

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.



Springfield Division

Timetable No. 6

IN EFFECT AT 0800
Central Continental Time

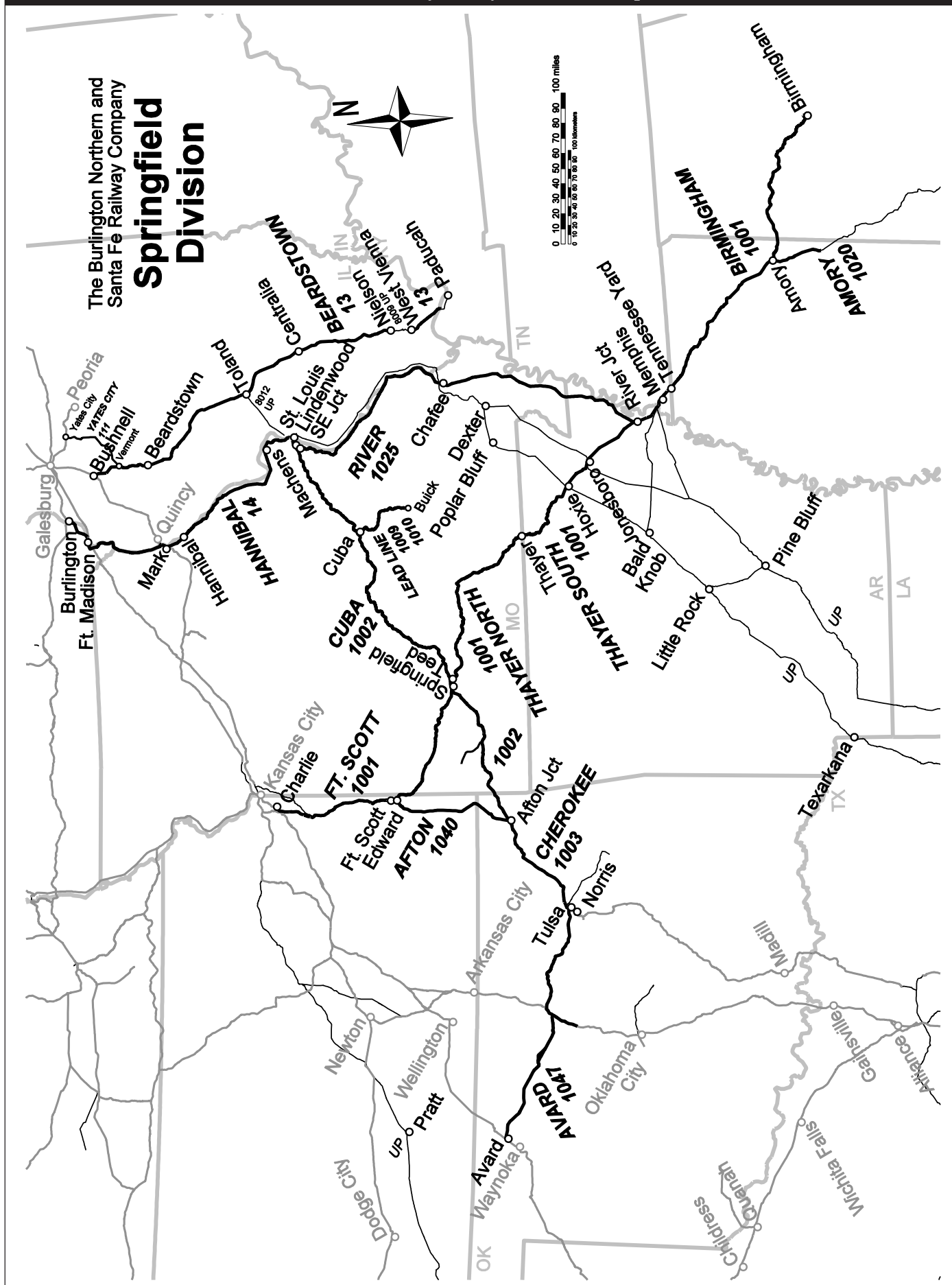
Wednesday, January 17, 2007

Division General Manager

F. David Clifton
Springfield, Missouri
(417) 829-3200

General Director Transportation

Greg L. Luck
Springfield, Missouri
(417) 829-2105



Division Managers

Amory

BILL CLEMENTS Signal Supervisor (662) 305-3108
 BRIAN HAUBER Division Trainmaster (662) 305-3121
 GABE METCALFE Roadmaster (662) 305-3127

Beardstown

JIM OLIVER Division Trainmaster (217) 323-4802

Birmingham

JEFF BURBACK Asst. Gen. Fore. Mech. (205) 320-3679
 GERALD BUZBEE Roadmaster (205) 320-3666
 JOHNNY GRAHAM Road Foreman (205) 320-3621
 SEAN HILL Terminal Trainmaster (205) 320-3603
 SAM LOCKHART Terminal Trainmaster (205) 320-3603
 JOHN NEEL Terminal Trainmaster (205) 320-3604
 DAN RIGDON Terminal Manager (205) 320-3600
 MIKE RUSSELL Terminal Trainmaster (205) 320-3618

Blytheville

JASON NELSON Trainmaster (901) 433-7510

Cape Girardeau

JOSEPH NORRIS Roadmaster (901) 433-7514

Centralia

JOE CLAUSEN Roadmaster (618) 545-2063
 Division Trainmaster (618) 545-2061

Chaffee

TABER FOLEY Road Foreman (417) 829-4732
 RICKEY ROOKS Division Trainmaster (417) 829-3991

Cuba

JEFF FAULKNER Roadmaster (417) 829-2185

Enid

BRYAN MEYER Roadmaster (918) 445-2508
 KELLY SULLIVAN Division Trainmaster (918) 445-2586

Ft. Scott

KEVIN CLEM Signal Supervisor (620) 223-7520
 BRIAN T. PORTER Division Trainmaster (620) 223-7500
 MIKE SMITH Roadmaster (620) 223-7510

Jonesboro

DAVID DEEVERS Signal Supervisor (901) 433-7505
 HOSEY GLADNEY Roadmaster (901) 433-7501

Memphis

CALVIN BRAY Asst. Dir. Mtce. Projects (901) 433-7401
 BOBBY BROOKS Terminal Trainmaster (901) 433-7346
 MIKE DONIGIAN Gen. Foreman Mech. (901) 433-7550
 JASPER DOWDY Roadmaster (901) 433-7410
 ED FERRIS Supt. Operations (901) 433-7306
 DARRELL FRANK Signal Supervisor (901) 433-7485
 ANTHONY FULTON Terminal Trainmaster (901) 433-7346
 JASON JENKINS Terminal Supt. (901) 433-7340
 CHARLIE MURPHY Structures Supervisor.. (901) 433-7425
 ANDRE PENNIX Terminal Trainmaster (901) 433-7346
 MIKE RENNER Division Engineer (901) 433-7400
 RYAN SHOENER Terminal Manager (901) 433-7380
 JEFFREY SNIDER Terminal Trainmaster (901) 433-7346
 PHILLIP STEWARD Terminal Trainmaster (901) 433-7346
 ALLEN TURNER Road Foreman (901) 433-7364

Neosho

TERRY FARRIS Roadmaster (417) 829-2360

Palmyra

RANDY GROGAN Signal Supervisor (573) 393-5430
 RANDY PLANCHON Structures Supervisor.. (573) 393-5420

St. Louis

DON BOARDMAN Terminal Trainmaster (314) 768-7025
 ROGER HARM Terminal Manager (314) 768-7022
 PAUL HUTSON Terminal Trainmaster (314) 768-7025
 KERRY LAMPRECHT Trainmaster (314) 768-7025
 MIKE McLAUGHLIN Supt. Operations (314) 768-7021
 RAY (SAM) PRUETT Asst. Gen. M. Foreman (314) 768-7080
 JONATHAN WILSON Terminal Trainmaster (314) 768-7025
 Terminal Trainmaster (314) 768-7025

Springfield

BOB BAKER Supt. Operations (417) 829-2103
 JOHN BALL Facility Supervisor (417) 829-0311
 STEVE BARROW Terminal Manager (417) 829-2109
 SCOTT BOEHME Signal Supervisor (417) 829-2124
 NEWTON BROWN Dir. Administration (417) 829-2102
 JOHN CLARKE Terminal Trainmaster (417) 829-2110
 DAVE CLIFTON General Manager (417) 829-3200
 FRED COX Division Trainmaster (417) 829-2136
 JIMMY EOFF Asst. Dir. Mtce. Projects (417) 829-4924
 BILL FLECK Superintendent Mech. .. (417) 829-2123
 GARY GAUMER Manager of Signals (417) 829-4969
 DOUG GIBSON Road Foreman (417) 829-2166
 ALDEN JENKINS Supt. Operations (417) 829-2108
 MARK JOHNSON Dir. Line Maintenance ... (417) 829-2113
 STANLEY KING Terminal Trainmaster (417) 829-2110
 AMOS LORENZEN Gen. Foreman Mech. (417) 829-3266
 GREG LUCK Gen. Dir. Transportation (417) 829-2105
 LARRY MILLER Roadmaster (417) 829-2126
 JIM RENSCHLER Mgr. Structures (417) 829-4980
 GARY ROUFS Road Foreman (417) 829-2167
 JEFF SCHMIDT Planned Mtce. (417) 829-2116
 JIM SHELLEDY Road Foreman (417) 829-2168
 DON SMITH Terminal Trainmaster (417) 829-2110
 TOM SOLIE Structures Supervisor.. (417) 829-0310
 HOWARD STUART Roadmaster (417) 829-2148
 JOE THORNBURG Division Engineer (417) 829-2115
 CARTER TUGGLE Division Trainmaster (417) 829-2135
 ERIC VAHLDICK Terminal Trainmaster (417) 829-2110
 JOHN WETTA Terminal Trainmaster (417) 829-2110
 ARNOLD WILKERSON Manager of Safety (417) 829-2106

Thayer

JIM CATES Road Foreman (417) 264-4711
 CASEY ESTES Division Trainmaster (417) 264-4700

Tulsa

STEPHEN AVALOS Terminal Trainmaster (918) 445-2518
 RONALD BENNETT Road Foreman (918) 445-7965
 DOUG CHAPPELL Terminal Manager (918) 445-2554
 DAVE DEVAULT Terminal Supt. (918) 445-2501
 RICK DITZENBERGER Terminal Trainmaster (918) 445-2518
 GREG FEYERABEND Terminal Trainmaster (918) 445-2518
 JOE JERNEGAN Signal Supervisor (918) 445-2534
 KEITH JONES Roadmaster (918) 445-2566
 BRIAN KENDALL Terminal Trainmaster (918) 445-2518
 STEVE KNUDSVIG Structures Supervisor.. (918) 445-3419
 BRANDON MALY Terminal Trainmaster (918) 445-2518
 STEVE MORGAN Road Foreman (918) 445-2503
 TOBY PATTERSON Gen. Foreman Mech. (918) 445-2575
 GREG PETERS Terminal Trainmaster (918) 445-2518

West Quincy

TERRY BENTON Roadmaster (573) 393-4016
 TOM HEMMERLE Road Foreman (573) 393-4011
 DAVE HOOTEN Trainmaster (573) 393-4015

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			14.3	
	7,550	97117	117.0	FARLINGTON				12.8	
	7,600	97130	129.6	BEULAH				6.3	
		97136	135.9	CHEROKEE	T			0.8	
			136.7	SEK	g			4.0	
	7,550	97141	140.7	SCAMMON				7.0	
		97148	147.7	COLUMBUS	AJT	CTC	1040	6.1	
	7,420	97154	153.8	NEUTRAL				5.2	
		97159	159.0	BAXTER				6.3	
	7,600	97185	165.3	QUAPAW				7.2	
		97173	172.5	MIAMI				8.7	
	7,577	97179	179.2	NARCISSA				7.1	
		96347	186.3	AFTON JCT.	JT			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 (Green)	223-7562	*2	#2
Joplin (Green)	829-3203	*4	#4
Pittsburg (Yellow)	223-7560	*1	#1

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

MP 102.6 to MP 186.3 **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.
All other turnouts 10 MPH.

1(D). Speed—Other

Freight
All Sidings 10 MPH.
Columbus wye tracks with six-axle locomotives 5 MPH.
Cherokee wye tracks with six-axle locomotives 5 MPH.
Joplin Branch and all industrial tracks 10 MPH.

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F. the applicable speed restriction will apply on the main track at the following locations:

MP 148.5 to MP 102.6

Trains 100 TOB and over 30 MPH.

Trains under 100 TOB 40 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
Joplin Branch 134 tons, Restriction G

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

Joplin Branch

Girard—Permitted on Producers Co-Op, but not north of Forest Avenue

Cherokee—No. 1 track

Cherokee—Wye tracks, no more than one six-axle locomotive permitted

Columbus—Wye tracks, no more than two six-axle locomotives permitted

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 Post	Intersecting Line	Normal Position
Station 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 6.28—in effect:

Columbus, MP 419.0 to Horn, MP 434.2 (End of Track)

Galena, MP 339.8 to Joplin, MP 333.8 (MNA RR Yard)

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

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

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

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.

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.

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

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West approach signal north Imboden at 35 MPH".

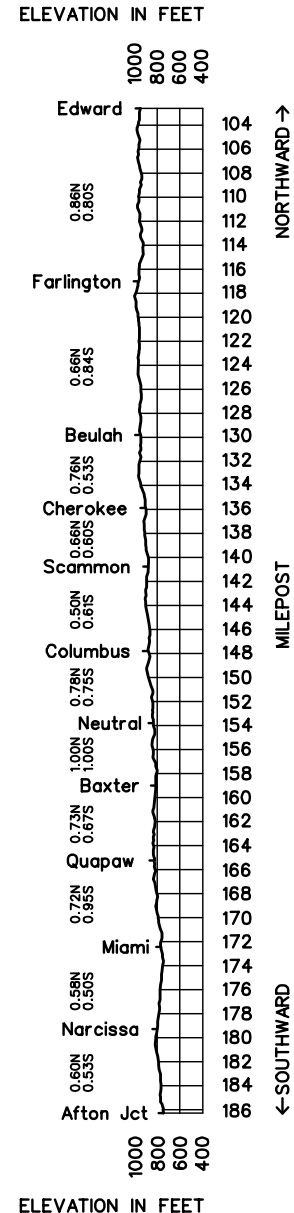
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments
Road Line Segments
Line Segment Limits

- 1007 Joplin Branch—MP 339.8 to MP 334.4
- 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	10	South

10. Grade Chart


SOUTH WARD ↓	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.	↑ NORTH WARD
		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	649.3	COLUMBUS	BJR			37.0	

Radio Channel No. 70 in service.

Radio Call-In		
Amory - 84(X)	Amory - 83(X)	Columbus - 23(X)
Linden - 73(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	305-3123	*1	#1

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

	Freight
MP 612.3 to 649.3	40 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.

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

Sidings	10 MPH.
Bridges 615.9, 618.3, 618.6 and 627.4, cars heavier than 134 tons	25 MPH.
Bridge 628.4, cars heavier than 134 tons	10 MPH.
Green Tree Spur—Highway 21 Crossing (HER)	5 MPH.
Columbus, KCS/BNSF transfer track	5 MPH.

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F, the applicable speed restriction will apply on the main track at the following locations:

MP 612.3 to 623.7	
Trains 100 TOB and over	30 MPH.
Trains under 100 TOB	40 MPH.

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

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

Amory to Hamilton	143 tons, Restriction D
Hamilton to Columbus	134 tons, Restriction G

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

Amory—Rip Tracks 4012 and 4013

All industry tracks

MSRW Interchange

Hamilton—Kerr McGee tracks

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 Columbus

Restricted Limits—in effect:

MP 612.3 to MP 614.0

MP 644.7 to MP 649.3

4. General Code of Operating Rules Items

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

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

MP 708.1

MP 748.7

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels, or other structures: None
- B. Other TWD locations
MP 633.7—Recall Code 838

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 yardmaster. Contact the yardmaster on channel 70.

Do not leave cars unattended on the rip track lead between the south switching lead and the rip track derail. Line and lock switches against movement into the engine storage tracks (4011 and) after use.

Hamilton—Before entering the Kerr McGee plant, the guard must be notified of the train arrival. A telephone, hard hats and escape respirators are located in a locker at the first gate. Do not enter the plant until the guard has confirmed that all Kerr McGee trackmobiles are in the clear.

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 must, when practical, not take the siding. If it is necessary for these trains to take siding, the speed entering and exiting the siding is restricted to 10 MPH.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West approach signal north Imboden at 35 MPH".

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments

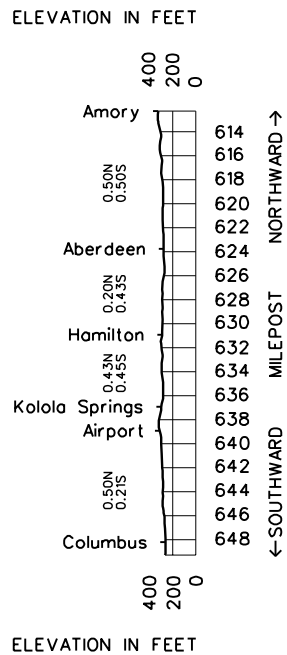
Road Line Segment

Line Segment Limits

1020 Amory to Columbus

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				12.8	
	8,256	96058	458.6	HALLETT				10.7	
		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				9.9	
			543.2	DOUBLE TRACK ENID		DT TWC		2.4	
		96145	543.9	ENID	AJTR			10.5	
		96155	554.4	CARRIER				2.9	
	8,440	96157	557.5	WALKER				5.5	
		96163	562.8	GOLTRY				6.5	
		96169	569.3	HELENA		TWC		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

	Freight
MP 425.6 to MP 601.9	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 477.4	40 MPH.
MP 477.4 to MP 477.5	25 MPH.
MP 477.5 to MP 480.7	40 MPH.
MP 502.5 to MP 503.2	40 MPH.
MP 507.5 to MP 509.5	20 MPH.

Freight

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:

Mannford, Morrison, Callahan	20 MPH.
Hallett	
Trains under 100 TOB	40 MPH.
Trains 100 TOB and over	25 MPH.
Walker	35 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:

Mannford, Morrison, Callahan	20 MPH.
Hallett (HER)	20 MPH.
Walker (HER)	20 MPH.
Walker, leaving after head end through turnout	35 MPH.
Pawnee, McWillie	10 MPH.

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F. the applicable speed restriction will apply on the main track at the following locations:

MP 433.0 to MP 501.0	
MP 511.0 to MP 541.0	
Trains 100 TOB and over	30 MPH.
Trains under 100 TOB	40 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 428.0 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
457.6	Hallett ESS	MT	No	Yes	455.5	6754 Channel 55
459.5	Hallett WSS	MT	No	Yes	461.6	4595 Channel 55
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 the automatic switches at ESS and WSS Walker and Hallett is not required if the switch is operated by radio command and the signal indicates the switch is lined for the 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

Remote Control Area—Signs at MP 428.0 (Avard Subdivision), MP 411.2 (Cherokee Subdivision), and MP 430.5 (Creek Subdivision) designate the Remote Control Area at Cherokee Yard.

Cherokee Yard—Close clearance between Avard storage tracks 1 and 2. The main track begins and ends at MP 426.5. All movement other than on the 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.

Hallett—ESS and WSS are automatic switches with radio remote control. A roadway "DTMF" sign is located at MP 453.9 in advance of the ESS and at MP 463.2 in advance of the WSS. After the head end of the train has passed the 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 the radio command was successful.

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

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

Eastward trains will contact the Enid Yardmaster and receive authorization to enter Restricted Limits before passing Oakwood Road, MP 548. Westward trains will contact the Enid Yardmaster and receive authorization to pass 30th Street. All trains, if unable to contact the Enid Yardmaster, will contact the Avard Subdivision Dispatcher to receive authorization.

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 at MP 563.5 in advance of the WSS. After the head end of the train has passed the 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 the radio command was successful.

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.

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.

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

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West approach signal North Imboden at 35 MPH".

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 428.0 to MP 432.0
MP 550.0 to MP 601.0

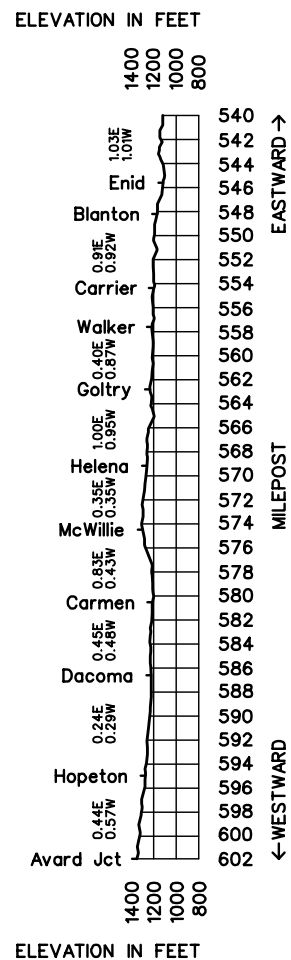
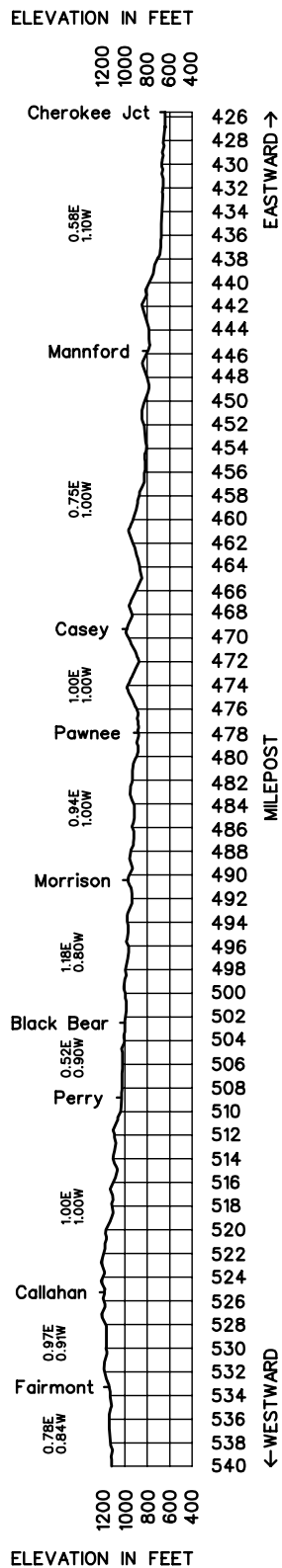
8. Line Segments
Yard Line Segments
Line Segment Limits
1142 Enid

Road Line Segments
Line Segment Limits
1047 Cherokee Yard to Avarad

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Cars	Switch Opens
96055 Terlton	MP 455.4	3	West
96085 Lela	MP 485.5	12	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



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Beardstown Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		25029	159.6X	WEST BUSHNELL	J			9.1	
	8,770	23008	151.3X	ADAIR		TWC	12	10.7	
	6,880	23019	140.6X	VERMONT	J			8.2	
	6,900	23027	129.0X	STEWART				9.7	
	7,850	23037	119.3X	GRIMES				2.2	
			117.1X	BEARDSTOWN BRIDGE	M	CTC		1.2	
		23040	115.9X	BEARDSTOWN	BR			5.7	
	10,037	23046	110.2X	HAGENER		CTC		8.1	
	7,353	23054	102.1X 0.0	CONCORD				10.2	
			10.2	NS XING	M			0.8	
	6,850	24010	11.0	JACKSONVILLE	J			24.0	
	8,600	24035	35.0	LOWDER		TWC		7.1	
		24040	42.1	VIRDEN				2.3	
			44.4	GIRARD-UP XING	M			8.7	
	7,358	24052	53.1	ATWATER				11.1	
	7,620	24063	64.2	LITCHFIELD				1.4	
			65.6	WINSTON-NS XING	M	CTC		0.6	
			66.2	NS JCT	J			7.8	
	11,234	24074	74.0	TOLAND	JT	TWC		3.8	
			77.8	SORENTO	J	CTC		7.3	
	6,801	24084	85.1	AYERS			13	8.1	
	7,894	24092	93.2	SMITHBORO-CSX XING	M	TWC		11.3	
	7,424	24103	104.5	KEYESPORT				10.4	
		24114	114.9	SHATTUC-CSX XING	AJ			6.1	
		24120	121.0	CENTRALIA	BJRX	CTC		1.3	
			122.3	CENTRALIA-CN XING	MR			0.3	
			122.6	SOUTHERN RY JCT.	JMRX			12.5	
	10,367	24135	135.1	WOODLAWN	J			1.5	
			136.6	WOODLAWN-EVWR XING	A			8.0	
		24143	144.6	WALTONVILLE-UP XING				0.1	
			144.7	WALTONVILLE	A			1.5	
			146.2	WALTONVILLE-CN XING	A			1.3	
			147.5	REND LAKE MINE		TWC		5.7	
	16,184	24152	153.2	SESSER	T			8.4	
		24160	161.6	CHRISTOPHER-CN XING	A			3.4	
			165.0	ZIEGLER-UP XING	A			2.5	
	9,432	24166	167.5	CAMBON				5.5	
		24172	173.0	HERRIN				1.9	
			174.9	HERRIN JCT.				4.4	
			179.3	MARION				7.1	
	7,474	24186	186.4	NEILSON				0.9	
		24187	187.3	NEILSON JCT.	JR			16.3	
Between Neilson Jct. and West Vienna UP RR timetable governs.							8009		
	7,920	24202	203.6	WEST VIENNA		CTC		13.5	
	8,800		217.1	SILL		TWC		1.5	
			218.6	JOPPA JCT.	JT	CTC		2.9	
		24222	221.5	COOK		TWC		3.9	
		24224	225.4	BURLINGTON JCT.	J			13.6	
Between Burlington Jct. and Paducah CN Rules, Timetable and Special Instructions govern.							104		
		24239	239.0	PADUCAH	T			296.8	

Radio Channel No. 85 in service Bushnell to Beardstown.

Radio Channel No. 66 Beardstown to Paducah.

Radio Channel No. 70 in service in Beardstown and Centralia Yard

Radio Call-In		
Bushnell-40(X)	Stewart-49(X)	Beardstown-42(X)
Jacksonville-43(X)	Virden-54(X)	Toland-45(X)
Smithboro-46(X)	Centralia-47(X)	Sesser-48(X)
Herrin-49(X)	Goreville-40(X)	W. Vienna-41(X)
Cook-42(X)		
Emergency Call-911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Dispatchers' Phone Numbers

Bushnell to Paducah—(817) 234-6026, FAX (817) 234-6063

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 159.6X to MP 220.0	49 MPH.
MP 220.0 to MP 225.4	30 MPH.

1(B). Speed—Permanent Restrictions

MP 159.6X to MP 159.2X	35 MPH.
MP 146.1X to MP 145.6X	40 MPH.
MP 140.0X to MP 118.1X	40 MPH.
MP 118.1X to MP 116.3X	25 MPH.
MP 107.0X to MP 105.0X	
Eastward	30 MPH.
Westward	35 MPH.
MP 9.5 to MP 10.8	35 MPH.
MP 44.4 to MP 45.0	40 MPH.
MP 65.5 over crossing Winston	40 MPH.
MP 93.2—over CSX crossing Smithboro	40 MPH.
MP 114.9 over CSX crossing Shattuc	40 MPH.
Centralia—West Running Track, Rule 6.28	20 MPH.
CN crossing	30 MPH.
MP 136.6—over EVWR crossing Woodlawn	40 MPH.
MP 144.6 to MP 146.2	40 MPH.
MP 161.6, over CN Crossing Christopher	40 MPH.
MP 165.0—over UP crossing Ziegler Jct.	40 MPH.
MP 173.0 to MP 173.3	30 MPH.
MP 186.7 to MP 187.3	30 MPH.
Joppa Jct. to Joppa	10 MPH.
Ohio River Bridge, Metropolis	10 MPH.

1(C). Speed—Switches and Turnouts

Grimes, through turnout East siding switch	10 MPH.
MP 115.9X, through turnout	25 MPH.
MP 114.3X, through turnout	35 MPH.
MP 66.2, through turnout	25 MPH.
Through turnouts of controlled sidings	20 MPH.

1(D). Speed—Other

Sidings, Vermont and Concord	10 MPH.
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Temperature Speed Restrictions

When the outside air temperature meets the "critical ranges" listed below, all trains within the areas listed must comply with the speed restrictions assigned to the ambient temperature ranges and the classification of their train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

MP 125.0X to MP 114.0X
MP 107.0X to MP 104.0X
MP 9.0 to MP 12.0
MP 119.0 to MP 123.0
MP 173.0 to MP 174.0
MP 186.5 to MP 187.5

(See table next page)

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 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**

Bushnell to Paducah 143 tons, Restriction C
Loaded coal, taconite, and grain trains are not permitted on the siding at Vermont.

Six-axle engines are not allowed on the:

Elevator track, Terra track, and FS track at Adair
House track and East Yard track at Vermont

Use only one four-axle locomotive on the following tracks:

Vermont Amax Coal Lead
Girard Vermiculite Track
Beardstown Running Track, Excel and Kent Feed
Centralia Industrial Park Lead, Valley Steel Lead
Metropolis Allied Chemical, lead to lower yard

Jacksonville AC Humpco Plant—2 four axle locomotives coupled together may be used in power when needed while shoving cars from the siding into the facility. One unit must be isolated for all other moves within the facility.

3. **Type of Operation**

Restricted Limits—in effect:

MP 116.3X and 114.3X
MP 119.0 and 124.0
MP 185.0 to MP 187.4

CTC—in effect:

MP 119.7X to MP 116.3X
MP 114.3X to MP 0.1
MP 65.6 to MP 66.2
MP 77.7 to MP 77.9
MP 121.3 to MP 121.4
MP 202.6 to MP 204.4
MP 216.2 to MP 218.1

TWC—in effect:

MP 159.6X to MP 119.7X
MP 0.1 to MP 65.6
MP 66.2 to MP 77.7
MP 77.9 to MP 119.0
MP 124.0 to MP 185.0
MP 204.4 to MP 216.2
MP 218.1 to 225.9

Manual Interlockings Not Controlled By BNSF

Jacksonville—Controlled by NS
Girard—Controlled by UP
Winston-NS Xing—Controlled by NS
Smithboro—Controlled by CSX
Centralia, CNIC crossing—Controlled by CN

4. **General Code of Operating Rules Items**

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

Rule 6.28—Industrial Track:

Virden to Crown II—2.0 miles
Waltonville to Orient 6—1.0 miles
Burlington Jct. to Metropolis—1.0 mile

Rule 6.32.4—In the state of Illinois, the last paragraph of Rule 6.32.4 is changed to read: When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Rule 8.3—Beardstown and Centralia—Normal position of main track switches within Restricted Limits does not apply. These switches may be left lined as last used. Trains must approach these switches expecting to find them lined against movement.

Neilson—Siding switches may be left lined and locked in the position last used. Trains must approach these switches expecting to find them lined against their movement.

Rule 8.11—Switches in Sidings—The following switches in sidings may be left lined and locked in the position last used. Trains must approach these switches expecting to find them lined against their movement.

Toland east and west wye
Sesser east and west wye

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

A. Protecting Bridges, Tunnels or Other Structures

MP 121.5X DED—WWD—Recall Code 477
MP 112.2X DED—EWD—Recall Code 467

B. Other TWD locations

MP 133.8X—Recall Code 478
MP 121.5X DED—EWD—Recall Code 477
MP 112.2X DED—WWD—Recall Code 467
MP 3.7—Recall Code 428
MP 15.0—Recall Code 438
MP 37.5—Recall Code 548
MP 60.1—Recall Code 547
MP 81.7—Recall Code 468
MP 98.7—Recall Code 458
MP 149.2—Recall Code 488
MP 176.7—Recall Code 498
MP 213.6—Recall Code 428

6. **FRA Excepted Track—None**

7. **Special Conditions**

Blair Jct.—The TPW Railroad connects at Blair Jct., MP 157.1X. The TPW may operate over the BNSF between Blair Jct. and Bushnell.

Adair Siding—Trains must not occupy the Oak Street crossing, MP 151.1, and the Cherry Street crossing, MP 151.4, until the crossing gates are fully lowered and operational.

Vermont—Eastward trains holding the main track when making meets at the east end of Vermont, MP 142.4X, will stay west of the highway circuit sign until the train being met is in the siding and the switch is lined normal.

Beardstown Bridge—CTC is in effect from MP 118.1X to MP 116.3X, except the lift span bridge at MP 117.3X over the Illinois River is a manual interlocking. This bridge is locked for rail traffic by remotely controlled bridge locking machines. When a train is stopped by a signal governing movement over the bridge and the control machine indicates that the bridge is lined and locked for the route to be used, the control operator

may authorize train movement over the bridge at restricted speed. If the control machine does not indicate the bridge is lined and locked for the route to be used, the control operator will instruct a crew member to ascertain if the lift span bridge is in the proper position for the train to proceed. With this verification, the control operator may authorize train movement over the bridge at restricted speed.

Jacksonville—The portion of the siding between the East Switch and the crossover is designated as storage track.

To contact the NS dispatcher at Decatur to use the Jacksonville interlocking, engines equipped with 99 channel radios can turn to Channel 22. The NS dispatcher call in sign is 942. Once 942 is pressed, you should receive a confirmation tone. If the NS dispatcher fails to respond, use the wayside phone located at the diamond.

Virden—When loading coal trains at Freeman United Crown II, the mine caboose must be cut off on the loop track and not pass under the loading tipple.

Toland—UPRR Rules and Timetable govern between Toland and Lenox.

Between No Wood River and Bridge Jct. (East St. Louis) and between WR Granite City and Lenox, the Gateway Eastern Railway and the Union Pacific Timetables govern.

Between WR (Granite City) and East St. Louis via Madison, TRRA Rules, Timetable, and Special Instructions govern.

Clearance or verbal permission must be secured from the operator before leaving Toland or North Lenox. BNSF trains operating between North Lenox and Wood River will use the most northerly track in Worcester Yard, and will advise the operator at Lenox when their train is clear of the UP main track. Tracks No. 9 and No. 10 in Worcester Yard are auxiliary tracks. Movement over or into the south leg of the wye is governed by the UP dispatcher. Before operating the electric unlock switch on the north leg of the wye, permission must be obtained from the UP dispatcher. Contact the UP dispatcher by calling (402) 633-1754 using the phone provided near the electric switch unlock.

Shattuc—To contact the CSX dispatcher (At Jacksonville, FL), to use the interlocking, engines equipped with 99 channel radios can turn to Radio Channel 14. The CSX dispatcher call sign is the digit (5) five. Once the digit (5) five is pressed, you should receive a confirmation tone.

Centralia—The normal position of the NS Railway Jct. switch, MP 122.6, is for the NS Railway main track. Contact Centralia Yard for instructions prior to heading in the yard.

Remote Control Operations—Signs located at MP 117.0 and MP 124.0 designate the Remote Control Area at Centralia

Neilson—The normal position of the spring switch is lined and locked for movement on the UP Railroad.

Between Neilson and West Vienna—Track warrant authority over the signature of the UP dispatcher is required. After obtaining a Track Warrant southward, BNSF trains may proceed at 30 MPH through the spring switch. The switch point indicator, signal 3240, will indicate the position of the spring switch for facing point movement as follows:

- A. Green—Indicates switch is lined for UP track.
- B. Yellow—Indicates switch is lined for BNSF track.
- C. Red—Indicates switch is out of correspondence.

Northward BNSF trains must stop and line the switch for their movement. After the train has completed movement, the switch

must be lined and locked for the UP track. Failure of the switch point indicator must be reported to the UP dispatcher.

Joppa Jct.—The normal position of the Kelley switch is lined toward East Joppa Jct. Trains must have permission from the train dispatcher before entering Joppa industrial track and before doubling their train together when leaving Joppa.

Train Length Restriction—All trains operating between Centralia and Cook, except loaded or empty coal trains, must not exceed 6700 ft. including the locomotives.

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

Loaded unit trains are not permitted on the sidings at Concord and Vermont.

Speed Test Signs—Engineers shall test the speed of their trains passing the following points as compared with the Speed Table:

MP 120X to MP 121X between Stewart and Grimes
MP 3 to MP 4 between Concord and NS Crossing
MP 112 to MP 113 between Keyesport and Shattuc
MP 130 to MP 131 between Southern Ry, Jct. and Woodlawn
MP 216 to MP 217 between W. Vienna and Joppa Jct.

Missing Mileposts—MP 137.0X through MP 139.0X are missing. Distance from MP 136.0X to MP 140.0X is 0.6 miles.

Taconite Trains-ABTH Rule 103.3 Exception—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control the train speed. An initial brake pipe reduction of less than 10 psi may result in an undesired release of the train's brakes.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West approach signal north Imboden at 35 MPH".

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 18.0 to MP 22.0
MP 116.0X to MP 136.0X
MP 176.0 to MP 178.0

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

856 Beardstown
857 Centralia

Road Line Segments**Line Segment Limits**

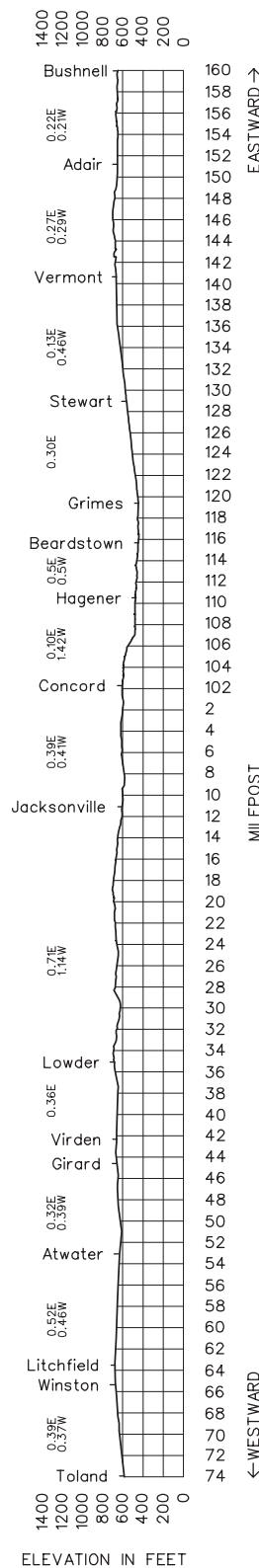
13 Concord to Burlington Jct.
979 Sesser to Old Ben 21
981 Sesser to Old Ben 26
104 Metropolis to Paducah
12 Bushnell to Concord
13 Concord to Paducah

9. Locations Not Shown as Stations

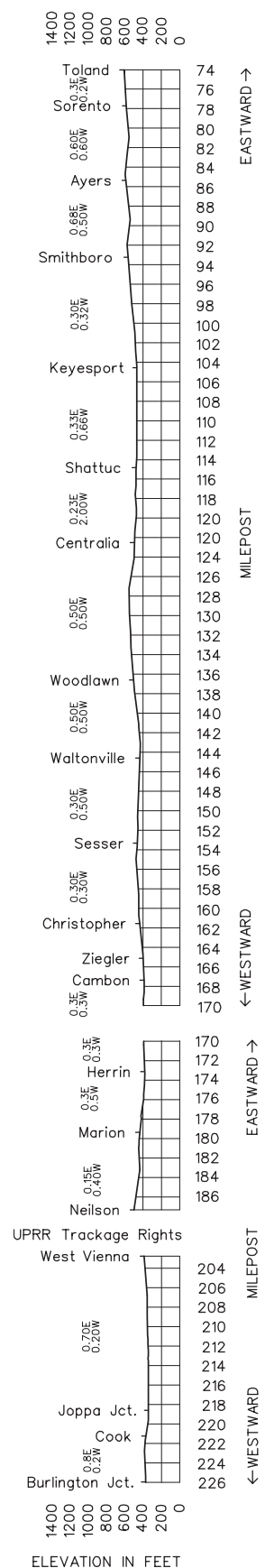
Name	Miles - Location	Capacity Feet	Switch Opens
Blair Jct.	2.5 west of W. Bushnell	-	East
24017 Pisgah	7.1 west of Jacksonville	500	East
24023 Franklin	12.2 west of Jacksonville	610	West
24028 Waverly	6.2 west of Franklin	627	West
24057 Barnett	4.8 west of Atwater	300	West
24097 Hookdale	5.1 west of Smithboro	800	West
24225 Metropolis	1.0 from Burlington Jct.	1,410	Both
Mine Spurs			
79004 Old Ben Mine 21	3.0 from Sesser	Yard	Both
79104 Old Ben Mine 26	3.0 from Sesser	6,500	Loop
24144 Orient Mine 6	1.0 from Waltonville	8,730	Loop
Crown 2	2.0 from Virden	8,730	Loop
Forman	7.3 from West Vienna	575	East

10. Grade Charts

ELEVATION IN FEET



ELEVATION IN FEET



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
			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	
	7,341	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			9.1	
	8,411	93621	620.3	JUDGE		CTC		8.1	
	6,554	93629	628.4	GATMAN			1001	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	NORTH QUINTON				2.9	
			714.4	SOUTH QUINTON				0.8	
			715.2	PALOS				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		226.4	

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

NS Dispatcher Radio Channel—70-28 and Tone 803.

NS Dispatcher Telephone—205-951-4842.

Mobile Radio		Access Digit	Disconnect Digit
Memphis	433-3996	*2	#2
Holly Springs	433-3995	*1	#1
Sherman	305-3124	*1	#1
Amory	305-3123	*1	#1
Guin	305-3125	*2	#2
Jasper	320-3655	*2	#2
Birmingham	320-3647	*1	#1

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

	Freight
MP 497.9 to MP 730.2	60 MPH.

1(B). Speed—Permanent Restrictions

MP 497.9 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.
Turnouts at Carbon Hill	20 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, Belden, Plantersville, Arjay, Judge, Gatman, Beaverton, Winfield, Eldridge, Townley, Alma, Benoit, Adamsville, and Oakwood	
Birmingham Yard	10 MPH.
IC Side Track MP 730.2 to MP 731.3	10 MPH.
BN Side Track MP 730.2 to MP 731.3	20 MPH.

Freight

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F, the applicable speed restriction will apply on the main track at the following locations:

MP 518.0 to MP 533.0
 MP 562.0 to MP 577.0
 MP 621.0 to MP 703.5
 Trains 100 TOB and over 30 MPH.
 Trains under 100 TOB 40 MPH.

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.)

Birmingham, Robert's Field Industrial Park—Six-axle locomotives are not permitted.

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

Rule 6.19—When flagging is required, the 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 9.1—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 9.9.1—At MP 693.8, NS automatic interlocking, and at MP 588.2, KCS 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—The absolute signals governing movement through the interlockings at MP 588.2, MP 693.7 and MP 729.1 are also controlled signals. To pass a stop indication, the crew must comply with Rule 9.12.3 by complying with the 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—DED/Recall Code 748
 MP 704.6—NWD—DED/Recall Code 747

B. Other TWD locations

MP 514.5—DED/Exception Reporting
 MP 519.3—Recall Code 147
 MP 524.1—DED/Exception Reporting
 MP 528.8—DED/Exception Reporting
 MP 530.7—DED/Exception Reporting
 MP 535.5—DED/Exception Reporting
 MP 540.0—DED/Exception Reporting
 MP 545.1—Recall Code 148
 MP 551.1—DED/Exception Reporting
 MP 557.4—Recall Code 247
 MP 563.0—DED/Exception Reporting
 MP 569.2—DED/Exception Reporting
 MP 574.7—DED/Exception Reporting
 MP 577.6—Recall Code 248
 MP 583.1—DED/Exception Reporting
 MP 588.1—DED/Exception Reporting
 MP 594.7—DED/Exception Reporting
 MP 597.8—Recall Code 847
 MP 603.4—DED/Exception Reporting
 MP 608.4—DED/Exception Reporting
 MP 614.8—DED/Exception Reporting
 MP 617.1—Recall Code 847
 MP 623.0—DED/Exception Reporting
 MP 627.8—DED/Exception Reporting
 MP 631.9—Recall Code 848
 MP 638.4—DED/Exception Reporting
 MP 643.6—DED/Exception Reporting
 MP 648.5—DED/Exception Reporting
 MP 651.5—Recall Code 548
 MP 658.2—DED/Exception Reporting
 MP 661.7—DED/Exception Reporting
 MP 666.9—DED/Exception Reporting
 MP 671.8—DED/Exception Reporting
 MP 678.1—Recall Code 647
 MP 683.3—DED/Exception Reporting
 MP 688.2—DED/Exception Reporting
 MP 694.3—DED/Exception Reporting
 MP 696.5—Recall Code 648
 MP 699.7—NWD—DED/Recall Code 748
 MP 704.6—SWD—DED/Recall Code 747
 MP 707.0—DED/Exception Reporting
 MP 709.9—Recall Code 647
 MP 714.5—DED/Exception Reporting
 MP 716.1—DED/Exception Reporting
 MP 719.9—DED/Exception Reporting
 MP 723.9—DED/Exception Reporting
 MP 728.1—DED/Exception Reporting

6. FRA Excepted Track

Birmingham Yard, BN Side of Yard—113-115, 3701, 3702, 3709, 3710, 3740, 3760, 3906, 3910, 3911, 4203, 4210, 4210A, 4231, 4240, 4240A, 4270.

IC Side of Yard—4003, 4004, 4007, 4008, 4011, 4012.

Robert's Field Industrial Park—3501, 3511, 3512, 3514, 3520, 3540-3542, 3560-3562, 3568, 3569, 9915.

7. **Special Conditions**

Remote Control Operations—Signs located at MP 483.1 (Thayer South Subdivision) and MP 500.0 (Birmingham Subdivision) designate the Remote Control Area at Tennessee Yard.

Signs located at MP 730.1 and MP 733.8, (Birmingham Subdivision) designate the Remote Control Area at Birmingham Yard.

Between STY and Birmingham—At following crossings, crew must flag the 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.

Holly Springs—Use extreme caution when walking or riding on cars next to the pot signal in the MSCI Yard. The clearance is limited.

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

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 yardmaster. Contact the yardmaster on channel 70. 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 North 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.

Crews must obtain permission from the Yardmaster prior to occupying the Water Main from Vinita Junction to 16th Street.

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 North 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.

At Birmingham Terminal crews must flag the crossing at the Superintendent's Crossing.

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

Manual Interlocking—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 an emergency, when the 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 the 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 practical. Sources for temperature information include trackside warning detector reports, the dispatcher, or local maintenance personnel.

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

Loaded unit trains are not permitted on sidings at Tours, Plantersville, Judge, Winfield, Benoit and Oakwood.

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

Train Make-Up Restriction—The following train make-up restriction applies to all trains exceeding 7000 tons operating on the Cuba, Thayer North, Fort Scott and Birmingham Subdivisions:

If more than 1/2 of the cars in the front 1/2 of the train (by car count) are equipped with End-of-Car cushioning:

- A. All conventional cars (non-multi-platform) in the front half of the train must weigh more than 45 tons.
- B. All platforms of multi-platform cars in the front half of the train must be loaded.

Note: This restriction applies to all trains, including those otherwise exempt by Springfield Division General Order from all other train make-up instructions contained in BNSF System Timetable Instruction #47 or System General Orders.

Test Mile Locations—
MP 596.0 to MP 597.0

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West, approach signal North Imboden at 35MPH".

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 646.0 to MP 648.0

MP 682.0 to 684.0

MP 707.0 to MP 712.0

8. Line Segments

Yard Line Segments

Line Segment Limits

1121	.....	Memphis Back Tracks
1122	.....	Tennessee Yard
1123	.....	Amory
1124	.....	Birmingham

Road Line Segments

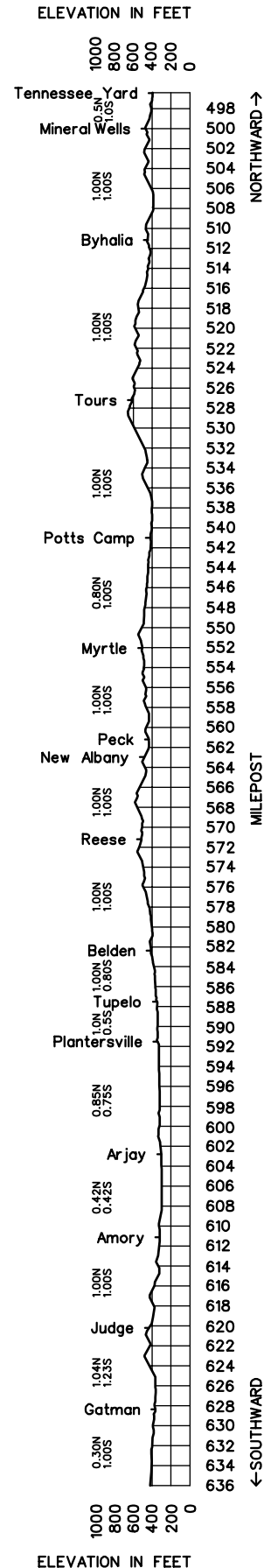
Line Segment Limits

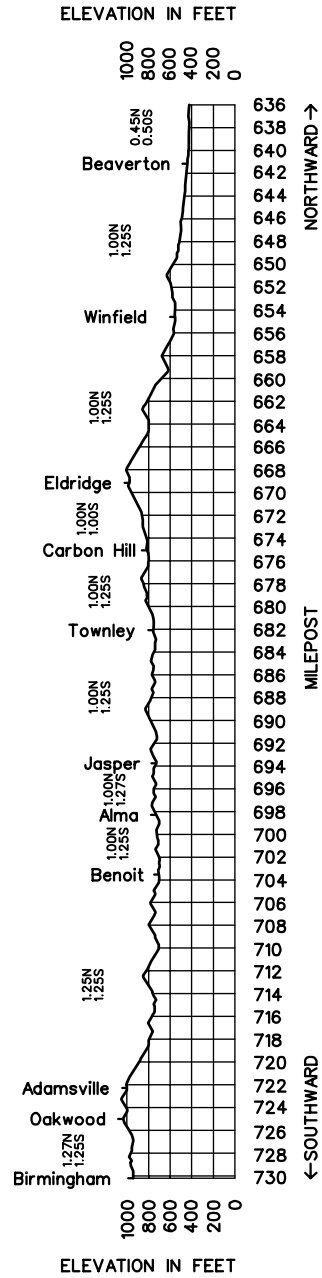
1001	Tennessee Yard to Birmingham
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9. Locations Not Shown as Stations

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	South
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
Wheat-Way	2.0 north of Birmingham	52	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 Strn.
	92239	239.7	SPRINGFIELD YARD	T	Rule 6.28	1002	2.1
	92242	241.7	NICHOLS	J			5.5
6,657	92247	247.2	BROOKLINE				4.6
8,489	92252	251.8	REPUBLIC				5.5
6,584	92257	257.3	BILLINGS				5.0
7,804	92262	262.3	LOGAN				6.6
7,039	92269	268.9	AURORA				0.1
		269.2	MNA RR	A			4.7
8,145	92274	273.7	VERONA				5.4
	82279	279.1	GLOBE				1.9
		281.0	CROSSOVER M	X	2MT CTC	1.0	
	92282	282.0	MONETT	T		0.6	
		282.6	LOU		CTC	4.3	
8,350	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		10.0	
5,945	96319	319.2	RACINE			13.7	
6,740	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.	JT		2MT CTC	0.3
		347.9	CROSSOVER 67	X	1.6		
	96348	349.5	WEST AFTON		CTC	4.1	
6,383	96354	353.6	TODD			6.0	
		359.6	UP	A		7.1	
7,600	96367	366.7	WHITE OAK			7.3	
10,550	96374	374.0	CATALE			10.8	
7,600	96385	384.8	BUSHYHEAD			8.4	
		393.2	PSO JCT To Oologah 9.6			3.2	
6,150	96336	396.4	DEGROAT			0.6	
		397.0	UP	A		1.0	
	96398	398.0	CLAREMORE			6.3	
7,600	96404	404.3	VERDIGRIS		2MT CTC	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			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, (800) 666-1024, Fax (817) 234-6413

Mobile Radio		Access Digit	Disconnect Digit
Springfield (Green)	829-4742	*1	#1
Mt. Vernon (Gray)	829-3202	*1	#1
Joplin (Green)	829-3203	*4	#4
Catale (Blue)	445-2609	*1	#1
Tulsa (Green)	445-2604	*1	#1

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 239.7 to MP 327.0	50 MPH.
MP 327.0 to MP 350.0	60 MPH.
MP 350.0 to MP 426.9	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 359.5 to MP 359.7	40 MPH.
MP 360.1 to MP 360.2, WWD (HER)	35 MPH.
MP 364.3 to MP 365.7	45 MPH.
MP 369.9 to MP 371.3	45 MPH.
MP 375.8 to MP 377.5	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:

Racine, Wyandotte, Todd, Catale, Bushyhead, Degroat, Verdigris	25 MPH.
All other siding turnouts	10 MPH.
MP 241.7—all turnouts Nichols	25 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.	20 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:

Racine, Wyandotte, Todd, Catale, Bushyhead, Degroat, Verdigris	25 MPH.
All other sidings	10 MPH.
MP 332.89, Main St crossing, WWD	
leaving Wyandotte siding (HER)	10 MPH.
Texas Belt in its entirety	5 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.

Freight

Between Division Street Overpass and Nichols	
North and Middle track from MP 240.3 to MP 241.4	20 MPH.
South track from MP 240.7 to MP 241.4	20 MPH.
Oologah Lead	20 MPH.
Oologah Power Plant:	
Loop Track	5 MPH.
Plant Dumper	2 MPH.
Old Passenger Main and Old Freight Main MP 427.4	
(W. 41st Overpass) to MP 428.6 (Begin CTC)	20 MPH.
(End CTC) Old Main 1 and Old Main 2 MP 423.1 to	
MP 425.0 (17th Street)	20 MPH.
In motion Hump Scale—Cherokee Yard	10 MPH.

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F. the applicable speed restriction will apply on the main track at the following locations:

MP 242.0 to MP 309.0	
MP 315.0 to MP 359.0	
MP 361.0 to MP 375.0	
MP 380.0 to MP 396.0	
MP 398.0 to MP 408.0	
Trains 100 TOB and over	30 MPH.
Trains under 100 TOB	40 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
Muskogee Branch (MP 426.0)	143 tons, Restriction D
Port Lead, MP 408.4 to Port of	
Catoosa Connection	143 tons, Restriction C

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

Aurora—MFA Plant Food
Verona—Syntex Agribusiness tracks
Howard Branch
Port Lead

Fairland—Engines are not permitted on the Simmons Elevator track scales, track 5502 only.

Tiger (Yuba Heat Lead, MP 411.8)—Multiple six-axle locomotives are not permitted.

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

3. Type of Operation

CTC—in effect:

MP 241.4 to MP 423.1

Multiple Main Tracks—in effect:

2 MT:

MP 241.4/Main 1 to Ft. Scott Sub MP 198.1
MP 241.4/Main 2 to Cherokee Sub MP 241.8
MP 279.1 to MP 282.6
MP 346.4 to MP 349.5
MP 420.5 to MP 423.1

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:

MP 241.4 to MP 239.7
Oologah Lead—PSO Jct. to Oologah
MP 423.1 to MP 426.9

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

MP 359.8
MP 396.9

Rule 8.20—Derails on the east end of tracks 1001, 1002, 1003, 1004, 1005, 1007, 1012, 1308, 1309, 1310, and 1311 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—Recall Code 767
 - MP 409.3—DED—EWD—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 360.3—DED/Exception Reporting
 - MP 364.0—DED/Exception Reporting
 - MP 370.6—Recall Code 868
 - MP 375.6—DED/Exception Reporting
 - MP 381.1—DED/Exception Reporting
 - MP 387.2—DED/Exception Reporting
 - MP 393.2—DED/Exception Reporting
 - MP 398.0—DED/Exception Reporting
 - MP 400.2—EWD—Recall Code 767
 - MP 405.2—DED/Exception Reporting
 - MP 409.3—DED—WWD—Recall Code 769
 - MP 414.2—DED/Exception Reporting
 - 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

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

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.

Brookline—Eastward trains approaching Springfield Yard notify yardmaster via Radio Channel No. 66. Close clearance between the siding, track 4408 and the team track, 4401, MP 246.7 to MP 246.8.

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.

When possible, do not leave locomotives tied up on tracks 4805 or 4806 due to physical plant issues.

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

Afton—Close clearance between Farmland track 5601 and Coop track 5602

Vinita—Eastward trains stopped by the signal governing the UP Interlocking, MP 359.6, will stop clear of Scrapper Street, MP 359.91.

PSO Oologah Power Plant

Loaded Trains—Unless instructed by the dumper operator to wait at the 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 their 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 the required air test, replacing the 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 dumper operator discloses that another train is not enroute to the loop.

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.

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.

Cherokee Yard—Close clearance between tracks 1101-1102 and between tracks 1070-1071

Remote Control Operations—Signs located at MP 242.0 (Cherokee Subdivision), MP 233.0 (Cuba Subdivision), MP 198.0 (Ft. Scott Subdivision), and MP 206.0 (Thayer-North Subdivision) designate the Remote Control Area at Springfield Yard.

Signs located at MP 428.0 (Avarad Subdivision), MP 411.2 (Cherokee Subdivision), and at MP 430.5 (Creek Subdivision) designate the Remote Control Area at Cherokee Yard.

UP Detour Trains—UP detour trains operating between Tulsa and Claremore comprised entirely of empty equipment with DP power on the rear of the train are restricted to a maximum speed of 40 MPH.

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.

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

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West, approach signal North Imboden at 35 MPH".

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 268.8 to MP 282.6

MP 286.5 to MP 320.8

MP 387.9 to MP 388.3

MP 399.0 to MP 399.2

MP 415.5 to MP 416.5

8. Line Segments

Yard Line Segments

Line Segments Limits

1113 Monett Yard

1141 Cherokee Yard

1004 Pierce City Industry Lead

Road Line Segments

Line Segments Limits

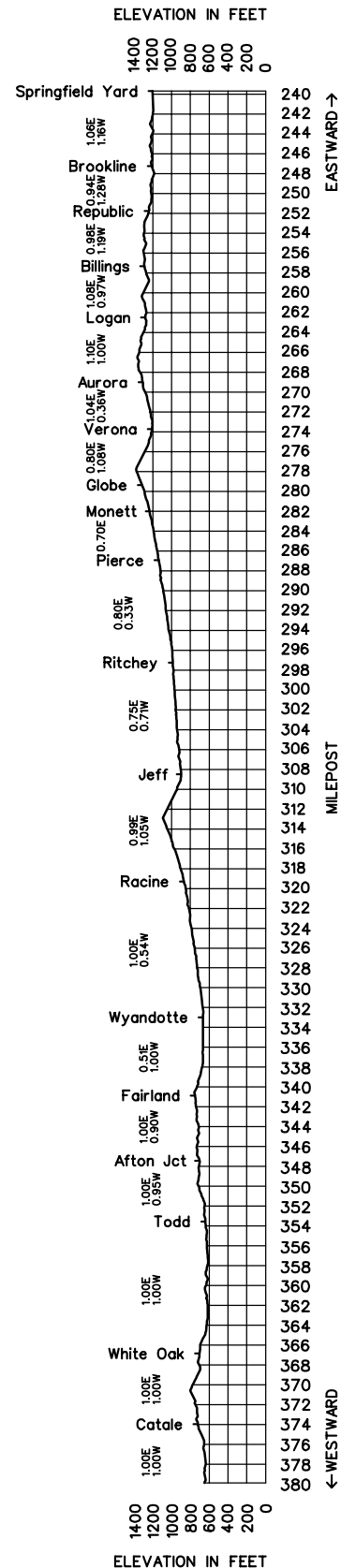
1002 Springfield Yard to Lou

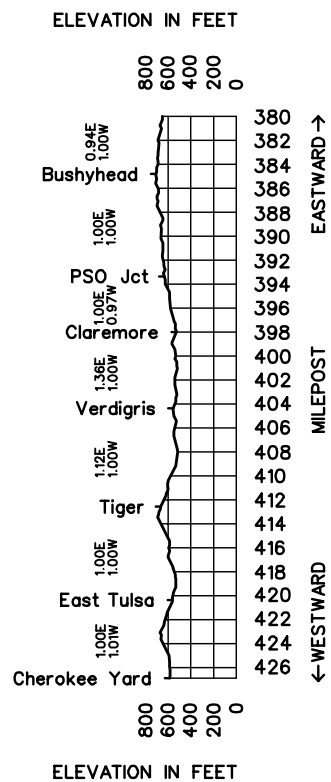
1003 Lou to Cherokee Yard

9. Locations Not Shown as Stations

Name	Location	Capacity Cars	Switch Opens
92239 84 Lumber	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	5	East
96310 Neosho	MP 309.8	12	Both
96325 Seneca Storage Track	MP 325.4	1,500 ft.	Both
96341 Simmons Industry	MP 341.5	136	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
96426 Muskogee	MP 426.0	Yard	

10. Grade Charts





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.
	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
6,400	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
6,060	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. 57 in service at Lindenwood Yard.

Radio Channel No. 70 in service Lindenwood to Dillon.

Radio Channel No. 15 in service Dillon to Springfield Yard.

Radio Channel No. 66 in service at Springfield Yard.

Radio Call-In			
Lindenwood-41(X)	Valley Park-71(X)	Pacific-21(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			
Mobile Radio		Access Digit	Disconnect Digit
St Louis	768-7045	*1	#1
Stanton	768-6944	*1	#1
Rosati	829-4681	*2	#2
Sleeper	829-4779	*3	#3
Springfield	829-4742	*1	#1

Train Dispatcher Telephone Numbers

Cuba Dispatcher (DS 56)—M-F, 0700-2300, Springfield to Lindenwood and Springfield to Olden, (817) 234-6150, fax (817) 234-6374

Cuba/River Dispatcher (DS 52)—M-F, 0700-2300, Lindenwood to Turrell, (817) 234-6155, fax (817) 234-6415

Cuba/River Dispatcher (DS 52)—M-F, 2300-0700, Springfield to Lindenwood and Lindenwood to Turrell, (817) 234-6155, fax (817) 234-6415

Cuba/River Dispatcher (DS 52)—S-S, 2300-0700, Lindenwood to Turrell and South TY to Birmingham, (817) 234-6155, fax (817) 234-6415

Thayer Dispatcher (DS 53)—S-S, 2300-0700, Springfield to Lindenwood and Springfield to Turrell, (817) 234-6156, fax (817) 234-6416

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 7.1 to MP 239.7	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.
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 124.3	40 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.
Between Division Street Overpass and Nichols	
North and Middle track from MP 240.3 to MP 241.4	20 MPH.
South track from MP 240.7 to MP 241.4	20 MPH.
Old Memphis Passenger Main at Main, Campbell, Booneville and Jefferson Streets (HER)	5 MPH.
West Belt at Chestnut Expressway (HER)	5 MPH.
Lilly Tulip Track at Chestnut Expressway (HER)	5 MPH.
French's Manufacturing at Highway 744 (Kearney St.) (HER)	5 MPH.

Freight

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F, the applicable speed restriction will apply on the main track at the following locations:

MP 19.0 to MP 41.0

MP 59.0 to MP 110.0

MP 130.0 to MP 149.0

MP 176.0 to MP 217.0

MP 221.0 to MP 235.0

Trains 100 TOB and over 30 MPH.

Trains under 100 TOB 40 MPH.

Item 1(A) of the System Special Instructions, Control of Harmonic Rocking on Jointed Rail, applies on the Cuba Subdivision.

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

TWC—in effect:

MP 7.9 to MP 17.9

ABS—in effect:

MP 7.9 to MP 17.9

Double Track—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

Multiple Main Tracks—in effect:

2 MT:

MP 235.1 to MP 237.2

Yard Limits—in effect:

MP 7.9 to MP 9.1.

MP 237.05 to MP 237.21 on Main 2

Kissick Branch at 43 track control point.

4. General Code of Operating Rules Items

Rule 5.8.2 Quiet Zones—This modification applies between MP 7.1 and MP 13.2. Due to quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect.

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

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

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

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

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

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 79.2—Recall Code 317

MP 101.4—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, yards 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

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—Do not sound whistle signal as prescribed by Rule 5.8.2(11) except when: whistling for Roadway Workers; notified that automatic warning devices are malfunctioning; meeting or passing in the immediate vicinity of a grade crossing and a motorist's view of any part of either train will be or could be obstructed by either train approaching that grade crossing; other operating rules dictate; or an emergency requires.

Between the hours of 2000 and 0800, trains are prohibited from being tied down or left in the vicinity of Big Bend and Geyer Road in Kirkwood. If uncertain as to when train will be relieved, contact the Lindenwood Yardmaster or Train Dispatcher. Trains spotting C&H Lumber Co. may at anytime cut train off at Big Bend and Geyer Road for spotting purposes. If necessary to tie down a train in Kirkwood, it must be left at the I-270 area.

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

The Valley Park switching area, line segment 1102, is controlled by the Missouri and Valley Park Railroad. Prior to entering yard tracks, the "Nest" Track 1745, or the "Old Main" 1744, contact the Missouri and Valley Park Railroad Coordinator on channel 48, or the Lindenwood Yardmaster and be governed by their instructions. Operation on these tracks will be under GCOR Rule 6.28, Movement on Other Than Main Track.

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—Do not leave cars or engines standing within 350 feet on either side of Dublin Lane Road at MP 158.8, or within 500 feet on either side of Highway 7 at MP 158.4.

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

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.

Springfield—The crossing on the Pass adjacent to the Old Memphis Passenger Main at East Trafficway must be protected by a crew member on the ground at the crossing.

Radio communications to the 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.

Close Clearance—Watch for close clearance between tracks 118-119, 120-121, 127-128, the first car length of General Electric track 1880, and the last 2 car lengths of MFA Elevator track 3333.

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

Remote Control Operations—Signs located at MP 242.0 (Cherokee Subdivision), MP 233.0 (Cuba Subdivision), MP 198.0 (Ft. Scott Subdivision), MP 206.0 (Thayer-North Subdivision) designate the Remote Control Area at Springfield Yard.

Signs located at MP 9.1 (Cuba Subdivision), MP 8.5 (River Subdivision), MP 2.1 (Hannibal Subdivision) designate the Remote Control Area at Lindenwood Yard, St. Louis, Mo.

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

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—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: 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 bulk trains must, when practical, not take the siding. If it is necessary for these trains to take siding, the speed entering and exiting the siding is restricted to 10 MPH.

Loaded unit trains are not permitted on the sidings at Eureka, Rock, Stanton, Cuba, Rosati, Dillon, Dixon, Jurry, Swedeborg, Stoutland, Sleeper, Niangua and Northview; nor are they permitted on the auxiliary tracks at Richland.

Train Make-Up Restriction—The following train make-up restriction applies to all trains exceeding 7000 tons operating on the Cuba, Thayer North, Fort Scott and Birmingham Subdivisions:

- If more than 1/2 of the cars in the front 1/2 of the train (by car count) are equipped with End-of-Car cushioning:
 - A. All conventional cars (non-multi-platform) in the front half of the train must weigh more than 45 tons.
 - B. All platforms of multi-platform cars in the front half of the train must be loaded.

Note: This restriction applies to all trains, including those otherwise exempt by Springfield Division General Order from all other train make-up instructions contained in BNSF System Timetable Instruction #47 or System General Orders.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West, approach signal East Jury at 35 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

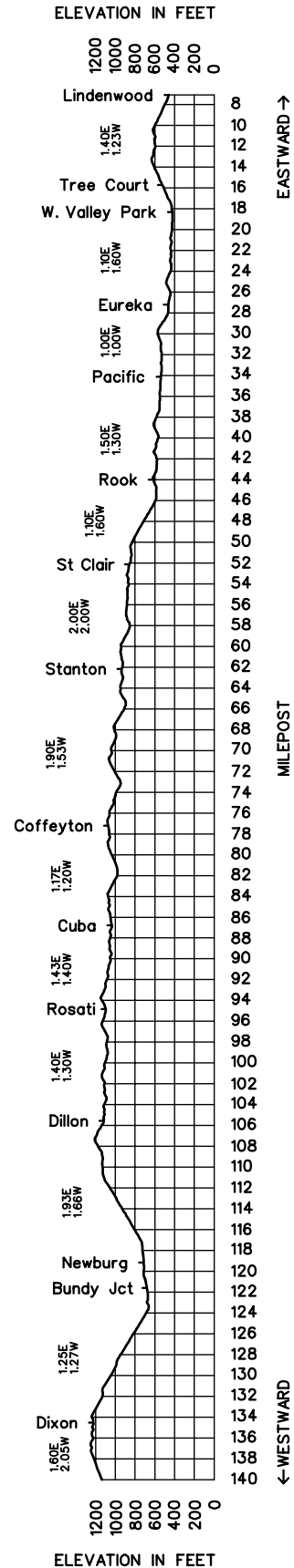
Mileposts

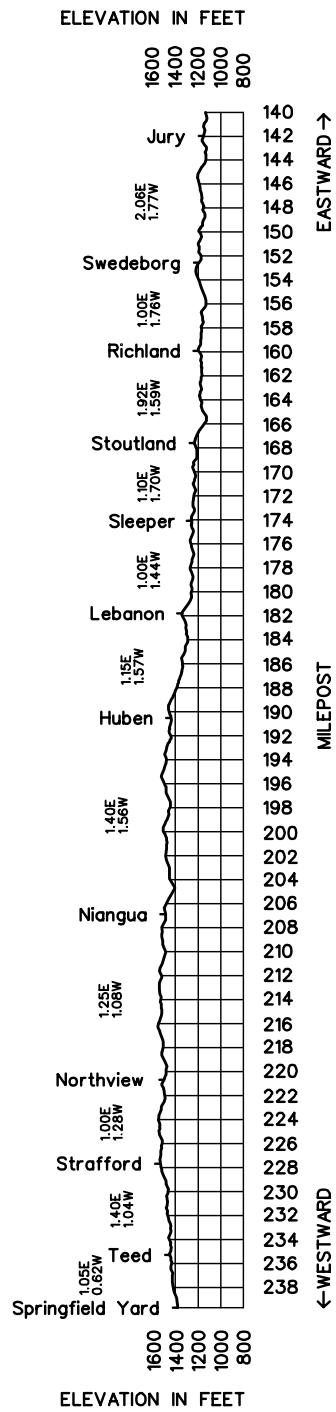
1005 Springfield Yard to Willard 191.8 to 183.4
1011 Springfield Yard to Kissick 237.2 to 249.1
1018 Nichols to WS 198.3 to 205.2
1002 Lindenwood to Springfield Yard

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	80	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
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
			0.0	19TH STREET YARD				1.6	
			1.6	BN CROSSING-25TH ST.	M	CTC		0.5	
			2.1	KCT-29TH ST.	M			0.1	
			2.2	30TH STREET				1.7	
			3.9	ROSEDALE				1.7	
			5.6	BRAVO	X(2)	2MT CTC		10.9	
			16.5	CHARLIE	X(2)			10.0	
			21.5	CP 215	XJY			5.0	
	93025		26.5	BONITA				10.8	
	93036		37.3	N. HILLSDALE		CTC		4.5	
	93036		41.8	S. HILLSDALE		2MT CTC		1.1	
	93043		42.9	PAOLA				0.2	
			43.1	UP	A			5.2	
6,400	93048		48.3	HENSON				5.9	
8,635	93054		54.2	FONTANA		CTC		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		2MT CTC		0.3	
			98.9	S. FT. SCOTT				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	CTC		10.3	
8,600	93149		149.4	DIX				12.6	
6,715	93162		162.0	DUMBECK				8.6	
8,935	93171		170.6	PILGRIM				8.4	
	93176		179.0	EVERTON				15.5	
9,133	93195		194.5	ELWOOD				3.8	
	92242		198.3	NICHOLS	J	Rule 6.28		203.3	

MP 0.0 to MP 16.5 is part of and under the jurisdiction of the Nebraska Division.

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

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)	Mt. Vernon-75(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, (800) 666-1025, Fax (817) 234-6412
Ft. Scott Trainmaster, MP 31 to Nichols
(620) 223-7500, Fax (620) 223-7501

Mobile Radio		Access Digit	Disconnect Digit
Kansas City-Green	472-2287	*1	#1
Ft. Scott-Green	223-7562	*2	#2
Springfield-Green	829-4742	*1	#1
Louisburg-Red	223-7563	*1	#1

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 98.6	60 MPH.
MP 98.6 to MP 198.3	50 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 2.0	10 MPH.
MP 2.0 to MP 7.9	30 MPH.
Bridges 4.4 and 5.2, cars heavier than 134 tons	25 MPH.
MP 7.9 to MP 11.5	40 MPH.
MP 11.5 to MP 16.0	50 MPH.
MP 37.4 to MP 41.9	50 MPH.
MP 41.9 to MP 43.4	40 MPH.
MP 54.8 to MP 60.0	50 MPH.
MP 66.8 to MP 67.3	50 MPH.
MP 86.8 to MP 87.5	50 MPH.
MP 96.0 to MP 96.7	40 MPH.
MP 96.7 to MP 98.0	30 MPH.
MP 98.0 to MP 98.7 (HER)	20 MPH.
MP 98.7 to MP 102.5	30 MPH.
MP 102.5 to MP 106.7	30 MPH.
MP 114.5 to MP 121.0	45 MPH.
MP 137.6 to MP 138.9	45 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 198.1 to MP 198.3	25 MPH.

1(C). Speed—Switches and Turnouts

	Up to 100TOB	100TOB and Over
Siding Turnouts:		
Henson and Fontana	20 MPH.	10 MPH.
LaCygne and Pleasanton	40 MPH.	25 MPH.
Prescott, Hammond, and Arcadia	20 MPH.	10 MPH.
Iantha	25 MPH.	25 MPH.
Dix, Dumbeck, Pilgrim, and Elwood	20 MPH.	10 MPH.
MP 2.2, crossover	20 MPH.	20 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	40 MPH.	25 MPH.
MP 37.3, N. Hillsdale turnout Main 2	40 MPH.	25 MPH.
MP 41.8, S. Hillsdale turnout Main 2	35 MPH.	25 MPH.

	Up to 100 TOB	100 TOB and Over
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	25 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

Olathe Connection Track—MP 0.0Z to MP 1.3Z ... 10 MPH. 10 MPH.
Sidings, Fontana, Arcadia, Dumbeck,
Pilgrim and Elwood 10 MPH. 10 MPH.

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

Freight

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F. the applicable speed restriction will apply on the main track at the following locations:

MP 7.9 to MP 96.7
MP 162.9 to MP 198.3
Trains 100 TOB and over 30 MPH.
Trains under 100 TOB 40 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

19th Street to Nichols 143 tons, Restriction D

Six-axle locomotives and six-axle derricks are 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
MP 0.0Z to MP 1.3Z Olathe Connection Track

Multiple Main Tracks—in effect:

2 MT:

MP 2.2 to MP 26.6
MP 37.3 to MP 41.7
MP 96.8 to MP 102.6

Manual Interlockings not Controlled by BNSF

KCT Railway

4. General Code of Operating Rules Items

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

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

MP 43.1
MP 118.4
MP 139.1

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.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures

MP 47.7—DED—SWD—Recall Code 765
MP 50.8—NWD—Recall Code 657
MP 61.7—DED—NWD—Recall Code 857
MP 71.0 NWD—Recall Code 658

B. Other TWD locations

MP 2.6—DED/Exception Reporting
MP 8.1—DED/Exception Reporting
MP 13.0—DED/Exception Reporting
MP 16.4—DED/Exception Reporting
MP 21.6—DED/Exception Reporting
MP 27.4—Recall Code 758
MP 47.7—DED—NWD—Recall Code 765
MP 50.8—SWD—Recall Code 657
MP 61.7—DED—SWD—Recall Code 857
MP 71.0 SWD—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

Kansas City

Kansas City Terminal Railway (KCT)—All tracks in the Kansas City Terminal are designated in The Greater Kansas City Area Operating and Special Instructions. 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.

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 551-2188.

KCT RR Radio Procedures—While on the KCT RR, trains must monitor channel 6060. To reach the KCT train dispatcher, contact directly without use of tone button..

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.

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.

Olathe Connection Track—The 1.3 miles of track that connect the Ft. Scott Subdivision Main 1, MP 21.5, to the Emporia Subdivision Main 2, MP 26.1. CTC is in effect under the control of the Ustick Dispatcher. Mileposts on the connection track are designated with a Z and ascend from MP 0.0Z (Fort Scott Subdivision) to MP 1.3Z (Emporia Subdivision). The Emporia Subdivision dispatcher control and radio channel 36 begin at the eastbound controlled signal for the turnout to the Emporia Subdivision.

Crews using the Olathe Connection Track must plan for continuous movement while any portion of the train occupies the track. Stops should only be made for situations that present an emergency. In the event a train receives Track Bulletin Form B that could affect movement on either subdivision, the train crew must contact the employee in charge to ensure continuous movement can be maintained before entering the connection track.

LaCygne—Watch for close clearance between the Main Track and the elevator Track. At Reed Mineral Co. there is an open unloading pit under the loading track 375 feet east of the dock.

Hammond—Watch for close clearance between the Siding and the Elevator Track.

Ft. Scott—Watch for close clearance between yard tracks 104-106.

Do not block the following crossings during school hours, from 0740 to 0810 :

MP 98.6, Wall St. to MP 99.1, 6th St.

MP 99.5, 10th St. to MP 100.1, National St.

MP 101.2, Catt School Road

If there is an emergency where a crossing is going to be blocked more than ten (10) minutes, contact the dispatcher (817-234-6152) or the Ft. Scott Police (620-223-1700).

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

When spotting O'Sullivan Industry, comply with instructions listed on the north side of the building next to the telephone.

When pulling the MNA RR connection track 5908, an air gauge has been placed at the north end of the track next to the MNA derail. This is to perform an air brake test per ABTH Rule 100.1.

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 must notify the yardmaster via radio. Radio communications to the 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.

Remote Control Operations—Signs located at MP 242.0 (Cherokee Subdivision), MP 233.0 (Cuba Subdivision), MP

198.0 (Ft. Scott Subdivision), MP 206.0 (Thayer-North Subdivision) designate the Remote Control Area at Springfield Yard.

Signs located at MP 216.2 (Brookfield Subdivision), MP 1.7 and 15.0 (Emporia Subdivision), MP 4.0 (Fort Scott Subdivision), and MP 8.0 (St. Joseph Subdivision) designate the Remote Control Area at Argentine and Murray Yards.

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

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.

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

Loaded unit trains are not permitted on the siding at Arcadia.

Train Make-Up Restriction—The following train make-up restriction applies to all trains exceeding 7000 tons operating on the Cuba, Thayer North, Fort Scott and Birmingham Subdivisions:

If more than 1/2 of the cars in the front 1/2 of the train (by car count) are equipped with End-of-Car cushioning:

A. All conventional cars (non-multi-platform) in the front half of the train must weigh more than 45 tons.

B. All platforms of multi-platform cars in the front half of the train must be loaded.

Note: This restriction applies to all trains, including those otherwise exempt by Springfield Division General Order from all other train make-up instructions contained in BNSF System Timetable Instruction #47 or System General Orders.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 North approach signal north LaCygne at 35 MPH".

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

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

8. Line Segments

Road Line Segments

Line Segments Limits

1001 30th St. to Nichols
 7100 Olathe Conn. Track—MP 0.0Z to MP 1.3Z
 1005 KC Belt Jct. to BB Jct.—MP 5.7 to MP 11.7
 1017 Greenfield Lead—MP 165.7 to MP 168.6

Yard Line Segments

Line Segments Limits

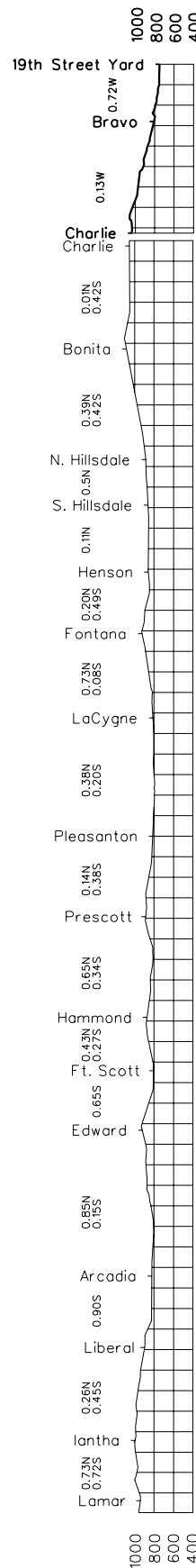
1108 Kansas City - 19th Street Yard
 1109 Lenexa Industrial Park

9. Locations Not Shown as Stations

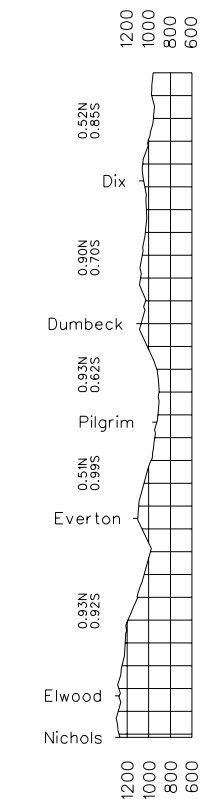
Name	Location	Capacity Cars	Switch Opens
93014 Lenexa	MP 13.9 (Main 2)	5	North
Lenexa Pass	MP 14.5 (Main 1)	23	Both
Pittsburg Siding	MP 16.0 (Main 1)	68	Both
93021 Olathe	MP 20.5	114	Both
93024 Moss	MP 25.1	78	Both
Bonita Team	MP 25.2 (Main 2)	5	North
AFG Ind. Spur	MP 29.1	22	South
A&M Products	MP 28.82	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
Ash Grove MFA	MP 182.6	5	South
93183 Ash Grove	MP 186.4	19	North

10. Grade Charts

ELEVATION IN FEET



ELEVATION IN FEET



ELEVATION IN FEET

ELEVATION IN FEET

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hannibal Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		20167	220.3	BURLINGTON	BJR			3.9	
		26212	216.4	KEMPER				6.5	
		26205	209.9	WEVER				2.2	
6,450		26203	207.7	SINCLAIR SWITCH				7.7	
		26198	200.0	FORT MADISON				10.7	
7,900		26185	189.3	MONTROSE				3.8	
		26180	185.5	GATEWAY				2.2	
		26178	183.3	SANDUSKY				5.4	
		26173	177.9	KEOKUK	BJR			11.3	
8,056		26162	166.6	GREGORY				10.4	
		26152	156.2	CANTON				6.1	
		26146	150.1	LA GRANGE				2.0	
8,517		26144	148.1	CASINO				11.2	
7,500		25101	136.9	WEST QUINCY	BJTR			2.8	
		25104	134.1	MARK	J			2.6	
7,176		26132	131.5	FALK	J			10.7	
			120.8	NS XING	MX(2)			1.1	
9,300		26119	119.7	HANNIBAL				3.0	
			116.7	ILASCO				12.4	
8,360		26104	104.3	ASHBURN				10.2	
		26094	94.1	LOUISIANA				0.5	
			93.6	GWWR XING	A			7.2	
5,964		26086	86.4	DUNDEE				18.2	
9,606		26068	68.2	ELSBERRY				16.6	
7,335		26052	51.6	OLD MONROE				7.2	
6,860		26044	44.4	GIBBS				17.5	
10,423		26027	26.9	MACHENS				1.4	
			25.5	EAST UNION ELECTRIC				0.4	
			25.1	WEST UNION ELECTRIC				4.7	
10,620		26020	20.4	WEST ALTON				5.5	
8,924		26015	14.9	SPANISH LAKE				5.5	
		26009	9.4	BADEN	J			2.2	
On TRRA between Baden and Grand Ave., TRAA rules, timetable and Special Instructions govern.									
		26007	7.2	NORTH ST. LOUIS	BJT			0.9	
			6.3	CP 63				2.1	
		26004	4.2	NORTH MARKET	MJ			2.1	
Between North Market and Grand Ave. TRRA rules, timetable and Special Instructions.									
			2.1	GRAND AVENUE	MJ			5.0	
		92007	7.1X	LINDENWOOD	BMJ	Rule 6.28	1002	224.6	

Radio Channel No. 70 in service Burlington to West Quincy.

Radio Channel No. 87 in service West Quincy to Lindenwood.

Radio Channel No. 17 in service at Keokuk Yard and West Quincy Yard.

Radio Channel No. 58 in service at West Quincy Yard.

Dispatchers' Phone Numbers

Burlington to West Quincy—(817) 234-6028, FAX (817) 234-6067
Quincy to No. Market—(817) 234-6027, FAX (817) 234-6066

Radio Call-In		
Kemper-30(X)	Ft. Madison-31(X)	Keokuk-32(X)
Canton-36(X)	Hannibal-35(X)	Louisiana-37(X)
Elsberry-38(X)	Old Monroe-39(X)	Casino-34(X)
North St. Louis-32(X)	Falk-71(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 220.3 to MP 136.9	40 MPH.
MP 136.9 to MP 7.2	60 MPH.

1(B). Speed—Permanent Restrictions

Loaded unit trains, except intermodal, between	
Burlington and West Quincy	30 MPH.
MP 218.8 to MP 216.7	30 MPH.
MP 202.8 (HER)	10 MPH.
MP 205.0 to MP 198.5	25 MPH.
MP 195.1 to MP 194.6	25 MPH.
MP 189.5 to MP 188.5	25 MPH.
MP 180.2 to MP 180.1 (HER)	25 MPH.
MP 177.8 to MP 177.6 (HER)	10 MPH.
MP 176.5 Eastward trains over road crossing (HER)	5 MPH.
MP 175.3 to MP 174.9	10 MPH.
MP 174.9 to MP 172.0	25 MPH.
MP 172.0 to MP 168.0	35 MPH.
MP 163.4 to MP 161.7	30 MPH.
MP 157.0 to MP 156.0	30 MPH.
MP 151.0 to MP 149.0	35 MPH.
East leg of wye MP 141.8	10 MPH.
End CTC MP 141.8 equals MP 137.7	
MP 137.0 to MP 134.0	25 MPH.
MP 134.1 to MP 131.5	55 MPH.
MP 126.4 to MP 125.9	55 MPH.
MP 121.2 to MP 119.0	25 MPH.
MP 119.0 to MP 96.5	45 MPH.
MP 116.0 to MP 102.0 Loaded unit trains	35 MPH.
MP 96.5 to MP 93.4	30 MPH.
MP 93.4 to MP 85.3	45 MPH.
MP 85.3 to MP 84.4	40 MPH.
MP 84.4 to MP 80.0	45 MPH.
MP 80.0 to MP 79.6	30 MPH.
MP 79.6 to MP 77.9	45 MPH.
MP 20.6 to MP 18.3 (over Missouri River Bridge)	25 MPH.
MP 18.3 to MP 8.1	45 MPH.
MP 8.1 to MP 4.8	30 MPH.
MP 4.8 to MP 4.2	10 MPH.
Grand Ave. Interlocking	10 MPH.

1(C). Speed—Switches and Turnouts

Through Crossovers NS XING	10 MPH.
Through turnout MP 134.1	25 MPH.
Through turnouts East switch and West switch	
into West Quincy Yard	20 MPH.
Through turnout MP 137.1	25 MPH.
Through turnouts of controlled sidings,	
unless otherwise specified	20 MPH.
Through turnouts and sidings Falk, Old Monroe, West Alton,	
Spanish Lake	10 MPH.

1(D). Speed—Other

In West Quincy Yard	10 MPH.
Through controlled siding West Quincy, Gibbs	25 MPH.
Through sidings, Elsberry, Gregory, Casino, Montrose	25 MPH.
Track 1, West Quincy Yard	Rule 6.28
Machens—Union Electric Power tracks loaded trains	5 MPH.
At Keokuk on the Moar line	Rule 6.28
Over Johnson St. (HER)	10 MPH.
Siding Sinclair Switch	10 MPH.
Bridge 18.8 cars heavier than 131.5 tons	10 MPH.
Bridge 100.43—Loaded unit coal trains	
consisting of trough car equipment	25 MPH.
Prospect Hill—Water Works Track	5 MPH.

Freight

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F. the applicable speed restriction will apply on the main track at the following locations: MP 204.1 to MP 198.6

MP 195.0 to MP 194.0

MP 179.5 to MP 169.0

MP 163.5 to MP 161.0

MP 124.3 to MP 20.0

Trains 100 TOB and over 30 MPH.

Trains under 100 TOB 40 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Burlington to West Quincy 143 tons, Restriction D

West Quincy to Mark 143 tons, Restriction C

Mark to Lindenwood 143 tons, Restriction D

Use only 4-axle locomotives in the following locations:

Cosgrove

Louisiana Yard

Ilasco

South River

Ft. Madison—Not more than one four-axle locomotive is permitted on all industrial tracks including Armour Dial. No unit coal trains allowed in Ft. Madison Yard.

Keokuk—Locomotives or box cars will not clear overhead car shaker on Track No 5 inside coal unloading building at Midwest Carbide Co. Locomotives and box cars must not go beyond door opening of building. No unit coal trains allowed in Keokuk Yard.

Dundee—Locomotives or cars must not move over coal unloading pit at Dundee Cement Co.

Winfield—No more than one locomotive on pipe track.

Old Monroe—Only one locomotive may be used when switching Fertilizer plant on Old Francis line.

Prospect Hill—Six-axle locomotives not permitted on water works tracks.

3. Type of Operation

Restricted Limits—in effect:

MP 144.0 to MP 137.7

MP 220.3 to MP 218.8

MP 178.5 to MP 175.3

CTC—in effect:

MP 137.7 to MP 104.6

MP 70.0 to MP 4.3

ABS—in effect:

MP 70.0 to MP 104.6

TWC—in effect:

MP 70.0 to MP 104.6.

MP 144.0 to MP 218.8

4. General Code of Operating Rules Items

Rule 5.8.2 Quiet Zones—This modification applies between MP 2.1X and MP 7.1X. Due to quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect.

Rule 6.19—When flagging is required, Burlington to West Quincy distance will be 1.5 miles. West Quincy to North St. Louis, distance will be 2 miles.

Rule 6.28—in effect between:

Grand Ave. Interlocking and Lindenwood.

5. Trackside Warning Detector (TWD)

A. Protecting bridge, tunnel or other structures

MP 14.9—DED—EWD—Recall Code 327

MP 22.7—DED—WWD—Recall Code 247

MP 135.0—DED—EWD—Recall Code 247

B. Other TWD Locations

MP 14.9—DED—WWD—Recall Code 327

MP 18.0—Recall Code 328

MP 22.7—DED—EWD—Recall Code 247

MP 42.2—Recall Code 398

MP 55.3—Recall Code 348

MP 72.8—Recall Code 388

MP 101.9—Recall Code 378

MP 128.6—Recall Code 368

MP 135.0—DED—WWD—Recall Code 247

MP 159.6—Recall Code 367

MP 192.5—Recall Code 318

6. FRA Excepted Track—None

7. Special Conditions

Between Burlington and MP 175—Unless authorized by the roadmaster, all tracks other than main track and those listed below are out of service for unit coal, grain and ore trains or any portion of these trains, except bad order cars may be set out.

Kemper—ISU Power Plant tracks 113-01 through 138-01

Sinclair Switch—Track 2498

Montrose—Track 2198

Gateway—Tracks 2098 and 2020

Keokuk—Track 1801

Burlington and West Quincy—Double stacks and auto racks are prohibited from operating on Hannibal Subdivision between Burlington and West Quincy.

Trains leaving Burlington that have a train list indicating double stacks and/or auto racks must have the outbound or inbound crew do a roll-by inspection to ensure this equipment is not moved via this subdivision. This must be completed before passing Kemper Station.

Trains leaving West Quincy that have a train list indicating double stacks and/or auto racks must have the yardmaster or train crew at West Quincy give them a roll-by inspection to ensure this equipment is not moved via this subdivision.

West Quincy—Except when track and time is in effect, when necessary to hand operate either switch at the west end of West Quincy both switches must be operated by hand as outlined in GCOR Rule 9.13.1.

Dundee—Cars must be left 500 feet from road crossing Dundee (clearances marked).

North St. Louis—Stop signs have been placed on Yard Track Main 5 just clear of ACT Storage Tracks. All trains must stop. If ACT is unloading, crews must ascertain that it is safe to pass prior to fouling south end of ACT Storage Tracks by contacting ACT or Lindenwood Yardmaster.

Grand Ave. Interlocking and Track 32—Rule 9.17 applies on Track 32 between Grand Avenue and Tower Grove Avenue within manual interlocking limits. All movements within these limits including the use of hand throw switches must be authorized by TRRA Dispatchers.

St. Louis—St. Louis Lindenwood Yardmaster will monitor BNSF Radio Channel No. 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.

TRRA—All BNSF employees operating on TRRA Trackage must have a copy of current Greater St. Louis Operating Rule Book in their possession.

Remote Control Operations—Signs located at MP 9.1 (Cuba Subdivision), MP 8.5 (River Subdivision), MP 2.1 (Hannibal Subdivision) designate the Remote Control Area at Lindenwood Yard, St. Louis, Missouri.

Signs located at MP 137.7 and MP 134.2 designate the Remote Control Area at West Quincy.

Speed Test Boards—Engineers shall test the speed of their trains between the following points as compared with Speed Table:

MP 211 to MP 212 Kemper and Weaver
 MP 151 to MP 152 Canton and La Grange
 MP 128 to MP 129 Falk and NS Crossing
 MP 35 to MP 36 Machens and Gibbs

Loaded Unit Trains—Loaded unit trains must hold the main track at all sidings on the Hannibal Subdivision when possible.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West, approach signal North Imboden at 35MPH".

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 10.0 to MP 18.0
 MP 40.0 to MP 68.0
 MP 75.0 to MP 122.0
 MP 126.0 to MP 135.0
 MP 148.0 to MP 152.0
 MP 168.0 to MP 175.0
 MP 195.0 to MP 196.0
 MP 201.5 to MP 207.0
 MP 210.0 to MP 211.0
 MP 215.0 to MP 218.8

8. Line Segments

Yard Line Segments

Line Segment Limits

850 Ft. Madison
 851 Keokuk
 852 West Quincy
 853 Hannibal
 863 West Alton

Road Line Segments

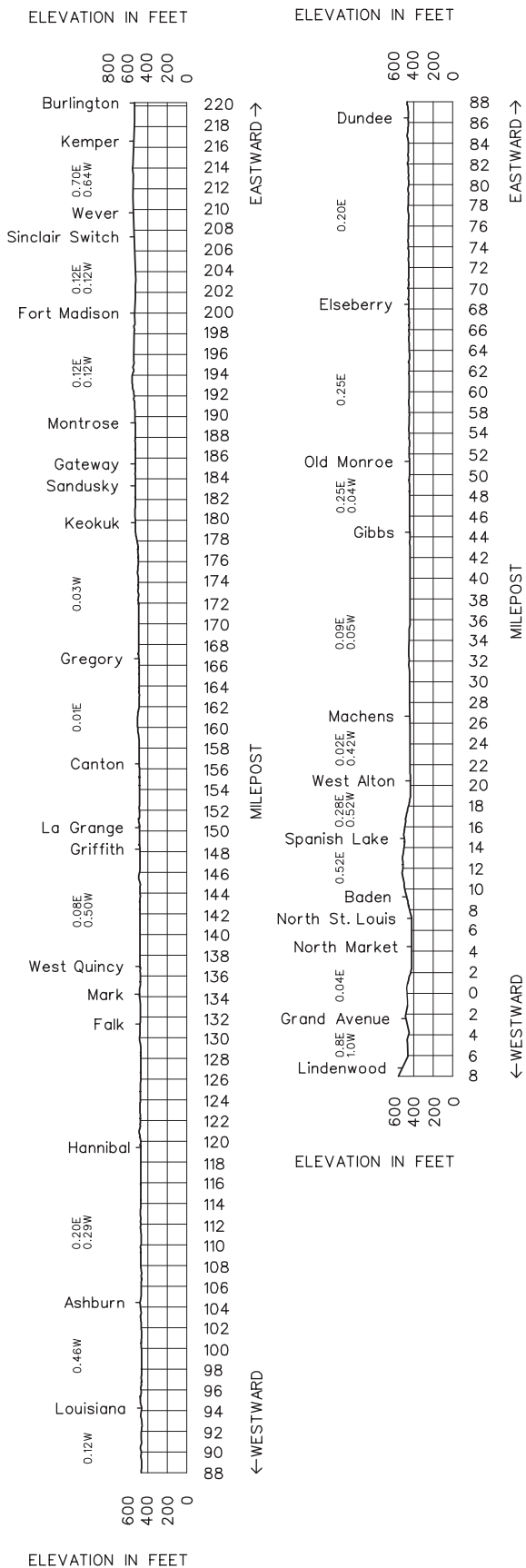
Line Segment Limits

14 Burlington to North Market
 1002 Grand Ave. to Lindenwood

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
26157 Fenway	5.2 west of Gregory	110	West
26178 Sandusky	2.2 west of Gateway	3,333	Both
26205 Wever	6.4 west of Kemper	702	West
26130 South River	1.7 west of Falk	5,100	West
26116 Ilasco	3.1 west of Hannibal	2,400	East
26092 Cosgrove	1.2 west of Louisiana	800	East
26075 Annada	11.0 west of Dundee	250	East
26056 Winfield	12.1 west of Elsberry	250	East
26037 Seeburger	7.5 west of Gibbs	600	East
26033 Orchard Farm	10.9 west of Gibbs	900	West
26010 Prospect Hill	4.5 west of Spanish Lake	2,000	Both

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		8.3
	92818	95.1	STEELVILLE			1009	5.3
	92823	100.6	LEAD				7.1
	92908	107.5	CHERRYVILLE		TWC		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

0700-2300, Monday—Friday: (817) 234-6150, fax (817) 234-6374

Saturday, Sunday: (817) 234-6155, fax (817) 234-6415

2300-0700, Daily: (817) 234-6156, fax (817) 234-6416

Mobile Radio		Access Digit	Disconnect Digit
Rosati	829-4781	*2	#2

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

	Freight
MP 86.8 to MP 88.0	10 MPH.
MP 88.0 to MP 100.6	25 MPH.
MP 100.6 to MP 130.0	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

All Turnouts	10 MPH.
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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

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 1.0 mile.**Rule 6.28**—in effect:

MP 86.8 to MP 88.0

MP 129.0 to MP 133.35 (End of Track)

5. Tracksides 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.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

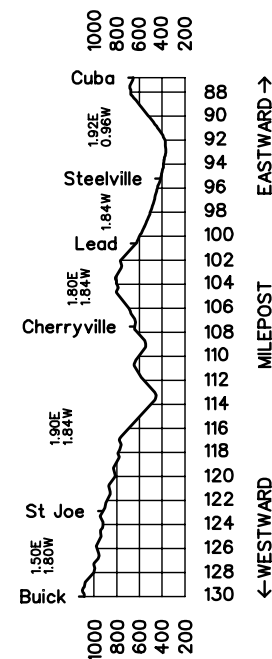
8. Line Segments**Road Line Segments****Line Segments Limits**

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**

SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	River Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper. Rule 6.28	Line Segment	Miles to Next Stn.	↑NORTH WARD
			7.3	SE JCT.	J	CTC	1025	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			5.1	
		98047	47.2	RUSH ISLAND				19.3	
	8,450	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)	JM			1.6	
	9,150	98144	143.3	CHAFFEE	B			11.5	
	7,600	98155	154.8	BROOKS				10.3	
			165.1	N. SIKESTON				0.5	
		98166	165.6	SIKESTON (UP)	A			14.7	
	8,263	98180	180.6	KEWANEE				5.4	
		98186	186.0	LILBOURN				7.0	
	10,563	98194	193.0	CONRAN				6.6	
		98199	199.6	PORTAGEVILLE				14.0	
		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 Armored 6.0 miles)	B			10.1	
		98248	248.2	LUXORA				4.5	
		98253	252.7	HAROLD				2.3	
		98254	255.0	OSCEOLA	T			10.5	
	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)	
Rockview UPRR - 96*34		Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Cuba Dispatcher (DS 56)—M-F, 0700-2300, Springfield to Lindenwood and Springfield to Olden, (817) 234-6150, 800-666-1392, fax (817) 234-6374

Cuba/River Dispatcher (DS 52)—M-F, 0700-2300, Lindenwood to Turrell, (817) 234-6155, 800-666-1394, fax (817) 234-6415

Cuba/River Dispatcher (DS 52)—M-F, 2300-0700, S-S, 0700-2300, Springfield to Lindenwood and Lindenwood to Turrell, (817) 234-6155, fax (817) 234-6415

Cuba/River Dispatcher (DS 52)—S-S, 2300-0700, Lindenwood to Turrell and South TY to Birmingham, (817) 234-6155, fax (817) 234-6415

Thayer Dispatcher (DS 53)—S-S, 2300-0700, Springfield to Lindenwood and Springfield to Turrell, (817) 234-6156, fax (817) 234-6416

Mobile Radio		Access Digit	Disconnect Digit
St. Louis	768-7044	*1	#1
St. Louis	768-7045	*1	#1
Ste. Genevieve	829-3285	*1	#1
Wittenberg	829-3284	*2	#2
Cape Girardeau	829-3283	*3	#3
Sikeston	829-3282	*1	#1
Portageville	829-3281	*1	#1
Blytheville	433-3994	*4	#4
Turrell	433-3997	*1	#1

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

MP 7.3 to MP 9.1—SWD after engine arrives MP 9.1	Freight
MP 9.1 to MP 143.3	30 MPH.
MP 143.3 to MP 283.3	50 MPH.
	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 48.0	45 MPH.
MP 48.0 to MP 80.5	40 MPH.
MP 80.5 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 105.8 to MP 113.6	45 MPH.
MP 113.6 to MP 113.7 (HER)	25 MPH.
MP 113.7 to MP 119.6	45 MPH.
MP 119.6 to MP 130.6	45 MPH.
MP 130.6 to MP 134.7	20 MPH.
MP 134.7 to MP 142.5	25 MPH.
MP 142.5 to MP 143.6 (HER)	20 MPH.
MP 143.6 to MP 166.3 (HER)	20 MPH.
MP 166.3 to MP 199.0 (HER)	30 MPH.
MP 199.0 to MP 213.4 (HER)	20 MPH.
MP 213.4 to MP 238.0 (HER)	20 MPH.
MP 238.0 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 and Turrell	10 MPH.
Trains up to 100 TOB on siding turnouts at:	
Conran, Steel, Blytheville and Wilson	20 MPH.
MP 186.0, turnout to UPRR	25 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 and Turrell	10 MPH.
Trains up to 100 TOB on sidings at:	
Conran, Steele, Blytheville and Wilson	20 MPH.
Rush Island, Loop Track	8 MPH.
Merchandise 1, from perimeter fence to end of track	5 MPH.
Bridge 49.7, cars heavier than 134 tons	
and loaded trough car equipment	10 MPH.
Bridge 53.3, cars heavier than 134 tons	
and loaded trough car equipment	25 MPH.
Rockview, BNSF-UP connecting track	30 MPH.
Industrial Lead at Nash	5 MPH.
On Wye between Turrell Siding and Madlock Siding	5 MPH.

Freight

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F, the applicable speed restriction will apply on the main track at the following locations:

MP 7.4 to MP 283.4

Trains 100 TOB and over 30 MPH.

Trains under 100 TOB 40 MPH.

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

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

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

- Crystal on UP Connection Track beyond 500 feet north of switch.
- The south 2,000 feet of Neelys siding.
- American Greeting Lead at MP 254.3.
- Osceola Product tracks.
- Armorel Branch, Nu-Ark Track 3935
- Paymaster Lead beyond 500 feet east of east Wye switch.
- JLC&E Track at Blytheville, Track 3947

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

Manual Interlockings Not Controlled By BNSF

Rockview, MP 141.7—controlled by UPRR

4. General Code of Operating Rules Items

Rule 5.8.2 Quiet Zones—This modification applies between MP 7.3 and MP 9.1. Due to quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect.

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—Recall Code 787
- MP 21 .8—DED—NWD—Recall Code 877
- MP 47.2—DED—SWD—Recall Code 757
- MP 53.2—NWD—Recall Code 578

MP 134.4—DED—SWD—Recall Code 717

MP 141.8—DED—NWD—Recall Code 837

B. Other TWD locations

MP 16.4—DED—NWD—Recall Code 787

MP 21 .8—DED—SWD—Recall Code 877

MP 31.5—Recall Code 878

MP 47.2—DED—NWD—Recall Code 757

MP 53.2—SWD—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—Recall Code 717

MP 141.8—DED—SWD—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

Remote Control Operations—Signs located at MP 9.1 (Cuba Subdivision), MP 10.5 (River Subdivision), and MP 2.1 (Hannibal Subdivision) designate the Remote Control Area at Lindenwood Yard, St Louis, Mo.

Between SE Jct. and River 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.

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

Sidings Prohibited for Key Trains—Neelys

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 an emergency, when the ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start the train movement and gradually achieve maximum speed. Additionally when the 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 practical. Sources for temperature information include trackside warning detector reports, the dispatcher, or local maintenance personnel.

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

Loaded unit trains are not permitted on sidings at Crystal, McBride, Neelys and Brooks.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West approach signal north Imboden at 35 MPH".

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments

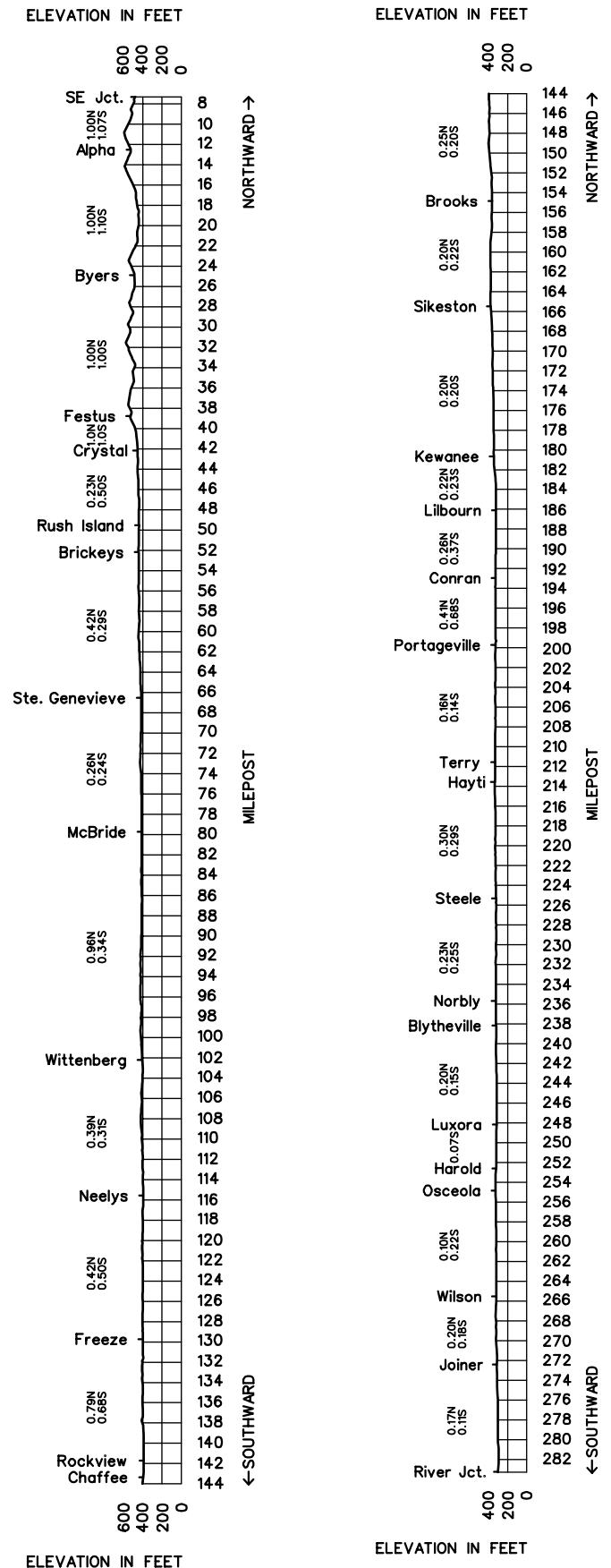
Road Line Segments

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
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



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				9.6	
	8,380	93279	279.1	CABOOL		CTC	1001	4.5	
	8,500	93283	283.6	SARGENT				9.7	
	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	2 MT CTC		2.0	
		93340	339.8	THAYER				136.6	

Radio Channel No. 15 in service—Teed to WS

Radio Channel No. 26 in service—WS to Olden

Radio Channel No. 87 in service—Olden to Thayer

Radio Channel No. 66 in service—Springfield Yard

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

M-F, 0700-2300, Springfield to Olden, (817) 234-6150, fax (817) 234-6374

M-F, 2300-0700, Springfield to Turrell, (817) 234-6156, fax (817) 234-6416

F, 2300 - M, 0700, (817) 234-6156, 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

MP 203.2 to MP 339.8 **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.

Freight
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	25 MPH.	25 MPH.
Cedar Gap	25 MPH.	25 MPH.
Locke	35 MPH.	25 MPH.
Norwood	20 MPH.	20 MPH.
Cabool	30 MPH.	25 MPH.
Sargent	40 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

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.

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F, the applicable speed restriction will apply on the main track at the following locations:
MP 219.0 to MP 243.0
MP 301.0 to MP 322.0
Trains 100 TOB and over 30 MPH.
Trains under 100 TOB 40 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 are not permitted on the West Plains City Spur or the City Scale Track.

3. Type of Operation

CTC—in effect:

MP 203.2 to MP 339.8

Multiple Main Tracks—in effect:

2 MT:

MP 335.1 to MP 339.8

4. General Code of Operating Rules Items

Rule 5.8.2 Quiet Zones—This modification applies between MP 206.8 and MP 207.2 and between MP 236.5 and MP 236.9. Due to quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect.

Rule 6.19—When flagging is required, the 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 215.8—Recall Code 828
 - MP 221.5—DED/Exception Reporting
 - MP 228.3—Recall Code 628
 - MP 235.4—DED/Exception Reporting
 - MP 240.5—DED/Exception Reporting
 - MP 246.1—DED/Exception Reporting
 - MP 248.9—Recall Code 327
 - MP 256.2—DED/Exception Reporting
 - MP 261.9—DED/Exception Reporting
 - MP 267.3—DED/Exception Reporting
 - MP 273.6—Recall Code 328
 - MP 281.4—DED/Exception Reporting
 - MP 287.2—DED/Exception Reporting
 - MP 293.3—DED/Exception Reporting
 - MP 300.3—DED/Exception Reporting
 - MP 303.5—Recall Code 727
 - MP 310.0—DED/Exception Reporting
 - MP 317.6—DED/Exception Reporting
 - MP 322.1—DED/Exception Reporting
 - MP 325.3—Recall Code 728
 - MP 330.8—DED/Exception Reporting
 - MP 336.0—DED/Exception Reporting

6. FRA Excepted Track—None
7. Special Conditions

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.

Remote Control Operations—Signs located at MP 242.0 (Cherokee Subdivision), MP 233.0 (Cuba Subdivision), MP 198.0 (Ft. Scott Subdivision), MP 206.0 (Thayer-North Subdivision) designate the Remote Control Area at Springfield Yard.

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 an emergency, when

the 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 the 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 practical. Sources for temperature information include trackside warning detector reports, the dispatcher, or local maintenance personnel.

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

Loaded unit trains are not permitted on the siding at Cedar Gap.

Train Make-Up Restriction—The following train make-up restriction applies to all trains exceeding 7000 tons operating on the Cuba, Thayer North, Fort Scott and Birmingham Subdivisions:

If more than 1/2 of the cars in the front 1/2 of the train (by car count) are equipped with End-of-Car cushioning:

- A. All conventional cars (non-multi-platform) in the front half of the train must weigh more than 45 tons.
- B. All platforms of multi-platform cars in the front half of the train must be loaded.

Note: This restriction applies to all trains, including those otherwise exempt by Springfield Division General Order from all other train make-up instructions contained in BNSF System Timetable Instruction #47 or System General Orders.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 South, approach signal North Winn at 35 MPH".

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 209.7 to MP 215.0
 MP 281.0 to MP 287.0
 MP 310.0 to MP 313.0
 MP 316.0 to MP 322.0

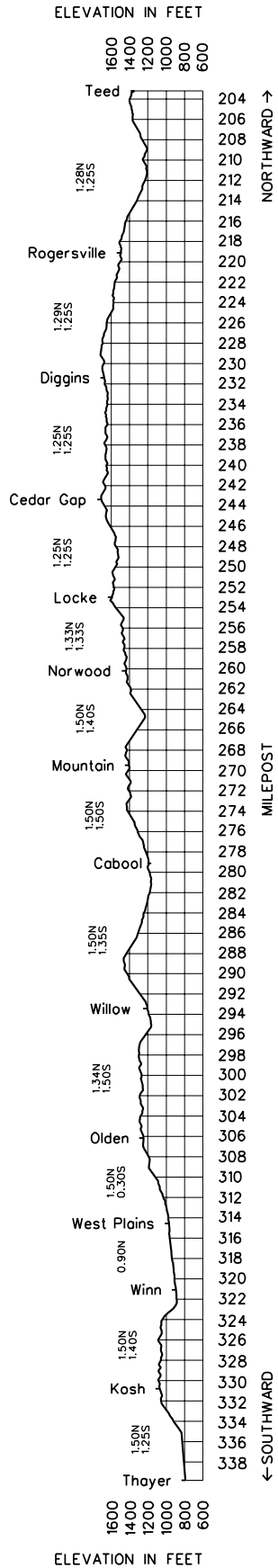
8. Line Segments
Road Line Segments
Line Segment Limits

1001 Teed to Thayer

9. Locations Not Shown as Stations

Name	Location	Capacity Cars	Switch Opens
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		2MT CTC		2.7	
			337.8	CP 3378	X			2.0	
	93340	339.8	THAYER	B	0.2				
			340.0	CP 3400		CTC	1001	10.3	
7,554	93350	350.3	KING		12.7				
9,745	93363	363.0	BAKER		5.4				
8,974	93368	368.4	WILLIFORD		12.3				
8,530	93381	380.7	IMBODEN		5.3				
9,325	93386	386.0	HOGAN		12.0				
8,680	93398	398.0	HOXIE (UP)	AJ	8.1				
6,808	93406	406.1	SEDGWICK		4.9				
9,815	93411	411.0	BONO		9.0				
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		7.3				
10,590	93447	447.2	CALDER		7.3				
8,927	93455	454.5	DRACE		7.7				
8,380	93462	462.2	MADLOCK	T	0.4				
	93462	462.6	RIVER JCT.	J	8.4				
	93472	471.0	HARVARD	B	2.3				
	93474	473.3	MARION To Hulbert (UP)	J	5.3				
	93475	478.6	CRITCO		2.8				
		481.4	BRIDGE JCT. (UP)	JA	1.7				
	93483	483.1	SHELCO		0.6				
		483.7	KENTUCKY ST.	JX	0.1				
		483.8	CN JCT.	JM	1.6				
		485.4	NEPTUNE ST.	X	0.6				
		486.0	KC JCT.	JX	0.6				
		486.6	McLEMORE ST.	X	1.3				
		487.9	NORTH YALE	X	1.6				
		489.5	SOUTH YALE	X	2.0				
		491.5	DEMO	X	1.4				
		492.9	CP 4929		1.7				
		494.6	N. SHELBY		1.8				
	93496	496.4	TENNESSEE YARD	BJT	1.1				
		497.5	S. SHELBY		0.4				
		497.9	S. TENNESSEE YARD		162.8				

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	829-4746	*3	#3
Imboden	93 - 37	433-3999	*1	#1
Jonesboro	97 - 34	433-3998	*1	#1
Memphis	29 - 68	433-3996	*2	#2

1. Speed Regulations

1(A). Speed—Maximum

MP 335.1 to MP 497.9 **Freight**
60 MPH.

1(B). Speed—Permanent Restrictions

MP 335.1 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 419.5 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.
Williford, Hogan, Bono, Bay, Drace 40 MPH.
Calder, Trains 100 TOB and over 25 MPH.
Trains under 100 TOB 40 MPH.
All other siding turnouts 20 MPH.
MP 340.0, through turnouts 35 MPH.
MP 471.0, through turnout 25 MPH.
MP 473.3, through crossovers 25 MPH.
MP 478.6, through turnout
Trains 100 TOB and over 40 MPH.
Trains under 100 TOB 50 MPH.
MP 481.4, through turnout to UP connection 20 MPH.
MP 483.9, crossovers 10 MPH.
MP 486.0, crossovers KC Jct. 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.
Williford, Hogan, Bono, Bay, Calder, Drace 40 MPH.
MP 421.77 to MP 421.21 (HER) NWD Caraway Rd. 10 MPH.
MP 462.05 to MP 462.25 (HER) NWD Barton Ave. 20 MPH.
All other sidings 20 MPH.
On Wye between Turrell Siding and Madlock Siding 5 MPH.
Hulbert Branch, MP 474.0 to MP 476.2 25 MPH.
NWD 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.

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F. the applicable speed restriction will apply on the main track at the following locations:

MP 440.0 to MP 447.0

MP 465.0 to MP 471.0

Trains 100 TOB and over 30 MPH.

Trains under 100 TOB 40 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. loaded ore 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.

Thayer—Six-axle locomotives are not permitted on yard tracks 7804, 7808 and 7809.

Hulbert Branch—No six axle locomotives are allowed to operate from MP 476.0 to MP 479.4 on the Hulbert Branch. The limits are North of Presley Jct. all the way up the UP Connection South of Broadway Street. Six axle locomotives will be able to use the main track switch up to Presley Jct. to make a set out or pick up or to tie up.

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

DC Locomotives			AC Locomotives		
Horsepower in Service	Max. Throttle Position...	At Speed	Horsepower in Service	Max. Throttle Position...	At Speed
3500 and Under	8	0 - 25	3800 and Under	8	11 - 25
3501 - 5250	8	11 - 25		6	0 - 10
	7	8 - 10		7	20 - 25
	Off	0 - 7	3801 - 7600	5	8 - 19
5251 - 7000	8	13 - 25	Over 7600	Off	0 - 7
	7	10 - 12		5	15 - 25
	6	8 - 9		3	8 - 14
	Off	0 - 7		Off	0 - 7
Over 7000	8	20 - 25			
	5	15 - 19			
	Off	0 - 14			

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:

The power must be shut off and be governed by the following:

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

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

43-ft. tank cars and 45-ft. coil cars weighing 143 tons or greater may not be handled over the 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 the bridge.

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

Acceleration and Braking—Trains must not be accelerated while the engine is moving over the restricted section. Trains should be controlled so that only light brake applications will be required. The use of independent or dynamic brakes is not permitted over the restricted section.

Six-Axle Derrick—When handling a six-axle derrick over the bridge, 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

Multiple Main Tracks—in effect:

2 MT:

MP 335.1 to MP 340.0

MP 471.0 to MP 478.6

MP 483.1 to MP 492.9

4. **General Code of Operating Rules Items**

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

Rule 6.28—in effect:

NTY to Tennessee Yard

CP 4929 to NTY, MT 2

Hulbert Branch—MP 474.0 to MP 476.2

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

MP 422.2

MP 423.8

MP 476.2 on Hulbert Branch, LS 1014

MP 481.4

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—The absolute signals governing movement through the interlockings at MP 481.4 and on the CN Main at BNSF MP 483.8 are also controlled signals. To pass a Stop indication, a crew must comply with Rule 9.12.3 by complying with the instructions in the release box and they must 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 478.7 Critco)—SWD—Recall Code 138
 - MP 483.26—NWD—DED—Recall Code 838
- B. Other TWD locations
 - MP 336.0—Exception Reporting Only, Main 1 and Main 2
 - MP 342.0—DED—Exception Reporting
 - MP 344.9—(King) Recall Code 428
 - MP 350.4—DED—Exception Reporting
 - MP 350.5—Exception Reporting
 - MP 355.1—DED—Exception Reporting
 - MP 359.4—Exception Reporting
 - MP 365.6—Recall Code 527
 - MP 369.5—DED—Exception Reporting
 - MP 373.3—DED—Exception Reporting
 - MP 378.1—DED—Exception Reporting
 - MP 383.4—DED—Exception Reporting
 - MP 390.3—DED—Exception Reporting
 - MP 392.0 (Portia)—Recall Code 528
 - MP 401.1 (Hoxie)—Recall Code 627
 - MP 427.1 (Bay)—Recall Code 628
 - MP 445.2—Recall Code 127
 - MP 468.4 (Jericho)—Recall Code 128
 - MP 478.7 (Critco)—NWD—Recall Code 138
 - MP 483.26—SWD—DED—Recall Code 838

**6. FRA Excepted Track
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 and the Hump Lead.
- 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.

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.

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.

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.

Hulbert Branch—Contact the Harvard Yardmaster at 870-739-7115 prior to entering the Hulbert Branch at Marion or Presley Jct.

Presley Jct.—MP 476.2 to Hulbert MP 479.4 is TWC territory and is under the jurisdiction of the UPRR dispatcher. UPRR Rules and authority apply. Contact the UPRR for track warrants and bulletins prior to departing Harvard at phone number 402-636-1600, or 800-726-1106, or radio channel 14. The UPRR crossing at MP 476.2 is protected by a gate. The normal position is against BNSF. Comply with the instructions at the gate and restore the gate to the normal position after movement.

CN JCT—Permission must be obtained from the CN yardmaster at Johnson Yard before entering the CN main track. Crews must determine from the CN yardmaster whether any track bulletins or track conditions will affect normal movement. Yard Limit (CN Rule 509) is in effect on all CN tracks operated upon by BNSF crews, except the limits of the CN Jct. Control Point. Do not make reverse movements in the CN Jct. Control Point without contacting the BNSF Control Operator.

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

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

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.

Remote Control Operations—Signs located at MP 483.1 (Thayer South Subdivision) and MP 500.0 (Birmingham Subdivision) designate the Remote Control Area at Tennessee Yard.

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.

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 movement on the hump lead. If the switch light is not illuminated, movement must stop and the switch must be examined before making the 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 an emergency, when the 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 the 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 practical. Sources for temperature information include trackside warning detector reports, the 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 106.3 (Shut Down Requirements for Locomotives Not Being Used).

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

Loaded unit trains are not permitted on the sidings at Jonesboro, Imboden, Sedgwick and Madlock.

Key Trains—Key trains must not use the siding at Madlock.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West approach signal north Imboden at 35 MPH".

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments

Yard Line Segments

Line Segment Limits

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

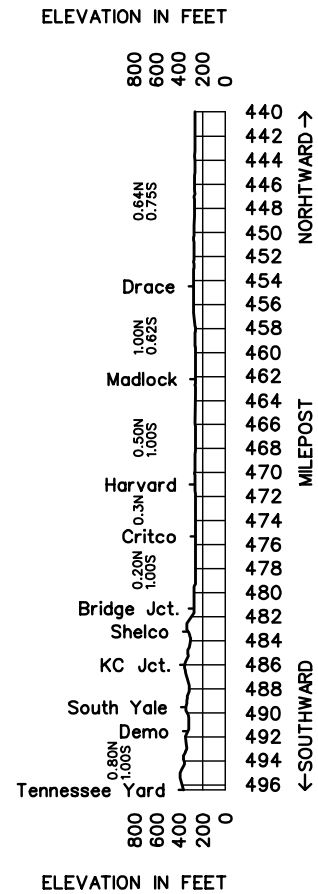
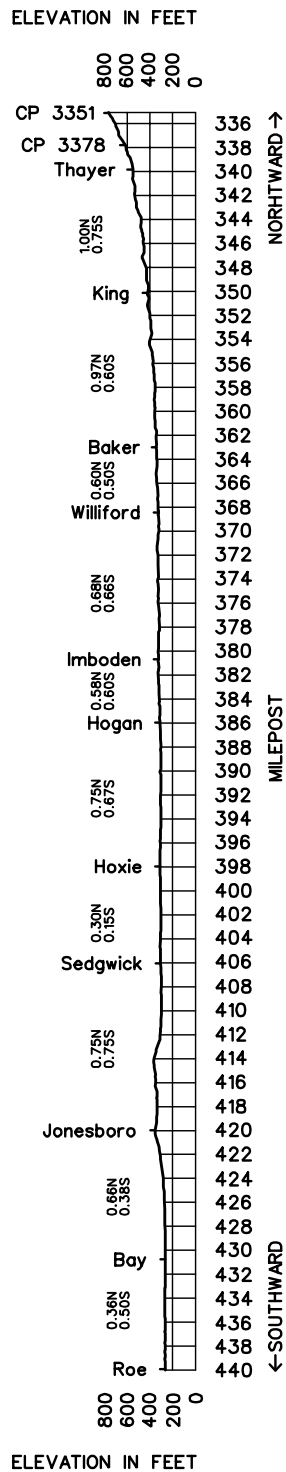
Road Line Segments

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



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Yates City Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		73232	46.9	YATES CITY	JT			5.5	
		73053	52.4	FARMINGTON				6.0	
		73059	58.4	NORRIS				4.8	
		73063	63.2	CANTON	G			3.5	
		73067	66.7	DUNFERMLINE	T			1.7	
		73069	68.4	ST DAVID				8.6	
		73077	77.0	LEWISTOWN				10.4	
		73088	87.4	IPA VA				6.9	
		23019	94.3	VERMONT	J			47.4	

MP 46.9 to MP 63.2 is part of and under the jurisdiction of the Chicago Division.

Radio Channel No. 85 in service.

Radio Call-In		
Canton-61(X)	Ipava-41(X)	Yates City-94(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

(817) 234-6025, Fax (817) 234-6062

1. Speed Regulations

1(A). Speed—Maximum

MP 46.9 to MP 94.3 **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 47.0 to MP 64.0 10 MPH.
Buckheart Lead 5 MPH.

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

1(D). Speed—Other

Temperature Speed Restrictions—When the ambient (air) temperature is 100 degrees F. or higher, all trains operating between the hours of 1100 and 2000 between MP 68.4 and MP 94.3 must move at restricted speed unless the track was inspected after 1400 in which case they may move at 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

Yates City to Vermont 134 tons, Restriction G

Canton—Loaded coal trains must not use auxiliary track.

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

- Farmington—Illinois Sausage Co. and John Bologna Co.
- Norris—F&S Co.
- Dunfermline—East leg of wye.

3. Type of Operation

TWC—in effect:

MP 46.9 to MP 94.3

4. General Code of Operating Rules Items

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

Rule 6.28—Industrial Track:

Dunfermline to Buckheart Mine—2.5 miles

Buckheart Mine to Duck Creek—2.2 miles

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules is changed to read:
When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Canton—Manually operated railroad crossing gate across BNSF main track MP 63.6 in service. Normal position of gate across BNSF track. Crews must restore gate to normal position after movement is made across TPW tracks. Rules 6.16 and 6.18 in effect.

Duck Creek (CILCO plant)—Engines and cabooses must not pass through unloading shed and facilities.

Locomotives will not clear dumper when spotting first car when trailing unit has short end trailing.

Dunfermline—Position of west wye switch is for wye.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West, approach signal North Imboden at 35MPH".

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 78.0 to MP 84.0

8. Line Segments

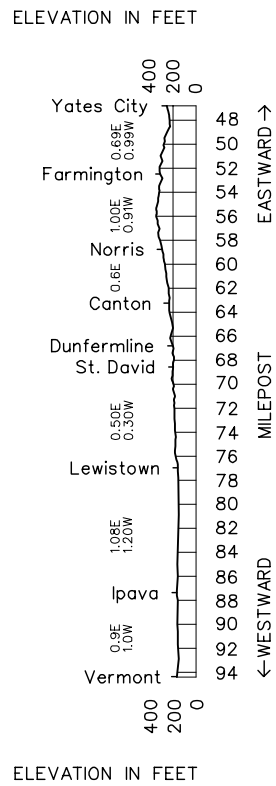
Road Line Segments

Line Segments Limits

111 Yates City to Vermont

9. Locations Not Shown as Stations—None

10. Grade Chart



Track Bulletin Form B—Verbal Permission:

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

“Foreman (name and/or Gang No.) ____ using Form B restriction No. ____ between MP ____ and MP ____ (specifying subdivision when necessary).”

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

- “(Train) may pass red flag located at MP ____ without stopping on (track).”

Unless otherwise restricted, the train may pass the red flag 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) on (track).”

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

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) but not exceeding ____ MPH between/at (specifying location) on (track).”

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

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 on (track) (specifying distance 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.

4. To require a train to stop at a designated location within the limits, add the following:

- “(Train) must stop at (location) for additional instructions.”

5. When adjacent tracks will be occupied by men and equipment, add the following:

- “Men and equipment occupying (track).”

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:

At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds

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

TERMSDXO

T - Train
 E - Engine
 R - Railroad Cars
 M - Men & equipment fouling track
 S - Stop Signal
 D - Derail & switches properly lined
 X - Crossings at grade
 O - Other crews' movements

Remember “TERMSDXO” when shoving cars.