

Division Managers

Columbus

JEFF SCHMIDT Roadmaster (417) 864-2582

Cuba

COTTON SMITH Roadmaster (417) 864-2585

Enid

DAVID CARROLL Trainmaster (918) 445-2586

FRANK MOFFITT Roadmaster (918) 445-2508

Ft. Scott

KEN CHRIST Roadmaster (417) 864-2573

STANLEY KING Trainmaster (417) 864-2594

TROY WERNER Supervisor Signals (417) 864-2528

St. Louis

DON BOARDMAN Terminal Manager (314) 768-7022

TERRY FARRIS Roadmaster (314) 768-7030

DAVID LADD Trainmaster (314) 768-7026

BOB MAHLANDT Gen. Foreman Mechanical (314) 768-7080

MIKE McLAUGHLIN Superintendent Operations (314) 768-7021

DOUGLAS PARKER Terminal Trainmaster (314) 768-7025

THOMAS RILEY Terminal Trainmaster (314) 768-7025

EDWARD STAFFORD Terminal Trainmaster (314) 768-7025

PAUL WERNER Terminal Trainmaster (314) 768-7025

LLOYD WILLIAMS Supervisor Signals (314) 768-7040

Springfield

BOB BAKER Superintendent Operations (417) 873-3010

STEVE BARROW Trainmaster (417) 873-3075

SCOTT BOEHME Supervisor Signals (417) 873-3196

FRED COX Road Foreman of Engines (417) 873-3106

HARVEY FELDMAN Roadmaster (417) 873-3275

DOUG GIBSON Road Foreman of Engines (417) 873-3004

DENNY JETER Terminal Manager (417) 873-3100

GARY KUKAL Manager of Safety (417) 873-3288

TED McQUEEN Terminal Trainmaster (417) 873-3103

TOM MEADOR Director of Administration (417) 873-3023

GARY ROUFS Road Foreman of Engines (417) 873-3005

BOBBY SIZEMORE Terminal Trainmaster (417) 873-3103

RICH STEVENS Terminal Trainmaster (417) 873-3037

STEVE TALBOT Supervisor Structures (417) 864-2558

JOE THORNBURG Division Engineer (417) 873-3173

GRANT TOWNSEND Terminal Trainmaster (417) 873-3103

JON WESCOTT Roadmaster (417) 873-3148

KEARY WALLS Trainmaster (417) 873-3212

TERRY WRIGHT Gen. Foreman Mechanical (417) 873-3266

Tulsa

GARY ALLISON Gen. Foreman Mechanical (918) 445-2575

RICHARD BARNITZ Supervisor Structures (918) 445-3419

MONTIE BROOME Terminal Manager (918) 445-2554

BEN CLARK Roadmaster (918) 445-2566

CURTIS DAVIS Asst. Roadmaster (918) 445-3409

DAVE DEVAULT Road Foreman of Engines (918) 445-7965

DAN FITZGERALD Terminal Manager (918) 445-2554

FRED GULLEDGE Terminal Trainmaster (918) 445-2518

MIKE JENSEN Supervisor Signals (918) 445-2541

ROBERT JOHNSON Trainmaster (918) 445-2517

FRANK KINCAID Asst. Division Engineer (918) 445-2507

GREG PLOEGER Terminal Superintendent (918) 445-2501

JOHN ROBERTS Terminal Trainmaster (918) 445-2518

RICKEY ROOKS Road Foreman of Engines (918) 445-2503

ROGER RUSSELL Terminal Trainmaster (918) 445-2518

MIKE WHITE Terminal Trainmaster (918) 445-2518

BNSF



Springfield Division

Timetable No. 3

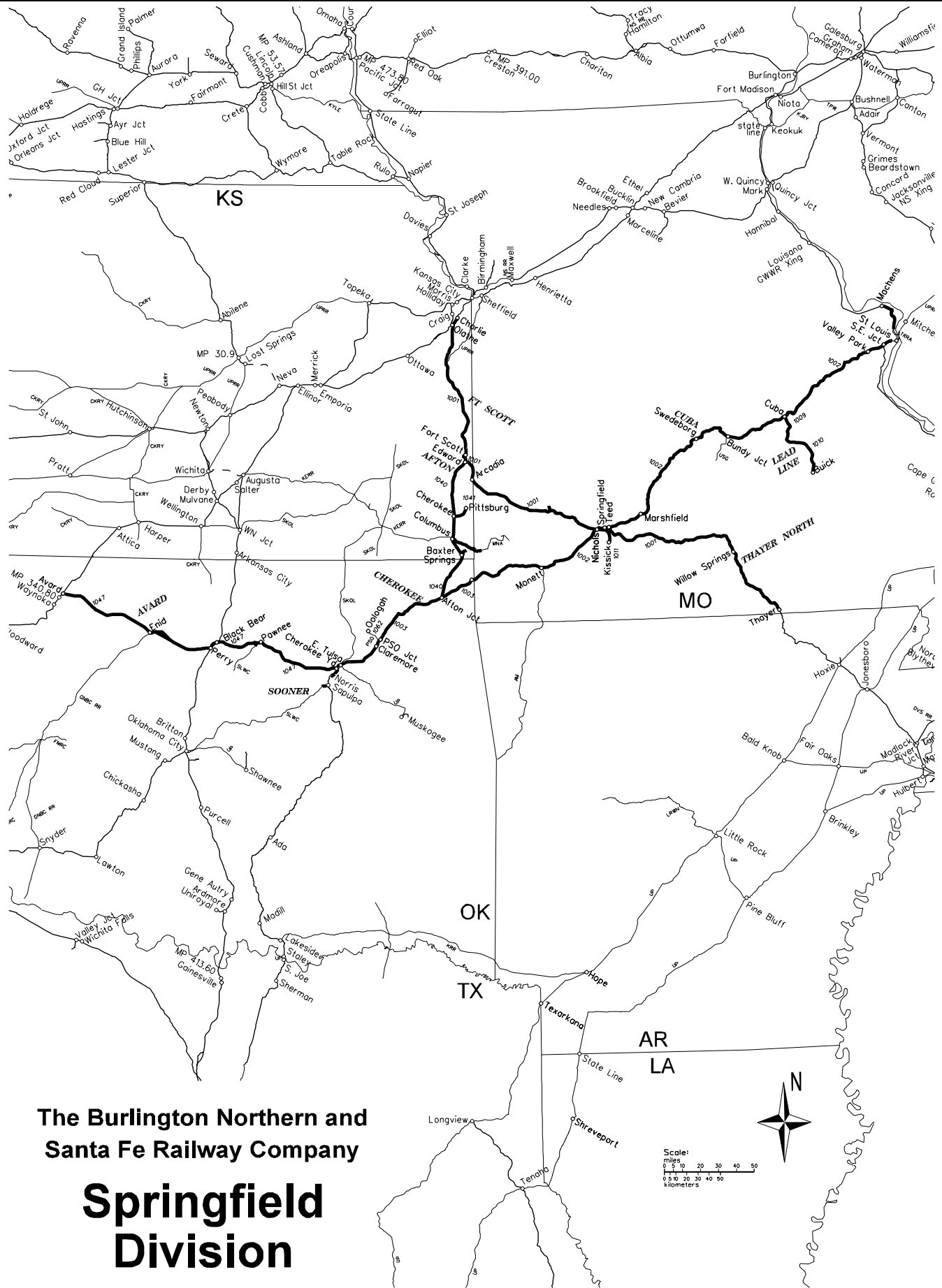
IN EFFECT AT 0001
Central Continental Time
Sunday, May 14, 2000

Assistant Vice President Springfield Region

Dave Clifton
Springfield, Missouri
(417) 873-3001

Division Superintendent

Lou Rees
Springfield, Missouri
(417) 873-3190



**The Burlington Northern and
Santa Fe Railway Company**

Springfield Division

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Afton Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		93103	102.6	EDWARD	J				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	g				4.0	
	7,550	97141	140.7	SCAMMON					7.0	
		97148	147.7	COLUMBUS	AJT		CTC	1040	6.1	
	7,420	97154	153.8	NEUTRAL					5.2	
		97159	159.0	BAXTER					6.3	
	7,600	97185	165.3	QUAPAW					7.2	
		97173	172.5	MIAMI					8.7	
	7,577	97179	179.2	NARCISSA					7.1	
		96347	186.3	AFTON JCT.	J				85.8	

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

(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 (HER) 55 MPH.
 MP 135.6 to MP 136.7 (HER) 35 MPH.
 MP 136.7 25 MPH.
 MP 140.3 to MP 140.9 (HER) 45 MPH.
 MP 146.6 to MP 148.5 (HER) 30 MPH.
 MP 148.5 to MP 158.7—SWD (HER) 55 MPH.
 MP 148.5 to MP 159.2—NWD (HER) 55 MPH.
 MP 158.7 to MP 160.2—SWD (HER) 35 MPH.
 MP 159.2 to MP 160.2—NWD (HER) 35 MPH.
 MP 160.2 to MP 171.7 (HER) 55 MPH.
 MP 171.7 to MP 173.2 (HER) 35 MPH.
 MP 173.2 to MP 181.6 (HER) 55 MPH.
 MP 186.0 to MP 186.2 25 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts 20 MPH.
 MP 146.5—turnout Columbus north end 10 MPH.
 MP 148.5—turnout Columbus south end 10 MPH.
 MP 186.3—turnout Afton Jct. 25 MPH.

1(D). Speed—Other

Sidings 20 MPH.
 Columbus wye tracks with six-axle locomotives 5 MPH.
 Pittsburg lead 10 MPH.
 Joplin Branch 20 MPH.
 Except: MP 419.0 to MP 434.2 10 MPH.
 MP 339.0 to MP 338.6 (HER) 10 MPH.
 MP 334.9 to end of track 10 MPH.
 Hot weather speed restrictions
 When ambient temperature exceeds 90 degrees:
 Trains 100 TOB and over 30 MPH.
 Trains under 100 TOB 40 MPH.
 Passenger trains 49 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Edward to Afton 143 tons, Restriction C
 Pittsburg Lead 131.5 tons, Restriction H
 Joplin Branch 134 tons, Restriction G

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

- Joplin Branch
- Girard—yard tracks
- Cherokee—No. 1 track
- Cherokee—not more than one locomotive of this type permitted on north leg of wye or south leg of wye to east end of connection track
- Pittsburg Lead
- Columbus—not more than two locomotives of this type permitted on wye tracks
- Baxter—No. 2 track
- Miami Lead—from truck route to end of track

3. Type of Operation

CTC—in effect: MP 102.6 to MP 186.3

Sidings—All sidings are controlled sidings.

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

4. General Code of Operating Rule Items

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

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 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.

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

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

6. **FRA Excepted Track**—None

7. **Special Conditions**

Hot Weather Train Handling (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Joplin—Grade crossings at Pennsylvania Avenue, Main, Joplin, Roosevelt and Wall streets (Carterville Track) must be flagged by a crew member to afford vehicle traffic warning before fouling crossings unless automatic warning device is operating.

Grade crossing at Pennsylvania Avenue on track serving Joplin Warehouse building must be flagged by a crew member to afford vehicle traffic warning before fouling crossing.

8. **Line Segments**

Road Line Segments

Line Segment Limits

- 1007 Joplin Branch—MP 339.8 to MP 334.4
- 1041 Pittsburg Lead—MP 139.1 to MP 145.6
- 1044 Miami Lead
- 1040 Edward to Afton Jct.
- 1070 Joplin Branch—MP 419.1 to MP 434.2

9. **Locations Not Shown as Stations**

Name	Location	Capacity Cars	Switch Opens
97124 Girard	MP 124.4	60	Both
97241 Sinclair	MP 132.3	18	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Avard Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS					
			425.6	CHEROKEE JCT. (CHEROKEE YARD)	JTR		1047	20.2	
7,550	96046	445.8	MANNFORD			TWC		23.5	
	96069	469.3	CASEY			TWC		8.7	
7,590	96078	478.0	PAWNEE	J		TWC		12.6	
8,500	96091	490.6	MORRISON			TWC		12.0	
	96103	502.6	BLACK BEAR	MJ		CTC		6.2	
	96109	508.8	PERRY	J		CTC		16.9	
7,550	96125	525.3	CALLAHAN			TWC		7.9	
	96134	533.2	FAIRMONT			DT TWC		9.9	
		543.2	DOUBLE TRACK ENID			DT TWC		2.4	
	96145	545.5	ENID	AJTR		TWC		6.2	
	96148	548.1	BLANTON			TWC		6.2	
	96155	554.4	CARRIER			TWC		2.9	
8,440	96157	557.5	WALKER			TWC		5.5	
	96163	562.8	GOLTRY			TWC		6.5	
	96169	569.3	HELENA			TWC		5.1	
7,800	96174	574.4	McWILLIE			TWC		6.1	
	96181	580.5	CARMEN			TWC		8.1	
	96189	588.6	DACOMA			TWC		6.4	
	96195	595.0	HOPETON			TWC		6.8	
	96202	601.8	AVARD			TWC		0.1	
		601.9	AVARD JCT (Panhandle Subdivision)	J		TWC ABS CTC		180.2	

Radio Channel 85 in service—Avard Subdivision.

Radio Channel 30 in service—Red Rock Subdivision.

Radio Channel 66 in service at Cherokee Yard and Enid Yards.

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		

Dispatchers' Phone Numbers

Avard Subdivision—(817) 234-1635, Fax (817) 234-6487

Red Rock Subdivision—(817)234-2321, Fax (817) 234-2421

1. Maximum Speed Permitted

1(A). Speed—Maximum

Cherokee Jct. to Avard Jct. 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 480.7 40 MPH.
 MP 502.5 to MP 503.2 40 MPH.
 MP 507.5 to MP 509.5 20 MPH.
 MP 519.1 to MP 519.8 40 MPH.
 MP 537.0 to MP 542.0 Main 2 (HER) 35 MPH.

MP 546.8 to MP 548.7 (HER) 35 MPH.
 MP 601.2 to MP 601.9 20 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts:
 Walker 35 MPH.
 Mannford, Morrison, Callahan, McWillie 20 MPH.
 Pawnee 10 MPH.
 MP 425.6—turnout Cherokee Jct. 10 MPH.
 MP 504.2—turnout Black Bear 35 MPH.
 MP 508.2—turnout Perry 35 MPH.
 MP 533.2—turnout Main 1 35 MPH.
 MP 543.2—turnout Main 1, Main 2 20 MPH.
 MP 601.9—turnout Avard Jct. 20 MPH.

1(D). Speed—Other

Sidings:
 Walker (HER) 20 MPH.
 Walker, leaving after head end through turnout 35 MPH.
 Mannford, Morrison, Callahan, McWillie 20 MPH.
 Pawnee 10 MPH.
 Hot Weather Speed Restrictions:
 When ambient temperature exceeds 90 degrees:
 Trains 100 TOB and over 30 MPH.
 Trains under 100 TOB 40 MPH.
 Passenger trains 49 MPH.
 When ambient temperature exceeds 100 degrees:
 Between MP 508 and MP 601 all trains 30 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 Jct. to Black Bear 136 tons, Restriction F
 Black Bear to Enid 143 tons, Restriction D
 Enid to Avard 136 tons, Restriction F

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

- Lela—Elevator Track
- Lucien—Elevator Track
- Covington—Elevator Track
- Enid—Wye Track
- Goltry—Fertilizer Spur Track

3. Type of Operation

TWC—in effect:
 MP 425.6 to MP 502.5
 MP 508.2 to MP 601.9
Double Track—in effect:
 MP 533.2 to MP 543.2
CTC—in effect:
 MP 502.5 to MP 508.2 controlled by Red Rock Subdivision Dispatcher.
 MP 601.9 Avard Jct. Control Point
ABS—in effect:
 MP 601.3 to MP 601.9
Restricted Limits—in effect:
 MP 425.6 to MP 428.0
 MP 542.0 to MP 546.8
Sidings—Rule 6.28 in effect on all sidings.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 8.19—Location of Automatic Switches

Mile Post	Location	Normal Position	Sw. Point Indicator Lights	Absolute Signals	Distant Signal MP	Radio Tone
533.2	Fairmont Turnout DT	Main 1	No	Yes	530.9 535.1(1) 534.6(2)	None
543.2	Enid Turnout DT	Main 2	Yes	No	None	None
542.8	Enid E-Yard E-Lead	MT	Yes	No	None	None
556.7	Walker ESS	MT	No	Yes	552.9	4467 Channel 55
558.5	Walker WSS	MT	No	Yes	562.7	5585 Channel 55

Rule 8.19—Stopping within 200 feet of the absolute signals for automatic switches at ESS and WSS Walker is not required if switch is operated by radio command and signal indicates switch is lined for desired route.

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.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnels or other structures: None
- B. Other TWD locations
 - MP 451.1—Recall Code 638
 - MP 467.3 (DED Only)—Radio Tone
 - MP 494.0—Recall Code 837
 - MP 516.6—Recall Code 838
 - MP 550.8—Recall Code 437
 - MP 573.1—Recall Code 438

6. FRA Excepted Track—None

7. Special Conditions

Avard—For westward trains, when indicator at MP 601.6 is dark, stop and contact dispatcher. When indicator displays white light, continue movement to absolute signal at MP 601.9.

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 contact the yardmaster before entering restricted limits at MP 428.0 for yarding instructions.

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

Hot Weather Train Handling (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed.

Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperatures information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Black Bear—Manual Interlocking MP 502.6 controlled by Red Rock Subdivision dispatcher.

Walker—ESS and WSS are automatic switches with radio remote control. A roadway “KEYPAD” sign is located at MP 556.7 in advance of the ESS and MP 558.5 in advance of the WSS. After head end of train passes sign, use a radio to send a tone code to the switch. Depress and hold each radio tone key for 1 second and pause 1 second between each tone. A return tone of 2 beeps indicates your radio command was successful.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

- MP 428.0 to MP 432.0
- MP 550.0 to MP 601.0

8. Line Segments

Yard Line Segments

Line Segment Limits
1142 Enid

Road Line Segments

Line Segment Limits
1047 Cherokee Yard to Avard

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Cars	Switch Opens
96032 Shirk	MP 430.2	5	West
96055 Teriton	MP 455.4	6	West
96062 Hallett	MP 461.6	10	East
96085 Lela	MP 485.5	26	East
96118 Lucien	MP 518.4	18	West
96127 Covington	MP 526.7	15	West
96139 Shea	MP 538.7 - Main 2	36	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cherokee Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Type of Oper.					
		92239	239.7	SPRINGFIELD YARD	T		Rule 6.28	1002	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					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	T			0.6		
			282.6	LOU				4.3		
9,240		96287	286.9	PIERCE				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				9.4		
5,945		96319	319.2	RACINE				13.7		
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			7.1		
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			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			2MT CTC	2.6		
			423.0	URBAN	JX(2)			3.9		
			426.9	CHEROKEE YARD	JT		Rule 6.28	187.3		

Radio Channel 54 in service.

Radio Channel 66 in service at Cherokee & 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		

Dispatcher Phone Number—(817) 234-6153, Fax (817) 234-6413

Mobile Radio		Access Digit	Disconnect Digit
Springfield	864-2100	*1	#1
Mt. Vernon	864-2066	*1	#1
Joplin	864-2067	*4	#4
Catale	864-2071	*1	#1
Tulsa	445-2604	*1	#1

1. Speed Regulations

1(A). Speed—Maximum

Freight
Springfield Yard to Cherokee Yard 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 263.5 to MP 264.4 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 282.6 to MP 283.2 45 MPH.
 MP 286.5 to MP 309.1 45 MPH.
 MP 309.1 to MP 314.3 35 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 25 MPH.
 MP 350.8 to MP 354.3 55 MPH.
 MP 359.1 to MP 360.7 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 (HER) 40 MPH.
 MP 392.5 to MP 392.9 50 MPH.
 MP 396.8 to MP 398.1 (HER) 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 241.7—turnout Nichols Jct. 20 MPH.
 MP 279.1—turnout Main 1, Main 2 45 MPH.
 MP 281.0—turnouts Crossover M 20 MPH.
 MP 282.6—turnout Main 2 25 MPH.
 MP 346.4—turnout Main 1 25 MPH.
 MP 346.6—turnout Afton Jct. 25 MPH.
 MP 347.9—turnouts Crossover 67 25 MPH.
 MP 349.5—turnout Main 1 25 MPH.
 MP 393.2—turnout PSO Jct. 25 MPH.
 MP 420.5—turnout Main 1, Main 2 30 MPH.
 MP 422.9—turnout SKOL Jct. 10 MPH.
 MP 423.0—turnouts Crossovers Urban 10 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 235.4 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.
 PSO Jct. to Oologah 25 MPH.
 (Speed regulations continued on next page.)

- 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 Old Main 2 MP 423.1 to
MP 425.2 (17th Street) 20 MPH.
- In motion Hump Scale—Cherokee Yard 10 MPH.

Hot Weather Speed Restrictions

- When ambient temperature exceeds 90 degrees:
 - Trains 100 TOB and over 30 MPH.
 - Trains under 100 TOB 40 MPH.
 - Passenger trains 49 MPH.
- When ambient temperature exceeds 100 degrees:
 - Between MP 282 and MP 347 all trains 30 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, Restriction C

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

- Aurora—MFA Plant Food
- Verona—Syntex Agribusiness tracks
- Howard Branch

Tiger (Yuba Heat Lead, MP 411.8)—Multiple six axle 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 423.1

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 423.1

Rule 6.28—in effect:

- Between MP 241.4 and MP 239.7
- Between MP 423.1 and MP 426.9

TWC—in effect:

PSO Jct. to Oologah

4. General Code of Operating Rules Items

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

Rule 8.20—Derails on the east end of tracks 1003, 1004 and 1005 in Cherokee Yard will be left locked in the non-derailing position except when placed in the derailing position to protect workmen as required by GCOR 5.13.

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 interlocking at 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, Main 1
- MP 397.7 Dock Track
- MP 412.4 Ellsworth Industries
- MP 418.2 Jarbo Sales
- MP 421.2 Borg Steel, Main 1
- MP 421.5 Gate City Steel East End, Main 2
- MP 421.9 Arco Warehouse Corp., Main 1
- MP 422.2 Trinity Steel Co. East End, Main 2

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—Recall Code 769
- B. Other TWD 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—Recall Code 769
 - 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 Ducoa 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. Stop short of the Vehicle Maintenance Building (VMB) crossing if unable to contact the dumper operator by radio (Channel 54).
2. When 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 visual contact with the dumper operator in the control room and radio communication has been established with the dumper operator to ensure a clear 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 discloses that another train is not enroute to the loop.

Pierce City—On Industrial Lead, Hwy. 37 Grade Crossing must be flagged by a crew member to afford vehicle traffic warning before fouling crossing.

Hot Weather Train Handling (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy

dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as "critical areas" and are limited to restricted speed.

- MP 268.8 to MP 282.6
- MP 286.5 to MP 320.8
- MP 387.9 to MP 388.3
- MP 399.0 to MP 399.2
- MP 415.5 to MP 416.5

8. Line Segments

Yard Line Segments

Line Segments Limits

- 1141 Cherokee Yard
- 1004 Pierce City Industry Lead

Road Line Segments

Line Segments Limits

- 1002 Springfield Yard to Lou
- 1003 Lou to Cherokee Yard

9. Locations Not Shown as Stations

	Name	Location	Capacity Cars	Switch Opens
92239	Payless Spur	MP 242.0	3	East
92247	SW Power Spur	MP 247.2 - off siding		East
92269	MNA IC Delivery Track	MP 268.2	32	East
92269	MNA IC Receiving Track	MP 268.9	30	Both
92274	Ducoa Spur	MP 273.7 - off siding	20	East
96287	Pierce City Industrial Lead	MP 287.2	150	East
96325	Seneca Storage Track	MP 325.4	1,500 ft.	Both
96341	Simmons Industry	MP 341.5	60	Both
96360	Vinta Spur	MP 359.8	20	East
96367	White Oak Team Track	MP 366.7 - off siding	20	Both
96379	Chelsea Team Track	MP 378.7	50	West
96392	Sequoyah	MP 391.6	117	Both
96405	Williams	MP 405.2	134	East
96408	Port Lead	MP 408.4	220	East
96414	Garnett	MP 414.0	60	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cuba Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		92007	7.1	LINDENWOOD	M	DT ABS TWC	1002	0.2		
			7.3	S E JCT	J			1.3		
			8.6	OLD ORCHARD	XY			3.3		
			11.8	UP	A			3.9		
		92016	15.7	TREE COURT				2.2		
		92018	17.9	E VALLEY PARK				0.4		
			18.3	W VALLEY PARK	T			8.9		
8,150	92027	27.2	EUREKA					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					15.0		
6,545	92077	77.2	COFFEYTON					9.6		
6,371	92087	86.8	CUBA	J	CTC			8.0		
6,811	92095	94.8	ROSATI					10.8		
7,129	92106	105.6	DILLON					13.5		
6,313	92119	119.1	NEWBURG					2.4		
		92121	121.5	BUNDY JCT	T			13.1		
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	X(2)	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)	T	Rule 6.28		233.8		

Radio Channel No. 70 in service.

Radio Channel No. 57 in service at Lindenwood Yard.

Radio Channel No. 66 in service at 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		

Dispatchers' Phone Numbers

(817) 234-6154, (800) 666-1394, Fax (817) 234-6415

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

Lindenwood to Springfield yard	Freight 60 MPH.
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1(B). Speed—Permanent Restrictions

MP 7.9 for WWD trains on Main 1 after head end of train arrives MP 7.9 and rear end of train is by MP 7.3	35 MPH.
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 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 (HER)	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 235.4, Main 1	25 MPH.
MP 235.1 to MP 237.2, Main 2	35 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts:	
Coffeyton, St. Clair, Newburg	20 MPH.
All other siding turnouts	10 MPH.
MP 7.3, SE Jct.	10 MPH.
MP 235.3, Teed crossovers	25 MPH.

1(D). Speed—Other

Sidings:	
Coffeyton, St. Clair, 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	
North Track from MP 235.4 to MP 238.1	20 MPH.
South Track from MP 237.2 to 238.1	20 MPH.

(Speed regulations continued on next page.)

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 (HER) 5 MPH.
 West Belt at Chestnut Expwy. (HER) 5 MPH.
 Lilly Tulip Track at Chestnut Expwy (HER) 5 MPH.
 French's Manufacturing at Highway 744 (Kearney St.)
 (HER) 5 MPH.

Hot Weather Speed Restrictions:

When ambient temperature exceeds 90 degrees:
 Trains 100 TOB and over 30 MPH.
 Trains under 100 TOB 40 MPH.
 Passenger trains 49 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 143 tons, Restriction C
 Springfield to Willard 143 tons, Restriction G
 43 Track to Kissick 134 tons, Restriction G

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

Six-axle locomotive and six-axle derricks not permitted in the following tracks:
 Rolla - Maggi Spur

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.

Rule 6.28—in effect:

MP 7.1 to MP 7.9
 MP 237.2 to MP 239.7

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 Rules Items

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

Rule 8.20—Derailed on the West End Hump Lead Track in Springfield Yard will be left locked in the non-derailing position except when placed in the derailing position to secure unattended locomotives.

Derailed on the Wheel Yard Lead in Springfield Yard will be left locked in the non-derailing position except when placed in the derailing position to protect workmen as required by GCOR Rule 5.13.

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 54.1 M.F.A. Plant Food
 MP 67.9 East end set-out 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 198.5 Conway Team
 MP 212.2 Sho-Me Power
 MP 213.1 MFA Plant Food
 MP 213.3 Marshfield Milling

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 TWD 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 will monitor BNSF radio Channel 57. Trains arriving and departing Lindenwood should remain on Channel 57 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.

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.

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

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

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

Overhead clearance on the locomotive turntable in Springfield Yard is not sufficient for all rail equipment. Tri-level automotive equipment will not clear overhead structure on this turntable. Stop movement before placing equipment on the turntable and make visible observation to ensure it will clear overhead structure.

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 (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

MP 18.0 to MP 142.0
MP 174.0 to MP 190.5

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	Location	Capacity Cars	Switch Opens
92013 Kirkwood	MP 12.3	15	East
52052 MFA Spur	MP 54.2	6	East
92068 Sullivan House Track	MP 68.1	5	East
92095 Rosati Spur Track	MP 94.8 - off siding	6	West
92098 Manchester Pkg Spur	MP 98.5	6	West
92100 St James	MP 100.6	8	West
92106 Cantex Spur	MP 107.5	8	East
92111 Rolla - Old PassTrack	MP 109.6	50	Both
92111 Rolla - House Track	MP 110.4	4	East
92135 Dixon Team Track	MP 134.7	3	East
92147 Crocker	MP 147.0	30	Both
92152 Swedeborg House Track	MP 152.5 - off siding	6	West
92182 Lebanon	MP 182.0	25	Both
92182 MFA Plant Food	MP 182.7	3	East
92207 Niangua Team Track	MP 206.9 - off siding	9	West
92214 MFA Plant Food	MP 213.1	3	West
92214 Marshfield Milling	MP 213.3	4	East
92239 French's Spur	MP 233.1	11	West
92239 Wally	MP 234.3	42	Both
Springfield Yard to Willard:			
92239 Springfield Yard	MP 191.8	Yard	
95183 Willard	MP 183.4		
43 Track to Kissick:			
92866 Galloway	MP 246.5		
92869 Kissick	MP 249.1		

Length of Siding (Feet)	Station Nos.	Mile Post	Ft. Scott Subdivision		Type of Oper.	Line Segment	Miles to Next Str.
			MAIN LINE STATIONS	Rule 4.3			
		2.7X	KANSAS CITY Murray Yard	BMJT	16	1.1	
		1.6X	USTICK TOWER	MJ		1.14	
		0.46X	KCT-5TH STREET	M		0.46	
		0.0	19TH STREET YARD		2MT CTC	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)		10.9	
		16.5	CHARLIE	X(2)		10.0	
93025		26.5	BONITA			CTC	10.8
93036		37.3	N. HILLSDALE				4.5
93036		41.8	S. HILLSDALE			2MT CTC	1.1
93043		42.9	PAOLA		0.2		
		43.1	UP	A	CTC	5.2	
6,400	93048	48.3	HENSON			5.9	
8,635	93054	54.2	FONTANA			8.3	
9,250	93062	62.5	LaCYGNE			11.5	
12,068	93074	74.0	PLEASANTON			7.9	
6,792	93082	81.9	PRESCOTT			9.8	
8,640	93092	91.7	HAMMOND			1001	5.1
		96.8	N. FT. SCOTT				1.8
	93099	98.6	FT. SCOTT				0.3
		98.9	S. FT. SCOTT			2MT CTC	3.8
	93103	102.6	EDWARD	JX(2)	14.2		
8,750	93116	116.9	ARCADIA		CTC	1.5	
		118.4	KCS	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	A		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=0, For Mechanical X=2, For Field Support X=3		

Dispatchers' 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

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 Bridge, cars over 134 tons	25 MPH.
MP 5.2 Bridge, cars over 134 tons	25 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 (HER)	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 188.2	40 MPH.
MP 193.7 to MP 194.0	40 MPH.
MP 198.1 to MP 198.3	25 MPH.

1(C). Speed—Switches and Turnouts

	Up to 100TOB	100TOB and Over
Siding Turnouts:		
Henson	20 MPH.	10 MPH.
Fontana	10 MPH.	10 MPH.
LaCygne	40 MPH.	25 MPH.
Pleasanton	40 MPH.	25 MPH.
Prescott	20 MPH.	10 MPH.
Hammond	20 MPH.	10 MPH.
Arcadia	10 MPH.	10 MPH.
Iantha	10 MPH.	10 MPH.
Dix	20 MPH.	10 MPH.
Dumbeck	20 MPH.	10 MPH.
Pilgrim	20 MPH.	10 MPH.
Elwood	20 MPH.	10 MPH.
MP 5.6, Bravo crossover	30 MPH.	25 MPH.
MP 16.5, Charlie crossovers	35 MPH.	25 MPH.
MP 26.5, Bonita turnout Main 2	35 MPH.	25 MPH.
MP 37.3, N. Hillsdale turnout Main 2	35 MPH.	25 MPH.
MP 41.8, S. Hillsdale turnout Main 2	35 MPH.	25 MPH.
MP 96.8, N. Ft. Scott turnout Main 1	30 MPH.	25 MPH.
MP 102.6, Edward crossovers	30 MPH.	25 MPH.
MP 198.3, Nichols crossovers	20 MPH.	20 MPH.

(Speed regulations continued on next page.)

1(D). Speed—Other

Up to 100TOB and 100TOB and Over

Sidings: Track speeds are same as Item 1(C) turnout speed at each location.

Hot Weather Speed Restrictions:

When ambient temperature exceeds 90 degrees, maximum authorized main track speed 40 MPH 30 MPH.
 Passenger equipment 49 MPH 49 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, Restriction D

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

Lamar—O'Sullivan Industry Track.

3. Type of Operation

CTC—in effect:

MP 2.2 to MP 198.3 30th St. to Nichols

Sidings—All sidings are controlled sidings

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 Brookfield Subdivision between Kansas City, (Murray Yard—Block 224) and Birmingham, MP 216.2 are under the jurisdiction of the Illinois Division, Brookfield Subdivision train dispatcher, (817) 234-6027.

Trains operating on the St. Joseph 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.

4. General Code of Operating Rules Items

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

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 43.1 (Paola) and MP 118.4 (Arcadia) 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—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 Dillard's Spur
- MP 22.5 Standard Homes
- Main 2 MP 9.2 American Cast Iron Pipe
- MP 20.2 Sutherland Lumber
- 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 158.5 Team Track South End
- Lockwood MP 158.7 AG Service Center Track
- Greenfield MP 165.7 House Track
- Everton MP 175.7 Old Everton Track
- Elwood MP 197.7 Daystar Petroleum
- Nichols MP 198.0 Leprino Cheese Track

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—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
 MP 50.8—NWD only—Recall Code 657
 MP 61.7 (DED only) NWD only—Radio Tone
 MP 71.0 NWD only—Recall Code 658
- B. Other TWD locations
 MP 27.4—Recall Code 758
 MP 47.7 (DED only) NWD only
 MP 50.8—SWD only—Recall Code 657
 MP 61.7 (DED Only) SWD only—Radio Tone
 MP 71.0 SWD only—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**

Kansas City to Charlie—Under the jurisdiction of the Kansas City Division.

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

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 May 1, 1998, 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.

KCT RR Telephone Procedures—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.

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 in-train forces.

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.

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.

- Train crew will call warehouse foreman from the telephone.
- O'Sullivan Warehouse personnel will raise the electric door. The electric derail will clear after the door is in the raised position.
- 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—At Highway 160 Crossing on Greenfield Lead, before fouling the crossing with a shoving movement, traffic must be warned by crew member on the ground.

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.

Hot Weather Train Handling (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

- MP 58.6 to MP 59.4
- MP 63.0 to MP 70.0
- MP 85.1 to MP 86.7
- MP 111.1 to MP 114.4
- MP 168.1 to MP 170.0

8. Line Segments

Road Line Segments

Line Segments Limits

- 1001 30th St. to Nichols
- 1005 KC Belt Jct. to BB Jct.—MP 5.7 to MP 11.7
- 1017 Greenfield Lead—MP 165.7 to MP 168.6
- 16 Murray Yard to 19th Street

Yard Line Segments

Line Segments Limits

- 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	Location	Capacity Cars	Switch Opens
25th St. Jct.	MP 0.4		
KC Belt Jct.	MP 5.7		
Leeds Jct.	MP 8.8		
BV Jct.	MP 11.7		
93014 Lenexa	MP 13.9	112	Both
93021 Olathe	MP 20.5	114	Both
93024 Moss	MP 25.1	78	Both
AFG Ind. Spur	MP 29.1	22	South
93030 Spring Hill	MP 30.1	32	Both
93036 Hillsdale Elevator Track	MP 36.2	15	Both
Boicourt Spur	MP 67.5	5	North
93109 Garland	MP 109.1	5600 ft.	Both
Arcadia House Track	MP 115.3	4	North
93124 Liberal	MP 125.5	2315 ft.	Both
MFA Spur	MP 131.6	15	North
MFA Elevator Spur	MP 139.1	30	South
93151 Golden City	MP 150.9	25	North
93159 Lockwood	MP 158.6	36	Both
93166 Greenfield	MP 165.5	5	South
93166 Greenfield Lead	MP 165.6	2.8 miles	North
93176 Everton Spur	MP 175.6	585 ft.	North
93183 Ash Grove	MP 186.4	19	Both
Leprino Food Spur	MP 198.0	4	South

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lead Line Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑	
				MAIN LINE STATIONS							
			86.8	CUBA	J		Rule 6.28		8.3		
	92818	95.1		STEELVILLE			TWC	1009	5.3		
	92823	100.6		LEAD						7.1	
	92908	107.5		CHERRYVILLE						15.4	
	92923	122.9		ST JOE					1010	7.1	
	92933	130.0		BUICK	T		Rule 6.28		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

Dispatchers' Phone Numbers

(817) 234-6155, (800) 666-1394, Fax (817) 234-6415

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

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Cuba to MP 88	10 MPH.
MP 88 to Lead	25 MPH.
Lead to Buick	10 MPH.

1(B). Speed—Permanent Restrictions

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, Restriction C

Six-axle locomotives and six-axle derricks not permitted on this subdivision.

3. Type of Operation

TWC—in effect:

MP 88.0 to MP 129.0

Rule 6.28—in effect:

MP 86.8 to MP 88.0

MP 129.0 to MP 130.0

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1 mile.

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	Location	Capacity Cars	Switch Opens
Sanky	MP 94.3	3	South
92923 Viburnum	MP 124.2	4	North
92934 Fletcher	MP 133.0	26	Both

Length of Siding (Feet)	Station Nos.	Mile Post	Thayer North Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	SOUTHWARD ↓	↑ NORTHWARD
	92235	203.2	TEED				3		
		206.2	W S				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				9.8		
9,885	93253	253.0	LOCKE				7.2		
8,000	93260	260.2	NORWOOD				9.3		
9,405	93270	269.5	MOUNTAIN		CTC	1001	9.6		
8,380	93279	279.1	CABOOL				14.2		
7,367	93293	293.3	WILLOW				12.8		
9,046	93306	306.1	OLDEN				8.3		
8,055	93314	314.4	WEST PLAINS				6.6		
8,785	93321	321.0	WINN				9.8		
8,723	93331	330.8	KOSH				4.3		
		335.1	CP 3351				2.7		
		337.8	CP 3378	X	2MT CTC		2.0		
	93340	339.8	THAYER				136.6		

Radio Channel No. 70 in service—Teed to WS

Radio Channel No. 87 in service—WS to Thayer-

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		

Dispatchers' Phone Numbers

(817) 234-6156, (800) 666-1398, Fax (817) 234-6416

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 203.2 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 335.1 45 MPH.
 MP 331.0 to MP 335.1 trains 100 TOB and over 35 MPH.
 MP 335.1 to MP 339.8 both main tracks 35 MPH.

1(C). Speed—Switches and Turnouts

	Up to	100TOB	100TOB	and Over
Siding Turnouts:				
Rogersville turnout NSS	20 MPH	20 MPH		
Rogersville turnout SSS	30 MPH	25 MPH		
Diggins	30 MPH	25 MPH		
Cedar Gap	30 MPH	25 MPH		
Locke	35 MPH	25 MPH		
Norwood	20 MPH	20 MPH		
Mountain	20 MPH	20 MPH		
Cabool	30 MPH	25 MPH		
Willow (see 1(D) restrictions)	30 MPH	25 MPH		
Olden	20 MPH	20 MPH		
West Plains	20 MPH	20 MPH		
Winn	40 MPH	25 MPH		
Kosh	20 MPH	20 MPH		
MP 335.1, CP 3351 turnout Main 2	35 MPH	25 MPH		
MP 337.8, CP 3378 crossovers	35 MPH	25 MPH		

1(D). Speed—Other

	Up to	100TOB	100TOB	and Over
Sidings:				
Rogersville	30 MPH	25 MPH		
Willow (HER)	20 MPH	20 MPH		
Willow (leaving after HER through turnout)	30 MPH	25 MPH		

All other siding track speeds are same as Item 1(C) turnout speed.

Hot Weather Speed Restrictions:

When ambient temperature exceeds 90 degrees, maximum authorized main track speed 40 MPH 30 MPH.
 Passenger equipment 49 MPH 49 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, Restriction D

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

West Plains—City Spur, City Scale and Ice Track.

3. Type of Operation

CTC—in effect: MP 203.2 to MP 339.8

Sidings—All sidings are controlled sidings.

Two Main Tracks—MP 335.1 to MP 339.8

4. General Code of Operating Rules Items

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

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 279.1	M.F.A. Spur
MP 204.4	Rice Petroleum	MP 279.7	Brad Roberts Spur
MP 204.9	Hand Throw Switch	MP 312.5	Tindle Mills Farm
MP 204.9	Southern Missouri Container	MP 313.2	SW Mobile Spur
MP 205.0	Alton Box Spur	MP 313.5	Ellis Spur
MP 205.4	3M Company	MP 314.5	IceTrack
MP 226.2	Fordland Spur	MP 314.6	N. Oxide
MP 236.4	Seymour Spur	MP 314.9	S. Oxide
MP 267.8	Shannon Spur	MP 315.0	Joy Dog Food
MP 269.4	S. House Track	MP 316.7	Safeway Charcoal
MP 269.7	N. House Track	MP 327.0	Garnett Spur
		MP 339.5	Mill Track
		MP 339.8	Thayer House Track

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 TWD Locations
 - MP 215.8—Recall Code 828
 - MP 228.3—Recall Code 628
 - MP 240.5 (DED Only) Exception Reporting Only
 - MP 246.1 (DED Only) Exception Reporting Only
 - MP 248.9—Recall Code 327
 - MP 256.2 (DED Only) Exception Reporting Only
 - MP 273.6—Recall Code 328
 - MP 286.4 (DED Only) Exception Reporting Only
 - MP 300.3 (DED Only)—Radio Tone
 - MP 303.5—Recall Code 727
 - MP 317.6 (DED Only) Exception Reporting Only
 - MP 322.1 (DED Only) Exception Reporting Only
 - MP 325.3—Recall Code 728
 - MP 330.8 (DED Only) Exception Reporting Only
 - MP 336.0 (DED Only) Exception Reporting Only

6. FRA Excepted Track—None

7. Special Conditions

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

Mountain—At MP 269.3, Short Pass Track at Highway 95, crossing devices are not activated by movement on this track. Before occupying this crossing, a crew member must be on the ground to warn highway traffic.

West Plains—At MP 314.7, Oxide Track at Howell Ave., crossing devices are not activated by movement on this track. Before occupying this crossing, a crew member must be on the ground to warn highway traffic.

CP 3351 to Thayer—Under the jurisdiction of the Memphis Division.

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

Hot Weather Train Handling (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

- MP 209.7 to MP 215.0
- MP 281.0 to MP 287.0

8. Line Segments

Road Line Segments

Line Segment Limits

1001 Teed to Thayer

9. Locations Not Shown as Stations

Name	Location	Capacity Cars	Switch Opens
93227 Fordland	MP 226.5	8	North
93237 Seymour	MP 236.6	4	North
93249 Mansfield	MP 249.6	2,000 ft.	Both
93327 Garnett	MP 327.0	4	North

GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) ____ using track bulletin No. ____ (and/or Line No. ____) between MP ____ and MP ____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP ____ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed at ____ MPH between MP ____ and MP ____ and then proceed at ... ____ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits.”

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding ____ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

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