

BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

BNSF



Springfield Division

Timetable No. 4

IN EFFECT AT 0001
Central Continental Time

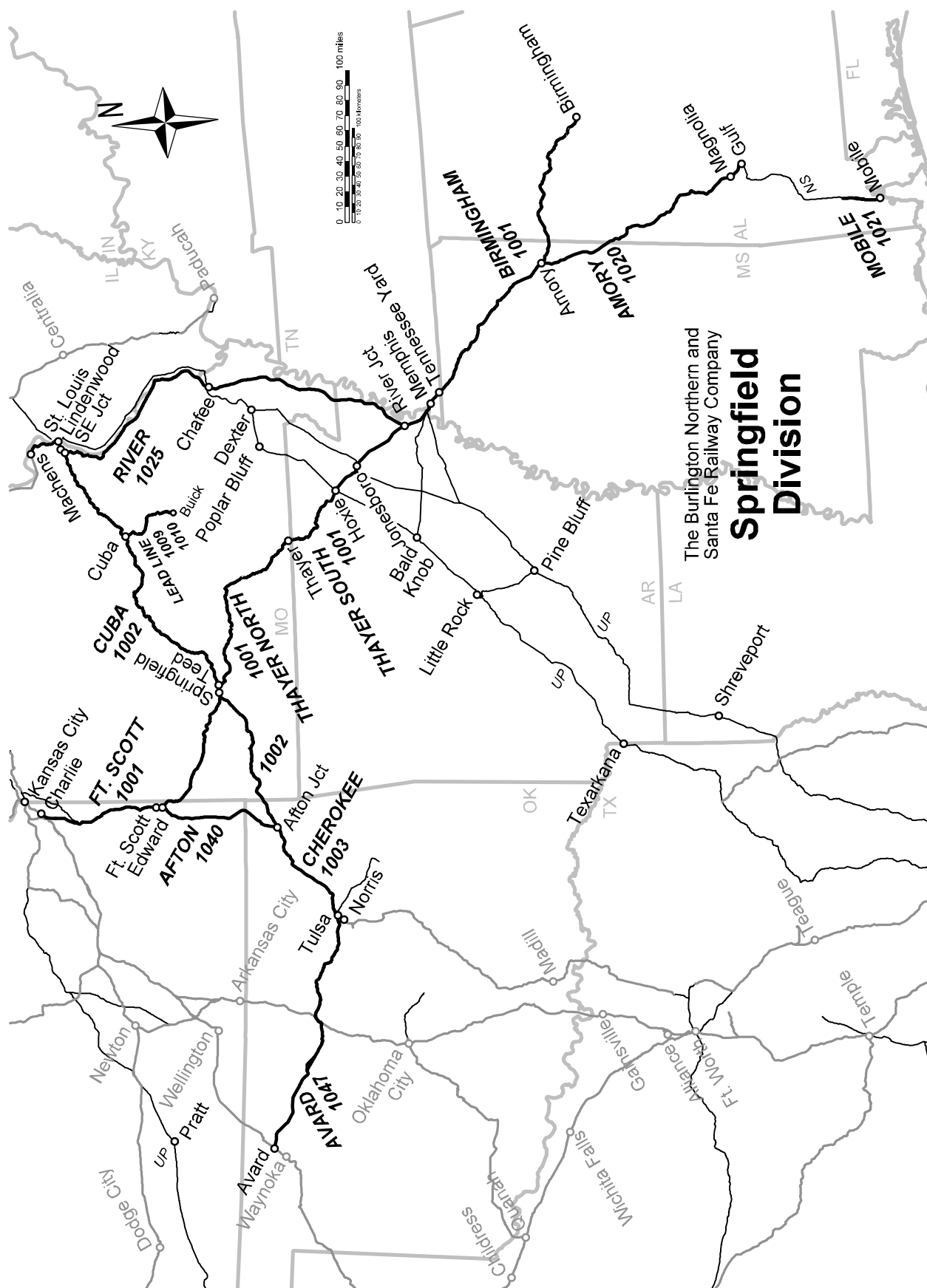
Sunday, January 20, 2002

Division General Manager

D.F. Clifton
Springfield, Missouri
(417) 873-3001

General Director Transportation

G.L. Luck
Springfield, Missouri
(417) 873-3190



Division Managers

Amory

JASPER DOWDY Roadmaster (662) 305-3127
 DARL FARRIS Trainmaster (662) 305-3121
 DONNIE RIDDLE Trainmaster (662) 305-3116

Birmingham

JEFF BECK Terminal Trainmaster (205) 320-3604
 RYAN BOYD Terminal Trainmaster (205) 320-3603
 GERALD BUZBEE Roadmaster (205) 320-3666
 MIKE WHITE Terminal Manager (205) 320-3600

Blytheville

KIM WILLIAMS Trainmaster (417) 864-2589

Cape Girardeau

KERRY LAMPRECHT Trainmaster (573) 768-7026
 BILL SHULUND Roadmaster (573) 335-0231

Cuba

COTTON SMITH Roadmaster (417) 864-2585

Enid

FRANK MOFFITT Roadmaster (580) 445-2508
 KELLY SULLIVAN Trainmaster (580) 445-2586

Ft. Scott

RICH DUNCAN Trainmaster (620) 223-7500
 CHRIS WANG Roadmaster (620) 223-7510

Memphis

BARBARA ANDERSON Terminal Trainmaster (901) 433-7347
 CALVIN BRAY Manager Gangs (901) 433-7401
 BOBBY BROOKS Terminal Trainmaster (901) 433-7347
 DENVER GILLIAM Division Engineer (901) 433-7400
 DARREN HALE Terminal Trainmaster (901) 433-7347
 JERRY INMAN Terminal Trainmaster (901) 433-7346
 BRENT LEE Road Foreman (901) 433-7352
 DAVID LEE Terminal Supt. (901) 433-7340
 R.B. McCORD Terminal Trainmaster (901) 433-7346
 JOSEPH NORRIS Asst. Roadmaster (901) 433-7422
 GREG RICKARD Roadmaster (901) 433-7410
 CLARK SIMMONS Terminal Trainmaster (901) 433-7346
 PHILLIP STEWARD Terminal Trainmaster (901) 433-7346
 RAY STIMART Supt. Operations (901) 433-7306
 PAT TOBOSA Asst. Term. Supt. (901) 433-7380
 JOHN WETTA Road Foreman (901) 433-7364
 MATT WHITEFORD Asst. Roadmaster (901) 433-7420

Neosho

TERRY FARRIS Roadmaster (417) 864-2488

St. Louis

DON BOARDMAN Terminal Manager (314) 768-7022
 KERRY LAMPRECHT Trainmaster (314) 768-7026
 MIKE McLAUGHLIN Supt. Operations (314) 768-7021
 R.R. McQUEARY Roadmaster (314) 768-7030
 AARON RATLEDGE Terminal Trainmaster (314) 768-7026
 E.E. STAFFORD Terminal Trainmaster (314) 768-7025
 PAUL WERNER Terminal Trainmaster (314) 768-7025
 JONATHAN WILSON Terminal Trainmaster (314) 768-7025

Springfield

BOB BAKER Supt. Operations (417) 873-3010
 STEVE BARROW Trainmaster (417) 873-3075
 NEWTON BROWN Dir. Administration (417) 873-3023
 DAVID CARROLL Terminal Trainmaster (417) 873-3103
 FRED COX Road Foreman (417) 873-3106
 DOUG GIBSON Road Foreman (417) 873-3004
 ALDEN JENKINS Supt. Operations (417) 873-3025
 ROBERT JOHNSON Terminal Manager (417) 873-3003
 STANLEY KING Terminal Trainmaster (417) 873-3103
 GARY ROUFS Road Foreman (417) 873-3005
 WILLIAM SEEGER Gen. Dir. Mtce. (417) 873-3070
 BOBBY SIZEMORE Terminal Trainmaster (417) 873-3212
 CARTER TUGGLE Terminal Trainmaster (417) 873-3103
 JOE THORNBURG Division Engineer (417) 873-3173
 JON WESCOTT Roadmaster (417) 873-3148
 ARNOLD WILKERSON Safety Manager (417) 873-3288

Thayer

S.M. BARROW Trainmaster (417) 873-3075
 LARRY MILLER Roadmaster (417) 873-3275
 ERIC VAHLICK Trainmaster (417) 264-4700

Tulsa

RONALD BENNETT Road Foreman (918) 445-7965
 MONTIE BROOME Terminal Trainmaster (918) 445-3461
 BEN CLARK Roadmaster (918) 445-2566
 DAVE DEVAULT Terminal Trainmaster (918) 445-2518
 ED FERRIS Terminal Manager (918) 445-2554
 GREG FEYERABEND .. Terminal Trainmaster (918) 445-2518
 DAN FITZGERALD Terminal Supt. (918) 445-2501
 FRED GULLEDGE Terminal Trainmaster (918) 445-2518
 RICKEY ROOKS Road Foreman (918) 445-2503
 ROGER RUSSELL Terminal Trainmaster (918) 445-2518
 DON STILLWELL Terminal Trainmaster (918) 445-2518

SOUTH WARD ↓	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.	↑ NORTH WARD
		93103	102.6	EDWARD	J	CTC	1040	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			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. 82 in service.

Radio Call-In		
Ft. Scott-45(X)	Pittsburg-15(X)	Lamar-35(X)
Miami-82(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone 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** 50 MPH.

1(B). Speed—Permanent Restrictions

MP 102.6 to MP 103.3 40 MPH.
 MP 124.2 to MP 125.3 40 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 158.7 to MP 160.2—SWD (HER) 35 MPH.
 MP 159.2 to MP 160.2—NWD (HER) 35 MPH.
 MP 171.7 to MP 173.2 35 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

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

4. General Code of Operating Rule Items

Rule 6.19—When flagging is required, distance will be 2.0 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.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
 B. Other TWD Locations
 MP 107.7—Recall Code 457
 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.

Loaded Unit Train Restrictions

Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding.

If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

8. Line Segments

Road Line Segments

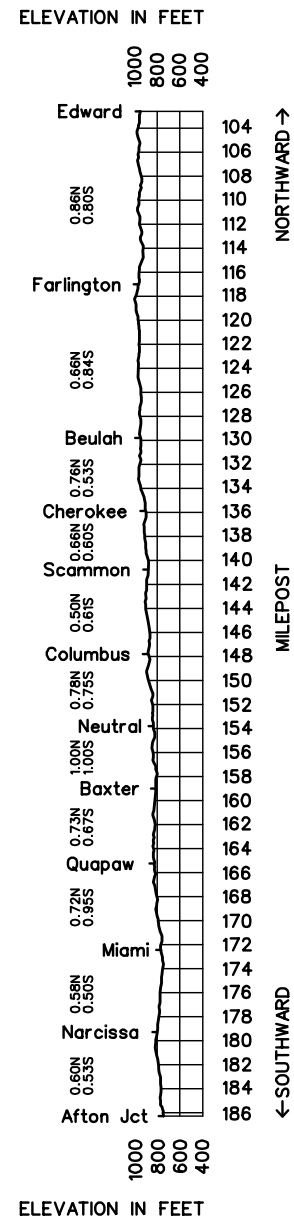
Line Segment Limits

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

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Amory Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		93611	612.3	AMORY	BJTR			11.4	
		98624	623.7	ABERDEEN (Aberdeen Lead 3.6 miles)	T			7.2	
		98631	630.9	HAMILTON				6.0	
		98637	636.9	KOLOLA SPRINGS				1.9	
7,900		98639	638.8	AIRPORT				8.5	
			647.3	CG	A			0.9	
		98648	648.2	COLUMBUS	BJR			0.6	
			648.8	KCS	A			4.3	
		98653	653.1	WHITBURY (To Eka Noble Chemical 1.3 miles)				7.6	
		98661	660.7	FORRESTON				8.6	
8,600		98669	669.3	PICKENSVILLE				10.6	
		98680	679.9	ALICEVILLE				14.8	
		98695	694.7	W. GREENE				5.7	
		98700	700.4	MT. HEBRON				4.8	
		98705	705.2	CROSSROADS OF AMERICA INDUSTRIAL PARK (1.8 miles)		TWC	1020	2.9	
7,880		98708	708.1	BOLIGEE	J			0.1	
			708.2	NS	A			12.4	
		98721	720.6	FORKLAND				3.8	
		98724	724.4	CENTRALA (To Green City Pwr Plant 1.6 miles)	T			4.5	
			728.9	WARRIOR BRIDGE	A			2.3	
		98731	731.2	DEMOPOLIS (To Gulf States Paper via NS 9 miles)	BJ			4.0	
		98735	735.2	STOKLEY				4.4	
		98736	735.6	GREEN TREE				0.4	
			748.7	CSX	A			0.6	
9,929		98749	749.3	LINDEN	J			14.9	
4,700		98764	764.2	MAGNOLIA	BR			9.8	
		98774	774.0	KIMBROUGH	JR			0.1	
			774.1	NS	A			2.0	
			776.1	GULF				155.6	

Radio Channel No. 70 in service.

Radio Call-In		
Amory - 84(X)	Amory - 83(X)	Columbus - 23(X)
Aliceville - 43(X)	Boligee - 53(X)	Demopolis - 63(X)
Magnolia - 83(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers**Amory**—Voice: (817) 234-6150, (800) 666-1392, Fax: (817) 234-6374**Cherokee West Dispatcher**—Fax: (817) 234-6413**Avard Sub. Dispatcher**—Fax—(817) 234-6487

Mobile Radio		Access Digit	Disconnect Digit
Amory	334-4423	*1	#1
Demopolis	320-3560	*1	#1

1. Speed Regulations**1(A). Speed—Maximum**

Freight

Amory to Gulf 49 MPH.

1(B). Speed—Permanent Restrictions

Aberdeen Spur from Wye to New Bridge	30 MPH.
MP 635.2 to MP 635.9	25 MPH.
MP 648.8 to MP 649.3	20 MPH.
MP 679.0 to MP 681.0	25 MPH.
MP 708.2 interlocking	20 MPH.
MP 712.0 to MP 720.0	25 MPH.
MP 726.9 to MP 729.2, Southward Trains	10 MPH.
MP 729.2 to MP 733.0, Southward Trains	25 MPH.
MP 728.5 to MP 730.9, Northward Trains	10 MPH.
MP 730.9 to MP 733.0, Northward Trains	25 MPH.
MP 733.0 to MP 742.2	25 MPH.
MP 748.7 interlocking (HER)	20 MPH.
MP 748.7 to MP 759.0	25 MPH.
MP 774.2 to MP 775.0	30 MPH.
MP 775.0 to MP 775.2	10 MPH.
MP 775.2 to MP 776.1	35 MPH.

1(C). Speed—Switches and Turnouts—None**1(D). Speed—Other**

Sidings	10 MPH.
Bridges 615.9, 618.3 and 618.6, cars heavier than 134 tons	25 MPH.
Green Tree Spur—Highway 21 Crossing	
Until engine over crossing	5 MPH.

Hot Weather 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:

All trains	30 MPH.
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See Item 1 of the System Special Instructions for additional speed restrictions.

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

Refer to Table 5 found in the System Special Instructions:

Amory to Aberdeen	143 tons, Restriction D
Aberdeen to Boligee	134 tons, Restriction G
Boligee to Kimbrough	143 tons, Restriction C
Kimbrough to Gulf	134 tons, Restriction G

Trains 100 TOB and over are not permitted on siding at Pickensville.

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

 Hamilton—Kerr McGee tracks
 Whitbury Spur

3. Type of Operation**CTC**—in effect:

Between opposing signals of dual control switch No. 1 Track MP 612.3. It is controlled by Birmingham Subdivision dispatcher.

TWC—in effect:

Amory to Gulf

Restricted Limits—in effect:

MP 612.3 to MP 613.5
MP 644.8 to MP 649.3
MP 762.5 to MP 767.0
MP 772.5 to MP 774.2

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 8.3—Kimbrough main track switch to NS turnout may be left lined and locked in the position last used. Trains, engines and on-track equipment must approach this switch expecting to find it lined against their movement.

Rule 8.11—Magnolia, main track switches at north and south end of yard may be left lined and locked in the position last used. Trains, engines and on-track equipment must approach these switches expecting to find them lined against their movement.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels, or other structures: None
- B. Other TWD locations
 - MP 633.7—Recall Code 838
 - MP 657.5—Recall Code 437
 - MP 689.9—Recall Code 438
 - MP 697.9 (DED Only)
 - MP 721.4—Recall Code 538
 - MP 745.0—Recall Code 837

6. FRA Excepted Track

Amory Yard—Tracks 12, 13, Plum, Rip 3 and Weyerhaeuser not including switches.

7. Special Conditions

Amory—All trains, engines, and Maintenance of Way on-track equipment entering or leaving Amory Yard from the north or south must first have permission from the footboard yardmaster. Contact the yardmaster on radio channel 46 or 70.

Between Amory and Gulf—Cars loaded with pulpwood will not be pulled from wood yards unless properly bumped up to provide standard clearance. Cars loaded in excessive height (above top of bulkheads) will not be moved. Trains handling 10-foot pulpwood on wall board cars will handle near head end of train.

Whitbury—Lead can be used for local service only.

Green Tree Spur—At Highway 80 and County Rd. 21, traffic must be warned by crew member on the ground at crossing unless crossing warning device has been operating long enough to provide warning.

Hot Weather Train Handling—(See Item 1(D) For Hot Weather Speed Restrictions.)

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, 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.

Loaded Unit Train Restrictions

Loaded unit trains of grain, coal, taconite, potash, coil steel and other such bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

Tracks Removed From Service—Airport lead off siding removed from service. Condition permanent. At Columbus, Wood yard Track removed from service. Condition Permanent.

8. Line Segments

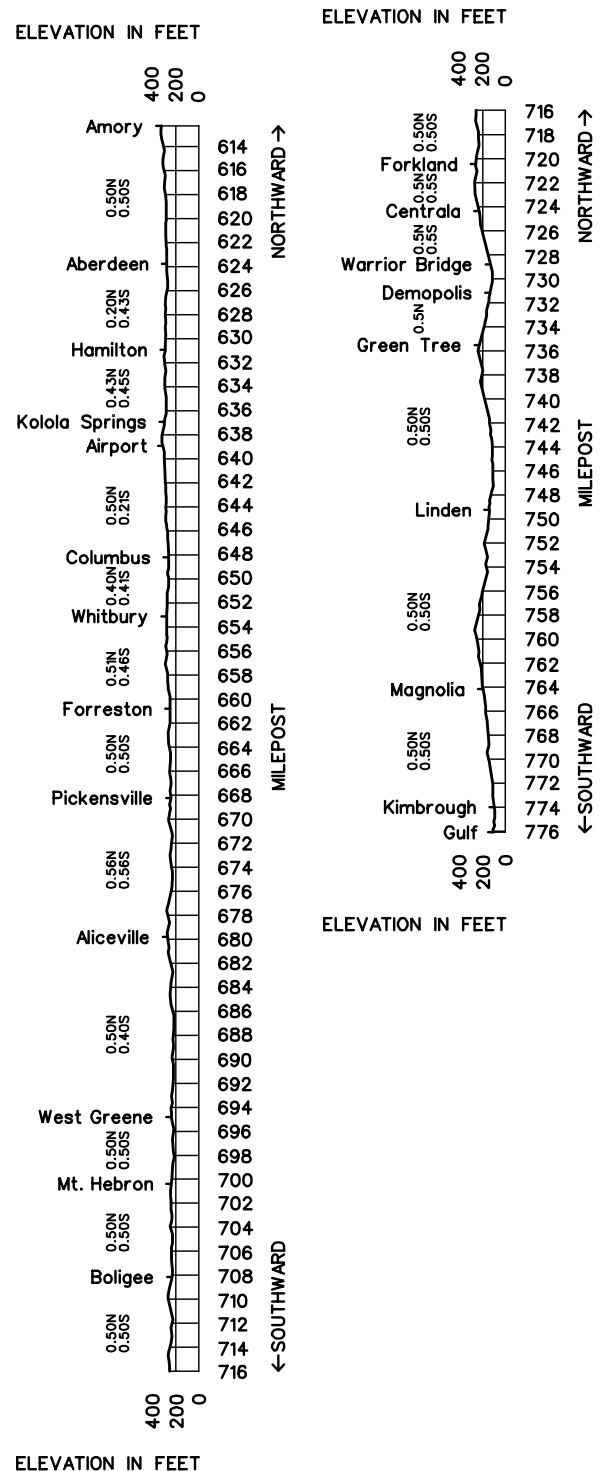
Road Line Segment

Line Segment Limits

1020 Amory to Gulf

9. Locations Not Shown as Stations—None

10. Grade Charts



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Avard Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
			425.6	CHEROKEE JCT. (CHEROKEE YARD)	JTR			20.2	
	7,550	96046	445.8	MANNFORD				23.5	
		96069	469.3	CASEY		TWC		8.7	
	7,590	96078	478.0	PAWNEE	J			12.6	
	8,500	96091	490.6	MORRISON				12.0	
		96103	502.6	BLACK BEAR	MJ	CTC		6.2	
		96109	508.8	PERRY	J			16.9	
	7,550	96125	525.3	CALLAHAN		TWC		7.9	
		96134	533.2	FAIRMONT		DT TWC		9.9	
			543.2	DOUBLE TRACK ENID				2.4	
		96145	543.9	ENID	AJTR		1047	10.5	
		96155	554.4	CARRIER				2.9	
	8,440	96157	557.5	WALKER				5.5	
		96163	562.8	GOLTRY		TWC		6.5	
		96169	569.3	HELENA				5.1	
	7,800	96174	574.4	McWILLIE				6.1	
		96181	580.5	CARMEN				8.1	
		96189	588.6	DACOMA				6.4	
		96195	594.9	HOPETON				6.8	
		96202	601.8	AVARD				0.1	
			601.9	AVARD JCT (Panhandle Subdivision)	J	TWC ABS CTC		180.2	

Radio Channel 44 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		

Train Dispatcher Telephone 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. 49 MPH.

1(B). Speed—Permanent Restrictions

MP 425.6 to MP 426.5 20 MPH.
 MP 426.5 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 545.2 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 20 MPH.
 Pawnee, McWillie 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 20 MPH.
 Pawnee, McWillie 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-axle locomotives and six-axle derricks not permitted on the following tracks:

Lela—Elevator Track
 Lucien—Elevator Track
 Enid—Wye Track, Z-Yard
 Goltry—Fertilizer Spur Track

3. Type of Operation

TWC—in effect:

MP 426.5 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 426.5 to MP 428.0
 MP 542.0 to MP 545.2

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 472.5—Recall Code 738
 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 426.5. 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 552.1 in advance of the ESS and MP 563.5 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

Loaded Unit Train Restrictions

Loaded unit trains of grain, coal, taconite, potash, coil steel and other such bulk trains, when practicable, must not take siding.

If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

8. Line Segments**Yard Line Segments****Line Segment Limits**

1142 Enid

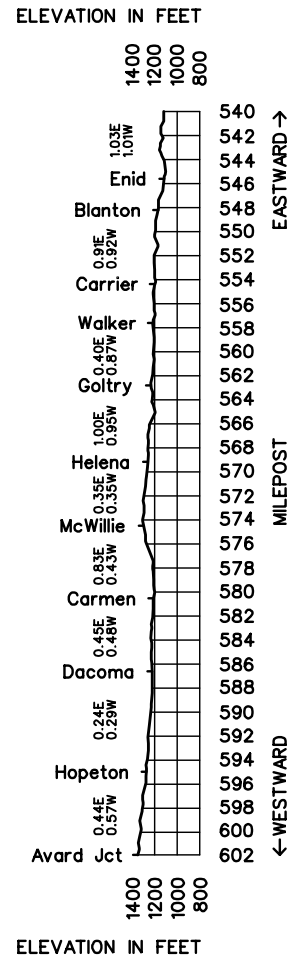
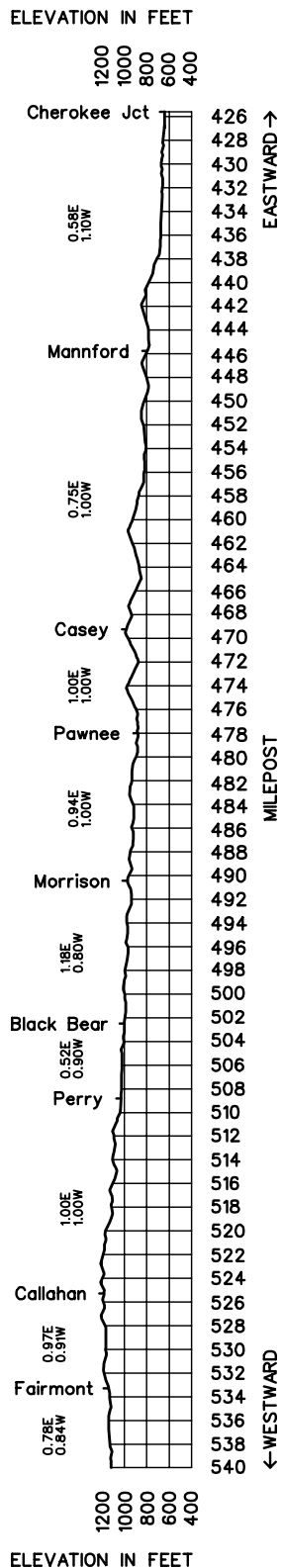
Road Line Segments**Line Segment Limits**

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 Terlton	MP 455.4	6	West
96062 Hallett	MP 461.6	10	East
96085 Lela	MP 485.5	18	East
96118 Lucien	MP 518.4	18	West
96139 Shea	MP 538.7 - Main 2	36	Both
96148 Blanton	MP 548.1	130	East

10. Grade Charts



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Birmingham Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
		93496	496.4	TENNESSEE YARD	BJT			1.5	
			497.9	SOUTH TY				2.1	
		93500	500.0	MINERAL WELLS				11.2	
10,590	93512	511.2	BYHALIA					16.0	
8,875	93528	527.2	TOURS					1.1	
	93529	528.3	HOLLY SPRINGS	J				12.7	
7,990	93541	541.0	POTTS CAMP					11.1	
10,114	93552	552.1	MYRTLE					9.2	
6,636	93561	561.3	PECK					1.0	
		562.3	MT	A				0.7	
	93562	563.0	NEW ALBANY	J				8.4	
7,480	93571	571.4	REESE					11.0	
7,094	93582	582.4	BELDEN					5.1	
	93588	587.5	TUPELO	J				0.7	
		588.2	KCS	A				3.4	
8,135	93592	591.6	PLANTERSVILLE					11.1	
6,650	93603	602.7	ARJAY					8.5	
	93611	611.2	AMORY	BJT	CTC			9.1	
8,411	93621	620.3	JUDGE			1001		8.1	
6,554	93629	628.4	GATMAN					12.8	
7,586	93642	641.2	BEAVERTON					13.4	
8,653	93655	654.6	WINFIELD					14.6	
5,596	93699	669.2	ELDRIDGE					5.9	
8,158	93675	675.1	CARBON HILL					7.1	
7,505	93683	682.2	TOWNLEY					11.5	
		693.7	NS	A				0.1	
	93694	693.8	JASPER	J				4.6	
7,634	93698	698.4	ALMA					5.1	
6,316	93704	703.5	BENOIT					2.1	
		712.3	CP 7123					2.9	
		714.4	CP 7144					0.8	
		715.2	CP 7152					7.1	
6,826	93722	722.3	ADAMSVILLE					2.7	
8,032	93725	725.0	OAKWOOD					4.1	
		729.1	CSX NS BS	A				0.2	
		729.3	PRATT CITY					0.9	
	93732	730.2	BIRMINGHAM	BT	Rule 6.28			227.9	

Radio Channel No. 39 in service.

Radio Call-In		
Holly Spring - 14(X)	Sherman - 24(X)	Amory - 84(X)
Guin - 54(X)	Jasper - 64(X)	Birmingham - 74(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

(817) 234-6154, (800) 666-1393, Fax (817) 234-6414

Mobile Radio		Access Digit	Disconnect Digit
Memphis	369-6147	*2	#2
Holly Springs	369-6747	*1	#1
Sherman	257-6724	*1	#1
Amory	334-4423	*1	#1
Guin	257-6725	*2	#2
Jasper	320-3655	*2	#2
Birmingham	320-3647	*1	#1

1. Speed Regulations
1(A). Speed—Maximum

	Freight
Tennessee Yard to Birmingham	60 MPH.

1(B). Speed—Permanent Restrictions

MP 494.6 to MP 498.0	40 MPH.
MP 513.8 to MP 514.0	50 MPH.
MP 520.1 to MP 528.1	45 MPH.
MP 528.1 to MP 528.7	30 MPH.
MP 528.7 to MP 530.6	45 MPH.
MP 530.6 to MP 534.6	50 MPH.
MP 534.6 to MP 535.6	45 MPH.
MP 535.6 to MP 535.9	40 MPH.
MP 535.9 to MP 538.1	45 MPH.
MP 550.4 to MP 550.6	50 MPH.
MP 561.3 to MP 562.3	50 MPH.
MP 562.3 to MP 574.0	45 MPH.
MP 574.0 to MP 575.7	50 MPH.
MP 586.4 to MP 587.4	45 MPH.
MP 587.4 to MP 588.6	20 MPH.
MP 610.6 to MP 612.2 (HER)	20 MPH.
MP 619.5 to MP 620.0	55 MPH.
MP 620.0 to MP 624.9	45 MPH.
MP 634.3 to MP 634.9	55 MPH.
MP 649.1 to MP 649.9	50 MPH.
MP 649.9 to MP 650.2	40 MPH.
MP 654.3 to MP 667.8	45 MPH.
MP 667.8 to MP 668.3	40 MPH.
MP 668.3 to MP 688.7	45 MPH.
MP 688.7 to MP 688.8	25 MPH.
MP 688.8 to MP 692.4	45 MPH.
MP 692.4 to MP 693.1	30 MPH.
MP 693.1 to MP 699.3	45 MPH.
MP 699.3 to MP 699.7	40 MPH.
MP 699.7 to MP 701.3	45 MPH.
MP 701.3 to MP 708.2	30 MPH.
MP 708.2 to MP 715.0	35 MPH.
MP 715.0 to MP 724.8	30 MPH.
MP 724.8 to MP 728.0	35 MPH.
MP 728.0 to MP 729.1	30 MPH.
MP 729.1 to MP 730.2	25 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts:	
Trains up to 100 TOB	20 MPH.
Trains 100 TOB and over	10 MPH.
Turnout South Shelby Main	40 MPH.
Turnouts at Reese	30 MPH.
MP 730.2, IC Side Track Turnout	20 MPH.

1(D). Speed—Other

Sidings:	
Trains up to 100 TOB	20 MPH.
Trains 100 TOB and over	10 MPH.
Siding—Reese	30 MPH.
Sidings—Tours, Myrtle, Reese, Belton, Plantersville, Arjay, Judge, Gatman, Beaverton, Winfield, Eldridge, Carbon Hill, Townley, Alma, Benoit, Adamsville, and Oakwood	
Birmingham Yard	10 MPH.
IC Side Track MP 730.2 to MP 731.3	20 MPH.
BN Side Track MP 730.2 to MP 731.3	20 MPH.

Hot Weather 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:

All trains	30 MPH
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See Item 1 of the System Special Instructions for additional speed restrictions.

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

Tennessee Yard to Birmingham 143 tons, Restriction C

Shari-Futorian—Six-axle locomotives and six-axle derricks not permitted. (Does not include Shari Pass.)

Tupelo—Multiple-unit engine must not be used on north leg wye.

Between Winfield and Birmingham—When train exceeds 5500 trailing tons, has locomotive horsepower greater than 5000, and other than intermodal type equipment, the following must be handled in rear half of train only:

1. Empty 85 ft. long or longer flat cars not equipped with multi-level racks.
2. 85 ft. long or longer flat cars loaded with empty trailers and/or containers.

Jasper—Locomotive cannot be operated over unloading pit on Wilcutt Track.

3. Type of Operation

CTC—in effect:

MP 497.9 to MP 730.2

MP 712.2 to MP 712.4 on Track 1

MP 714.3 to MP 714.4 on Track 1

MP 715.2 to MP 715.3 on Palos Lead Track

4. General Code of Operating Rules Items**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 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28—in effect between:

Tennessee Yard and STY

MP 712.4 and MP 714.3 on Track 1

MP 714.4 and MP 715.2 on Palos Lead Track

BN Side Track, MP 730.2 to MP 731.3

IC Side Track, MP 730.2 to MP 731.3

Rule 9.9.1—At MP 693.8 NS automatic interlocking, for southward movement only, the rule is amended to read:

A train must proceed prepared to stop at the interlocking signal when:

- Moving below 15 MPH and passing a signal displaying an indication more favorable than Approach that governs the approach to the interlocking, or
- Speed is reduced to below 15 MPH after a signal displaying an indication more favorable than Approach that governs the approach to the interlocking.

The train must continue to move prepared to stop at the interlocking signal until the train reaches a point approximately 1,000 feet from that signal. If the train interlocking signal then indicates proceed, the train may resume speed.

Rule 9.12.1—Absolute signals governing movement through interlockings at MP 588.2, MP 693.7 and MP 729.1 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.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures

Radio tone detectors:

MP 699.7—SWD only—DED/Exception Reporting Only—
Recall Code 748

MP 704.6—NWD only—DED/Exception Reporting Only

B. Other TWD locations

MP 519.3—Recall Code 147

MP 545.1—Recall Code 148

MP 557.4—Recall Code 247

MP 577.6—Recall Code 248

MP 597.8—Recall Code 847

MP 631.9—Recall Code 848

MP 651.5—Recall Code 548

MP 678.1—Recall Code 647

MP 696.5—Recall Code 648

MP 699.7—NWD only—DED/Exception Reporting Only—
Recall Code 748

MP 704.6—SWD only—DED/Exception Reporting Only

MP 707.0—DED—Radio Tone

MP 710.0—DED—Radio Tone

MP 714.5—DED—Radio Tone

MP 716.1—DED—Radio Tone

MP 719.9—DED—Radio Tone

MP 723.9—DED—Radio Tone

MP 728.1—DED/Exception Reporting Only

6. FRA Excepted Track

West Memphis Branch from Marion MP 474.0 to the UP Connection MP 479.4.

7. Special Conditions

Tennessee Yard—See Tayer Subdivision for all individual subdivision special instructions applicable north of STY.

Between STY and Birmingham

At following crossings, crew must flag the crossing:

Olive Branch Shanult Lumber Spur No. 2 and
House Track at Mill Street crossing

Cordova Dock Track, Highway 173

Pratt City House Track at Avenue F, MP 729.3,
House Track at Avenue W, MP 729.7

Birmingham All street crossings, Roberts Field
Industrial Park

Handling Pulpwood Cars—Cars loaded with pulpwood will not be pulled from wood yards unless properly bumped up to provide standard clearance. Cars loaded in excessive height (above top of bulkheads) will not be moved. Trains handling 10-foot pulpwood on wallboard cars will handle near head end of train.

STY—Prior to passing absolute signal at STY, inbound trains must contact yardmaster for instructions on track to yard train, and route to be used.

New Albany—Highway warning devices located at Highland Street, MP 562.5 protects the east connection track through the road crossing only.

Tupelo—For SOUTHWARD TRAINS ONLY at the KCS automatic interlocking MP 588.2, to comply with GCOR Rule 9.9.1, PASSING APPROACH TO AUTOMATIC INTERLOCKING, apply 15 MPH as the determining speed in the rule instead of 25 MPH.

Amory—All trains, engines, and Maintenance of Way on-track equipment entering or leaving Amory Yard from the north or south must first have permission from the footboard yardmaster. Contact the footboard yardmaster on radio channel 4646 or 7070. For restrictions or special instructions that apply to Amory refer to Amory Subdivision timetable page.

Birmingham

All trains, engines and maintenance of way on-track equipment entering or leaving Thomas Yard must have permission from the Yardmaster. The inbound contact point should be Pratt City and crews must not pass the signal located at West Birmingham, MP 730.04, until permission has been received. Contact the Yardmaster on Radio Channel 7070 and remain on that channel until train has entered CTC and inbound locomotives have reached service track. Inbound CSX crews from Boyles Yard must receive permission from Operator or Yardmaster prior to entering BNSF North Belt Track at Vinita Junction.

On Birmingham Southern Railroad, the crossing at Norfolk Southern Railroad main track is protected by gate, and normal position is against Birmingham Southern Railroad.

The grade crossing serving Wade Sand & Gravel must not be blocked for more than 10 minutes. If the crossing cannot be cleared within that time, the crew must notify the Birmingham yardmaster, who in turn must notify Wade Sand & Gravel of the approximate length of time the crossing must be blocked.

IC Side Track and BN Side Track are located from MP 730.2 West Birmingham CTC to MP 731.3 Wade's Crossing. When using tracks in a timetable northward direction, IC Side Track is located to the right and BN Side Track is to the left.

Birmingham Southern Railroad—BNSF crews will stay in the clear of main track at Birmingham Southern Interchange Track, Thomas Yard, until they communicate with the operator at East Thomas Yard to request permission. The operator at Thomas Yard will communicate with the Birmingham Southern train director and request permission to use Birmingham Southern Main Track.

Upon receipt of permission, the operator at Thomas Yard will authorize BNSF crews to use Birmingham Southern Main Track. After clearing Birmingham Southern Main Track, BNSF crews will notify the operator at Thomas Yard that they are in the clear and that switches are lined and locked for Birmingham Southern Main Track movement. The operator will then give up permission to Birmingham Southern train director.

Manual Interlockings

Block 1—NS 10th Ave. & 28th St.

Block 2—NS 23rd Ave. North & 27th St.

Vinita Jct.—Railroad crossing is protected by gate with CSX; normal position of gate is against BNSF route.

Hot Weather Train Handling—(See Item 1(D) for Hot Weather Speed Restrictions.)

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, 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.

Loaded Unit Train Restrictions

Loaded unit trains of grain, coal, taconite, potash, coil steel and other such bulk trains, when practicable, must not take siding.

If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

Loaded unit trains are not permitted on sidings Tours and Carbon Hill.

Key Train Restrictions—Sidings Prohibited for Key Trains: Carbon Hill, Plantersville and Tours.

8. Line Segments

Yard Line Segments

Line Segment Limits

1121 Memphis Back Tracks
1122 Tennessee Yard
1123 Amory
1124 Birmingham

Road Line Segments

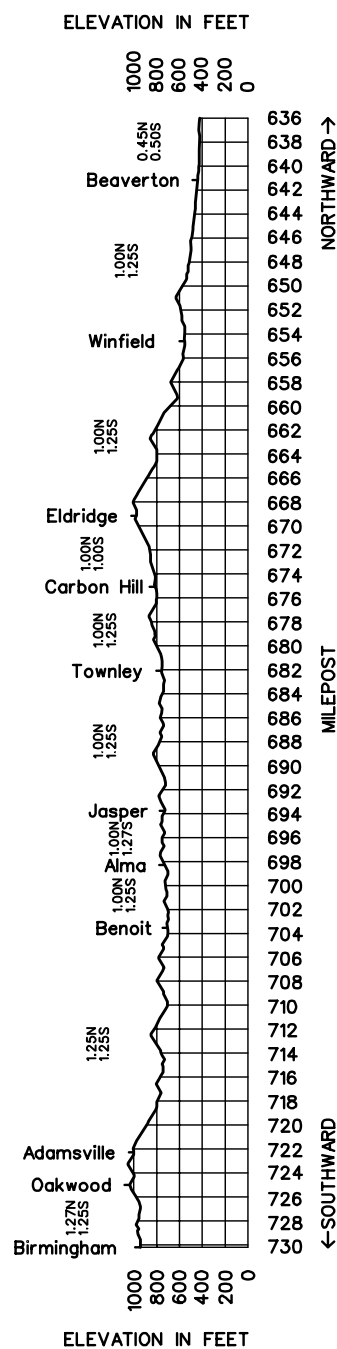
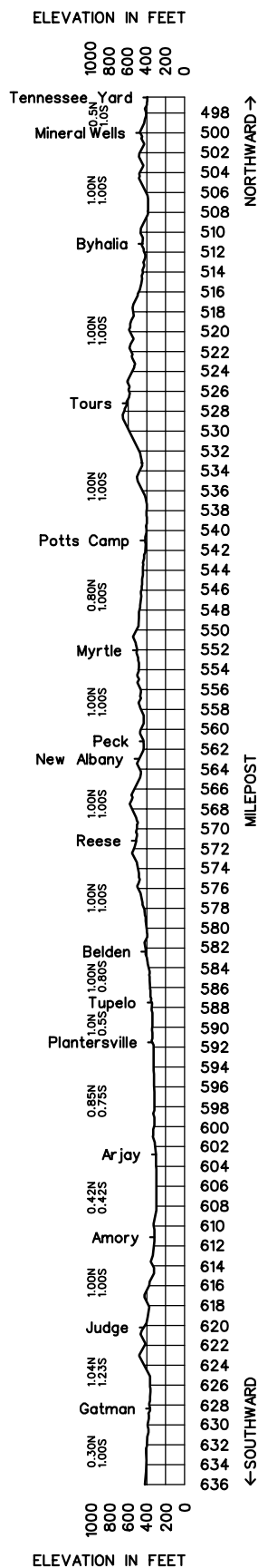
Line Segment Limits

1001 Tennessee Yard to Birmingham

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
93502 Olive Branch	5.3 south of Memphis	25	North
93559 Shari	1.6 north of Peck	30	Both
93577 Sherman	5.1 north of Belden	12	North
93600 Nettleton	2.4 north of Arjay	18	South
93635 Sulligent	6.5 south of Gattman	30	Both
93649 Guin	6.1 north of Winfield	25	Both
93660 Glen Allen	9.0 north of Eldridge	18	South
93663 Bazemore	6.2 north of Eldridge	10	North
93702 Cordova	2.0 north of Benoit	65	Both

10. Grade Charts



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.
	92239	239.7	SPRINGFIELD YARD	T	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	1002	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	CTC		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			1003	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		CTC		6.3
7,600	96404	404.3	VERDIGRIS				4.9
	96409	409.2	CATOOSA				3.4
7,600	96413	412.6	TIGER	T			2.6
		415.2	DOUGLAS				5.2
	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		

Train Dispatcher Telephone Numbers
(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

Springfield Yard to Cherokee Yard **Freight**
50 MPH.

1(B). Speed—Permanent Restrictions

MP 250.7 to MP 252.4 45 MPH.
MP 263.5 to MP 264.4 45 MPH.
MP 268.7 to MP 269.3 40 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 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 396.8 to MP 398.1 (HER) 30 MPH.
MP 397.0 (over diamond) 30 MPH.
MP 408.4 to MP 411.9 45 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
Trains up to 100 TOB 40 MPH.
Trains 100 TOB and over 25 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
Trains up to 100 TOB 30 MPH.
Trains 100 TOB and over 25 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

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 2.0 miles.

Rule 8.20—Derails on the east end of tracks 1001, 1007 and 1012 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.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures
MP 400.2—WWD only—Recall Code 767
MP 409.3—DED—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—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.

Springfield—
Tracks 1115, 1118, 1120, Ralston Purina
Tracks 9601, 9602 West end of Roadway Shop
Track 9500 West end of Wheel Shop Lead
Track 9580 Rose Con
Track 9550 West Shop Belt
Track 9590 Dead Freight Dock

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

Muskogee, OK—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. 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.

Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

8. Line Segments

Yard Line Segments

Line Segments Limits

1141 Cherokee Yard
 1004 Pierce City Industry Lead

Road Line Segments

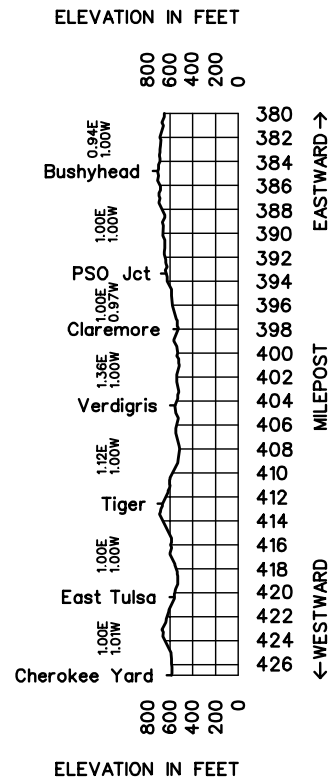
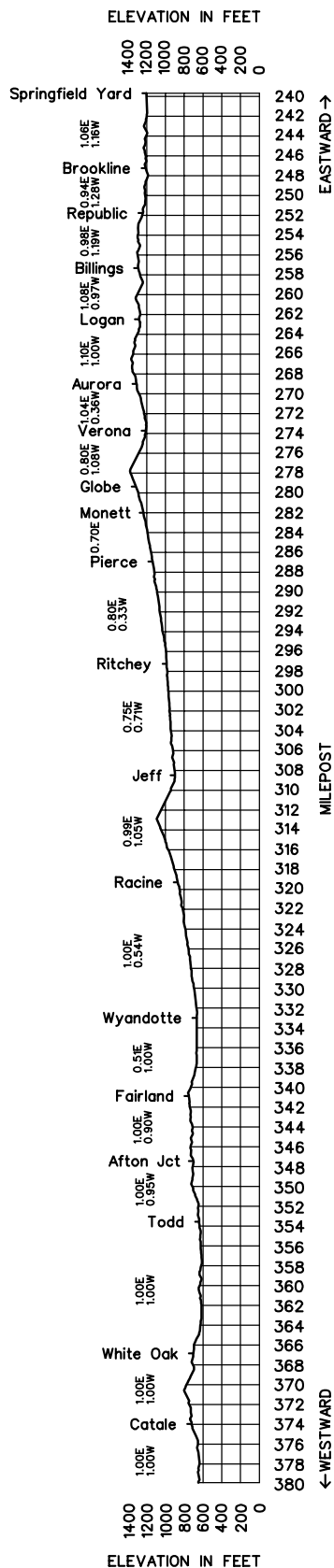
Line Segments Limits

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

10. Grade Charts



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	Rule 6.28		0.2	
			7.3	S E JCT	J			1.3	
			8.6	OLD ORCHARD	XY	DT ABS TWC		7.1	
		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			1002	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				15.0	
	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		

Train Dispatcher Telephone Numbers

0700 to 2300—(817) 234-6155

2300 to 0700—(817) 234-6156

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**
50 MPH.

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 41.1 to MP 59.4 40 MPH.
Bridge 45.5, cars over 134 tons 10 MPH.
MP 70.7 to MP 74.3 40 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 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 181.2 to MP 182.8 (HER) 40 MPH.
MP 182.8 to MP 188.5 45 MPH.
MP 216.8 to MP 221.4 40 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:
Pacific 25 MPH.
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:
Pacific 25 MPH.
Coffeyton, St. Clair, Newburg 20 MPH.
All other sidings 10 MPH.
Freight trains 100 TOB and over:
MP 7.1 to MP 17.9, Westward trains 30 MPH.
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.
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

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

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 2.0 miles.

Rule 8.20—Derails 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.

Derails 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 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—**

Strafford MP 227.7 to Springfield MP 239.7 all leads, industries, years and backtracks.

Excluded from FRA Excepted Tracks—All Main Tracks

Springfield inbound and outbound tracks on the East end of Kansas Avenue Yard.

Springfield Long 4 South and Long 5 North.

Springfield yard tracks and leads between Long 4 South and Long 5 North.

Springfield Kissick route from 43 Track switch to end of track.

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

Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

8. Line Segments

Yard Line Segments

Line Segment Limits

1101 Lindenwood Yard
1102 Valley Park
1103 Springfield—Kansas Ave. Yard

Road Line Segments

Line Segment Limits

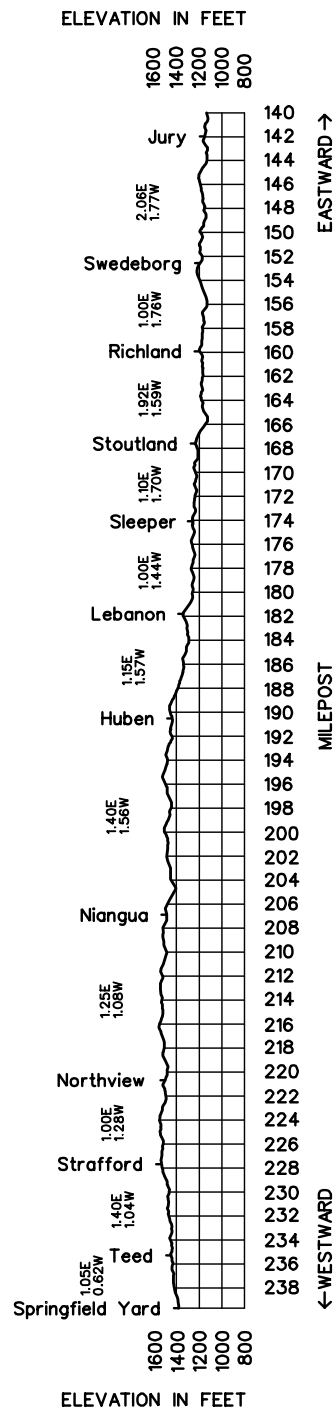
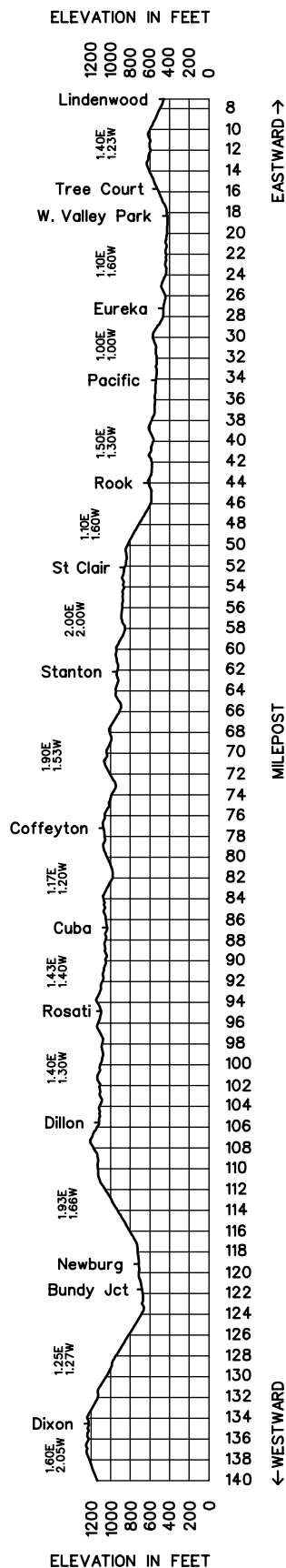
Mileposts

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
92034 Pacific Lumber	MP 34.6	2	East
92034 Madison Warehouse	MP 35.1	8	West
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
92160 Richland	MP 159.5	5,300	West
92182 Lebanon	MP 182.0	25	Both
92182 MFA Plant Food	MP 182.7	3	East
92198 Conway Team Track	MP 198.3	20	East
92207 Niangua Team Track	MP 206.9 - off siding	9	West
92214 MFA Plant Food	MP 213.1	13	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		

10. Grade Charts



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ft. Scott Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
			2.7X	KANSAS CITY Murray Yard		BJT		16	1.1	
			1.6X	USTICK TOWER		JX(2)			1.0	
			0.6X	BROADWAY					0.1	
			0.5X	KCT-5TH STREET					0.5	
			0.0	19TH STREET YARD				1001	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	
			21.5	CP 215		XJY			5.0	
	93025		26.5	BONITA					10.8	
	93036		37.3	N. HILLSDALE					4.5	
	93036		41.8	S. HILLSDALE					1.1	
	93043		42.9	PAOLA				1001	0.2	
			43.1	UP		A			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					5.1	
			96.8	N. FT. SCOTT					1.8	
	93099		98.6	FT. SCOTT					0.3	
			98.9	S. FT. SCOTT				1001	3.8	
	93103		102.6	EDWARD		JX(2)			14.2	
8,750	93116		116.9	ARCADIA					1.5	
			118.4	KCS		A			14.4	
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				1001	15.5	
9,133	93195		194.5	ELWOOD					3.8	
	92242		198.3	NICHOLS		J	Rule 6.28		201.0	

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

Radio Channel No. 66 in service from Kansas City to 30th Street.

Radio Channel No. 39 in service from 30th Street to NSS Henson.

Radio Channel No. 82 in service from NSS Henson to Nichols.

Ustick Dispatcher has jurisdiction from Kansas City to NSS Henson and radio contact can be made by depressing tone button 1 on channel 66 or 39 depending on train's location. For emergency, depress tone button 9 on the appropriate radio channel.

Ft. Scott Subdivision Dispatcher has jurisdiction from NSS Henson to Nichols and radio contact can be made by using channel 82 and the appropriate radio call-in number shown in the timetable.

Radio Call-In: Ustick Tower Dispatcher uses the AVTEC radio call-in. Dispatcher is tone 1 and emergency is tone 9, both on channel 66.

Radio Call-In		
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		

Train Dispatcher Telephone Numbers

Ustick Tower Dispatcher, Murray Yard to Henson

(913) 551-2365, Fax (913) 551-2395

KC South Dispatcher, Henson to Nichols

(817) 234-6152, 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

Kansas City to Nichols **Freight**
50 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 41.9 to MP 43.4 40 MPH.
 MP 96.7 to MP 102.5 (Main 2) 30 MPH.
 MP 98.6 to MP 98.7 (Main 2) HER over Wall Street 20 MPH.
 MP 97.9 to MP 98.9 (Main 1) 20 MPH.
 MP 98.9 to MP 99.4 (Main 1) 30 MPH.
 MP 99.4 to MP 102.5 (Main 1) 40 MPH.
 MP 102.5 to MP 106.7 30 MPH.
 MP 114.4 to MP 124.5 45 MPH.
 MP 137.6 to MP 138.9 40 MPH.
 MP 139.0 to MP 139.1, MNA RR Crossing 40 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	10 MPH.	10 MPH.

Dumbeck	10 MPH.	10 MPH.
Pilgrim	10 MPH.	10 MPH.
Elwood	10 MPH.	10 MPH.
MP 5.6, Bravo crossover	30 MPH.	25 MPH.
MP 16.5, Charlie crossovers	35 MPH.	25 MPH.
MP 21.5 CP 215 crossover	40 MPH.	25 MPH.
MP 21.5 CP 215 turnout Olathe Connection Trk ..	10 MPH.	10 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 41.8, S. Hillsdale turnout Main 1 to		
UP Long Track	25 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.

1(D). Speed—Other

**Up to
100TOB 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

Olathe Connection Track

MP 20.1X to MP 21.2X

MP 21.2 X to MP 21.4X

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

MP 2.7X to MP 1.6X Hi-Line Kansas City Murray Yard to Ustick Tower

MP 1.6X to MP 0.5X Tracks 80 and 81 Ustick Tower to KCT-5th Street.

Olathe Connection Station

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

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.

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 2.0 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 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—SWD only

MP 50.8—NWD only—Recall Code 657

MP 61.7—DED—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—NWD only

MP 50.8—SWD only—Recall Code 657

MP 61.7—DED—SWD only—Radio Tone

MP 71.0 SWD only—Recall Code 658

MP 85.9—Recall Code 457

MP 107.6—Recall Code 458

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**

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 current copy of the Greater Kansas City Area Operating and Special Instructions in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders before each day's work or trip. 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 General 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.

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.

Trains approaching North Ft. Scott must sound bell and whistle freely to warn other trains that may be changing crews.

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—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

Olathe Connection Track—Approximately 1 mile of track that runs from the Ft. Scott Subdivision Main 1 MP 21.5 turnout at CP 215, to the Emporia subdivision Main 2 MP 26.1 turnout at Olathe. CTC is in effect under the control of the Ustick Dispatcher. Mile post numbers on the connection track are designated with X. The switch connecting the north leg of the wye to the connection track is not electric lock and dispatcher permission must be obtained before opening that switch. Emporia Subdivision dispatcher control and radio channel 36 begins at the eastbound controlled signal for the turnout at MP 20.2X.

Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

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

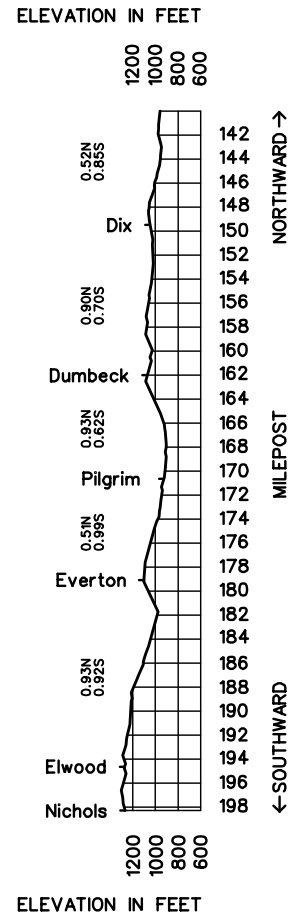
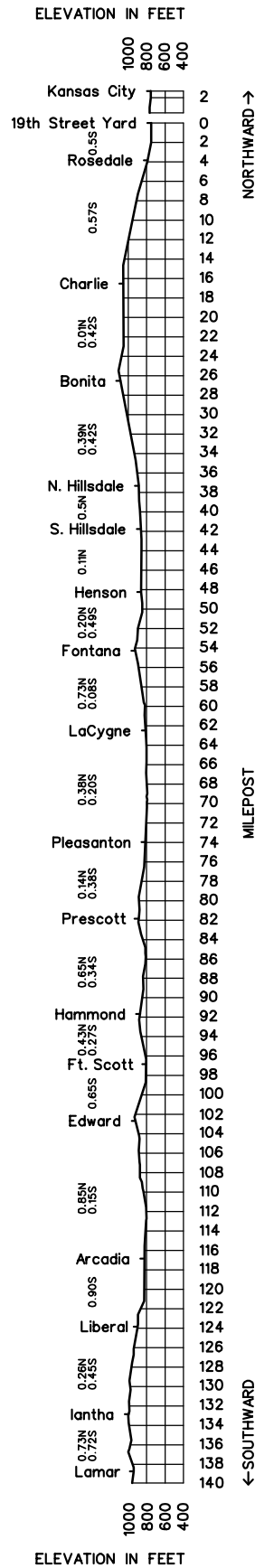
Line Segments Limits

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
Merriam	MP 8.5	39	Both
93014 Lenexa	MP 13.9 (Main 2)	5	North
Lenexa Pass	MP 14.5 (Main 1)	23	Both
Pittsburg Siding	MP 16.0 (Main 1)	68	Both
93021 Olathe	MP 20.5	114	Both
93024 Moss	MP 25.1	78	Both
AFG Ind. Spur	MP 29.1	22	South
ADM Products	MP 28.82	31	South
93030 Springhill	MP 30.1	10	South
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

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Lead Line Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		86.8	CUBA	J	Rule 6.28	1009	8.3
	92818	95.1	STEELVILLE				5.3
	92823	100.6	LEAD		TWC		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

Train Dispatcher Telephone 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 1.0 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.

Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

8. Line Segments**Road Line Segments****Line Segments Limits**

1009 Cuba to Lead

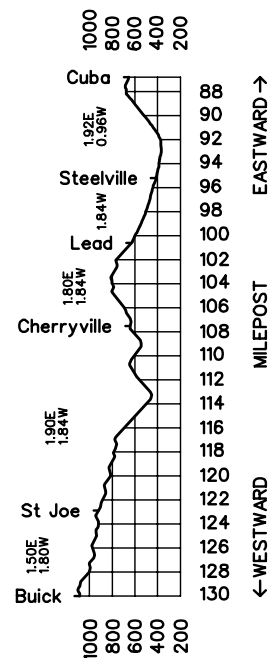
1010 Lead to Buick

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

10. Grade Chart

ELEVATION IN FEET



ELEVATION IN FEET

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mobile Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
			851.4	END OF TRACK				1.1	
		95852	852.5	ATOCHEM				5.9	
		95858	858.4	GETTY				1.8	
		95860	860.2	REED MINERALS				2.6	
		95864	862.8	SARALAND				4.7	
		95868	867.5	CHICKASAW	Y	TWC	1021	1.0	
			868.5	TERMINAL JCT.	JY			0.1	
			868.6	NS	AY			2.0	
			870.6	THREE MILE CREEK	MY			2.9	
		95874	872.0	MOBILE	BY			22.1	

Radio Channel No. 70 in service.

Radio Call-In	
Y Bucks - 65(X)	Mobile - 75(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Telephone Numbers

Amory—Voice: (817) 234-6150, (800) 666-1392, Fax: (817) 234-6374

Cherokee West Dispatcher—Fax: (817) 234-6413

Avard Sub. Dispatcher—Fax: (817) 234-6487

Mobile Radio		Access Digit	Disconnect Digit
Mobile	438-7210	*1	#1

1. Speed Regulations
1(A). Speed—Maximum

	Freight
MP 851.4 to MP 861.0	40 MPH.
MP 861.0 to MP 867.0	30 MPH.
MP 867 to Mobile	10 MPH.

1(B). Speed—Permanent Restrictions

MP 866.1 to MP 866.2 (Bridge)	10 MPH.
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1(C). Speed—Switches and Turnouts—None
1(D). Speed—Other

All Tracks Terminal RR, Alabama State Docks	10 MPH.
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Hot Weather Restrictions

When ambient temperature exceeds 90 degrees:

Trains 100 TOB and over 30 MPH.

Trains under 100 TOB 40 MPH.

When ambient temperature exceeds 100 degrees:

All trains 30 MPH.

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

Refer to Table 5 in System Special Instructions:

MP 851.4 to Mobile	134 tons, Restriction G
--------------------------	-------------------------

3. Type of Operation

TWC—in effect:

MP 851.4 to Mobile

Yard Limits—in effect:

MP 867.0 to MP 868.5 BNSF MT

MP 868.5 to MP 872.0 TASD MT

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None
6. FRA Excepted Track—See GCOR Rule 6.12.

All tracks except main track at following locations:

MP 867.5 and MP 868.5—including Chair Factory Lead.

7. Special Conditions

Between MP 851.4 and Mobile—At the following crossings, traffic must be warned by a crew member on the ground at the crossing unless the crossing warning device has been operating long enough to provide warning.

MP 858.1 Radcliff Road Creola

MP 861.8 Baker Road Satsuma

MP 863.0 Bayou Sara Saraland

MP 863.4 Anderson Road Saraland

MP 864.5 Jacintoport Road Saraland

MP 865.3 Industrial Parkway Saraland

MP 867.5 Shipyard Street Chickasaw

Between Terminal Jct. and Mobile—Terminal Railway Alabama State Docks tracks. General Code of Operating Rules apply.

Mobile—On Alabama State Dock property, do not operate six-axle locomotives beyond new dump on the Inside Loop Track in the new yard at McDuffie Coal Terminal.

Hot Weather Train Handling—(See Item 1(D) for Hot Weather Speed Restrictions.)

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, 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.

Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

8. Line Segments
Yard Line Segments
Line Segment Limits

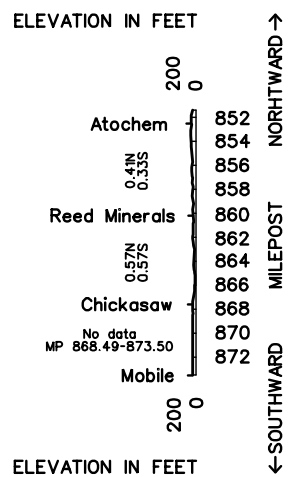
1127 Mobile

Road Line Segments
Line Segments Limits

1021 End of Track to Mobile

9. Locations Not Shown as Stations—None

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	River Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
			7.3	SE JCT.	J	Rule 6.28		1.8	
		98008	9.1	MUTUAL				3.4	
		98012	12.5	ALPHA				12.4	
	8,600	98025	24.9	BYERS				13.8	
		98039	38.7	FESTUS				3.4	
	7,111	98040	42.1	CRYSTAL	BJ			7.6	
		98047	49.5	RUSH ISLAND				2.4	
		98054	52.1	BRICKEYS				14.4	
	8,600	98065	66.5	STE. GENEVIEVE	J			13.2	
	8,600	98081	79.7	McBRIDE				22.6	
	8,600	98103	102.3	WITTENBERG				13.3	
	5,040	98115	115.6	NEELYS				14.1	
	8,600	98129	129.7	FREEZE				12.0	
		98142	141.7	ROCKVIEW (UP)	AJ			1.6	
	9,150	98144	143.3	CHAFFEE	B			11.5	
	7,600	98155	154.8	BROOKS				11.1	
		98166	165.6	SIKESTON (UP)	A			14.7	
	8,263	98180	180.6	KEWANEE				5.6	
		98186	186.1	LILBOURN - UP GATE	g	CTC		6.8	
	10,563	98194	193.0	CONRAN				6.6	
		98199	199.6	PORTAGEVILLE				11.9	
		98211	211.5	TERRY				2.1	
		98213	213.6	HAYTI				11.8	
	8,780	98224	225.4	STEELE				10.3	
		98235	235.7	NORBLV				2.4	
	8,810	98237	238.1	BLYTHEVILLE (To Armorer 6.0 miles)	B			10.1	
		98249	248.2	LUXORA				4.5	
		98253	252.7	HAROLD				2.2	
		98254	254.9	OSCEOLA	T			10.6	
	7,613	98264	265.5	WILSON				16.8	
	8,610	93462	282.3	TURRELL	T			1.2	
		93462	283.3	RIVER JCT.	J			276.2	

Radio Channel No. 85 in service.

Radio Call-In		
Lindenwood - 87(X)	Crystal - 57(X)	Ste. Genevieve - 27(X)
McBride - 67(X)	Wittenberg - 17(X)	Cape - 47(X)
Sikeston - 37(X)	Portageville - 57(X)	Blytheville - 67(X)
Turrell - 17(X)	Turrell (Thayer Subdivision) - 12(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Dispatcher—0700-2300 Daily—(817) 234-6155, (800) 666-1394

Remainder of time—(817) 234-6154, (800) 666-1393

Fax—(817) 234-6415

Mobile Radio		Access Digit	Disconnect Digit
St. Louis	768-7044	*1	#1
St. Louis	768-7045	*1	#1
Ste. Genevieve	864-2063	*1	#1
Wittenberg	864-2062	*1	#1
Cape Girardeau	864-2061	*3	#3
Sikeston	864-2060	*1	#1
Portageville	864-2059	*1	#1
Blytheville	864-2058	*4	#4
Turrell	864-2057	*4	#4

1. Speed Regulations
1(A). Speed—Maximum
Freight

S.E. Jct. to Mutual—southward trains after engine

arrives MP 9.1 30 MPH.

Mutual to Chaffee 50 MPH.

Chaffee to River Jct. 55 MPH.

1(B). Speed—Permanent Restrictions

MP 9.1 to MP 38.7 45 MPH.

MP 38.7 to MP 39.7 (HER) 30 MPH.

MP 39.7 to MP 61.0 45 MPH.

MP 61.0 to MP 61.7 25 MPH.

MP 64.8 to MP 65.9 40 MPH.

MP 70.0 to MP 70.4 45 MPH.

MP 82.3 to MP 83.6 45 MPH.

MP 88.2 to MP 93.0 45 MPH.

MP 93.0 to MP 103.6 35 MPH.

MP 103.6 to MP 105.8 40 MPH.

MP 109.5 to MP 113.6 45 MPH.

MP 118.2 to MP 119.6 45 MPH.

MP 125.2 to MP 130.6 45 MPH.

MP 130.6 to MP 134.7 20 MPH.

MP 141.7 to MP 142.5 25 MPH.

MP 142.5 to MP 143.6 (HER) 20 MPH.

MP 164.3 to MP 166.3 (HER) 20 MPH.

MP 185.5 to MP 186.6 (HER) 20 MPH.

MP 198.6 to MP 199.0 (HER) 30 MPH.

MP 212.2 to MP 213.4 (HER) 20 MPH.

MP 236.3 to MP 238.0 (HER) 20 MPH.

MP 253.1 to MP 254.3 (HER) 20 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:

 Byers, Crystal, Ste. Genevieve, McBride, Wittenberg,
Neelys, Freeze, Brooks, Chaffee, Kewanee, Conran,
and Turrell 10 MPH.

Trains up to 100 TOB on siding turnouts at:

Steel, Blytheville and Wilson 20 MPH.

MP 283.3 Turnout River Jct. 25 MPH.

1(D). Speed—Other

Sidings:

Trains 100 TOB and over—all sidings 10 MPH.

Trains up to 100 TOB on sidings at:

 Byers, Crystal, Ste. Genevieve, McBride, Wittenberg,
Neelys, Freeze, Brooks, Chaffee, Kewanee, Conran,
and Turrell 10 MPH.

Trains up to 100 TOB on sidings at:

Steele, Blytheville and Wilson 20 MPH.

Rush Island, Loop Track 8 MPH.

Bridge 49.7, cars over 134 tons

and loaded trough car equipment 10 MPH.

Bridges 53.3 and 246.4, cars over 134 tons

and loaded trough car equipment 25 MPH.

Industrial Lead at Nash 5 MPH.

Hot Weather 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:

- All trains 30 MPH.

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

Blytheville to Armorel 143 tons, Restriction D
S.E. Jct. to River Jct. 143 tons, Restriction D

Trains 100 TOB and over not permitted on siding Conran.

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

- Crystal on UP Connection Track beyond 500 feet north of switch.
- American Greeting Lead at MP 254.3.
- Osceola Product tracks.
- Paymaster Lead beyond 500 feet east of east Wye switch.

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

Spur Track at Blytheville Track Number 3938

3. Type of Operation

CTC—in effect:

MP 9.1 to MP 283.3

Crossing Gates—Libourn, MP 186.1. Normal position will be as last used.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28—In effect between SE Jct. and Mutual and on the Armorel Branch.

Rule 8.11—Turrell, switch to North Leg of Wye, may be left lined and locked in the position last used. Trains, engines and on-track equipment must approach these switches expecting to find them lined against their movement.

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
 - MP 16.4—DED—SWD only—Recall Code 787
 - MP 21 .8—DED—NWD only—Recall Code 877
 - MP 47.2—DED—SWD only—Recall Code 757
 - MP 53.2—NWD only—Recall Code 578
 - MP 134.4—DED—SWD only—Recall Code 717
 - MP 141.8—DED—NWD only—Recall Code 837
- B. Other TWD locations
 - MP 16.4—DED—NWD only—Recall Code 787
 - MP 21 .8—DED—SWD only—Recall Code 877
 - MP 31.5—Recall Code 878
 - MP 47.2—DED—NWD only—Recall Code 757
 - MP 53.2—SWD only—Recall Code 578
 - MP 77.1—Recall Code 278

MP 104.4—Recall Code 177

MP 126.9—Recall Code 178

MP 134.4—DED—NWD only—Recall Code 717

MP 141.8—DED—SWD only—Recall Code 837

MP 162.2—Recall Code 378

MP 189.5—Recall Code 577

MP 217.0—Recall Code 578

MP 248.0—Recall Code 678

MP 268.5—Recall Code 178

6. FRA Excepted Track

Paymaster Lead, MP 256.7

7. Special Conditions

Between River Jct. and SE Jct.—Empty auto racks must be handled on rear of train when more than five are coupled together in a group and trailing tonnage behind this group exceeds 1500 tons.

Mutual—Equipment design requires that the northward signal at Mutual MP 9.1 remain a control signal and therefore, if the northward signal at MP 9.1 displays a Stop indication, trains must contact the train dispatcher per Rule 9.12.1. Authority from the train dispatcher to pass the signal northward does not give authority beyond the signal. Movement north of MP 9.1 is governed by GCOR Rule 6.28.

Alpha—Northward trains notify Lindenwood yardmaster by radio.

Neelys—Engines cannot be operated inside building, P & G Plant.

MP 134.4 to MP 134.7—Ballast movement detector monitors this track segment and if conditions alarm the detector it will cause red aspects at southbound signal 1339 and northbound signal 1380. Trains stopped by red aspect must notify dispatcher, proceed per GCOR Rule 9.16, and crew must keep close watch for sagging rail or shifted ballast.

Marston—Close overhead clearance at grain chutes on E.B. Gee Track.

Sidings Prohibited for Key Trains—Neelys

Hayti—Highway crossing warning devices located at Cleveland Street, MP 212.4, activate for Main Line movements through the road crossing only.

Hot Weather Train Handling—(See Item 1(D) For Hot Weather Speed Restrictions.)

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, 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.

Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

8. Line Segments

Road Line Segments

Line Segment Limits

Mileposts

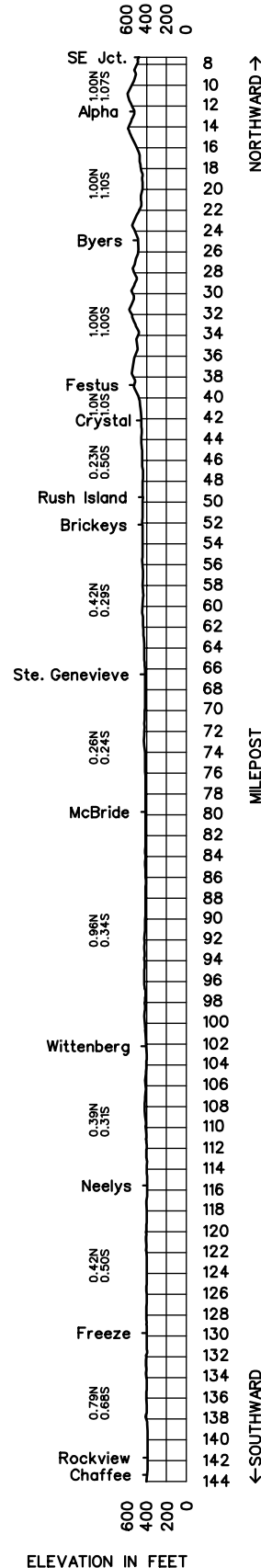
1030 Blytheville to Armorel 238.2 to 243.0
 1025 SE Jct. to River Jct.

9. Locations Not Shown as Stations

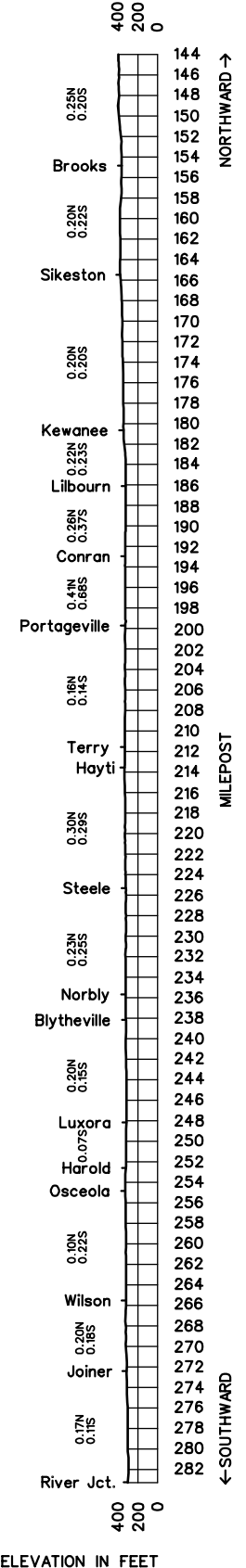
Name	Miles - Location	Capacity Cars	Switch Opens
98009 Koberman	2.7 south of Lindenwood	5	North
98010 Hydraulic	1.0 south of Mutual	30	Both
96027 Imperial	1.7 south of Byers	6	South
98029 Barnhart	3.7 south of Byers	8	South
98035 Foster Forbes	3.8 north of Festus	24	North
98045 Selma	2.5 south of Crystal	55	Both
98074 St. Mary's Stub	5.5 north of McBride	7 9	North South
98095 Seventy-Six	6.9 north of Wittenberg	7	North
98131 Cape Girardeau	2.3 south of Freeze	Yard	Both
98134 Lone Star	4.3 south of Freeze	30	North
98160 McMullin	5.9 north of Sikeston	4	North
98191 Marston	2.0 north of Conran	25	South
98227 Holland	1.9 south of Steele	10	North
Tomlinson	3.5 east of Blytheville	Yard	Both
Armorel	6.0 east of Blytheville	Yard	
98244 Burdette	3.8 north of Luxora	57	Both
98256 Paymaster	1.8 south of Osceola	50	Both
98261 Driver	4.8 north of Wilson	14	North
98267 Delpro	1.3 south of Wilson	46	Both
98272 Joiner	6.6 South of Wilson	10	North

10. Grade Charts

ELEVATION IN FEET



ELEVATION IN FEET



SOUTHWARD ↓	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.	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		9.6	
	8,380	93279	279.1	CABOOL			1001	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**
50 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 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 260.2 40 MPH.
MP 260.2 to MP 266.1 45 MPH.
MP 266.1 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 295.2 to MP 299.4 45 MPH.
MP 299.4 to MP 300.9 40 MPH.
MP 300.9 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	30 MPH.	25 MPH.
Diggins	30 MPH.	25 MPH.
Cedar Gap	25 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:		
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		
Passenger equipment	40 MPH.	30 MPH.
	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

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 2.0 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 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/Exception Reporting Only
 - MP 246.1—DED/Exception Reporting Only
 - MP 248.9—Recall Code 327
 - MP 256.2—DED/Exception Reporting Only
 - MP 273.6—Recall Code 328
 - MP 286.4—DED/Exception Reporting Only
 - MP 300.3—DED/Exception Reporting Only
 - MP 303.5—Recall Code 727
 - MP 317.6—DED/Exception Reporting Only
 - MP 322.1—DED/Exception Reporting Only
 - MP 325.3—Recall Code 728
 - MP 330.8—DED/Exception Reporting Only
 - MP 336.0—DED/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

Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

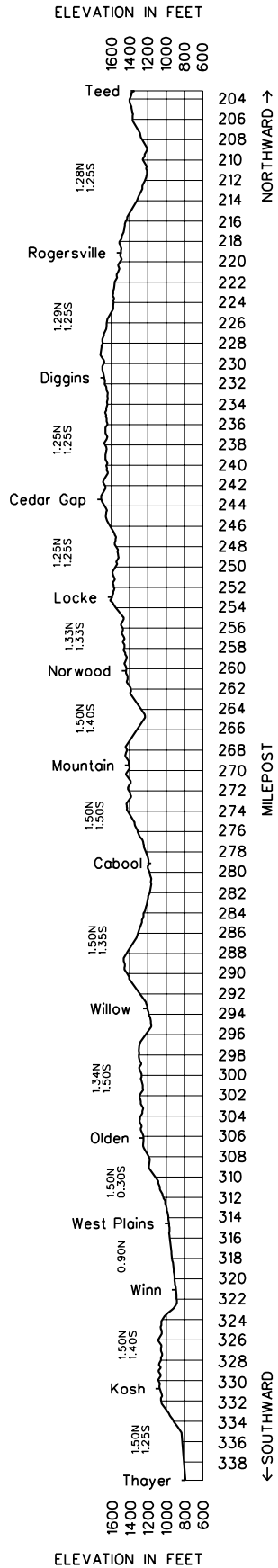
8. Line Segments
Road Line Segments
Line Segment Limits

1001 Teed to Thayer

9. Locations Not Shown as Stations

Name	Location	Capacity Cars	Switch Opens
93211 Turner	MP 211.8	10	North
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

10. Grade Chart



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Thayer South Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
			335.1	CP 3351				14.2	
			337.8	CP 3378	X	2MT		12.5	
		93340	339.8	THAYER	B	CTC		10.5	
			340.0	CP 3400				10.3	
	7,554	93350	350.3	KING				12.7	
	7,257	93363	363.0	BAKER				5.0	
	8,974	93368	368.4	WILLIFORD				12.7	
	8,530	93381	380.7	IMBODEN				5.3	
	9,325	93386	386.0	HOGAN				12.0	
	8,680	93398	398.0	HOXIE (UP)	AJ	CTC		8.1	
	6,808	93406	406.1	SEDGWICK				13.9	
	11,209	93420	420.0	JONESBORO	BT			2.2	
			422.2	UP RRX	A			1.6	
			423.8	UP RRX	A			6.9	
	9,265	93431	430.7	BAY				9.2	
	8,965	93440	439.9	ROE				14.6	
	8,927	93455	454.5	DRACE				7.7	
	8,380	93462	462.2	MADLOCK	T			0.4	
		93462	462.6	RIVER JCT.	J		1001	8.4	
		93472	471.0	HARVARD	B	2MT		2.3	
		93474	473.3	MARION		CTC		2.1	
		93475	475.4	CRITCO				6.0	
			481.4	BRIDGE JCT. (UP)	JA			1.7	
		93483	483.1	SHELCO	Y			0.5	
			483.7	KENTUCKY ST.	XY			0.2	
			483.8	IC	JSY			1.6	
			485.4	NEPTUNE ST.	XY			0.6	
			486.0	KC JCT.		2MT		0.6	
			486.6	McLEMORE ST.	XY			1.3	
			487.9	NORTH YALE	XY			1.6	
			489.5	SOUTH YALE	XY			2.0	
			491.5	DEMO	XY			1.4	
			492.9	CP 4929				1.7	
			494.6	N. SHELBY	Y			1.8	
		93496	496.4	TENNESSEE YARD	BJT	CTC		0.8	
			497.5	S. SHELBY				0.7	
			497.9	S. TENNESSEE YARD				195.1	

Radio Channel No. 87 in service Teed to Madlock.

Radio Channel No. 70 in service Madlock to Tennessee Yard.

Radio Call-In		
Thayer - 42(X)	Imboden - 52(X)	Jonesboro - 62(X)
North Madlock - 12(X)	South Madlock - 13(X)	Memphis Terminal - 83(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Dispatcher—(817) 234-6156, Fax, (817) 234-6416

Memphis Terminal Dispatcher—(817) 234-6032

Mobile Radio	Radio Channel		Access Digit	Disconnect Digit
Thayer	29 - 68	864-2054	*3	#3
Imboden	93 - 37	864-2055	*1	#1
Jonesboro	97 - 34	864-2056	*1	#1
Memphis	29 - 68	369-6147	*2	#2

1. Speed Regulations

1(A). Speed—Maximum

Thayer to Tennessee Yard **Freight**
60 MPH.

1(B). Speed—Permanent Restrictions

MP 339.8 to MP 340.0, both main tracks 35 MPH.
MP 340.0 to MP 358.8 35 MPH.
MP 358.8 to MP 364.6 45 MPH.
MP 364.6 to MP 365.4 35 MPH.
MP 365.4 to MP 372.2 40 MPH.
MP 372.2 to MP 374.4 35 MPH.
MP 374.4 to MP 385.8 40 MPH.
MP 385.8 to MP 391.0 45 MPH.
MP 398.0, Union Pacific Crossing 30 MPH.
MP 413.1 to MP 414.5 50 MPH.
MP 419.2 to MP 420.4 (HER) 20 MPH.
MP 422.2 to MP 423.8 40 MPH.
MP 430.2 to MP 431.3 (HER) 55 MPH.
MP 436.6 to MP 436.7 (HER) 55 MPH.
MP 447.0 to MP 448.0 (HER) 45 MPH.
MP 480.1 to MP 481.4 45 MPH.
MP 481.4 to MP 483.1 25 MPH.
MP 483.1 to MP 494.6 20 MPH.
MP 494.6 to MP 497.7, Shelby Main Track 40 MPH.
MP 497.7 to MP 498.0, outside track 40 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts:

Imboden, Sedgwick, Hoxie, Roe, Madlock 30 MPH.
Drace, Williford, Hogan, Bay 40 MPH.
All other siding turnouts 20 MPH.
MP 340.0, through turnouts 35 MPH.
MP 471.0, through turnout 35 MPH.
MP 473.3, through crossovers 25 MPH.
MP 475.4, through turnout 35 MPH.
MP 481.4, through turnout to UP connection 20 MPH.
MP 483.9, crossovers 10 MPH.
MP 485.8, crossovers 10 MPH.
Shelby Main through turnouts 40 MPH.
Crossovers Neptune St., McLemore St., North Yale,
South Yale, Democrat Road 20 MPH.

1(D). Speed—Other

Sidings:

Imboden, Sedgwick, Hoxie, Roe, Madlock 30 MPH.
Drace, Williford, Hogan, Bay 40 MPH.
All other sidings 20 MPH.
Northbound trains after leading wheels on lead locomotive
have passed the signal at MP 492.9 20 MPH.
MP 481.4, Bridge Jct. connection to UP 20 MPH.
Outside track Tenn. Yard from hump tower to
MP 497.7 (South Shelby) 20 MPH.
Middle track Tenn. Yard from hump tower to STY 20 MPH.
On A Line from A Line Switch on BNSF Main 2 to Switch IC 5 MPH.

Hot Weather 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

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

Refer to Table 5 in the System Special Instructions:

Thayer to Shelco 143 tons, Restriction E
Shelco to Tennessee Yard 143 tons, Restriction C
Marion to Hulbert 134 tons, Restriction G

35-ft. ore loaded cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) are not permitted between Thayer and Shelco.

43-ft. to 44-ft 10-in. long cars loaded to 143 tons are limited to blocks of 5 cars or less over Bridge 482.1, Memphis.

Mississippi River Bridge—The following will govern operation of locomotives over the Mississippi River Bridge restricted section, which is indicated by "restricted section" signs located 339 feet north and 452 feet south of the north through-truss span:

Throttle Position

Enginemen must use minimum throttle position necessary to move train when engine is on the restricted section, drifting when possible.

DC locomotives: Following maximum throttle positions govern:

Horsepower In Service	Maximum Throttle Position	Speed
3500 and under	8	0-25
3501-5250	8	11-25
	7	8-10
	Throttle Off	0-7
5251-7000	8	13-25
	7	10-12
	6	8-9
	Throttle Off	0-7
Over 7000	8	20-25
	5	15-19
	Throttle Off	0-14

AC locomotives: Following maximum throttle positions govern:

Horsepower In Service	Maximum Throttle Position	Speed
3800 and under	8	11-25
	6	0-10
3801-7600	7	20-25
	5	8-19
	Throttle Off	0-7
Above 7600	5	15-25
	3	8-14
	Throttle Off	0-7

For DC locomotives

- when speed is below 8 MPH with 3501—7000 hp engine or
- when speed is below 15 MPH with over 7000 hp engine, or

For AC locomotives

- when speed is below 8 MPH with over 3800 hp engine:

Power must be shut off and be governed by the following:

SOUTHWARD TRAIN—If train stalls and engine is on the restricted section, train will be backed off bridge using light throttle, if necessary, to start train.

NORTHWARD TRAIN—If train stalls and engine is on the restricted section of bridge, no attempt will be made to start train; and if helper is not available to start train from rear, it will be necessary to cut train at south end of bridge and double to Marion.

43-ft. tank cars and 45-ft. coil cars weighing 143 tons or greater may not be handled over bridge with more than four cars coupled consecutively in any single block. Additional blocks must be separated by at least one car of another type weighing less than 143 tons.

Thirteen-section trough cars are limited to 855 tons over bridge.

Doubleheading

When doubleheading, the power of second engine shall not be used over restricted section of bridge.

Acceleration, Braking

Trains must not be accelerated while engine is moving over restricted section. Trains should be controlled so that light brake applications only will be required. Use of independent or dynamic brakes over restricted section is not permitted.

Six-Axle Derrick

When handling a six-axle derrick over the Mississippi River Bridge Memphis, a car not heavier than 50 tons must be entrained on both ends of the derrick.

3. Type of Operation

CTC—in effect:

MP 335.1 to MP 497.9

Sidings—All sidings are controlled sidings.

Yard Limits—in effect:

MP 483.1 to MP 494.6

4. General Code of Operating Rules Items

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

Rule 6.28—in effect between:

NTY and Tennessee Yard

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 481.4 are also controlled signals. To pass a Stop indication, a crew must comply with Rule 9.12.3 by complying with instructions in the release box and must comply with Rule 9.12.1 by contacting the BNSF control operator.

Rule 15.1—Thayer—All trains must secure track warrant at Thayer unless otherwise instructed by train dispatcher.

River Jct.—Southward trains from River Subdivision that have already received a track warrant from River Subdivision train dispatcher will not require a track warrant at River Jct.

5. Tracksides Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures

MP 468.4—SWD only—Recall Code 128

B. Other TWD locations

MP 336.0—Exception Reporting Only, Main 1 and Main 2

MP 342.0—DED—Exception Reporting Only

MP 344.9—(King) Recall Code 428

MP 350.4—DED—Exception Reporting Only

MP 350.5—Exception Reporting Only

MP 355.1—DED—Exception Reporting Only

MP 359.4—Exception Reporting Only

MP 365.6—Recall Code 527

MP 369.5—DED—Exception Reporting Only

MP 373.3—DED—Exception Reporting Only
 MP 378.1—DED—Exception Reporting Only
 MP 383.4—DED—Exception Reporting Only
 MP 390.3—DED—Exception Reporting Only
 MP 392.0 (Portia)—Recall Code 528
 MP 401.1 (Hoxie)—Recall Code 627
 MP 427.1 (Bay)—Recall Code 628
 MP 447.9 (Marked Tree)—Recall Code 127
 MP 468.4—NWD only—Recall Code 128

6. FRA Excepted Track

West Memphis Branch from Marion, MP 474.0, to UP Connection.

Memphis

1. Parkway Yard, including all leads and back tracks from Island Main to Louisiana Street.
2. 1100 Park, all leads and back tracks.
3. 1300 Park, all leads and back tracks.
4. 1500 Park, all leads and back tracks.
5. 1700 Park, all leads and back tracks.
6. Yale Yard, with exception of tracks Long 1, Short 1 and Long 2, Short 2.
7. Kansas Ave. between McLemore St. and Mid South Milling, which includes Wabash Screen and Door.
8. Zone 900 with the exception of Ideal Chemical Spur.
9. Tennessee Yard: Store Room Track, Wrecker Track, Rip One, Rip Two, Rip Three, Rip Cab Track.

7. Special Conditions

Thayer—Trains being held on Main 1 for extended periods of time must stop short of the house track switch.

Hoxie—The southward approach signal to Hoxie UP interlocking for purposes of GCOR Rule 9.9.1 (Passing Approach to Automatic Interlocking) is the signal at North Hoxie. The signal at South Hoxie is a repeater signal for the interlocking home signal, Jonesboro addition F/Interlocker.

IC Crossing—MP 483.8, protected by four-way stop signs.

Presley Jct.—UP Railroad crossing MP 476.2 is protected by gate; normal position is against BNSF. Comply with instructions at gate and restore gate to normal position after movement.

Memphis (Shelco to Tenn. Yd.)

Crew must flag all yard moves over public street crossings unless they are equipped with automatic crossing warning signals.

System Special Instructions Item 3(A), Handling 80-ft. or longer cars, does not apply.

Main Track Crossover Switches—Prior to hand operation of a main track crossover switch, whether dual control or hand throw type, authority on both main tracks must be received from the control operator. Authority on only a single main track is not sufficient.

Shelco to IC Connection

Permission must be obtained from the IC yardmaster at Johnson Yard before entering the IC main track. Crews must determine from the IC yardmaster whether any track bulletins or track conditions will affect normal movement.

Yard Limit (IC Rule 509) is in effect on all IC tracks operated on by BNSF crews.

BNSF crews will not exceed restricted speed on any IC track.

The following speed restrictions are in effect for BNSF crews on IC tracks:

Through crossovers and turnouts 10 MPH.
 Broadway to Trigg Ave. 20 MPH.

Broadway, east and west leg of wye 5 MPH.
 Trigg Ave. to City Wye 20 MPH.
 City Wye to and including Johnson Yard 10 MPH.

All trains and on-track equipment approaching the IC crossing are required to stop short of the permanent stop sign. Crew members must ascertain that no conflicting movements are present prior to proceeding. When conditions require, a crew member must go ahead of the train or on-track equipment and signal when it is safe to proceed.

Sloan/Valley Stone—Spot cars according to list found in mail box by Valley Stone electric lock. Do not place cars into track 8501 (Old Sloan) unless 8510, 8511, and 8512 are full. If 8510, 8511, 8512 and 8501 are full, move excess cars to Ravenden or Hardy. Any engines left at Sloan on Valley Stone are to be left at the south end of Sloan Track 8501.

Jonesboro—The southward approach signal to Jonesboro UP Interlocking for purposes of GCOR Rule 9.9.1 (Passing Approach to Automatic Interlocking) is the signal at North Jonesboro. GCOR Rule 9.9.1 speed for this application is 15 MPH.

President's Island—Train and yard crews will move to and from President's Island on authority of President's Island yardmaster. During periods when the President's Island yardmaster is not on duty, contact the Tennessee Yard yardmaster for authority.

KC Jct.—At KC Jct., between Neptune St. and McLemore St., trains desiring to enter BNSF Main Track 2 must communicate with the train dispatcher and be governed by his instructions. Crossover switch on UP track must not be reversed until electric lock is unlocked and BNSF main track crossover switch is reversed.

Norfolk Southern—Norfolk Southern tracks at Memphis will not be used without the authority of the Norfolk Southern yardmaster, Forrest Yard. Crews must advise the Norfolk Southern yardmaster when they are in the clear.

Yale Auto Facility—When opening gates, gates must be swung outward to prevent damage to gates. Crews setting autos inside gates must ensure that gates are locked prior to departing.

Trains with loaded auto racks destined Memphis must contact Yale yardmaster for instructions on car disposition before passing Yale Yard.

Demo—Northward trains and engines at Demo, when moving past signals displaying a Stop indication, will not move into Democrat Road until the crossing gates are down.

Tennessee Yard—The power-operated switch located at the south end of the hump lead and the middle track at the south end of Tennessee Yard is controlled by the hump conductor. The power switch is equipped with electric switch lights that indicate the position of the switch for train movement in both directions. A green indication means that the switch is lined for movements on the middle track. A yellow indication means that the switch is lined for movements on the hump lead. If the switch light is not illuminated, a stop will be made and the switch examined before making movement.

Instructions to Hand-Operate Power Switch at South End of Hump Lead at Tennessee Yard

- A. Obtain permission to operate the switch by hand from the yardmaster, Tennessee Yard.
- B. Pull the ring on the outside of the lever latch rod toward the handle of the hand-throw lever. At the same time, raise the hand-throw lever to horizontal position and release the ring.

- C. The switch is now in hand operation, and power operation is removed. If the hand lever is not engaged, move the lever to the opposite position to engage it.
- D. Operate the switch by hand as required.
- E. Return the switch machine to power operation by pulling the ring toward the handle of the hand-throw lever and allowing the lever to drop below horizontal position into the switch stand.
- F. Release the ring and lock the switch. Inform the yardmaster, Tennessee Yard, that power is restored.

The power switch at the south end of the hump lead is equipped with a hand-throw lever for manual operation.

Hot Weather Train Handling—(See Item 1(D) for Hot Weather Speed Restrictions.)

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, 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.

Empty Coal Trains Operating With Distributive Power

Empty coal trains operating between Palos, Ala., and Kansas City, Mo., with distributive power (DP) will be handled as follows:

Prior to departing the power plant at Palos, the remote consist will be placed in the idle mode and will operate to Kansas City in idle mode. This mode allows the consist to use all the air brake functions. In addition, train check is available and will be used each time the train is stopped.

EXCEPTION: In the event that a locomotive in the lead consist fails and an increase in tractive effort is needed to move the train, the following will apply until the first opportunity to switch remote to the head end of the train is reached:

1. Remote consist will be placed in normal mode.
2. Remote consist will be moved to back group and operated independently.
3. Lead consist will be used as the primary means to decrease, increase and maintain speed, similar to conventional train operation.
4. Remote consist may be used when necessary on ascending grades and to start the train, provided the lead consist is at least four (4) throttle notches higher than the remote consist.
5. Remote consist must not be used while operating through other than main track turnouts.
6. Locomotives operated on rear of train (remote consist) are exempt from ABTH Rule 106.1.7 (Locomotive Shut Down Policy).

Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

Key Trains—Key trains must not use Siding Madlock.

8. Line Segments

Yard Line Segments

Line Segment Limits

1110 Jonesboro
 1121 Memphis Back Tracks
 1122 Tennessee Yard
 1129 President's Island

Road Line Segments

Line Segment Limits

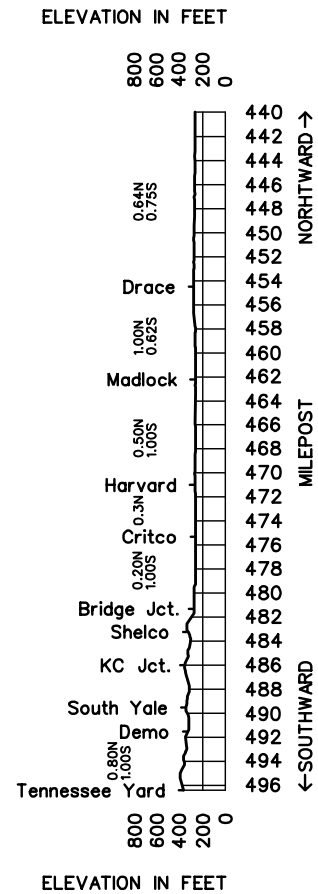
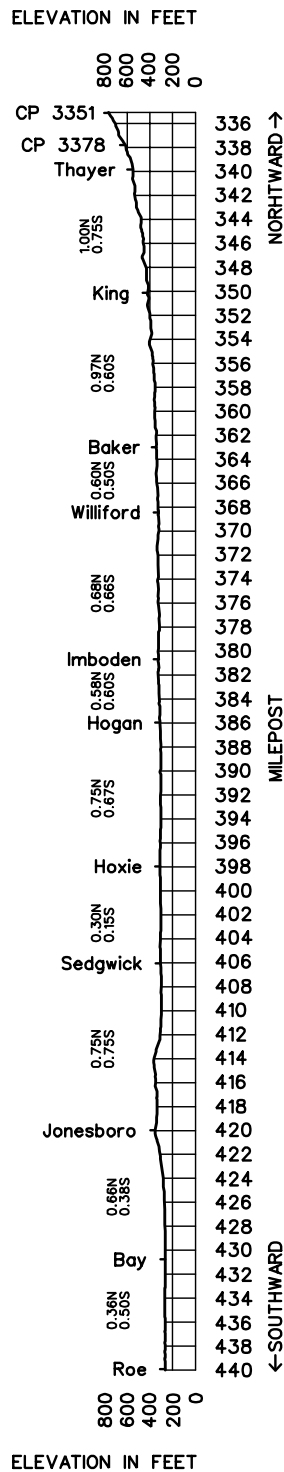
Mileposts

1014 Marion to Hulbert 474.0 to 479.4
 1001 Teed to Tennessee Yard

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
93358 Hardy	8.0 south of King	70	Both
93375 Ravenden	5.5 north of Imboden	55	Both
93384 Sloan	3.0 south of Imboden	47	Both
93385 Valley Stone	3.8 south of Imboden	58	North
93390 Black Rock	9.2 south of Imboden	45	Both
93424 Nettleton	3.8 south of Jonesboro	2 miles	South
93437 Trumann	5.9 south of Bay	83	North
93447 Marked Tree	7.5 south of Roe	50	Both
93796 Presley Jct.	0.8 west of Marion	7	East
93798 W. Memphis	3.0 west of Marion	Yard	Both
93799 Hulbert	5.8 west of Marion	Yard	East

10. Grade Charts



COR 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.

Report Trespassers
1-800-832-5452

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