP 440.2 | 45 MPH. |
| MP 441.7 to MP 442.9 (HE only) | 30 MPH. |
| MP 457.7 to MP 458.1 | 45 MPH. |
| MP 468.6 to MP 469.3 (HE only) | 35 MPH. |
| MP 471.3 to MP 471.8 | 45 MPH. |
| MP 478.5 to MP 479.2 | 45 MPH. |
| MP 480.2 to MP 482.7 | 25 MPH. |
| MP 483.5 to MP 485.1 | 45 MPH. |
| MP 492.0 to MP 492.5 | 45 MPH. |
| MP 494.4 to MP 494.7 | 45 MPH. |
| MP 498.7 to MP 499.0 | 50 MPH. |

| | |
|---|---------|
| MP 506.0 to MP 506.3 | 50 MPH. |
| MP 506.9 to MP 507.2 | 45 MPH. |
| MP 504.0 to MP 504.5 (HE only) | 40 MPH. |
| MP 509.9 to MP 510.3 | 45 MPH. |
| MP 511.5 to MP 511.7 | 50 MPH. |
| MP 516.3 to MP 518.3 | 45 MPH. |
| MP 518.3 to MP 520.6 | 25 MPH. |
| MP 520.6 to MP 521.7 | 50 MPH. |
| MP 526.5 to MP 526.7 | 50 MPH. |
| MP 529.2 to MP 529.6 | 45 MPH. |
| MP 531.9 to MP 536.5 | 45 MPH. |
| MP 535.8 Bridge—trains over 100 TOB | 25 MPH. |
| MP 539.5 to MP 540.2 | 45 MPH. |
| MP 542.9 to MP 545.7 | 45 MPH. |
| MP 547.2 to MP 548.8 (HE only) | 20 MPH. |
| MP 548.9 to MP 549.4 | 50 MPH. |
| MP 550.7 to MP 552.1 | 45 MPH. |
| MP 554.7 to MP 555.7 | 45 MPH. |
| MP 555.7 to MP 556.6 | 40 MPH. |
| MP 559.3 to MP 559.9 | 50 MPH. |
| MP 569.0 to MP 569.3 | 50 MPH. |
| MP 574.2 to MP 577.3 | 50 MPH. |
| MP 581.4 to MP 583.5 | 45 MPH. |
| MP 589.2 to MP 589.7 | 45 MPH. |
| MP 596.2 to MP 600.0 | 45 MPH. |
| MP 602.2 to MP 604.2 | 45 MPH. |

(C). Speed—Switches and Turnouts

| | |
|---|---------|
| Through turnout West Cherokee | 20 MPH. |
| Norris, through turnout | 45 MPH. |
| Oma, through turnout | 45 MPH. |
| Through turnouts controlled sidings between Sapulpa and Madill | 20 MPH. |

1(D). Speed—Other

| | |
|--------------------------------|---------|
| Through siding Henryetta | 10 MPH. |
|--------------------------------|---------|

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

| | |
|--------------------------------|----------|
| Cherokee Yard to Sapulpa | 143 tons |
| Sapulpa to Madill | 136 tons |

35 ft ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six-axle locomotives and six-axle derricks not permitted on following tracks:

Ada—Old Santa Fe Main, Imperial, Holnam No.8 Lead

Not more than one six-axle locomotive or six-axle derrick permitted:

Mill Creek—Old Sand Plant Tracks

Sapulpa—Bartlett Collins

3. Type of Operation

CTC—in effect:

MP 428.6 to MP 602.6

MP 428.6 to MP 426.9 Verbal authority from yardmaster

Bridge 503.4 protected by detector connected with CTC. When northward Absolute Signal MP 503.4 displays "STOP" or southward signal 501.2 displays "Restricted proceed" know bridge is safe before passing over.

Holdenville—At the automatic interlocking at MP 519.6 (Holdenville) be governed by Rule 9.12.3. Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2 miles.

Rule 10.2—Following switches not equipped with electric locks:

- MP 438.0 Bartlett Collins Spur
- MP 482.3 Broadway Exchange Spur
- MP 504.3 Team Track
- MP 519.4 Old Ramp Track
- MP 546.3 Remington
- MP 561.9 Sand Plant

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures

- MP 592.4 (DED Only) SWD only—Radio Tone
- MP 601.1 (DED Only) NWD only—Radio Tone

B. Other FED Locations

- MP 446.8—Recall Code 367
- MP 474.7—Recall Code 368
- MP 496.4—Recall Code 467
- MP 516.2—Recall Code 468
- MP 542.5—Recall Code 567
- MP 565.8—Recall Code 568
- MP 587.2—Recall Code 768
- MP 592.4 (DED Only) NWD only—Radio Tone
- MP 601.1 (DED Only) SWD only—Radio Tone

6. FRA Excepted Track—None

7. Special Conditions

Two Main tracks between West Cherokee and Norris and between Oma and Sapulpa are designated as Main 1 and Main 2.

Muskogee Yard—Trains and engines using Muskogee Yard must comply with special notices posted in the UP/ BNSF depot. When switching on Fort Howard tracks, Fort Howard safety rules must be followed and are in effect. Maximum speed in Muskogee Yard is 10 MPH including Wye tracks at Brockway and Container lead. Use single locomotive to switch Container lead and 24th Street West.

When delivering cars on TSU connection at Sapulpa, Oklahoma, car or cars being handled must not be detached from motive power until they are shoved to rest on the extreme north end of the connection track. Hand brakes must be applied to all cars and skates applied to the east car.

Francis—Trains or engines operating over Main Street, MP 539.1, out of storage tracks only must observe crossing gates in horizontal position before fouling crossing.

Mill Creek—U.S. Silica Sand Plant Track No. 1 and No. 2 protected by signals located adjacent to No. 2 track switch. If signal does not indicate proceed, contact US Silica employee. Telephone and instructions in box on signal mast.

Clark—BNSF Crews will not use Track No. 3 at Meridian Aggregates facility without the specific authority of Meridian Aggregates personnel. Maximum authorized speed on all tracks within the meridian Aggregate facility shall not exceed 5 MPH.

Hot Weather Train Handling and Speed Restrictions

When ambient temperature exceeds 90 degrees Fahrenheit and a more restrictive speed is not in effect, the following speed restrictions will be observed:

1. Trains 100 TOB and over, 30 MPH.
2. Trains under 100 TOB, 45 MPH.
3. Passenger trains, 55 MPH.

The limits of these restrictions will be from the location at which the temperature is above 90 degrees to the location at which the temperature is 90 degrees or less. Methods by which a crew may receive information about temperatures include, but are not limited to, track side FED reports, dispatcher, or local maintenance of way personnel. Crew must ensure dispatcher has knowledge when these conditions restrict train speed.

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, engineers should avoid heavy dynamic or air brake applications, or throttle in excess of what is needed to start train movement and gradually achieve maximum speed.

8. Line Segments

Line Segment Limits

- 1003 Cherokee Yard to OMA
- 1046 OMA to Madill

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|--------------|-------------------------|---------------|--------------|
| 94521 Sisson | 7.1 south of Yeager | 60 | Both |
| 94564 Roff | 6.1 south of Fitzhugh | 97 | Both |
| 94583 Clark | 3.7 south of Mill Creek | 150 | Both |
| 94584 Ryder | 4.8 south of Mill Creek | 25 | Both |
| 94585 Troy | 5.8 south of Mill Creek | 42 | South |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Cuba Subdivision MAIN LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|------------|-------------------------|--------------|--|-------------------------------------|-----------|---------------|---------------|--------------------|------------|
| | | | | Rule 4.3 | | | | | |
| | | 92007 | 7.1 | LINDENWOOD | BM | Rule 6.28 | | 0.2 | |
| | | | 7.3 | S E JCT | J | | | 1.3 | |
| | | | 8.6 | OLD ORCHARD | X | | | 3.3 | |
| | | | 11.8 | UP | A | | | 3.9 | |
| | | 92016 | 15.7 | TREE COURT | | DT ABS TWC | | 2.2 | |
| | | 92018 | 17.9 | E VALLEY PARK | | | | 0.4 | |
| | | | 18.3 | W VALLEY PARK | T | | | 8.9 | |
| 8,150 | 92027 | 27.2 | EUREKA | | | CTC | | 6.9 | |
| 10,518 | 92034 | 34.1 | PACIFIC | | | | | 9.9 | |
| 6,542 | 92044 | 44.0 | ROOK | | | | | 8.2 | |
| 6,613 | 92052 | 52.2 | ST CLAIR | | | | | 10.0 | |
| 7,644 | 92062 | 62.2 | STANTON | | | | | 5.9 | |
| | 92068 | 68.1 | SULLIVAN | | | | | 9.1 | |
| 6,545 | 92077 | 77.2 | COFFEYTON | | | | | 9.6 | |
| 6,371 | 92087 | 86.8 | CUBA | BJ | | | | 8.0 | |
| 6,811 | 92095 | 94.8 | ROSATI | | | | | 10.8 | |
| 7,129 | 92106 | 105.6 | DILLON | | | | | 5.0 | |
| | 92111 | 110.6 | ROLLA | | | 2.1 | | | |
| | 92113 | 112.7 | SILLS | | | 6.4 | | | |
| 6,313 | 92119 | 119.1 | NEWBURG | | | 2.4 | | | |
| | 92121 | 121.5 | BUNDY JCT | T | | 0.7 | | | |
| | 92123 | 122.2 | ARLINGTON | | | 6.6 | | | |
| | 92129 | 128.8 | FRANKS | | | 5.8 | | | |
| 7,410 | 92135 | 134.6 | DIXON | | | 7.4 | | | |
| 6,730 | 92142 | 142.0 | JURY | | | 10.5 | | | |
| 6,443 | 92152 | 152.5 | SWEDEBORG | | | 7.3 | | | |
| 5,819 | 92160 | 159.8 | RICHLAND | | | 7.7 | | | |
| 6,377 | 92168 | 167.5 | STOUTLAND | | | 7.7 | | | |
| 6,942 | 92174 | 174.1 | SLEEPER | | | 7.7 | | | |
| | 92182 | 181.8 | LEBANON | T | | 8.7 | | | |
| 8,145 | 92191 | 190.5 | HUBEN | | | 16.4 | | | |
| 8,591 | 92207 | 206.9 | NIANGUA | | | 13.9 | | | |
| 8,899 | 92220 | 220.8 | NORTHVIEW | | | 6.9 | | | |
| 7,570 | 92228 | 227.7 | STRAFFORD | | | 7.4 | | | |
| | 92235 | 235.1 | TEED | JX | 2MT CTC | | 2.1 | | |
| | | 237.2 | 43 TRACK (To Kissick 11.9 Miles) | Y | | | 2.5 | | |
| | 92239 | 239.7 | SPRINGFIELD YARD (To Willard 8.6 Miles) | BT | Rule 6.28 | | 233.8 | | |

Radio Channel No. 70 in service.

Radio Channel No. 66 in service at Lindenwood and Springfield Yard.

| Radio Call-In | | |
|--|--------------------------|-----------------|
| Lindenwood - 81(X) | Valley Park - 71(X) | Stanton - 61(X) |
| Cuba - 31(X) | Newburg - 41(X) | Lebanon - 51(X) |
| Northview - 61(X) | Springfield Yard - 81(X) | |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X =2, For Field Support X=3 | | |

Asst. Chief Phone-(817) 234-6158

Dispatcher Phone Numbers-(817) 234-6155, (800) 666-1394

| Mobile Radio | | Access Digit | Disconnect Digit |
|--------------|----------|--------------|------------------|
| St Louis | 768-7044 | *1 | #1 |
| Stanton | 768-6944 | *1 | #1 |
| Rosati | 864-2065 | *2 | #2 |
| Sleeper | 864-2064 | *3 | #3 |
| Springfield | 864-2050 | *1 | #1 |

1. Speed Regulations

1(A). Speed—Maximum

| | Freight |
|--------------------------------------|---------|
| Lindenwood to Springfield yard | 60 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|---------------------------------------|---------|
| MP 7.9 to MP 10.5 | 35 MPH. |
| MP 10.5 to MP 19.0 | 45 MPH. |
| MP 22.9 to MP 26.9 | 55 MPH. |
| MP 32.7 to MP 41.1 | 50 MPH. |
| MP 41.1 to MP 43.0 | 40 MPH. |
| MP 43.0 to MP 54.6 | 45 MPH. |
| Bridge 45.5, cars over 134 tons | 10 MPH. |
| MP 54.6 to MP 57.3 | 50 MPH. |
| MP 57.3 to MP 59.4 | 40 MPH. |
| MP 59.4 to MP 70.7 | 50 MPH. |
| MP 70.7 to MP 74.3 | 40 MPH. |
| MP 74.3 to MP 80.8 | 50 MPH. |
| MP 80.8 to MP 84.8 | 55 MPH. |
| MP 84.8 to MP 88.2 | 50 MPH. |
| MP 88.2 to MP 95.7 | 55 MPH. |
| MP 95.7 to MP 106.4 | 50 MPH. |
| MP 106.4 to MP 110.8 | 45 MPH. |
| MP 110.8 to MP 116.2 | 35 MPH. |
| MP 116.2 to MP 120.7 | 40 MPH. |
| MP 120.7 to MP 124.3 | 45 MPH. |
| MP 124.3 to MP 130.5 | 50 MPH. |
| MP 130.5 to MP 132.1 | 40 MPH. |
| MP 132.1 to MP 134.3 | 50 MPH. |
| MP 134.3 to MP 137.3 | 40 MPH. |
| MP 137.3 to MP 142.3 | 45 MPH. |
| MP 142.3 to MP 145.1 | 40 MPH. |
| MP 145.1 to MP 149.8 | 45 MPH. |
| MP 149.8 to MP 175.9 | 40 MPH. |
| MP 175.9 to MP 181.2 | 55 MPH. |
| MP 181.2 to MP 182.8 (HE only) | 40 MPH. |
| MP 182.8 to MP 188.5 | 45 MPH. |
| MP 188.5 to MP 205.8 | 50 MPH. |
| MP 212.8 to MP 216.8 | 50 MPH. |
| MP 216.8 to MP 221.4 | 40 MPH. |
| MP 221.4 to MP 223.9 | 55 MPH. |
| MP 227.6 to MP 227.9 | 55 MPH. |
| MP 233.5 to MP 235.1 | 55 MPH. |
| MP 235.1 to MP 237.2 on Main 2 | 40 MPH. |

1(C). Speed—Switches and Turnouts

| | |
|---------------------------------------|---------|
| MP 235.1 through Main 1 turnout | 20 MPH. |
| MP 235.3 through crossover | 20 MPH. |
| Siding turnouts: | |
| Coffeyton, St Clair and Newburg | 20 MPH. |
| All other siding turnouts | 10 MPH. |

1(D). Speed—Other

| | |
|--|---------|
| Sidings: | |
| Coffeyton, St Clair and Newburg | 20 MPH. |
| All other sidings | 10 MPH. |
| Freight trains 100 TOB and over: | |
| MP 46.0 to MP 50.0 Eastward trains | 30 MPH. |
| MP 111.0 to MP 117.0 Westward trains | 30 MPH. |
| MP 123.0 to MP 134.0 Eastward trains | 30 MPH. |

Springfield Yard

| | |
|--|---------|
| Between Teed and Broadway Street | |
| Main Track 1 from MP 235.1 to MP 235.4 | 20 MPH. |
| North Track from MP 235.4 to MP 238.1 | 20 MPH. |
| South Track from MP 237.2 to 238.1 | 20 MPH. |

Between Division Street Overpass and Nichols
 North and South Tracks from MP 240.3 to 241.7 20 MPH.
 Old Memphis Passenger Main at Main, Campbell,
 Booneville and Jefferson Streets (HE only) 5 MPH.
 West Belt at Chestnut Expwy. (HE only) 5 MPH.
 Lilly Tulip Track at Chestnut Expwy (HE only) 5 MPH.
 French's Manufacturing at Highway 744 (Kearney St.)
 (HE Only) 5 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Lindenwood to Springfield Yard 143 tons
 Springfield Yard to Willard 134 tons
 43 Track to Kissick 134 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Trough cars loaded above 855 tons are not permitted over TRRA.

3. Type of Operation

Double track—ABS—TWC—in effect:

MP 7.9 to MP 17.9

CTC—in effect:

MP 17.9 to MP 237.2.

Sidings—All sidings are controlled sidings.

Two main tracks

MP 235.1 to MP 235.4 on north track is Main Track 1
 MP 235.1 to MP 237.2 on south track is Main Track 2

Yard Limits—in effect:

MP 7.9 to MP 9.1.

MP 237.05 to MP 237.21 on Main 2 and on Kissick Branch at 43 track control point.

4. General Code of Operating Rule Items

Rule 6.28—in effect between:

Lindenwood and MP 7.9

43 Track and Springfield Yard

Rule 9.1—Signals Not Conforming to Indications Shown in the System Special Instructions

| Aspect | Name | Indication |
|---|-----------------------|---|
| -Flashing Yellow -Flashing Yellow/Red -Flashing Yellow/Red/Red -Flashing Yellow/Dark -Flashing Yellow/Dark/Dark | Approach Medium | Proceed prepared to pass next signal not exceeding 40 MPH |
| -Yellow/Yellow -Yellow/Yellow/Red | Approach Diverging | Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout |

Rule 10.2—Main Track switches not equipped with electric lock:

MP 34.5 Pacific Lumber
 MP 35.1 Jefferson Smurfit
 MP 54.1 M.F.A. Plant Food
 MP 67.9 East end set-out track
 MP 71.3 Sho-Me Power
 MP 74.3 House Track
 MP 98.6 Manchester Packaging
 MP 100.6 Team Track
 MP 107.6 Cantex Industry
 MP 110.4 Rolla House track
 MP 146.2 Crocker House track
 MP 191.3 Sho-Me Power
 MP 198.5 Conway Team

MP 212.2 Sho-Me Power
 MP 213.1 MFA Plant Food
 MP 213.3 Marshfield Milling
 MP 214.3 Wayne's Metal

Rule 15.1 - 43 Track—Southward Thayer Subdivision

Trains—Track warrant from Thayer Subdivision dispatcher will fulfill requirements for eastward movement from 43 Track.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other FED Locations

MP 29.5 - Recall Code 718
 MP 57.2 - Recall Code 618
 MP 78.8 - Recall Code 317
 MP 101.8 - Recall Code 318
 MP 120.8 - Recall Code 418
 MP 150.5 - Recall Code 517
 MP 177.0 - Recall Code 518
 MP 193.8 - Recall Code 617
 MP 215.4 - Recall Code 618

6. FRA Excepted Track—None

7. Special Conditions

Head End Device Test Stations

Test station for head end devices has been set up at the Springfield radio shop. This station simulates signals transmitted from a rear of train device and is operational 24 hours per day. Test procedure is as follows:

Test Number: Dial 90000

Check: All Segments lit
 Brake pipe pressure is 125 pounds
 MARKER ON, BATTERY LOW AND STOPPED are lit

St. Louis—St. Louis Lindenwood Yardmaster and Operator will monitor BNSF radio Channel 66. Trains arriving and departing Lindenwood should remain on Channel 66 within the St. Louis Terminal complex, and when necessary to communicate with the Dispatcher, use proper channel.

Lindenwood Hub—Track switches and derail secured by private locks in charge of Hub personnel who must unlock and authorize movement before using. All engines must have bell ringing and headlight on dim when moving within limits of concrete pad.

Between Lindenwood and Kirkwood—Inclusive, do not sound crossing whistle signal as prescribed by Rule 5.8.2(11) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.

Valley Park—Eastward trains approaching Lindenwood notify yardmaster by radio.

Locomotives are prohibited from entering any building of the Chrysler Assembly Plants. When spotting cars inside buildings, use sufficient cars in switch cuts to ensure locomotives remain outside buildings.

MP 19.7—Whistle freely for road crossing at MP 19.7 (This is to protect trucks crossing to sand plant).

Pacific—When taking siding, if train length is within 800 feet of siding length, crew member must inspect train to ensure rear of train is clear of main track.

Dixon—Westward trains taking siding, if train length is within 800 feet of siding length, crew member must inspect train to ensure rear of train is clear of main track.

Rolla—MP 109.6, on Maggi Spur, six-axle locomotives are not permitted.

Richland—When storing equipment on siding, do not leave cars, engines or equipment standing closer than 350 feet either side of Dublin Lane Road Crossing, MP 158.8, or closer than 500 feet either side of Highway 7 Road Crossing, MP 158.4.

Stafford—Westward trains approaching Springfield Yard notify yardmaster via radio.

Springfield—Crossing on Pass adjacent to Old Memphis Psg. Main at East Trafficway—Traffic must be warned by crew member on the ground at the crossing.

Radio communications to Tower Yardmaster from yard and road crews, or between yard and road crews within the terminal, will be conducted on Channel 66 only.

Elevator Track at Broadway Street—crossing warning devices are not activated by movement on this track. Crew member must flag the crossing.

Kissick—Electronic scale at MP 248.9 automatically weighs loads arriving and empties leaving Power Plant.

Do not exceed speed of 3 MPH from a point 250 feet approaching scale pit from either direction until entire train has passed a point 75 feet beyond scale pit. Speed signs placed at the points indicated above and advance warning signs placed 500 feet, preceding point where 3 MPH applies.

A three-color light positioned on a mast on North side of track, adjacent to scale equipment building indicates train speed in relation to weighing. GREEN indication displayed 3.5 MPH and below, YELLOW 3.5 to 4 MPH, RED 4 MPH or above during scale operation. Crew member must observe this color light indicator while scale in operation to see speed of 3 MPH is not exceeded, in order to properly weigh cars. Speed of 4 MPH or greater will render scale inoperative.

Do not power, brake or use sand on locomotive while passing over scale pit.

Hot Weather Train Handling and Speed Restrictions

When ambient temperature exceeds 90 degrees Fahrenheit and a more restrictive speed is not in effect, the following speed restrictions will be observed:

1. Trains 100 TOB and over, 30 MPH.
2. Trains under 100 TOB, 45 MPH.
3. Passenger trains, 60 MPH.

The limits of these restrictions will be from the location at which the temperature is above 90 degrees to the location at which the temperature is 90 degrees or less. Methods by which a crew may receive information about temperatures include, but are not limited to, track side FED reports, dispatcher, or local maintenance of way personnel. Crew must ensure dispatcher has knowledge when these conditions restrict train speed.

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, engineers should avoid heavy dynamic or air brake applications, or throttle in excess of what is needed to start train movement and gradually achieve maximum speed.

8. Line Segments

Yard Line Segments

Line Segment Limits

- 1102 Valley Park
- 1103 Springfield—Kansas Ave. Yard

Road Line Segments

| Line Segment | Limits | Mileposts |
|--------------|--------------------------------|----------------|
| 1005 | Springfield Yard to Willard | 191.8 to 183.4 |
| 1011 | Springfield Yard to Kissick | 237.2 to 249.1 |
| 1018 | Nichols to WS | 198.3 to 205.2 |
| 1002 | Lindenwood to Springfield Yard | |

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|-----------------------------------|-------------------------------|---------------|--------------|
| 92013 Kirkwood | 5.6 west of Lindenwood | 15 | East |
| 52052 MFA Spur | 1.9 west of St Clair | 6 | East |
| 92068 House Track | At Sullivan | 5 | East |
| 92068 Sho-Me Spur | 2.9 west of Sullivan | 7 | West |
| 92095 Spur Track | At Rosati | 6 | West |
| 92098 Manchester Pkg Spur | 3.7 west of Rosati | 4 | East |
| 92100 St James | 5.6 west of Rosati | 8 | West |
| 92106 Cantex Spur | 2.0 west of Dillon | 8 | East |
| 92147 Crocker | 4.5 west of Jury | 30 | Both |
| 92182 Lebanon | 7.7 west of Sleeper | 25 | Both |
| 92192 Sho-Me Spur | 0.8 west of Huben | 11 | West |
| 92239 French's Spur | 4.1 east of 43 Track | 11 | West |
| 92239 Wally | 0.9 east of Teed | 42 | Both |
| Springfield Yard to Willard: | | | |
| 92239 Springfield Yard (MP 191.8) | | Yard | |
| 95183 Willard (MP 183.4) | 9.1 north of Springfield Yard | | |
| 43 Track to Kissick: | | | |
| 92866 Galloway (MP 246.5) | 9.3 south of 43 Track | | |
| 92869 Kissick (MP 249.1) | 11.9 south of 43 Track | | |

| SOUTHWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Ft. Scott Subdivision | | Type of Oper. | Track Diagram | Miles to Next Str. | NORTHWARD ↑ |
|----------------|-------------------------|--------------|-----------|-------------------------|----------|---------------|---------------|--------------------|----------------|
| | | | | MAIN LINE STATIONS | Rule 4.3 | | | | |
| | | | 2.7X | KANSAS CITY Murray Yard | BMJT | | | 1.1 | |
| | | | 1.6X | USTICK TOWER | MJ | | | 1.14 | |
| | | | 0.46X | KCT-5TH STREET | M | | | 0.46 | |
| | | | 0.0 | 19TH STREET YARD | | | | 1.6 | |
| | | | 1.6 | BN CROSSING-25TH ST. | M | | | 0.5 | |
| | | | 2.1 | KCT-29TH ST. | M | | | 0.1 | |
| | | | 2.2 | 30TH STREET | | | | 1.7 | |
| | | | 3.9 | ROSEDALE | | | | 1.7 | |
| | | | 5.6 | BRAVO | X(2) | 2MT CTC | | 10.9 | |
| | | | 16.5 | CHARLIE | X(2) | | | 10.0 | |
| | 93025 | 26.5 | | BONITA | | | | 10.8 | |
| | 93036 | 37.3 | | N. HILLSDALE | | CTC | | 4.5 | |
| | 93036 | 41.8 | | S. HILLSDALE | | 2MT CTC | | 1.1 | |
| | 93043 | 42.9 | | PAOLA | | | | 0.2 | |
| | | 43.1 | | UP MP 43.1 | A | | | 5.2 | |
| 6,400 | 93048 | 48.3 | | HENSON | | | | 5.9 | |
| 8,635 | 93054 | 54.2 | | FONTANA | | CTC | | 7.5 | |
| 7,150 | 93062 | 61.7 | | LaCYGNE | | | | 12.3 | |
| 8,400 | 93074 | 74.0 | | PLEASANTON | | | | 7.9 | |
| 6,792 | 93082 | 81.9 | | PRESCOTT | | | | 9.8 | |
| 8,640 | 93092 | 91.7 | | HAMMOND | | | | 5.1 | |
| | | 96.8 | | N. FT. SCOTT | | | | 1.2 | |
| | | 98.0 | | MNA RR MP 98.0 | A | | | 0.6 | |
| | 93099 | 98.6 | | FT. SCOTT | B | 2MT CTC | | 0.3 | |
| | | 98.9 | | S. FT. SCOTT | | | | 3.8 | |
| | 93103 | 102.7 | | EDWARD | J | | | 14.2 | |
| 8,750 | 93116 | 116.9 | | ARCADIA | | | | 1.5 | |
| | | 118.4 | | KCS MP 118.4 | A | | | 5.4 | |
| | | 123.8 | | LIBERAL | A | | | 9.0 | |
| 8,600 | 93132 | 132.8 | | IANTHA | | | | 5.9 | |
| | 93139 | 138.7 | | LAMAR | | | | 0.4 | |
| | | 139.1 | | MNA RR MP 139.1 | A | CTC | | 10.3 | |
| 8,600 | 93149 | 149.4 | | DIX | | | | 12.6 | |
| 6,800 | 93162 | 162.0 | | DUMBECK | | | | 8.6 | |
| 8,935 | 93171 | 170.6 | | PILGRIM | | | | 8.4 | |
| | 93176 | 179.0 | | EVERTON | | | | 15.5 | |
| 9,133 | 93195 | 194.5 | | ELWOOD | | | | 3.8 | |
| | 92242 | 198.3 | | NICHOLS | J | | | 201.0 | |

Radio Channel No. 39 in service between Kansas City and Nichols.

Radio Channel No. 66 in service in Kansas City Terminal.

| Radio Call-In | | |
|--|------------------|------------------------|
| Kansas City-75(X) | Paola-65(X) | Ft. Scott-45(X) |
| Lamar-35(X) | Greenfield-25(X) | Springfield Yard-85(X) |
| Emergency Call-911 | | |
| For Dispatcher X=1, For Mechanical X =2, For Field Support X=3 | | |

Asst. Chief Phone-(817) 234-6158, Fax (817) 234-6419
 Dispatcher Phone Numbers—(817) 234-6152, (800) 666-1025,
 Fax (817) 234-6412

| Mobile Radio | | Access Digit | Disconnect Digit |
|-------------------|----------|--------------|------------------|
| Kansas City-Green | 472-2287 | *1 | #1 |
| Ft. Scott-Green | 864-2070 | *2 | #2 |
| Springfield-Green | 864-2050 | *1 | #1 |
| Louisburg-Red | 864-2072 | *1 | #1 |

Kansas City Terminal Railway (KCT)—Crews operating across Kansas City Terminal Railway Company trackage must have a copy of The Greater Kansas City Area Operating and Special Instructions in effect April 1, 1994, in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders posted at specified locations. This will fulfill the requirements of Rule 6.2 of the General Code of Operating Rules. The Kansas City Terminal Railway Company does not issue track warrants or bulletins. All modifications to The Greater Kansas City Area Operating and Special Instructions are made in the aforementioned notices and general orders.

Trains and engines will use KCT Railway tracks between 5th St. (MP .46X) and 29th St. to access 19th St. Yard or BNSF Main Tracks 1 and 2 at 30th St.

1. Speed Regulations

1(A). Speed—Maximum

| | Freight |
|------------------------------|---------|
| Kansas City to Nichols | 60 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|--|---------|
| MP 2.7 (Murray Yard) to MP 2.0 (29th Street) | 10 MPH. |
| MP 2.0 (29th Street) to MP 4.4 (Both Tracks) | 20 MPH. |
| MP 4.4 to MP 7.9 (Both Tracks) | 30 MPH. |
| MP 7.9 to MP 11.5 (Both Tracks) | 40 MPH. |
| MP 11.5 to MP 16.5 (Both Tracks) | 50 MPH. |
| MP 30.0 to MP 30.3 (HE only) | 55 MPH. |
| MP 37.8 to MP 41.9 (Both Tracks) | 50 MPH. |
| MP 41.9 to MP 43.4 | 40 MPH. |
| MP 54.9 to MP 59.9 | 50 MPH. |
| MP 66.8 to MP 67.2 | 50 MPH. |
| MP 73.2 to MP 74.4 | 55 MPH. |
| MP 86.8 to MP 87.5 | 55 MPH. |
| MP 96.0 to MP 96.7 | 50 MPH. |
| MP 96.7 to MP 97.9 | 40 MPH. |
| MP 97.9 to MP 98.9 (Both Tracks) | 20 MPH. |
| MP 98.9 to MP 106.7 | 30 MPH. |
| MP 114.4 to MP 124.5 | 45 MPH. |
| MP 128.7 to MP 128.9 | 50 MPH. |
| MP 137.6 to MP 139.1 | 45 MPH. |
| MP 139.1 to MP 142.3 | 55 MPH. |
| MP 151.0 to MP 151.2 | 55 MPH. |
| MP 158.4 to MP 167.0 | 45 MPH. |
| MP 167.0 to MP 167.9 | 35 MPH. |
| MP 167.9 to MP 173.1 | 45 MPH. |
| MP 173.1 to MP 176.1 | 40 MPH. |
| MP 176.1 to MP 180.1 | 50 MPH. |
| MP 179.0 to MP 182.0 Southward trains 100 TOB and over | 30 MPH. |
| MP 180.1 to MP 180.5 | 40 MPH. |
| MP 180.5 to MP 186.5 | 50 MPH. |
| MP 193.7 to MP 194.0 | 50 MPH. |
| MP 198.1 to MP 198.3 | 25 MPH. |

1(C). Speed—Switches and Turnouts

| | |
|---|---------|
| Siding Turnouts: | |
| Trains 100 TOB and over - all siding turnouts | 10 MPH. |
| Trains up to 100 TOB on siding turnouts at Fontana, Arcadia and Iantha | 10 MPH. |
| Trains up to 100 TOB on siding turnouts at Henson, LaCygne, Pleasanton, Prescott, Hammond, Dix, Dumbeck, Pilgrim and Elwood | 20 MPH. |
| MP 5.6—Bravo, through crossover | 30 MPH. |
| Except trains 100 TOB and over | 25 MPH. |

| | |
|---|---------|
| MP 16.5—Charlie, through crossovers | 35 MPH. |
| Except trains 100 TOB and over | 25 MPH. |
| MP 26.5—Bonita through turnout Main Track 2 | 40 MPH. |
| Except trains 100 TOB and over | 25 MPH. |
| MP 37.3—N. Hillsdale through turnout Main Track 2 | 40 MPH. |
| Except trains 100 TOB and over | 25 MPH. |
| MP 41.8—S. Hillsdale through turnout Main Track 2 | 40 MPH. |
| Except trains 100 TOB and over | 25 MPH. |
| MP 96.8 through turnout Main 1 N Ft Scott | 30 MPH. |
| Except trains 100 TOB and over | 25 MPH. |
| MP 102.6 - N. Sw. Edwards through turnout | 30 MPH. |
| Except trains 100 TOB and over | 25 MPH. |
| MP 102.7 - S. Sw. Edwards through turnout | 30 MPH. |
| Except trains 100 TOB and over | 25 MPH. |
| MP 198.3 through crossover, Nichols | 20 MPH. |

1(D). Speed—Other

Sidings:

| | |
|---|---------|
| Trains 100 TOB and over - all sidings | 10 MPH. |
| Trains up to 100 TOB on sidings at Fontana, Arcadia and Iantha | 10 MPH. |
| Trains up to 100 TOB on sidings at Henson, LaCygne, Pleasanton, Prescott, Hammond, Dix, Dumbeck, Pilgrim and Elwood | 20 MPH. |
| Cars over 134 tons on bridges at MP 4.4 and MP 5.2 | 10 MPH. |

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car**

Kansas City to Nichols 143 tons
35-ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

Lamar—Six-axle locomotives and six-axle derricks not permitted on O'Sullivan Industry Track.

3. Type of Operation

CTC—in effect:
MP 2.2 to MP 198.3 30th St. to Nichols

Two Main Tracks
MP 2.2 to MP 26.6 30th St. to Bonita
MP 37.3 to MP 41.7 N. Hillsdale to S. Hillsdale
MP 96.8 to MP 102.6 ... N. Ft. Scott to Edward

**Manual interlockings not Controlled by BNSF
KCT Railway**

**Manual interlockings not using Track and Time (Rule 10.3)
to protect MW employees**

Ustick Tower
KCT Railway

MW employees will be protected by MWOR Rule 6.3.2 Other Tracks. Control operator will provide protection per MWOR Rule 6.3.2 by lining remote control switches against movement to the affected track, applying a locking or blocking device to control machine, and notifying employee in charge when protection is provided. On tracks where control operator is unable to provide protection on both ends of the track affected, additional protection must be provided as required by MWOR Rule 6.3.2 at access points not able to be protected by control operator.

Ustick Tower—Control operator controls the following signals at Murray Yard:

Block 4 (MP 4.0X): Eastbound Signals on Main 1 and 2.
(Middle Track): Both directions.

Hi-Line: MP 4.0X to MP 1,6X (South End Hi-Line).

Block 224: Westbound Signal to .46X (KCT's First Signal at Fifth Street) including all signals across Hannibal Bridge on Tracks 80 and 81.

Coal Route: Harlem and across ASB Bridge to KCS Connection and UP Signal to Neff Yard at Troost.

Kansas City Terminal: All track designated in The Greater Kansas City Area Operating and Special Instructions. (Track Block Authority—Rule 9.5.7 used to protect MW.)

Trains operating on the Ft. Scott Subdivision between Kansas City, (Murray Yard—Block 224) and Birmingham, MP 216.2 are under the jurisdiction of the Illinois Division, Kansas City train dispatcher, (817) 234-6028.

Trains operating on the Ft. Scott Subdivision between Kansas City, (Murray Yard) and Clarke MP 7.9 are under the jurisdiction of the Nebraska Division, St Joseph Subdivision train dispatcher, Phone (817) 234-6043.

Interlockings: Trains and Engines—The interlocking signals at MP 43.1 (**Paola**) and MP 118.4 (**Arcadia**) are also controlled signals. When stopped by a Stop indication, comply with Rule 9.12.3. if the signal does not change to a more favorable indication, in addition to complying with Rule 9.12.3, authority per Rule 9.12.1 must also be obtained from control operator (unless track and time limits beyond this signal have already been received).

MNA Interlocking MP 98.0 (Ft Scott)— When absolute signal governing movements over MNA crossing, MP 98.0, displays Stop indication, and there is a train on adjacent BNSF track that fouls MNA main track within the interlocking limits, train must stop in compliance with STOP signal, and then proceed at restricted speed without member of crew operating the time release. If no train on adjacent BNSF track, Rule 9.12.3 governs.

Trains operating on the Ft. Scott Subdivision between Kansas City, (Murray Yard—Block 224) and Birmingham, MP 216.2 are under the jurisdiction of the Illinois Division, Kansas City train dispatcher, (817) 234-6028.

4. General Code of Operating Rule Items

Rule 10.2—Main Track switches not equipped with electric locks:

| | |
|------------------|---|
| Main 1 | MP 7.1 Riverside-Sutherlands |
| Main 2 | Riverside Inter Con |
| Main 1 | MP 4.9 Gard Oil MP 8.1 West Team Track MP 9.8 Consolidated Lumber MP 18.1 Mission Lumber MP 20.4 #1 Olathe MP 21.9 Dillards Spur MP 22.5 Standard Homes |
| Main 2 | MP 9.2 American Cast Iron Pipe |
| Main 2 | MP 21.8 Cement Plant MP 25.2 Bonita Elevator Track |
| Paola | MP 43.4 River Track |
| Boicourt | MP 67.5 Boicourt Spur |
| Ft. Scott—Main 1 | MP 97.9 MNA Connection MP 98.1 North Yard Switch MP 98.6 South Yard Switch |
| Ft. Scott—Main 2 | MP 98.1 North Yard Switch MP 98.6 South Yard Switch |
| Arcadia | MP 115.3 Arcadia House Track |
| Iantha | MP 131.5 Iantha Spur |
| Lamar | MP 138.5 House Track |
| Golden City | MP 150.8 Rice's Spur |

| | |
|-------------------|----------------------------------|
| Lockwood | MP 158.7 AG Service Center Track |
| Greenfield | MP 165.7 House Track |
| Everton | MP 175.7 Old Everton Track |
| Daystar Petroleum | MP 197.7 |
| Nichols | MP 198.0 Leprino Cheese Track |

Emporia Subdivision—Northbound trains destined Argentine Yard on the Emporia Subdivision must secure a track warrant at Springfield which will include track bulletins for the Emporia Subdivision.

Northbound trains from Afton Subdivision destined Argentine Yard on the Emporia Subdivision must secure a track warrant at Fort Scott which will include track bulletins for the Emporia Subdivision. The BNSF Kansas City Yard train dispatcher can be reached at (817) 234-2303.

UP KCT Subdivision—Northbound trains destined Armstrong Yard at 18th Street on Union Pacific KCT Subdivision must secure a track warrant at Springfield which will include track bulletins for movement on the KCT Subdivision. The UP train dispatcher can be reached at (816) 245-2344.

Rule 10.3—When a train is authorized by track and time and the train leaves the limits of the track and time at control point Nichols or Edward, the train must not pass the signal to re-enter the track and time without permission from the control operator.

Rule 15.1

Ft Scott—Southward trains destined Afton Sub must secure a track warrant at Ft. Scott addressed as “(Engine Number) S” which will include track bulletins for Ft Scott and Afton Subs.

Southward trains destined Cherokee Sub must secure a track warrant at Ft Scott addressed as “(Engine Number) W” which will include track bulletins for Cherokee Sub.

Edward—Track warrant to northbound trains on Afton Subdivision will also include any track bulletins required for movement between Edward and N. Ft. Scott on Ft. Scott Subdivision.

Nichols—Track warrant will be received at Springfield Yard

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures
 - MP 47.7 (DED only) SWD only—Radio Tone
 - MP 50.8—NWD only - Recall Code 657
 - MP 61.7 (DED only) NWD only—Radio Tone
 - MP 71.0 (DED only) NWD only—Radio Tone - Recall Code 658
- B. Other FED locations
 - MP 27.4 - Recall Code 758
 - MP 47.7 (DED only) NWD only—Radio Tone
 - MP 50.8—SWD only - Recall Code 657
 - MP 61.7 (DED Only) SWD only—Radio Tone
 - MP 71.0 (DED Only) SWD only—Radio Tone - Recall Code 658
 - MP 85.9 - Recall Code 457
 - MP 130.2 - Recall Code 357
 - MP 154.7 - Recall Code 358
 - MP 178.8 - Recall Code 258

6. FRA Excepted Track—None

7. Special Conditions

Transfer Instructions—All inbound transfers get instructions from Ustick Tower for route to be used at C-Yard. All BNSF tracks in Kansas City, Missouri terminal are used for receiving transfers of cars from connecting line yards.

When the yardmaster does not do so, engine foreman will report to towerman at Ustick Tower when entering or ready to depart Murray Yard.

When using either the East or West receiving leads, stop clear of crossing located just south of hump tower, communicate with bowl tower yardmaster by radio and be governed according to instructions.

Head End Device Test Stations—Test stations for head end devices have been set up at the North Kansas City and Springfield radio shops. These stations simulate signals transmitted from a rear of train device and are operational 24 hours per day. Test procedure is as follows:

- Test Number: Dial 90000
- Check: All Segments lit
- Brake pipe pressure is 125 pounds
- MARKER ON, BATTERY LOW AND STOPPED are lit

Kansas City

KCT RR Telephone Procedures—Trains operating on KCT RR at Rock Creek Jct, Sheffield (Tower 8), Airline Jct, Southwest Jct, and the Union Station can reach the KCT train dispatcher at 245-3393.

Trains operating on KCT RR at Santa Fe Jct, 29th Street, Adams Street, and Old Union Depot (West Bottoms) can reach the KCT train dispatcher at 245-3391.

Telephone calls placed to the train dispatching center will be placed in a calling que in the order the calls are received. A short tone will indicate to you that your call will be answered shortly.

KCT RR Radio Procedures—While on the KCT RR, trains must monitor channel 6666. To reach the KCT train dispatcher, tone them up using DTMF 25.

Kansas City (Murray Yard)—All inbound/outbound train and yard transfers, except loaded unit grain and coal trains, must use automatic air brakes when stopping to avoid excessive intrain forces.

Rule 8.10, Switch Point Indicator—is modified as follows:

| <u>Aspect</u> | <u>Indication</u> |
|---------------|---|
| Yellow | Switch points fit properly for normal movement |
| Red | Switch points fit properly for reverse movement |
| Dark | Stop and inspect switch points |

When using either the East or West receiving leads, stop clear of crossing located just south of hump tower, communicate with hump lower yardmaster by radio and be governed according to instructions.

Crossing Protection

25th Street—Flashing light signals 25th street: Control circuit on Main 1 starts 100 feet and on Main 2 starts 300 feet north of crossing. Do not foul control circuit unless southward absolute signal Tower 4 displays a proceed indication. When southward train occupies circuit more than two minutes signals cease to operate and crossing must be protected from a position on the ground.

30th Street—Flashing light signals 30th Street, (MP 2.1) equipped with automatic cutout feature (Rule 6.32.5). When northward absolute signals at 29th St, interlocking display Stop indication, northward movements must stop short of 30th Street.

Lenexa—It will not be permissible to stop any train at Lenexa that will result in the blockage of Noland Road, MP 13.6, or Pflumm Road, MP 13.9. When setting out or picking up at Lenexa, allow enough room north of Noland Road to clear the crossing. Undesirable emergencies resulting in blockage of above crossings should be reported to the Lenexa Police Department at (913) 888-4110.

Automatic flasher in service over Santa Fe St. crossings west of Main 1 MP 14.6, MP 14.7 to MP 15.1. When making movement over these crossings, stop in circuit at insulated joint 100 feet both sides of street and allow flashers to activate 20 seconds prior to crossing.

Highway grade crossing warning system on Santa Fe Trail Drive west of Main 1, MP 16.4. When making movement over this crossing, stop in circuit at insulated joint (approximately 100 feet both sides of street) and allow warning system to activate 20 seconds prior to crossing.

Crossing Protection

LaCygne—At Reed Mineral Co. there is an open unloading pit under the loading track 375 feet east of the dock.

Pleasanton—Cars longer than 60 feet not permitted north of first crossing on Elevator track.

Ft. Scott—All crew change on northbound trains from Afton Subdivision will be made at North Ft. Scott.

Lamar—Do not exceed 5 MPH on all O'Sullivan industry tracks south of Gulf Street.

O'Sullivan Industries—New warehouse switching procedures: All crews will stop at the southwest corner of O'Sullivan before entering the warehouse facility.

The telephone attached to the corner of the building has the current instructions for switching their warehouse.

- A. Train crew will call warehouse foreman from the telephone.
- B. O'Sullivan Warehouse personnel will raise the electric door. The electric derail will clear after the door is in the raised position.
- C. The illuminated light installed at the southwest corner of the building will indicate when the door is down and derail is in derailing position.

When the amber light is on, the door is open, the derail is in the clear position and O'Sullivan is ready to be switched. Observe posted speed signs restricting switch crews to 5 MPH.

Lamar Interlocking—Southward trains stopping for signal at MNA Interlocking, MP 139.1, stop short of Gulf Street crossing south of Lamar depot.

Greenfield—All street and highway crossing traffic on Greenfield Lead must be warned by crew member on the ground at the crossing.

Elwood—Southward trains approaching Springfield Yard notify yardmaster via radio.

Radio communications to Tower Yardmaster from yard and road crews, or between yard and road crews within the terminal, will be conducted on Yard Channel 1 or 66 only.

Test Miles

- MP 32 Northward and MP 33 Southward
- MP 88 Northward and MP 89 Southward
- MP 95 Northward and MP 96 Southward
- MP 104 Northward and MP 105 Southward
- MP 109 Northward and MP 110 Southward
- MP 189 Northward and MP 190 Southward

Hot Weather Train Handling and Speed Restrictions

When ambient temperature exceeds 90 degrees Fahrenheit and a more restrictive speed is not in effect, the following speed restrictions will be observed:

- 1. Trains 100 TOB and over, 30 MPH.
- 2. Trains under 100 TOB, 45 MPH.
- 3. Passenger trains, 60 MPH.

The limits of these restrictions will be from the location at which the temperature is above 90 degrees to the location at which the temperature is 90 degrees or less. Methods by which a crew may receive information about temperatures include, but are not limited to, track side FED reports, dispatcher, or local maintenance of way personnel. Crew must ensure dispatcher has knowledge when these conditions restrict train speed.

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, engineers should avoid heavy dynamic or air brake applications, or throttle in excess of what is needed to start train movement and gradually achieve maximum speed.

8. Line Segments

Road Line Segments

- 1001 30th St. to Nichols
- 1005 KC Belt Jct. to BB Jct.—MP 5.7 to MP 11.7

Yard Line Segments

- 465 Kansas City-Murray Yard
- 842 Kansas City-10th Street Yard
- 1108 Kansas City-19th Street Yard
- 1109 Lenexa Industrial Park

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|--------------------------------|---------------------------|---------------|--------------|
| 19th St. to BV Jct. | | | |
| 25th St. Jct. (MP 0.4) | 0.4 east of 19th St. | | |
| KC Belt Jct. (MP 5.7) | 5.3 east of 25th St. Jct. | | |
| Leeds Jct. (MP 8.8) | 3.1 east of KC Belt Jct. | | |
| BV Jct. (MP 11.7) | 2.9 east of Leeds Jct. | | |
| 93014 Lenexa | 8.3 south of Bravo | 112 | Both |
| 93021 Olathe | 6.0 north of Bonita | 114 | Both |
| 93024 Moss | 1.4 north of Bonita | 78 | Both |
| AFG Ind. Spur | 2.6 south of Bonita | 22 | South |
| 93030 Spring Hill | 3.6 south of Bonita | 32 | Both |
| 93036 Hillsdale Elevator Track | 1.1 north of N. Hillsdale | 15 | Both |
| Boicourt Spur | 5.8 south of LaCygne | 5 | North |
| 93109 Garland | 6.4 south of Edward | 5600 ft. | Both |
| Arcadia House Track | 1.6 north of Arcadia | 4 | North |
| 93124 Liberal | 8.6 south of Arcadia | 2315 ft. | Both |
| MFA Spur | 1.2 north of Iantha | 15 | North |
| MFA Elevator Spur | 6.3 south of Iantha | 30 | South |
| 93151 Golden City | 1.5 south of Dix | 25 | North |
| 93159 Lockwood | 9.2 south of Dix | 36 | Both |
| 93166 Greenfield | 3.5 south of Dumbeck | 5 | South |
| 93166 Greenfield Lead | 3.6 south of Dumbeck | 2.8 miles | North |
| 93176 Everton Spur | 5.0 south of Pilgrim | 585 ft. | North |
| 93183 Ash Grove | 7.4 south of Everton | 19 | Both |
| Leprino Food Spur | 0.3 north of Nichols | 4 | South |
| 25293 Randolph | 2.6 west of Birmingham | 78 | Both |
| 76406 Liberty | | | |
| 76416 Kearney | | | |
| 19th St. to BV Jct. | | | |
| 25th St. Jct. (MP 0.4) | 0.4 east of 19th St. | | |
| KC Belt Jct. (MP 5.7) | 5.3 east of 25th St. Jct. | | |
| Leeds Jct. (MP 8.8) | 3.1 east of KC Belt Jct. | | |
| BV Jct. (MP 11.7) | 2.9 east of Leeds Jct. | | |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Lead Line Subdivision | | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|-----------|-----------------------|-----|----------|---------------|---------------|--------------------|---------------|
| | | | | MAIN LINE STATIONS | | | | | | |
| | | | 86.8 | CUBA | BJR | | | | 8.3 | |
| | 92818 | 95.1 | | STEELVILLE | | | TWC | | 5.3 | |
| | 92823 | 100.6 | | LEAD | | | | | 7.1 | |
| | 92908 | 107.5 | | CHERRYVILLE | | | | | 15.4 | |
| | 92923 | 122.9 | | ST JOE | | | | | 7.1 | |
| | 92933 | 130.0 | | BUICK | TR | | | | 43.2 | |

Radio Channel No. 70 in service.

| |
|--|
| Radio Call-In |
| Rosati - 31(X) |
| Emergency - Call 911 |
| For Dispatcher X=0, For Mechanical X =2, For Field Support X=3 |

Asst. Chief Phone—(817) 234-6158

Dispatcher Phone Numbers—(817) 234-6155, (800) 666-1394

| Mobile Radio | | Access Digit | Disconnect Digit |
|--------------|----------|--------------|------------------|
| Rosati | 864-2065 | *2 | #2 |

1. Speed Regulations

1(A). Speed—Maximum

| | |
|---------------------|----------------|
| | Freight |
| Cuba to Lead | 25 MPH. |
| Lead to Buick | 10 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|--------------------------------------|---------|
| MP 87.1 (PP Highway) (HE only) | 15 MPH. |
| MP 93.4 to MP 93.6 | 10 MPH. |
| MP 98.5 to MP 98.8 | 10 MPH. |

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other—None

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Cuba to Buick 143 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six-axle locomotives and six-axle derricks not permitted.

3. Type of Operation

TWC—in effect:

Cuba to Buick

Restricted Limits—in effect:

MP 86.8 to MP 88.0

MP 129.0 to MP 130.0

4. General Code of Operating Rule Items—None

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Viburnum—When switching Doe Run Company, shoving movements into shed **MUST** be preceded by a crew member protecting from ground position. Locomotives are not allowed in shed account insufficient clearance.

8. Line Segments

Road Line Segments

Line Segments Limits

1009 Cuba to Lead

1010 Lead to Buick

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|----------------|-------------------------|---------------|--------------|
| Sanky | 0.7 north of Steelville | 3 | South |
| 92923 Viburnum | 1.4 south of St Joe | 4 | North |
| 92934 Fletcher | 3.0 south of Buick | 26 | Both |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Sooner Subdivision | | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|---------------|--------------------|----------|---------------|---------------|--------------------|---------------|
| | | | | MAIN LINE | STATIONS | | | | |
| | | 96438 | 437.2 | SAPULPA | JT | | | 21.8 | |
| 6,501 | 96459 | 459.0 | BRISTOW | | | | | 18.5 | |
| 3,992 | 96478 | 477.5 | STROUD | | | | | 5.1 | |
| 5,722 | 96483 | 482.6 | BINKLEY | | | | | 2.8 | |
| | 96485 | 485.4 | DAVENPORT | | TWC | | | 8.5 | |
| | 96494 | 493.9 | CHANDLER | | | | | 16.5 | |
| 6,354 | 96510 | 510.4 | HIBSAW | | | | | 13.2 | |
| 3,921 | 96524 | 523.6 | JONES | | | | | 16.1 | |
| | 96540 | 539.7 | OKLAHOMA CITY | ABJTR | | | | 102.5 | |

Radio Channel No. 39 in service.

Radio Channel No. 66 in service at Cherokee Yard.

| Radio Call-In | | |
|---|----------------|--------------|
| Bristol-71(X) | Chandler-72(X) | Luther-74(X) |
| Oklahoma-78(X) | | |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | | |

Dispatcher Phone Numbers-(817) 234-6151, Fax 234 -6411

1. Speed Regulations

1(A). Speed—Maximum

| | | |
|---|---------|----------------|
| Sapulpa to Oklahoma City | 45 MPH. | Freight |
| Harmonic rocking at the following locations: (See System Special Instruction 1(A). MP 437.2 to MP 453.0 MP 528.0 to MP 538.0 | | |

1(B). Speed—Permanent Restrictions

| | |
|--------------------------------------|---------|
| MP 437.2 to MP 438.9 (HE only) | 20 MPH. |
| MP 452.3 to MP 457.1 | 30 MPH. |
| MP 458.7 to MP 460.2 (HE only) | 20 MPH. |
| MP 477.0 to MP 477.8 (HE only) | 25 MPH. |
| MP 491.9 to MP 494.4 | 30 MPH. |
| MP 523.5 to MP 526.6 (HE only) | 35 MPH. |
| MP 535.2 to MP 537.4 (HE only) | 25 MPH. |

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

| | |
|---|---------|
| Sidings | 10 MPH. |
| Static Scale—Oklahoma City | 5 MPH. |
| Item 1(A) System Special Instructions applies between MP 437.2 and MP 453.0 and between 528.0 and MP 538.0. | |

See Item 1 of the System Special Instructions for additional speed restrictions

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

| | |
|--|----------|
| Sapulpa to Oklahoma City | 136 tons |
| 35 ft ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted. | |

Do not operate six-axle locomotives or six-axle derricks on the following tracks:

| | |
|-----------|----------------------|
| Bristow | Halliburton Lead |
| Red Horse | Polyfilm Inc. Lead |
| Stroud | Koch Materials track |

3. Type of Operation

TWC—in effect:
MP 437.2 to MP 536.4

Restricted Limits—in effect:
MP 536.4 to MP 539.5

Interlocking—MP 535.8

4. General Code of Operating Rules Items—None

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, tunnels, or other structures: None
- B. Other FED Locations
 - MP 450.4 - Recall Code 718
 - MP 472.2 (DED Only)—Radio Tone
 - MP 500.9 (DED Only)—Radio Tone
 - MP 526.8 (DED Only)—Radio Tone

6. FRA Exempted Track—None

7. Special Conditions

Oklahoma City—At Oklahoma City the normal position for the Drill track switch and West ladder track switch will be lined and locked for the movement last made.

Trains over 100 TOB will not operate through sidings, except when authorized by Chief Dispatcher.

From sidings only, make sure gates are in horizontal position before fouling following Crossings:
MP 523.5 (Choctaw Road)
MP 524.0 (Henny Road)

Hot Weather Train Handling and Speed Restrictions

When ambient temperature exceeds 90 degrees Fahrenheit and a more restrictive speed is not in effect, the following speed restrictions will be observed:

- 1. Trains 100 TOB and over, 30 MPH.
- 2. Trains under 100 TOB, 45 MPH.
- 3. Passenger trains, 45 MPH.

The limits of these restrictions will be from the location at which the temperature is above 90 degrees to the location at which the temperature is 90 degrees or less. Methods by which a crew may receive information about temperatures include, but are not limited to, track side FED reports, dispatcher, or local maintenance of way personnel. Crew must ensure dispatcher has knowledge when these conditions restrict train speed.

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, engineers should avoid heavy dynamic or air brake applications, or throttle in excess of what is needed to start train movement and gradually achieve maximum speed.

8. Line Segments

Yard Line Segments

| | |
|--------------|---------------|
| Line Segment | Limits |
| 1143 | Oklahoma City |

Road Line Segments

| | |
|--------------|--------------------------|
| Line Segment | Limits |
| 1003 | Sapulpa to Oklahoma City |

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|------------------|---------------------|---------------|--------------|
| 96446 Kellyville | 8.2 west of Sapulpa | 8 | East |
| 96467 Depew | 7.6 west of Bristow | 6 | West |
| 96534 Red Horse | 10.7 west of Jones | 6 | West |

| WEST WARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Stillwater Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Stn. | EAST WARD ↑ |
|-------------------|----------------------------------|-----------------|--------------|--|---|-------------|---------------------|------------------|-----------------------------|-------------------|
| | | | | | | | | | | |
| | | 52110 | 6.2 | PAWNEE | R | | | | 11.7 | |
| | | 52115 | 17.9 | GLENCOE | | | TWC | | 12.0 | |
| | 1,267 | 52120 | 30.4 | STILLWATER | R | | | | 23.7 | |

| Tone Call-In | | | | | | |
|----------------------|----|----|----|----|-----|------|
| RADIO COMMUNICATION | CH | DS | SC | MC | CQS | EMER |
| Pawnee to Stillwater | 30 | 1 | 3 | 4 | 5&7 | 9 |

1. Speed Regulations

1(A). Speed—Maximum

Pawnee to Stillwater Freight 30 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 20 MPH.

See item 1 of the System Special instructions for additional speed restrictions

2. Bridge and Equipment Weight Restrictions

Pawnee to Stillwater 134 tons

3. Type of Operation

TWC—in effect:
Pawnee MP 6.2 to Stillwater MP 30.4

Restricted Limits—in effect:
Pawnee to MP 9.0
MP 26.0 to Stillwater

4. General Code of Operating Rules Items

Rule 1.14—At Pawnee, main track between MP 7.3 and MP 8.2 is designated as a siding for AVARD Subdivision trains.

Rule 14.9A Transmitting Track Warrant—Add the following:
After the train dispatcher transmits the track warrant and before the track warrant is repeated, the train dispatcher will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the train dispatcher will state, "This track warrant includes a requirement to meet another train."

After the receiving employee repeats the track warrant, the employee will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the employee will state, "This track warrant includes a requirement to meet another train."

Before the OK time is given, the train dispatcher will confirm the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.")

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Glencoe—Track 5201 out of service.

Stillwater—Under no circumstances will engines or extra-heavy loads be moved over live rail of industry-owned scales, except on specific request of the Stillwater Milling Company.

Stillwater—Track 5014 out of service between 9th Street and 500 feet east of 5015 Switch. Track 5005 National Standard is out of service and switch spiked for track 5007.

Stillwater—At Perkins Road and Boomer Spur Crossings, movement must be protected by member of crew.

Stillwater—Close clearance at the following locations:
Unloading ramp near stock track, Concrete dock at Hoke Concrete Company, Track 5008 inside Color Press Building.

8. Line Segments

Road Line Segments

Line Segment Limits
7401 Pawnee to Stillwater

9. Locations Not Shown as Stations

| Name | Mile Post Location | Capacity Feet | Switch Opens |
|----------------|--------------------|---------------|--------------|
| Armstrong Spur | 26.5 | 2439 | West |
| Boomer Spur | 26.7 | 5100 | East |

| SOUTHWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Thayer North Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Stn. | NORTHWARD ↑ |
|----------------|-------------------------|--------------|-----------|---|---|----------|---------------|---------------|--------------------|----------------|
| | | | | | | | | | | |
| | | 92235 | 203.2 | TEED | J | | | | 2.9 | |
| | | | 206.2 | WS | | | | | 12.8 | |
| | 9,716 | 93219 | 219.0 | ROGERSVILLE | | | | | 12.5 | |
| | 8,844 | 93232 | 231.5 | DIGGINS | | | | | 11.7 | |
| | 8,653 | 93243 | 243.2 | CEDAR GAP | | | | | 6.4 | |
| | | 93249 | 249.6 | MANSFIELD | | | | | 10.6 | |
| | 8,000 | 93260 | 260.2 | NORWOOD | | | | | 9.3 | |
| | 9,405 | 93270 | 296.5 | MOUNTAIN | | CTC | | | 9.6 | |
| | 8,380 | 93279 | 279.1 | CABOOL | | | | | 14.2 | |
| | 7,437 | 93293 | 293.3 | WILLOW | | | | | 12.8 | |
| | 9,046 | 93306 | 306.1 | OLDEN | | | | | 8.3 | |
| | 8,699 | 93314 | 314.4 | WEST PLAINS | | | | | 16.4 | |
| | 8,723 | 93331 | 330.8 | KOSH | | | | | 9.0 | |
| | 8,000 | 93340 | 339.8 | THAYER | B | | | | 136.5 | |

Radio Channel No. 87 in service.

| Radio Call-In | | |
|---|-----------------|----------------|
| Springfield - 82(X) | Seymour - 62(X) | Cabool - 32(X) |
| Olden - 72(X) | Thayer - 42(X) | |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | | |

Asst. Chief Phone- (817) 234-6158
 Dispatcher Phone Numbers-(817) 234-6156, (800) 666-1398

| Mobile Radio | | Access Digit | Disconnect Digit |
|--------------|----------|--------------|------------------|
| Springfield | 864-2050 | *1 | #1 |
| Cabool | 864-2052 | *4 | #4 |
| Thayer | 864-2054 | *3 | #3 |

1. Speed Regulations

1(A). Speed—Maximum

Teed to Thayer **Freight** 55 MPH.

1(B). Speed—Permanent Restrictions

MP 203.1 to MP 206.7 35 MPH.
 MP 206.7 to MP 219.1 40 MPH.
 MP 228.6 to MP 231.4 50 MPH.
 MP 243.0 to MP 245.8 35 MPH.
 MP 245.8 to MP 251.5 40 MPH.
 MP 251.5 to MP 254.0 35 MPH.
 MP 254.0 to MP 260.0 40 MPH.
 MP 260.0 to MP 266.8 45 MPH.
 MP 266.8 to MP 281.3 40 MPH.
 MP 286.8 to MP 288.0 45 MPH.
 MP 288.0 to MP 291.7 40 MPH.
 MP 291.7 to MP 295.2 50 MPH.
 MP 295.2 to MP 299.4 45 MPH.
 MP 299.4 to MP 299.9 40 MPH.
 MP 299.9 to MP 325.9 45 MPH.
 MP 325.9 to MP 326.2 40 MPH.
 MP 326.2 to MP 336.6 45 MPH.
 MP 331.0 to MP 336.6 for trains 100 TOB and over 35 MPH.
 MP 336.6 to MP 339.4 35 MPH.
 MP 339.4 to MP 339.8 20 MPH.

1(C). Speed—Switches and Turnouts

MP 203.2 through Thayer Subdivision turnout at Teed 35 MPH.
 Siding Turnouts:
 Diggins 30 MPH.
 All other siding turnouts 20 MPH.

1(D). Speed—Other

Sidings:
 Diggins 30 MPH.
 All other sidings 20 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Teed to Thayer. 143 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six-axle locomotives and six-axle derricks not permitted on the following tracks:

West Plains—City Spur, City Scale and Richards Brothers.

3. Type of Operation

CTC—in effect: MP 203.2 to MP 339.8

Sidings—All sidings are controlled sidings.

4. General Code of Operating Rules Items

Rule 9.1—Signals Not Conforming to Indications Shown in the System Special Instructions

| Aspect | Name | Indication |
|---|--------------------|---|
| -Flashing Yellow -Flashing Yellow/Red -Flashing Yellow/Red/Red -Flashing Yellow/Dark -Flashing Yellow/Dark/Dark | Approach Medium | Proceed prepared to pass next signal not exceeding 40 MPH |
| -Yellow/Yellow -Yellow/Yellow/Red | Approach Diverging | Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout |

Rule 10.2—Main Track switches not equipped with electric locks:

| | |
|---|-----------------------------------|
| MP 204.0 Springfield Tablet | MP 313.5 Ellis Spur |
| MP 204.4 Rice Petroleum | MP 314.5 Ice Track |
| MP 204.9 Hand Throw Switch | MP 314.6 N. Oxide |
| MP 204.9 Southern Missouri Container | MP 314.9 S. Oxide |
| MP 205.0 Alton Box Spur | MP 315.0 Pease Moore Spur |
| MP 205.4 3M Company | MP 316.7 Safeway Charcoal |
| MP 226.2 Fordland Spur | MP 327.0 Garnett Spur |
| MP 235.4 Seymour Spur | MP 339.5 Mill Track |
| | MP 339.7 Crossover Main to Siding |
| MP 267.8 Shannon Spur | MP 339.75 House Track |
| MP 269.4 S. House Track | MP 339.8 Thayer Yard Track Lead |
| MP 269.7 N. House Track | |
| MP 279.1 M.F.A. Spur | |
| MP 279.7 Brad Roberts Spur | |
| MP 312.5 Tindle Mills Farm SW Mobile Spur | |

Rule 15.1

Teed—Southward trains must receive track warrant at Springfield Yard instead of Teed unless otherwise instructed by train dispatcher.

Thayer—All trains must secure track warrant at Thayer unless otherwise instructed by train dispatcher.

5. **Trackside Warning Detectors (TWD)**

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other FED Locations
 - MP 215.8 - Recall Code 828
 - MP 228.3 - Recall Code 628
 - MP 248.2 (DED Only)—Radio Tone
 - MP 251.4 (DED Only)—Radio Tone
 - MP 255.2 - Recall Code 327
 - MP 273.6 - Recall Code 328
 - MP 286.4 (DED Only)—Radio Tone
 - MP 300.3 (DED Only)—Radio Tone
 - MP 303.5 - Recall Code 727
 - MP 322.1 (DED Only)—Radio Tone
 - MP 325.3 - Recall Code 728

6. **FRA Excepted Track**—None

7. **Special Conditions**

Head End Device Test Stations

Test station for head end devices has been set up at the Springfield radio shop. This station simulates signals transmitted from a rear of train device and are operational 24 hours per day.

Test procedure is as follows:

- Test Number: Dial 90000
- Check: All Segments lit
 - Brake pipe pressure is 125 pounds
 - MARKER ON, BATTERY LOW AND STOPPED are lit

Rogersville—Northward trains approaching Springfield Yard notify yardmaster via radio channel 66.

Hot Weather Train Handling and Speed Restrictions

When ambient temperature exceeds 90 degrees Fahrenheit and a more restrictive speed is not in effect, the following speed restrictions will be observed:

1. Trains 100 TOB and over, 30 MPH.
2. Trains under 100 TOB, 45 MPH.
3. Passenger trains, 60 MPH.

The limits of these restrictions will be from the location at which the temperature is above 90 degrees to the location at which the temperature is 90 degrees or less. Methods by which a crew may receive information about temperatures include, but are not limited to, track side FED reports, dispatcher, or local maintenance of way personnel. Crew must ensure dispatcher has knowledge when these conditions restrict train speed.

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, engineers should avoid heavy dynamic or air brake applications, or throttle in excess of what is needed to start train movement and gradually achieve maximum speed.

8. **Line Segments**

Road Line Segments

| Line Segment | Limits | Mileposts |
|--------------|-------------------|----------------|
| 1013 | Hoxie to Walport | 398.0 to 402.3 |
| 1014 | Marion to Hulbert | 474.0 to 479.4 |
| 1001 | Teed to Thayer | |

9. **Locations Not Shown as Stations**

| Name | Miles - Location | Capacity Feet | Switch Opens |
|----------------|-------------------------|---------------|--------------|
| 93227 Fordland | 5.0 north of Diggins | 8 | North |
| 93237 Seymour | 5.1 south of Diggins | 4 | North |
| 93327 Garnett | 3.8 north of Koshkonong | 4 | North |

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GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ___ line no. ___ between MP ___ and MP ___ on ___ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 “Unless otherwise restricted, (train) may pass red flag or light located at MP ___ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 “Unless otherwise restricted, (train) may proceed through the limits at ___ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 “Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ___ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 “Unless otherwise restricted, (train) may pass red flag (or light) located at MP ___ (without stopping) at ___ MPH until the entire train has passed MP ___. You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

Speed Tables

| SPEED TABLE | | | | | | | | |
|---------------|------|----------------|---------------|------|----------------|---------------|------|----------------|
| Time Per Mile | | Miles Per Hour | Time Per Mile | | Miles Per Hour | Time Per Mile | | Miles Per Hour |
| Min. | Sec. | | Min. | Sec. | | Min. | Sec. | |
| - | 36 | 100 | - | 58 | 62.1 | 1 | 40 | 36.0 |
| - | 37 | 97.3 | - | 59 | 61.0 | 1 | 42 | 35.3 |
| - | 38 | 94.7 | 1 | - | 60.0 | 1 | 44 | 34.6 |
| - | 39 | 92.3 | 1 | 02 | 58.0 | 1 | 46 | 34.0 |
| - | 40 | 90.0 | 1 | 04 | 56.2 | 1 | 48 | 33.3 |
| - | 41 | 87.8 | 1 | 06 | 54.5 | 1 | 50 | 32.7 |
| - | 42 | 85.7 | 1 | 08 | 52.9 | 1 | 52 | 32.1 |
| - | 43 | 83.7 | 1 | 10 | 51.4 | 1 | 54 | 31.6 |
| - | 44 | 81.8 | 1 | 12 | 50.0 | 1 | 56 | 31.0 |
| - | 45 | 80.0 | 1 | 14 | 48.6 | 1 | 58 | 30.5 |
| - | 46 | 78.3 | 1 | 16 | 47.4 | 2 | - | 30.0 |
| - | 47 | 76.6 | 1 | 18 | 46.1 | 2 | 05 | 28.8 |
| - | 48 | 75.0 | 1 | 20 | 45.0 | 2 | 10 | 27.7 |
| - | 49 | 73.5 | 1 | 22 | 43.9 | 2 | 15 | 26.7 |
| - | 50 | 72.0 | 1 | 24 | 42.9 | 2 | 30 | 24.0 |
| - | 51 | 70.6 | 1 | 26 | 41.9 | 2 | 45 | 21.8 |
| - | 52 | 69.2 | 1 | 28 | 40.9 | 3 | - | 20.0 |
| - | 53 | 67.9 | 1 | 30 | 40.0 | 3 | 30 | 17.1 |
| - | 54 | 66.6 | 1 | 32 | 39.1 | 4 | - | 15.0 |
| - | 55 | 65.5 | 1 | 34 | 38.3 | 5 | - | 12.0 |
| - | 56 | 64.2 | 1 | 36 | 37.5 | 6 | - | 10.0 |
| - | 57 | 63.2 | 1 | 38 | 36.8 | 12 | - | 5.0 |

| FEET | TENTHS OF A MILE |
|-------|------------------|
| 528 | .1 |
| 1,056 | .2 |
| 1,584 | .3 |
| 2,112 | .4 |
| 2,640 | .5 |
| 3,168 | .6 |
| 3,696 | .7 |
| 4,224 | .8 |
| 4,752 | .9 |