

BNSF

Southeastern Division

Timetable No. 1

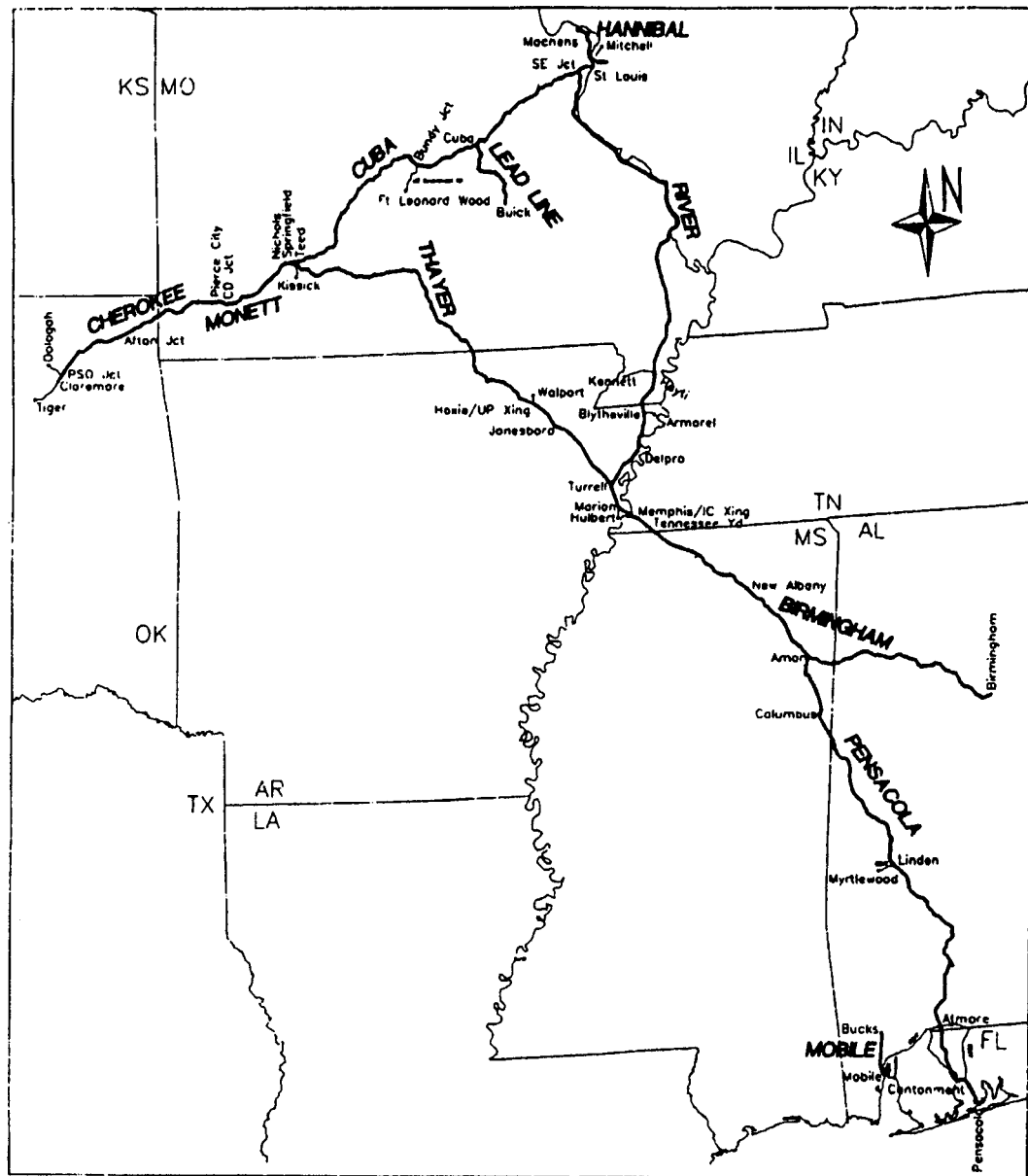
**IN EFFECT AT 0001
Central Continental Time**

Thursday August 1, 1996

**Division Superintendent
L.E. REES
Springfield, MO
(417) 873-3190**

**See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers**

Burlington Northern Santa Fe Southeastern Division



CHEROKEE SUBDIVISION

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WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Cherokee Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		96348	349.5	F2	WEST AFTON	2MT CTC	
	6,383	96354	353.6	TQ	TODD		
	7,896	96360	359.7	VN	VINITA	A	
	7,800	96367	366.7	WO	WHITE OAK		
	10,550	96374	374.0	CT	CATALE		
	7,600	96385	384.8	BC	BUSHYHEAD		
			393.2		PSO JCT	J	
					to Oologah 9.6	CTC	
	6,235	96396	396.4	DE	DEGROAT		
		96398	398.0	CM	CLAREMORE	A	
	7,600	96404	404.3	VR	VERDIGRIS		
		96409	409.2	CQ	CATOOSA		
	7,600	96413	412.6	TG	TIGER	T	
			416.2	DL	DOUGLAS		
		96420	420.4	ET	EAST TULSA		
			423.0	UR	URBAN	JX(2)	
			426.9	EC	CHEROKEE YARD	BJT	

AAR Radio Channel 54 in service on this Subdivision.
AAR Radio Channel 66 in service at Cherokee Yard

Dispatcher Radio Call-in:		
Springfield Yard-86	Mt. Vernon-76	Joplin-36
Miami-26	Catale-86	Claremore-76

From Claremore to Cherokee Yard is under the jurisdiction of the Oklahoma Division

Emergency Train Dispatcher Call-911

Dispatchers Phone Numbers-Asst Chief Dispatcher: (817) 234-6158

Dispatcher: (817) 234-6153

Mobile Radio		Access Digit	Disconnect Digit
Catale	864-2071	*1	#1
Tulsa	445-2604	*1	#1

1. Speed Regulations

1(A). Speed - Maximum

West Afton to Cherokee Yard 60 MPH.

1(B). Speed - Permanent Restrictions

OPM and Old Freight Main MP 427.4 (W 41st Overpass) to
MP 428.6 (Begin CTC) 20 MPH.
MP 346.4 to MP 349.6 Main 1 track only including turnouts 25 MPH.
MP 349.6 Ewd trains using Main 2 (HE only) 55 MPH.
MP 350.8 to MP 354.3 55 MPH.
MP 359.1 to MP 360.7 (HE only) 30 MPH.
MP 359.6 (over diamond) 30 MPH.

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

MP 421.9 Arco Warehouse Corp.

Main 2 MP 421.5 Gate City Steel East End
MP 422.2 Trinity Steel Co. East End

5. **Trackside Failed Equipment Detectors (FED) –**

A. Protecting Bridges, Tunnels or Other Structures–

Radio Tone Detectors:

Catoosa (EWD) MP 409.3 (DED Only)

B. Other FED Locations–

Catale MP 370.6

Claremore MP 400.4

Radio Tone Detectors:

Catoosa (WWD) MP 409.3 (DED Only)

6. **FRA Excepted Track–See GCOR Rule 6.12.**

Howard Branch (MP 418.8), all tracks.

7. **Special Conditions–**

Catoosa– When leaving cars on Catoosa Pass, cars must be left at extreme end of pass near the derail. Sufficient number of handbrakes must be applied on lower end and air from the brake cylinder(s) drained to determine if handbrake(s) are sufficient to hold the car(s).

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

Oologah Power Plant–Follow instructions as outlined in informational packet.

Claremore and Vinita–The interlocking signals at MP 359.6 (**Vinita**) and MP 397.0 (**Claremore**) are also controlled signals. When stopped by a Stop indication, comply with Rule 9.12.3. If the signal does not change to a more favorable indication, in addition to complying with Rule 9.12.3, authority per Rule 9.12.1 must also be obtained from control operator (unless track and time limits beyond this signal have already been received). Further instructions:

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

8. **Line Segments–**

Yard Line Segments–

Line Segment	Limits
1141	Cherokee Yard

Road Line Segments–

Line Segment	Limits
1003	West Afton to Cherokee Yard

9. **Locations Not Shown as Stations–**

Name	Miles–Location	Capacity Cars	Switch Opens
96367 Coal Spur	White Oak Siding Conn	70	East
96379 Chelsea	5.7 east of Bushyhead	55	Both
96392 Sequoyah	4.8 east of DeGroat	117	Both
96405 Williams	0.8 west of Verdigns	134	East
96408 Port Lead	4.3 east of Tiger	220	East
96414 Garnett	1.4 west of Tiger	60	Both

WEST WARD	Monett Subdiv MAIN LINE STATIONS					Method of Oper.	Track Diagram
	Length of Siding in Feet	Station Nos.	Mile Post Location				
		92239	239.7	SY SPRINGFIELD YARD	BJT	Rule 6.28	
		92242	241.7	NS NICHOLS	J		
	6,657	92247	247.2	BK BROOKLINE			CTC
	8,489	92252	251.8	RP REPUBLIC			
	6,584	92257	257.3	BZ BILLINGS			
	7,804	92262	262.3	LG LOGAN			
	7,039	92269	268.9	AU AURORA			
			269.0	MNA RR	A		
	8,145	92274	273.7	VE VERONA			
		92279	279.1	GB GLOBE			
		92281	281.0	XM CROSSOVER M	X		
		92282	282.0	MO MONETT	BT	2MT	
			282.2	CD C D JCT	J	CTC	CTC
			282.6	LU LOU			
	9,240	96287	286.9	PC PIERCE	J		
	6,450	96297	297.2	RY RITCHEY			
	5,696	96309	308.5	JF JEFF			
		96310	309.2	KCS	A		
		96310	309.8	NH NEOSHO			
	5,983	96319	319.2	RC RACINE			
		96325	325.4	SX SENECA			
	7,084	96333	332.9	WY WYANDOTTE			
	6,939	96341	340.6	FQ FAIRLAND			2MT CTC
		96348	346.4	F1 E AFTON			
			347.6	FJ AFTON JCT	J		
			347.9	67 CROSSOVER 67	X		
		96348	349.5	F2 WEST AFTON			

AAR Radio Channel 54 in service on this Subdivision.

AAR Radio Channel 66 in service at Springfield Yard.

Dispatcher Radio Call-in:	
Springfield Yard-86	Mt. Vernon-76
Joplin-36	Miami-26

Emergency Train Dispatcher Call-911

Dispatchers Phone Numbers-

Asst Chief Dispatcher: (817) 234-6158

Dispatcher: (817) 234-6153

MONETT SUBDIVISION

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Mobile Radio		Access Digit	Disconnect Digit
Springfield	864-2100	*1	#1
Mt. Vernon	864-2066	*1	#1
Joplin	864-2113	*4	#4

1. Speed Regulations

1(A). Speed – Maximum **Freight**
 Springfield Yard to West Afton 60 MPH.

1(B). Speed – Permanent Restrictions
 MP 250.1 to MP 252.2 45 MPH.
 MP 255.2 to MP 255.5 55 MPH.
 MP 260.5 Westward trains (HE only) 45 MPH.
 MP 263.5 to MP 264.4 45 MPH.
 MP 267.4 to MP 268.7 Westward trains 45 MPH.
 MP 268.7 to MP 269.3 40 MPH.
 MP 273.0 to MP 274.9 50 MPH.
 MP 279.1 to MP 282.6 Both tracks 45 MPH.
 MP 282.6 to MP 283.2 Eastward trains 45 MPH.
 MP 283.8 to MP 283.9 Westward trains 50 MPH.
 MP 284.0 Eastward trains (HE only) 55 MPH.
 MP 286.5 to MP 309.1 45 MPH.
 MP 309.1 to MP 313.1 35 MPH.
 MP 313.1 to MP 314.3 55 MPH.
 MP 325.0 to MP 326.0 (HE only) 45 MPH.
 MP 330.9 to MP 331.7 45 MPH.
 MP 337.3 to MP 338.0 45 MPH.
 MP 346.4 to MP 349.6 Main 1 only including turnouts 25 MPH.

1(C). Speed – Switches and Turnouts
 Siding turnouts 20 MPH.
 MP 281.0 through Crossover M 20 MPH.
 MP 282.6 through turnout Main 2 25 MPH.
 MP 348.0 through crossover 25 MPH.

1(D). Speed – Other
 Siding Wyandotte 10 MPH.
 Trains handling loaded C6 covered hoppers through sidings 10 MPH.
 Siding Brookline for unit coal trains 10 MPH.
Springfield Yard–
 Between Teed and Broadway Street:
 North Track from MP 235.1 to MP 238.1 20 MPH.
 South Track from MP 237.2 to 238.1 20 MPH.
 Between Division Street Overpass and Nichols
 North and South tracks from MP 240.3 to 241.7 20 MPH.
 Old Memphis Passenger Main at Main, Campbell, Booneville and Jefferson
 Streets (HE only) 5 MPH.
 West Belt at Chestnut Expwy. (HE only) 5 MPH.
 Lilly Tulip Track at Chestnut Expwy (HE only) 5 MPH.

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 West Afton 143 tons
 24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.
 Six axle locomotives and six axle derricks not permitted on the following tracks:
 Aurora–MFA Plant Food
 Verona–Syntex Agribusiness tracks
Loaded unit trains must not use sidings at:

Pierce	Racine
Ritchey	Wyandotte
Jeff	Fairland

3. **Method of Operation—**

CTC—in effect: MP 241.4 to MP 349.5.

Two main tracks —

Main 1 MP 241.4 to Ft Scott Sub MP 198.1.

Main 2 MP 241.4 to Monett Sub MP 241.8.

MP 279.9 to MP 282.5

MP 346.4 to MP 349.5

Interlockings: Trains and Engines—When stopped by a Stop Indication at the automatic interlockings at MP 269.0 (**Aurora**) and MP 309.2 (**Neosho**) be governed by Rule 9.12.3. Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

4. **General Code of Operating Rule Items—**

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

Rule 6.28—in effect: Nichols and Springfield Yard.

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

MP 242.2 Payless Cashways

MP 258.0 Billings Lumber

MP 282.0 Aggieville (Main 1)

MP 313.3 Ragland Mills

5. **Trackside Failed Equipment Detectors (FED) —**

A. Protecting Bridges, Tunnels or Other Structures— None.

B. Other FED Locations—

Logan	MP 260.9
Pierce	MP 284.7
Belfast	MP 314.6
Fairland	MP 343.3

6. **FRA Excepted Track—** None

7. **Special Conditions—**

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

— Test procedure is as follows:

Test Number: Dial 90000

Check: All segments lit

Brake pipe pressure is 125 pounds

MARKER ON, BATTERY LOW, and STOPPED are lit.

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

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

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

Brookline—Eastward trains approaching Springfield Yard notify yardmaster via radio.

Verona—Warning signal installed at Syntex Plant at wye of two tracks. Signal located on pole at wye with yellow sign and black lettering and two switches. All trains operate toggle switch before switching Syntex 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.

MONETT SUBDIVISION

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Fairland—Engines not permitted on Simmons Elevator track scales.

8. Line Segments—

Road Line Segments—

Line Segment	Limits
1002	Springfield yard to Lou
1003	Lou to West Afton

9. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
92239 Payless Spur	0.3 west of Nichols	3	East
SW Powder Spur	Brookline Siding Conn		East
92257 Stark Lbr Spr	0.2 west of Billings	2	West
92274 Syntex Spur	Verona Siding Conn	20	East
96313 Ragland Mills	3.2 west of Neosho	10	East
96341 Simmons Elevator Track	Fairland	60	Both

SOUTHWARD	Thayer Subdiv MAIN LINE STATIONS					Method of Oper.	Track Diagram	NORTHWARD
	Length of Siding in Feet	Station Nos.	Mile Post Location					
		92235	203.2	TD	TEED	J		
			206.2	WS	WS			
10,266	93219	219.0	RR	ROGERSVILLE				
8,844	93232	231.5	DG	DIGGINS				
8,653	93243	243.2	CG	CEDAR GAP				
	93249	249.6	MF	MANSFIELD				
8,000	93260	260.2	NW	NORWOOD				
9,405	93270	269.5	MT	MOUNTAIN				
8,380	93279	279.1	CA	CABOOL				
7,437	93293	293.3	WL	WILLOW				
9,046	93306	306.1	OL	OLDEN				
8,699	93314	314.4	WP	WEST PLAINS				
8,723	93331	330.8	KK	KOSH				
8,786	93340	339.8	TH	THAYER	B	CTC		
7,742	93350	350.3	KG	KING				
7,485	93363	363.0	BA	BAKER				
8,574	93381	380.7	IM	IMBODEN				
8,706	93398	398.0	HX	HOXIE (UP)	AJ			
					(To Walport 4.4 miles)			
7,015	93406	406.1	SW	SEDGWICK				
10,528	93420	420.0	JB	JONESBORO	BT			
		422.2		SSW	A			
		423.8		UP	A			
5,857	93431	430.7	BB	BAY				
9,050	93440	439.9	CN	ROE				
	93450	449.6	TX	TYRONZA				
8,598	93462	462.2	R1	MADLOCK	T			
	93462	462.6		RIVER JCT	J			
	93472	471.0	HV	HARVARD	B			
	93474	474.0	MR	MARION		2MT CTC		
					(To Hulbert 5.8 miles)			
	93475	475.4	CC	CRITCO				
		481.4		BRIDGE JCT (UP)	A	CTC		
	93483	483.1	SH	SHELCO	Y			
		483.8		IC	JUY	2MT CTC		
		494.6		N TY	Y			
	93496	496.4	TY	TENNESEE YARD	BJT	Rule 6.28		

AAR Radio Channel 87 in service on this Subdivision.

THAYER SUBDIVISION

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Dispatcher Radio Call-in:		
Springfield-82	Seymour-62	Cabool-32
Olden-72	Thayer-42	Imboden-52
Jonesboro-62	Madlock-12	

Emergency Train Dispatcher Call-911.

Dispatchers Phone Numbers-

Asst Chief Dispatcher: (817) 234-6157

Dispatcher: (817) 234-6156, (800) 666-1398

Mobile Radio		Access Digit	Disconnect Digit
Springfield	864-2100	*1	#1
Cabool	864-2106	*4	#4
Thayer	864-2105	*3	#3
Imboden	864-2055	*1	#1
Jonesboro	864-2056	*1	#1
Memphis	369-6147	*2	#2

S O U T H W A R D ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	FOR INFORMATION ONLY		Method of Oper.	Track Diagram
				MAIN LINE STATIONS			
			483.1	SH	SHELCO	Y	
			483.6		(Kansas Ave.)	Y	
			483.7		(Kentucky St.)	XY	
			483.8		I.C.	JUY	
			485.4		(Neptune St.)	XY	
			486.0		KC Jct.		
			486.6		(McLemore St.)	XY	
			487.9		(North Yale)	XY	
			489.5		(South Yale)	XY	
			490.0		(Pendleton St.)	XY	
			491.5		(Demo)	XY	
		494.6		N TY	Y		

1. Speed Regulations

1(A). Speed - Maximum

Teed to Thayer	55 MPH.
Thayer to Tennessee Yard	60 MPH.

1(B). Speed - Permanent Restrictions

MP 203.1 to MP 206.7	35 MPH.
MP 206.7 to MP 219.1	40 MPH.
MP 228.6 to MP 231.4	50 MPH.
MP 243.0 to MP 245.8	35 MPH.
MP 245.8 to MP 251.5	40 MPH.
MP 251.5 to MP 254.0	35 MPH.
MP 254.0 to MP 260.0	40 MPH.

MP 266.8 to MP 281.3	40 MPH.
MP 286.8 to MP 288.0	45 MPH.
MP 288.0 to MP 291.7	40 MPH.
MP 291.7 to MP 295.2	50 MPH.
MP 295.2 to MP 299.4	45 MPH.
MP 299.4 to MP 299.9	40 MPH.
MP 299.9 to MP 325.9	45 MPH.
MP 325.9 to MP 326.2	40 MPH.
MP 326.2 to MP 336.6	45 MPH.
MP 331.0 to MP 336.6 for grain trains 100 tons/OB and over	35 MPH.
MP 336.6 to MP 339.4	35 MPH.
MP 339.4 to MP 340.0	20 MPH.
MP 340.0 to MP 358.8	35 MPH.
MP 358.8 to MP 364.6	45 MPH.
MP 364.6 to MP 365.4	35 MPH.
MP 365.4 to MP 372.2	40 MPH.
MP 372.2 to MP 374.4	35 MPH.
MP 374.4 to MP 385.8	40 MPH.
MP 385.8 to MP 391.0	45 MPH.
MP 398.0 Union Pacific Crossing	30 MPH.
MP 413.1 to MP 414.5	50 MPH.
MP 419.2 to MP 420.6 (HE only)	20 MPH.
MP 419.7 to MP 419.9	45 MPH.
MP 422.2 to MP 423.8	40 MPH.
MP 430.2 to MP 431.3 (HE only)	45 MPH.
MP 436.6 to MP 436.7 (HE only)	45 MPH.
MP 447.0 to MP 448.0 (HE only)	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.

1(C). Speed – Switches and Turnouts

MP 203.2 through Thayer Subdivision turnout at Teed	35 MPH.
MP 471.0 through turnout	35 MPH.
MP 473.3 through crossovers	25 MPH.
MP 475.4 through turnout	35 MPH.
Crossovers Neptune St., McLemore St., North Yale, South Yale, Pendleton St., Democrat Road	20 MPH.
Siding turnouts	20 MPH.

1(D). Speed – Other

Freight trains 100 tons/OB and over through sidings	10 MPH.
Outside Track Tenn. Yard from Hump tower to S TY	20 MPH.
Middle Track Tenn. Yard from Hump tower to S TY	20 MPH.

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

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

Teed to Tennessee Yard	143 tons
Hoxie to Walport	131.5 tons
Marion to Hulbert	131.5 tons

24 foot ore cars (BN95500–95891, 96044–96085) and 35 foot ore cars (BN99000–99949) not permitted.

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

Throttle Position–

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

DC Locomotives: Following maximum throttle positions govern:

Horsepower	Maximum Throttle Position	Speed
In Service		
3500 and under	8th	0–25
3501–5250	8th	11–25
	7th	8–10

5251-7000	Throttle Off	0-7
	8th	13-25
	7th	10-12
	6th	8-9
Over 7000	Throttle Off	0-7
	8th	20-25
	5th	15-19
	Throttle Off	0-14

AC Locomotives: Following maximum throttle positions govern:

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

For DC locomotives:

when speed is below 8 MPH with 3501 - 7000 hp engine or

when speed is below 15 MPH with over 7000 hp engine, or

For AC locomotives:

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

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

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

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

Doubleheading:

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

Acceleration, Braking:

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

Six axle Derrick:

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

Loaded unit trains must not use sidings at:

Mountain	Bay
Hoxie	Madlock
Sedgwick	

3. Method of Operation-

CTC-in effect: MP 203.2 to MP 494.6

Interlockings: Trains and Engines-When stopped by a Stop Indication at the automatic interlockings at MP 398.0 (**Hoxie**), MP 422.2 (**Jonesboro**), MP 423.8 (**Nettleton**) and MP 481.4 (**Bridge Jct.**) be governed by Rule 9.12.3. Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

Yard Limits-in effect: MP 483.1 to MP 494.6.

4. General Code of Operating Rule Items-

Rule 6.19- When flagging is required, distance will be 2 milès.

Rule 6.28- in effect between: N TY and Tennessee Yard.

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

MP 204.0	Springfield Tablet	MP 327.0	Garnett Spur
MP 204.4	Rice Petroleum	MP 339.5	Mill Track

MP 204.9	Hand Throw Switch	MP 339.7	Crossover Main to Siding
MP 204.9	Southern Missouri Container	MP 339.75	House Track
MP 205.0	Alton Box Spur	MP 339.8	Thayer Yard Track Lead
MP 205.4	3M Company	MP 341.9	Reed Harlin Spur
MP 267.8	Shannon Spur	MP 358.3	Team Track Old Pass
MP 269.4	S. House Track	MP 375.3	House Track
MP 269.7	N. House Track	MP 380.9	House Track
MP 279.1	M.F.A. Spur	MP 391.9	House Track, Portia
MP 279.2	House Track	MP 398.3	South Leg Wye Switch
MP 312.5	Tindle Mills Farm	MP 412.0	Bono Cotton Gin
	SW Mobile Spur	MP 419.8	North Switch
MP 313.5	Ellis Spur	MP 419.85	South Switch
MP 314.5	Ice Track	MP 420.0	South #1 Track
MP 314.6	N. Oxide	MP 420.1	Pump North
MP 314.9	S. Oxide	MP 420.4	Pump South
MP 315.0	Pease Moore Spur	MP 424.6	Kreuger Paper Co.
MP 316.7	Safeway Charcoal	MP 436.4	Team Track
		MP 436.5	Compress Track

Rule 15.1–

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

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

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

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridges, Tunnels or Other Structures–None.

B. Other FED Locations–

Diggins	MP 228.3
Macomb	MP 255.2
Dunn	MP 273.6
Pomona	MP 303.5
Brandsville	MP 325.3
King	MP 344.9
Williford	MP 368.4
Hoxie	MP 401.0
Bay	MP 427.1
Marked Tree	MP 447.9
Jerico	MP 468.4

Radio Tone Detectors:

Mansfield	MP 248.2 (DED Only)
Mansfield	MP 252.2 (DED Only)
Cabool	MP 286.4 (DED Only)
Olden	MP 300.3 (DED Only)
West Plains	MP 322.1 (DED Only)

6. FRA Excepted Track–See GCOR Rule 6.12.

Hoxie to Walport end of track.

West Memphis Branch from Marion, MP 474.0, to Cotton Belt Connection.

Memphis:

- 1) Parkway Yard including all leads and back tracks from Island Main to Louisiana Street
- 2) 1100 Park, all leads and back tracks
- 3) 1300 Park, all leads and back tracks
- 4) 1500 Park, all leads and back tracks
- 5) 1700 Park, all leads and back tracks
- 6) North and South Passenger Mains
- 7) Yale Yard with exception of tracks Long 1, Short 1 and Long 2, Short 2.
- 8) Gould Battery Spur, located at Castailia St., Yale Yard
- 9) Ralston Purina Spur, located at Castailia St., Yale Yard
- 10) Quarter Master Lead at Yale Yard

- 11) Kansas Ave. between McLemore St. and Mid South Milling, which includes Wabash Screen and Door
- 12) Zone 900 with the exception of Ideal Chemical Spur
- 13) Presidents Island: All tracks except Island Main Lead between Kansas Ave. and yard office and old yard tracks 1, 2, 3, and 4.
- 14) Tennessee Yard: BO-63 thru BO-65, T-3, T-2, Coors, Chrysler Lead, Ford Lead, Hub One, Hub Two, Hub Three, Store Room Track, Wrecker Track, Rip One, Rip Two, Rip Three, Rip Cab Track.

7. **Special Conditions–**

Head End Device Test Stations–

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

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

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

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.

Bridge 436.3– Bridge alignment detector for Bridge 436.3 is connected with CTC. When the southward intermediate signal at MP 436.1 displays a "Stop and Proceed" signal or when the northward absolute signal at North Roe displays a "Stop" signal, contact the control operator for instructions before proceeding. Prior to allowing the train to proceed the control operator must contact the signal maintainer for an inspection of the bridge alignment detector. If the detector reveals it has been activated a bridge inspection must be made by a bridge inspector.

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

Memphis (Shelco to Tenn. Yd.)–

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

System special instructions Item 3A, handling 80 foot or longer cars, does not apply.

Shelco to N. TY– CTC from MP 483.0 (Shelco) to MP 494.6 (N. TY) controlled by Train Director Tennessee Yard under direction of Yardmaster.

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

Presidents Island– Train and yard crews will move to and from Presidents Island on authority of Presidents Island yardmaster. During periods when the Presidents Island yardmaster is not on duty, contact 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 train director and be governed by his instructions. Crossover switch on U.P. track must not be reversed until electric lock is unlocked and BNSF main track crossover switch is reversed.

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

Yale Auto Facility– When opening gates, gates must be swung outward to prevent damage to gates. Crews setting autos inside gates must ensure 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—Power operated switch located at south end of hump lead and middle track at south end of Tennessee Yard, controlled by Hump Conductor. Power switch is equipped with electric switch lights indicating position of switch for train movement in both directions. Green indication, switch lined for movements on middle track. Yellow indication, switch lined for movements on hump lead. If switch light not illuminated, stop will be made and switch examined before making movement.

Instructions To Hand Operate Power Switch South End Hump Lead Tennessee Yard:

- a. Obtain permission to operate switch by hand from Yardmaster, Tennessee Yard.
- b. Pull the ring on the outside of lever latch rod toward the handle of hand throw lever. At same time, raise the hand throw lever to horizontal position and release the ring.
- c. Switch is now in hand operation and power operation removed. If hand lever not engaged, move lever to opposite position to engage lever.
- d. Operate switch by hand as required.
- e. Return switch machine to power operation by pulling the ring toward the handle of hand throw lever, allowing the lever to drop below horizontal position into the switch stand.
- f. Release the ring and lock switch, inform the Yardmaster, Tennessee Yard, power restored.

Power switch at south end of hump lead is equipped with hand throw lever for manual operation.

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
1013	Hoxie to Walport	398.0 to 402.3
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
93227 Fordland	5.0 north of Diggins	8	North
93237 Seymour	5.1 south of Diggins	4	North
93327 Garnett	3.8 north of Koshkonong	4	North
93342 Mammoth Springs	2.5 south of Thayer	33	North
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
93392 Portia	2.23 south of Black Rock	12	North
93800 Walnut Ridge	1.5 east of Hoxie	29	Both
93802 Walport	4.4 east of Hoxie	200	West
93412 Bono	6.0 south of Sedgwick	20	South
93424 Nettleton	3.8 south of Jonesboro	2 mi.	South
93437 Trumann	5.9 south of Bay	83	North
93447 Marked Tree	7.5 south of Roe	150	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

S O U T H W A R D ↓	Birmingham Subdiv MAIN LINE STATIONS						↑ N O R T H W A R D
	Length of Siding in Feet	Station Nos.	Mile Post Location	Method of Oper.	Track Diagram		
		93496	496.4	TY TENNESSEE YARD	BJT	Rule 6.28	
			497.9	1.5 S TY			
		93500	500.0	2.1 MW MINERAL WELLS			
	10,590	93512	511.2	11.2 BH BYHALIA			
	8,875	93528	527.2	16.0 TO TOURS			
		93529	528.3	1.1 HS HOLLY SPRINGS	J		
	7,990	93541	541.0	12.7 PQ POTTS CAMP			
	10,114	93552	552.1	11.1 MY MYRTLE			
	6,636	93561	561.3	9.2 PE PECK			
			562.3	1.0 KCS MP 562.3	A		
		93562	563.0	0.7 NY NEW ALBANY	J		
	7,480	93571	571.4	8.4 RE REESE			
	7,303	93582	582.4	11.0 BD BELDEN			
		93588	587.5	5.1 TU TUPELO	JT		
			588.2	0.7 KCS MP 588.2	A		
	8,135	93592	591.6	3.4 PV PLANTERSVILLE			
	6,904	93603	602.7	11.1 RJ ARJAY			
		93611	611.2	8.5 AY AMORY	BJT		
	8,411	93621	620.3	9.1 JU JUDGE		CTC	
	6,554	93629	628.4	8.1 GM GATTMAN			
	7,586	93642	641.2	12.8 BV BEAVERTON			
	8,653	93655	654.6	13.4 WD WINFIELD			
	5,596	93669	669.2	14.6 EL ELDRIDGE			
	8,158	93675	675.1	5.9 CK CARBON HILL			
	7,505	93683	682.2	7.1 TW TOWNLEY			
			693.7	11.5 NS MP 693.7	A		
		93694	693.8	0.1 JS JASPER	J		
	7,634	93698	698.4	4.6 AM ALMA			
	6,316	93704	703.5	5.1 BE BENOIT			
		93707	707.4	3.9 DO DORA			
	7,679	93713	712.2	4.8 QT QUINTON			
		93715	715.1	2.9 QA PALOS			
	6,826	93722	722.3	7.2 AI ADAMSVILLE			
	8,032	93725	725.0	2.7 OO OAKWOOD			
			729.1	4.1 CSX NS BS	A		
			729.3	0.2 PZ PRATT CITY			
		93732	730.2	0.9 BY BIRMINGHAM	YBT	2MT	

AAR Radio Channel No. 39 in service on this Subdivision.

Dispatcher Radio Call-in:		
Holly Springs-14	Sherman-24	Amory-84
Guin-54	Jasper-64	Birmingham-74

Emergency Train Dispatcher Call-911.

Dispatchers Phone Numbers-

Asst Chief Dispatcher: (817) 234-6158

Dispatcher: (817) 234-6153, (800) 666-1393

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

1. Speed Regulations

1(A). Speed - Maximum

Freight

Tennessee yard to Birmingham 60 MPH.

1(B). Speed - Permanent Restrictions

MP 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 562.6	30 MPH.
MP 562.6 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 (HE only)	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 668.1	40 MPH.
MP 668.1 to MP 688.7	45 MPH.
MP 688.7 to MP 688.8	40 MPH.
MP 688.8 to MP 692.4	45 MPH.
MP 692.4 to MP 693.0	30 MPH.
MP 693.0 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 728.1	35 MPH.
MP 728.1 to MP 729.1	30 MPH.
MP 729.1 to MP 730.2	25 MPH.
MP 730.2 to MP 731.3 Both main tracks	20 MPH.

1(C). Speed – Switches and Turnouts

Siding turnouts

Trains up to 100 tons O/B 20 MPH.

Trains 100 tons O/B and over 10 MPH.

1(D). Speed – Other

Sidings Winfield and Benoit 10 MPH.

Birmingham Terminal, all trains, transfers and cuts arriving and departing

East Thomas Yard until last car passes by TV cameras located at

Highway 78 over pass and 16th St 10 MPH.

Bridges 664.0 and 686.6 cars over 134 tons. 25 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

24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

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

Cars must not be kicked into Tracks 3, 4 or 5.

Tupelo—Multiple unit engine must not be used on north leg Wye and Reeds Spur.**Between Winfield and Birmingham**—When train exceeds 5500 trailing tons, has locomotive horsepower greater than 5000, and other than intermodal type equipment, the following must be handled in rear half of train only:

1) Empty 85 ft. long or longer flat cars not equipped with multi-level racks.

2) 85 ft. long or longer flat cars loaded with empty trailers and/or containers.

Jasper—Locomotive cannot be operated over unloading pit on Wilcutt Track.**Loaded unit coal or grain trains** must not use sidings at:

Byhalia

Belden

Tours

Plantersville

Potts Camp

Judge

Peck

Winfield

Reese

3. Method of Operation–**CTC**—in effect: MP 497.9 to MP 730.2.**Yard Limits**—in effect: MP 730.2 to MP 731.3.**Interlockings: Trains and Engines**—The interlocking signals at MP 588.2 (**Tupelo**), MP 693.7 (**Jasper**) and MP 729.1 (**Pratt City**) are also controlled signals. When stopped by a Stop indication, comply with Rule 9.12.3. If the signal does not change to a more favorable indication, in addition to complying with Rule 9.12.3, authority per Rule 9.12.1 must also be obtained from control operator (unless track and time limits beyond this signal have already been received).When stopped by a Stop Indication at the automatic interlocking at MP 562.3 (**New Albany**) be governed by Rule 9.12.3. Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.**4. General Code of Operating Rule Items–****Rule 6.19**—When required to flag, distance will be 2 miles.**Rule 6.28**—in effect between: Tennessee Yard and S TY.**Rule 10.2**—Main Track switches not equipped with electric locks:

MP 498.3 Glass House

MP 589.7 North Runaround Track

MP 501.3 Asplundh

MP 589.8 Olympic

MP 501.9 Murphy Products

MP 589.9 South Runaround Track

MP 502.8 North Shanult

MP 590.0 Leggit & Platt

MP 503.1 South Shanult

MP 590.4 Tupelo Scrap

MP 510.9 Brickmill

MP 600.7 Nettleton

MP 511.3 Gem Switch

MP 601.5 Bunge

MP 511.9 House Track

MP 631.2 Sue Flynn

MP 512.7 Byhalia Industrial Track
 MP 527.0 Holly Springs Brick Mill
 MP 540.9 North House Track
 MP 541.1 South House Track
 MP 548.6 Barclay Furniture
 MP 553.7 Barclay Furniture
 MP 564.0 Bench Craft
 MP 577.1 Sherman
 MP 577.7 Barclay Furniture
 MP 583.8 Wicks Lumber Co.

MP 634.7 Oil Field Mud & Cream
 MP 638.3 Crews
 MP 648.2 Universal
 MP 655.6 Brasher
 MP 660.1 Glen Allen
 MP 663.3 Bazemore
 MP 702.1 Alabama State Dock Trk
 MP 705.8 Nelson Brothers
 MP 708.4 Storage Track
 MP 715.9 Lindbergh
 MP 729.2 North Pratt Pass
 MP 729.8 American Lumber
 MP 730.0 South Pratt Pass

5. **Trackside Failed Equipment Detectors (FED)–**

A. **Protecting Bridges, Tunnels or Other Structures–**

RadioTone Detectors:

Alma (SWD) MP 699.7 (DED Only)
 Benoit (NWD) MP 704.6 (DED Only)

B. **Other FED Locations–**

Red Banks MP 519.3
 Hickory Flat MP 545.1
 Sherman MP 577.6
 Plantersville MP 597.8
 Gattman MP 631.9
 Winfield MP 651.5
 Carbon Hill MP 678.1
 Alma MP 696.5

Radio Tone Detectors:

Alma (NWD) MP 699.7 (DED Only)
 Benoit (SWD) MP 704.6 (DED Only)
 Dora MP 707.0 (DED Only)
 Quinton MP 710.0 (DED Only)
 Quinton MP 714.5 (DED Only)
 Quinton MP 716.1 (DED Only)
 Adamsville MP 719.9 (DED Only)
 Adamsville MP 723.9 (DED Only)
 Pratt City MP 728.1 (DED Only)

6. **FRA Excepted Track–None**

7. **Special Conditions–**

Tennessee Yard–See Thayer Subdivision for all Individual Subdivision Special Instructions applicable north of S TY.

Between S TY and Birmingham

At following crossings, crew must flag the crossing:

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

Cordova– Dock Track, Highway 173.

Pratt City– House Track at Avenue F, MP 729.3.

House Track at Avenue W, MP 729.7

Birmingham–All street crossings Roberts Field Industrial Park.

27th Avenue North near 24th St. – ACIPCO Route.

27th Avenue North near 25th St. – ACIPCO Route.

27th Avenue North near 35th St. – North Birmingham.

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.

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

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

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

Amory— All trains, engines, and Maintenance of Way on-track equipment entering or leaving Amory yard from the north or south must first have permission from the footboard yardmaster. Contact the footboard yardmaster on radio channel 4646 or 7070.

Birmingham—

B.S. Crossing— Railroad crossing with Birmingham Southern Railroad at MP 731.3 protected by gate.

Operators of Hy-Rail and other on-track equipment must contact yardmaster at Birmingham before occupying either main track between MP 730.2 and 731.3.

Thomas Yard—Outbound trains ready to depart must not leave yard track until permission is granted from Yardmaster. Conductors of northward trains will arrange to have train inspected on both sides as train departs, when practicable.

Birmingham Southern Railroad— BNSF crews will stay in the clear of main track at Birmingham Southern Interchange Track, Thomas Yard, until they communicate with Operator at East Thomas Yard to request track and time. Operator at Thomas Yard will communicate with Birmingham Southern Train Director and request track and time on Birmingham Southern Main Track. Upon receipt of track and time, the Operator at Thomas Yard will authorize BNSF crews to use Birmingham Southern Main Track. After clearing Birmingham Southern Main Track, BNSF crews will notify the Operator at Thomas Yard that they are in the clear and that switches are lined and locked for Birmingham Southern main track movement. Operator will then give up track and time to Birmingham Southern Train Director.

Manual Interlockings— Block 1—NS 10th Ave & 28th St.

Block 2—NS 23rd Ave. North & 27th St.

American Cast Iron Pipe Company— Switches must be left as found. Track No. 5 (Scale Track) must be left clear. There is a split switch derail on one rail and a standard derail on the opposite rail on entrance track to classification yard, approximately 300 feet west of ACIPCO main entrance at 16th Street.

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

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	Limit
1001	Tennessee yard to Birmingham

9. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
93502 Olive Branch	5.3 south of Memphis	25	North
93548 Hickory Flat	7.0 south of Potts Camp	6	South
93559 Shan	1.6 north of Peck	94	Both
93577 Sherman	5.1 north of Belden	60	North
93600 Nettleton	2.4 north of Arjay	18	South
93635 Sulligent	6.5 south of Gattman	85	Both
93638 Crews	3.0 north of Beaverton	14	South
93649 Guin	6.1 north of Winfield	52	Both
93660 Glen Allen	9.0 north of Eldridge	70	South
93663 Bazemore	6.2 north of Eldridge	10	North
93702 Cordova	2.0 north of Benoit	150	Both

SOUTHWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Pensacola Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	NORTHWARD
		98611	612.3	AY	AMORY	BJTR		
					11.4			
		98624	623.7		ABERDEEN	T		
					(Aberdeen Lead 3.6 miles)			
					7.2			
		98631	630.9		HAMILTON			
					6.0			
		98637	636.9		KOLOLA SPRINGS			
					1.9			
7,900		98639	638.8		AIRPORT			
					(To Columbus Air Force Base 2.6 miles)			
					8.5			
			647.3		CG MP 647.3	A		
					0.9			
		98648	648.2	CO	COLUMBUS	BJR		
					0.6			
			648.8		KCS MP 648.8	A		
					4.3			
		98653	653.1		WHITBURY			
					(To Eka Noble Chemical 1.3 mi.)			
					7.6			
		98661	660.7		FORRESTON			
					8.6			
8,600		98669	669.3		PICKENSVILLE			
					10.6			
		98680	679.9	AL	ALICEVILLE			
					14.8			
		98695	694.7		W GREENE			
					5.7			
		98700	700.4		MT HEBRON			
					4.8			
		98705	705.2		CROSSROADS OF AMERICA INDUSTRIAL PARK			
					(1.8 miles)			
7,880		98708	708.1	BG	BOLIGEE	J		
					0.1			
			708.2		NS MP 708.2	A		
					12.4			
		98721	720.6		FORKLAND			
					3.8			
		98724	724.4		CENTRALA	T		
					(To Green Cty. Pwer Plnt 1.6 mi.)			
					4.5			
			728.9		WARRIOR BRIDGE 728.9	A		
					2.3			
		98731	731.2	DS	DEMOPOLIS	BJ		
					(To Gulf States Paper via NS 9 mi.)			
					4.0			
		98735	735.2		STOKLEY			
					0.4			
		98736	735.6		GREEN TREE			
					13.1			
			748.7		CSX MP 748.7	A		
					0.6			
1,900		98749	749.3		LINDEN	J		
					14.9			
4,700		98764	764.2	MG	MAGNOLIA	BR		
					9.8			
3,680		98774	774.0		KIMBROUGH	JR		
					0.1			
			774.1		NS MP 774.1	A		
					5.4			
		98780	779.5	MC	MACMILLAN	BT		
					4.2			
			783.7		ALABAMA BRIDGE 783.7	G		
					9.6			
1,238		98793	793.3		HYBART	J		
					11.2			
3,535		98804	804.5		PRYOR			
					9.6			
4,644		98814	814.1		FOUNTAIN	BTR		
					(To Alabama River Pulp 4.5 miles)			
					16.3			
4,038		98830	830.4		FRISCO CITY			
					4.2			

SOUTH WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Pensacola Subdiv (Cont) MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ NORTH WARD
		98835	834.6	MEGARGEL	3.0	TWC		
	2,949	98838	837.6	GOODWAY	9.4			
		98847	847.0	HUXFORD	5.4			
		98853	852.4	McCULLOUGH	10.4			
	3,750	98863	863.4	ATMORE	JTR			

OPERATION BETWEEN ATMORE AND CANTONMENT IS VIA CSX RAILROAD.

	98898	900.0	CANTONMENT	JR	TWC		
	98906	906.1	ENSLEY	6.1			
	98911	910.8	GOULDING SPUR	4.7			
			INDUSTRIAL LEAD	10, 700 FT			
	98912	912.0	WEST PENSACOLA	1.5			
	98915	915.0	PN PENSACOLA	2.5			
				BTR			

AAR Radio Channel 70 in service on this Subdivision.

Dispatcher Radio Call-in:		
Amory-84	Amory-83	Columbus-23
Aliceville-43	Boligee-53	Demopolis-63
Magnolia-83	Hybart-73	Fountain-63
Frisco City-53	Atmore-43	
Mule Crossing-23	Pensacola-13	

Emergency Train Dispatcher Call-911.

Dispatchers Phone Numbers-
Asst. Chief Dispatcher: (817)-234-6157
Dispatcher: (817) 234-6150, (800) 666-1392

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

1. Speed Regulations

1(A). Speed - Maximum

Amory to Pensacola 49 MPH. Freight

1(B). Speed - Permanent Restrictions

Aberdeen Spur from Wye to New Bridge 30 MPH.
MP 635.2 to MP 635.9 25 MPH.
MP 647.3 to MP 648.8 20 MPH.
MP 679.0 to MP 681.0 25 MPH.
MP 682.3 to MP 682.5 (Bridge) 10 MPH.
MP 706.0 to MP 708.2 25 MPH.
MP 708.2 interlocking (HE only) 20 MPH.
MP 708.2 to MP 720.0 25 MPH.
MP 724.0 to MP 762.5 25 MPH.
MP 748.7 interlocking (HE only) 20 MPH.
MP 774.2 to MP 775.0 30 MPH.
MP 775.0 to MP 776.0 35 MPH.

MP 776.0 to MP 777.4	40 MPH.
MP 777.4 to MP 779.4	25 MPH.
MP 779.4 to MP 779.6	10 MPH.
MP 779.6 to MP 783.0	25 MPH.
MP 783.0 to MP 784.2	10 MPH.
MP 784.2 to MP 796.5	40 MPH.
MP 796.5 to MP 798.7	30 MPH.
MP 798.7 to MP 809.5	40 MPH.
MP 809.5 to MP 810.0	25 MPH.
MP 810.0 to MP 825.4	30 MPH.
MP 825.4 to MP 826.2	35 MPH.
MP 830.1 to MP 831.6 (HE only)	35 MPH.
MP 845.0 to MP 848.0	45 MPH.
MP 848.0 to MP 854.3	40 MPH.
MP 863.0 to MP 863.4	10 MPH.
MP 900.0 to MP 914.0	35 MPH.

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

1(D). Speed – Other

Sidings 10 MPH.

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

2. Bridge and Equipment Weight Restrictions–

Maximum Gross Weight of Car:

Amory to Boligee	134 tons
Boligee to Demopolis	143 tons
Demopolis to Pensacola	134 tons

24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

Loaded unit trains not permitted on sidings at Whitbury and Pickensville.

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

Hamilton–Kerr McGee tracks.

Airport Spur.

Whitbury Spur.

MacMillan–North and south legs of wye.

Between Magnolia and Pensacola– When train exceeds 5500 trailing tons, has locomotive horsepower greater than 5000, and other than Intermodal type equipment, the following must be handled in rear half of train only:

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

3. Method 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 Pensacola.

Restricted Limits–in effect:

MP 612.3 to MP 613.5	MP 812.0 to MP 816.0
MP 644.8 to MP 649.7	MP 861.0 to MP 863.4
MP 762.5 to MP 766.0	including both main tracks
MP 772.5 to MP 774.2	south of junction
MP 900.0 to MP 900.3	MP 914.0 to MP 915.0

4. General Code of Operating Rule Items–

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

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting Bridges, Tunnels, or Other Structures–None

B. Other FED Locations–

Troup MP 633.7

Radio Tone Detectors:

Forreston MP 657.5 (DED Only)
 Mt. Hebron MP 697.9 (DED Only)

6. **FRA Excepted Track—None**

7. **Special Conditions—**

Amory—All trains, engines, and Maintenance of Way on-track equipment entering or leaving Amory yard from the north or south must first have permission from the footboard yardmaster. Contact the footboard yardmaster on radio channel 4646 or 7070.

Between Amory and Pensacola—Cars loaded with pulpwood will not be pulled from wood yards unless properly bumped up to provide standard clearance. Cars loaded in excessive height (above top of bulkheads) will not be moved. Trains handling 10 foot pulpwood on wall board cars will handle near head end of train. Before passing over Alabama Bridge 783.7 stop and know safe.

Troup MP 633.7: FED—The Hazardous Material Instructions for **Key Trains** requires, among other restrictions: "If an FED requires an inspection and no defect or indication of overheating is found, speed must not exceed 30 MPH until another inspection by a hot bearing detector has been made." FOR SOUTHWARD TRAINS AT TROUP, this portion of the instruction is changed to read: For southward trains at Troup, if the FED at MP 633.7 identifies a particular car with a hot journal or hot wheel, set out that car plus any other hot journal or hot wheel car that is found. If the FED does not identify a particular car but does require inspection of entire train, and no defect or indication of overheating is found, train may proceed, but crew must closely observe the equipment for the next 25 miles.

Airport Spur—At Highway 45 and all crossings Columbus AFB, traffic must be warned by crew member on the ground at the crossing.

Columbus—Gate installed across fuel track inside Air Force Base at Airport. For entry, contact Transportation Officer through Agent at Columbus or Operator at Amory.

Whitbury—Lead can be used for local service only.

Green Tree Spur—At Highway 80 crossing, crew must flag the crossing.

Highway 21 Crossing until engine over crossing 5 MPH.

Atmore—Telephones located in phone booth at Howard Street are directly connected to BNSF and CSX train dispatchers.

If distant signal 8628 does not display a clear signal, contact CSX train dispatcher.

CSX Trackage—Pensacola and Mobile crews will secure CSX release form and train bulletins to operate on CSX trackage at Cantonment, Mobile, or MacMillan.

Trains originating or destined Pensacola must secure CSX release forms and train bulletins for both M&M and PD/P&A Subdivision.

Trains originating or destined Mobile must secure CSX release forms and train bulletins for both M&M and NO&M Subdivision.

Cantonment—Do not leave cars closer than 60 feet to the two private crossings that cross storage tracks. Blow whistle and ring bell at all private crossings. When shoving or kicking cars over private crossings, crew must flag the crossing.

Switch located at MP 900.0 will be lined and locked for new lead. New lead, Track 16, and CSX Interchange Track 4, will be used as running tracks from BNSF main track to CSX main track.

Cantonment to Pensacola—When operating a single lite locomotive only, at the following crossings, until crossing is occupied traffic must be warned by crew member on the ground at the crossings unless crossing warning device has been operating long enough to provide warning.

MP 900.3	Upper Tate Road	MP 906.9	Hope Street
MP 900.8	Archer Road	MP 907.7	Diamond Dairy Road
MP 901.6	North Tate Road	MP 907.8	Pinestead Road
MP 901.9	South Tate Road	MP 908.8	Marcus Point Blvd.
MP 902.3	Kingsfield Road	MP 909.9	Michigan Ave.
MP 903.0	West Roberts Road	MP 910.0	Beverly Pkwy.
MP 903.9	10 Mile Road	MP 910.6	Massachusetts Ave.
MP 904.5	9 1/2 Mile Road	MP 911.7	Pottery Road
MP 905.0	9 Mile Road	MP 911.9	Bobbe Street
MP 905.7	Hannah Street	MP 913.4	Jackson Street
MP 906.1	Detroit Blvd	MP 913.5	Citrus Street
MP 906.6	Broad Street	MP 914.7	"W" Street

Goulding Spur—Do not exceed 5 MPH approaching all road crossings equipped with flashing lights and/or gates until crossing warning device has been operating long enough to provide warning.

Pensacola—Do not exceed 5 MPH approaching Pace Boulevard, Barrancus Ave., and E Street until crossing warning device has been operating long enough to provide warning.

8. Line Segments—

Yard Line Segments—

Line Segment	Limits
1125	Cantonment
1126	Pensacola

Road Line Segment

Line Segment	Limits
1020	Amory to Pensacola

9. Locations Not Shown as Stations—None

**10. Trains Destined to Operate Over CSX Trackage:
Equipment Handling Restrictions**

Double stack equipment movements will be governed as follows:

- Double stack equipment mixed with conventional TOFC/COFC cars must be handled immediately behind the head-end power in the following order:
 - Loaded double stack cars;
 - Empty double stack cars;
 - Conventional TOFC/COFC equipment.
- Double stack equipment mixed in regular freight service must be handled immediately behind the head-end power in the following order.
 - Loaded double stack cars;
 - Double stack cars loaded with empty container(s) must not have trailing tonnage in excess of 4,000 tons;
 - Empty double stack cars must be placed on rear of train.
- Solid double stack train:
 - No placement restrictions

Empty TOFC/COFC or pedestal flat over 80 feet in length will not be placed in the first 5 cars of any train longer than 50 cars. These instructions do not apply to solid intermodal trains. The definition of an empty car or flat, including TOFC/COFC or pedestal flat, is one without any lading, trailers, or containers, either loaded or empty on them. When adding cars on line of road, the inside length stenciled on the side of the car, plus 5 feet, will be used to govern the length of the car.

If necessary to move empty 80-foot or longer cars, other than box cars, in solid coal, ore or grain trains, they must be placed on the rear of such trains.

The following 80-foot or longer cars must be regarded as empty cars:

- Cars weighing less than 50 tons gross weight
- Flat cars with one loaded trailer
- Flat cars with empty trailers/containers
- Empty Rack Cars

Intermodal cars with reporting marks TTFX, TTUX and TTOX equipped with single-axle trucks (one axle under each end of car or under each multiple platform) must be placed in trains as follows:

- When empty (void of any trailers or containers) place near the rear of the train. Trailing cars behind such cars are limited to 40 in number and must be empty.
- When loaded with empty trailer or containers, trailing tonnage behind such car in mixed trains must not exceed 4,000 tons.
- When loaded with loaded trailer or container, trailing tonnage behind such car in mixed trains must not exceed 6,000 tons.

Trains containing TTFX, TTUX and TTOX single-axle intermodal equipment must not be assisted with helper engines attached to the rear of the train.

Center beam bulkhead flat cars in series SCL 109000–109029 and SBD 600150–600175 must not be moved except under authority of the Clearance Bureau.

Blocks of 30 or more cars of coal, grain, phosphate, limerock, sand or aggregates must be handled on head of trains next behind engines, whenever practicable.

Blocks of 30 or more empty cars must be handled on rear of trains whenever practicable.

SOUTH WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Mobile Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	NORTH WARD
			851.4	END OF TRACK				
		95852	852.5	1.1 M & T CHEMICAL				
		95858	858.4	5.9 GETTY				
		95860	860.2	1.8 REED MINERALS				
		95864	862.8	2.6 SARALAND				
		95868	867.5	4.7 CHICKASAW	R	TWC		
			868.5	1.0 TERMINAL JCT	JR			
			868.6	0.1 NS MP 868.6	AR			
			870.6	2.0 THREE MILE CREEK	MR			
		95874	873.5	2.9 MB MOBILE	BR			

AAR Radio Channel 70 in service on this Subdivision.

Dispatcher Radio Call-In:	
Y Bucks-65	Mobile-75

Emergency Train Dispatcher Call-911.

Dispatchers Phone Numbers-

Asst Chief Dispatcher: (817) 234-6157

Dispatcher: (817) 234-6150, (800) 666-1392

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

1. Speed Regulations

1(A). Speed - Maximum

MP 851.4 to Mobile 40 MPH. **Freight**

1(B). Speed - Permanent Restrictions

MP 866.1 to MP 866.2 (Bridge) 10 MPH.

MP 867.5 to MP 868.6 10 MPH.

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

1(D). Speed - Other

When handling 15 cars or more of grain, ore, coal or coke, or in combination 30 MPH.

All Tracks Terminal RR. Alabama State Docks 10 MPH.

Sidings 10 MPH.

2. Bridge and Equipment Weight Restrictions-

Maximum Gross Weight of Car:

MP 851.4 to Mobile 131.5

24 ft ore cars (BN 95500-95891, 96044-96085) and 35 ft ore cars (BN 99000-99949) not permitted.

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

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

3. Method of Operation—**TWC**—in effect: MP 851.4 to Mobile**Restricted Limits**—in effect: MP 867.0 to MP 873.5**4. General Code of Operating Rules—****Rule 6.19**—When required to flag, distance will be 2 miles.**5. Trackside Failed Equipment Detectors (FED)—NONE****6. FRA Excepted Track—See GCOR Rule 6.12—**

Blakely Island all tracks

All tracks except main track following locations:

MP 867.5 and MP 868.5— including Chair Factory Lead.

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

MP 858.1	Radcliff Road	Creola
MP 861.8	Baker Road	Satsuma
MP 863.0	Bayou Sara	Saraland
MP 864.5	Jacintoport Road	Saraland
MP 865.3	Industrial Parkway	Saraland
MP 867.5	Shipyard Street	Chickasaw

Between Terminal Jct. and Mobile—Terminal Railway Alabama State Docks tracks. General Code of Operating Rules apply.**Mobile**—On Alabama State Dock property do not operate six-axle locomotives beyond new dump on the Inside Loop Track in the new yard at McDuffie Coal Terminal.**8. Line Segments—**

Yard Line Segments—

<u>Line Segment</u>	<u>Limits</u>
1127	Mobile—Blakely Island

Road Line Segments

<u>Line Segments</u>	<u>Limits</u>
1021	End of Track to Mobile

9. Locations Not Shown as Stations—None

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Cuba Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		92007	7.1	LI LINDENWOOD	BMJ	Rule 6.28	
			7.3	SE Jct	J		
			11.8	UP MP 11.8	A	DT ABS TWC	
		92016	15.7	TC TREE COURT			
		92018	17.9	VP E VALLEY PARK		T	
			18.3	VP W VALLEY PARK			
8,150	92027	27.2	EU EUREKA		CTC		
10,518	92034	34.1	PA PACIFIC				
6,542	92044	44.0	RK ROOK				
6,613	92052	52.2	SE ST CLAIR				
7,644	92062	62.2	SN STANTON				
	92068	68.1	SV SULLIVAN				
6,545	92077	77.2	OF COFFEYTON				
6,371	92087	86.8	CU CUBA	BJ			
6,811	92095	94.8	RS ROSATI				
7,129	92106	105.6	DI DILLON				
	92111	110.6	RA ROLLA				
	92113	112.7	SS SILLS				
6,313	92119	119.1	NB NEWBURG				
	92121	121.5	BUNDY JCT	T			
	92123	122.2	AN ARLINGTON				
	92129	128.8	FK FRANKS				
7,410	92135	134.6	DX DIXON				
6,730	92142	142.0	JY JURY				
6,443	92152	152.5	SB SWEDEBORG				
5,819	92160	159.8	RN RICHLAND				
6,377	92168	167.5	SD STOUTLAND				
6,942	92174	174.1	ZZ SLEEPER				
8,145	92191	190.5	HU HUBEN				
8,591	92207	206.9	NG NIANGUA				
8,899	92220	220.8	NV NORTHVIEW				
7,570	92228	227.7	SF STRAFFORD				
	92235	235.1	TD TEED	JX			
		237.2	43 TRACK (To Kissick 11.9 miles)		2MT CTC		
	92239	239.7	SY SPRINGFIELD YARD (To Willard 8.6 miles)	BJT	Rule 6.28		

AAR Radio Channel 70 in service on this Subdivision.
AAR Radio Channel 66 in service at Lindenwood and Springfield Yard.

Dispatcher Radio Call-In:		
Lindenwood-81	Valley Park-71	Stanton-61
Cuba-31	Newburg-41	Lebanon-51
Northview-61	Springfield Yard-81	

Emergency Train Dispatcher Call-911**Dispatchers Phone Numbers-****Asst Chief Dispatcher: (817) 234-6158****Dispatcher: (817) 234-6155, (800) 666-1394**

Mobile Radio		Access Digit	Disconnect Digit
St Louis	768-7044	*1	#1
Rosati	864-2103	*2	#2
Sleeper	864-2104	*3	#3
Springfield	864-2100	*1	#1

1. Speed Regulations**1(A). Speed - Maximum****Freight**

Lindenwood to Springfield yard 60 MPH.

1(B). Speed - Permanent Restrictions

MP 7.9-for WWD trains on Wwd track after engine arrives MP 7.9 and rear 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 19.0 to MP 22.9 40 MPH.

MP 22.9 to MP 26.9 55 MPH.

MP 32.7 to MP 41.1 50 MPH.

MP 41.1 to MP 43.0 40 MPH.

MP 43.0 to MP 54.6 45 MPH.

Bridge 45.5 cars over 134 tons 10 MPH.

MP 54.6 to MP 57.3 50 MPH.

MP 57.3 to MP 59.4 40 MPH.

MP 59.4 to MP 70.7 50 MPH.

MP 70.7 to MP 74.3 40 MPH.

MP 74.3 to MP 80.8 50 MPH.

MP 80.8 to MP 84.8 55 MPH.

MP 84.8 to MP 88.2 50 MPH.

MP 88.2 to MP 95.7 55 MPH.

MP 95.7 to MP 106.4 50 MPH.

MP 106.4 to MP 110.8 45 MPH.

MP 110.8 to MP 116.2 35 MPH.

MP 116.2 to MP 120.7 40 MPH.

MP 120.7 to MP 124.3 45 MPH.

MP 124.3 to MP 130.5 50 MPH.

MP 130.5 to MP 132.1 40 MPH.

MP 132.1 to MP 134.3 50 MPH.

MP 134.3 to MP 137.3 40 MPH.

MP 137.3 to MP 142.3 45 MPH.

MP 142.3 to MP 145.1 40 MPH.

MP 145.1 to MP 149.8 45 MPH.

MP 149.8 to MP 175.9 40 MPH.

MP 175.9 to MP 181.2 55 MPH.

MP 181.2 to MP 182.8 (HE only) 40 MPH.

MP 182.8 to MP 188.5 45 MPH.

MP 188.5 to MP 205.8 50 MPH.

MP 212.8 to MP 216.8 50 MPH.

MP 216.8 to MP 221.4 40 MPH.

MP 221.4 to MP 223.9 55 MPH.

MP 227.6 to MP 227.9 55 MPH.

MP 233.5 to MP 235.1 55 MPH.

MP 235.1 to MP 237.2 on Main 2	40 MPH.
1(C). Speed – Switches and Turnouts	
MP 235.1 through Main 1 turnout	20 MPH.
MP 235.3 through crossover	20 MPH.
Siding turnouts	20 MPH.
1(D). Speed – Other	
Freight trains 100 tons/OB and over:	
MP 46.0 to MP 50.0 Eastward trains	30 MPH.
MP 111.0 to MP 117.0 Westward trains	30 MPH.
MP 123.0 to MP 134.0 Eastward trains	30 MPH.
Sidings: Rook, Stanton, Cuba, Dillon, Dixon, Jury, Swedeborg, Richland, Stoutland, Sleeper, Niangua, Northview and Strafford	10 MPH.
Trains handling loaded C6 covered hoppers through sidings	10 MPH.
Springfield Yard–	
Between Teed and Broadway Street	
North Track from MP 235.1 to MP 238.1	20 MPH.
South Track from MP 237.2 to 238.1	20 MPH.
Between Division Street Overpass and Nichols	
North and South Tracks from MP 240.3 to 241.7	20 MPH.
Old Memphis Passenger Main at Main, Campbell, Booneville and Jefferson Streets (HE only)	5 MPH.
West Belt at Chestnut Expwy. (HE only)	5 MPH.
Lilly Tulip Track at Chestnut Expwy (HE only)	5 MPH.

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

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

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

24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

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

3. Method of Operation–

Double track–ABS–TWC–in effect:

MP 7.9 to MP 17.9

CTC– in effect: MP 17.9 to MP 237.2.

Two main tracks:

MP 235.1 to MP 235.4 on north track is Main Track 1

MP 235.1 to MP 237.2 on south track is Main Track 2

Yard Limits–in effect: MP 7.9 to MP 9.1

4. General Code of Operating Rule Items–

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

Rule 6.28–in effect between:

Lindenwood and MP 7.9

43 Track and Springfield Yard

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

MP 34.5	Pacific Lumber
MP 35.1	Jefferson Smurfit
MP 35.6	Dailey Industrial Lead
MP 54.1	M.F.A. Plant Food
MP 67.9	East end set-out track
MP 71.3	Sho-Me Power
MP 74.3	House Track
MP 98.6	Manchester Packing
MP 100.6	Team Track
MP 107.6	Cantex Industry
MP 110.4	Rolla House track
MP 146.2	Crocker House track
MP 191.3	Sho-Me Power
MP 212.2	Sho-Me Power
MP 213.1	MFA Plant Food
MP 213.3	Marshfield Milling
MP 214.3	Wayne's Metal

Rule 15.143 Track–Southward Thayer Subdivision Trains–Track warrant from Thayer Subdivision dispatcher will fulfill requirements for eastward movement from 43 Track.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting Bridges, Tunnels or Other Structures–None.

B. Other FED Locations–

Allenton	MP 29.5
Anaconda	MP 57.2
Leasburg	MP 78.8
St. James	MP 101.8
Newburg	MP 120.8
Swedeberg	MP 150.5
Sleeper	MP 177.0
Phillipsburg	MP 193.8
Marshfield	MP 215.4

6. FRA Excepted Track–None

7. Special Conditions–

Head End Device Test Stations–

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

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

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

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

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

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

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

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

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

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

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

Springfield Yard to Valley Park—Empty auto racks destined Valley Park must be handled on rear of train.

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

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

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

French's Manufacturing—Crossing warning devices at Highway 744 (Kearney Street) are inoperative. Crew must flag the crossing.

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

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

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

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

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

French's Manufacturing—Crossing warning devices at Highway 744 (Kearney Street) are inoperative. Crew must flag the crossing.

8. Line Segments—

Yard Line Segments—

Line Segment	Limits
1102	Valley Park
1103	Springfield—Kansas Ave. Yard

Road Line Segments—

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

9. Locations Not Shown as Stations--

Name	Miles--Location	Capacity Cars	Switch Opens
92013 Kirkwood	5.6 west of Lindenwood	15	East
92052 MFA Spur	1.9 west of St Clair	6	East
92068 Spur Track	At Sullivan	5	East
92068 Sho-Me Spur	2.9 west of Sullivan	7	West
92074 Bourbon	2.9 east of Coffeyton	15	West
92095 Spur Track	At Rosati	6	East
92095 Manchester Pkg Spur	3.7 west of Rosati	4	East
92100 St James	5.6 west of Rosati	8	West
92106 Cantex Spur	2.0 west of Dillon	8	East
92147 Crocker	4.5 west of Jury	30	Both
92182 Lebanon	7.7 west of Sleeper	25	Both
92192 Sho-Me-Spur	0.8 west of Huben	11	West
92213 Marshfield	6.4 west of Niangua		Both
92239 French's Spur	4.1 east of 43 Track.	11	West
92239 Wally	0.9 east of Teed	43	Both
Springfield Yard to Willard			
92239 Springfield Yard (MP 191.8)		Yard	
95183 Willard (MP 183.4)	9.1 North of Springfield Yard		
43 Track to Kissick:			
92866 Galloway (MP246.5)	9.3 south of 43 Track		
92869 Kissick (MP 249.1)	11.9 south of 43 Track		

SOUTH WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Lead Line Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	NORTH WARD
				CU	CUBA	BJR		
			86.8		8.3			
		92818	95.1		STEELVILLE			
		92823	100.4		6.3			
					LEAD			
		92908	107.5		7.1			
					CHERRYVILLE			
		92923	122.9		15.4			
					ST JOE			
		92933	130.0		7.1			
					BUICK	TR		

AAR Radio Channel 70 in service on this Subdivision.

Dispatcher Radio Call-in:

Rosati-31

Emergency Train Dispatcher Call-911.

Dispatchers Phone Numbers-

Asst Chief Dispatcher: (817) 234-6158

Dispatcher: (817) 234-6155, (800) 666-1394

Mobile Radio		Access Digit	Disconnect Digit
Rosati	864-2103	*2	#2

1. Speed Regulations

1(A). Speed - Maximum

Cuba to Buick Freight 30 MPH.

1(B). Speed - Permanent Restrictions

MP 87.1 (PP Highway) (HE only) 15 MPH.

MP 93.4 to MP 93.6 10 MPH.

MP 98.5 to MP 98.8 10 MPH.

MP 122.9 to MP 123.0 10 MPH.

MP 129.8 to MP 130.0 10 MPH.

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

1(D). Speed - Other-None

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

2. Bridge and Equipment Weight Restrictions-

Maximum Gross Weight of Car:

Cuba to Buick 143 tons

24 ft ore cars (BN 95500-95891, 96044-96085) and 35 ft ore cars (BN 99000-99949) not permitted.

Six axle locomotives and six axle derricks not permitted.

Cars 80 feet long or longer must be placed next to caboose or at rear of cabooseless trains.

3. Method of Operation-

TWC-in effect: Cuba to Buick

Restricted Limits-in effect:

MP 86.8 to MP 88.0

MP 129.0 to MP 130.0

4. **General Code of Operating Rule Items–**

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

5. **Trackside Failed Equipment Detectors (FED)–** None

6. **FRA Excepted Track–**None.

7. **Special Conditions–**

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

8. **Line Segments–**

<u>Road Line Segments</u>	<u>Limits</u>
1009	Cuba to Lead
1010	Lead to Buick

9. **Locations Not Shown as Stations–**

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

SOUTH WARD	River Subdiv MAIN LINE STATIONS						NORTH WARD
	Length of Siding in Feet	Station Nos.	Mile Post Location		Method of Oper.	Track Diagram	
			7.3	SE JCT	J	Rule 6.28	
				1.8			
		98008	9.1	MU MUTUAL			
				3.4			
		98012	12.5	AF ALPHA			
				12.4			
8,600		98025	24.9	BI BYERS			
				13.8			
		98039	38.7	FS FESTUS			
				3.4			
7,111		98040	42.1	CX CRYSTAL	BJ		
				7.6			
		98047	49.7	RH RUSH ISLAND			
				2.4			
		98054	52.1	EE BRICKEYS			
				14.4			
8,600		98065	66.5	SG STE GEN	J		
				13.2			
8,600		98081	79.7	MB MCBRIDE			
				22.6			
8,600		98103	102.3	WB WITTENBERG			
				13.3			
5,040		98115	115.6	NE NEELYS			
				14.1			
8,600		98129	129.7	FZ FREEZE			
				12.0			
		98142	141.7	ROCKVIEW (SSW)	AJ		
				1.6			
9,150		98144	143.3	CF CHAFFEE	B		
				11.5			
7,600		98155	154.8	BF BROOKS			
				11.1			
		98166	165.9	SI SIKESTON (UP)	A		
				14.7			
8,263		98180	180.6	KA KEWANEE			
				5.6			
		98186	186.2	LILBOURN (SSW)	JG		
				6.8			
10,563		98194	193.0	CR CONRAN			
				6.6			
		98199	199.6	PO PORTAGEVILLE			
				11.9			
		98211	211.5	TE TERRY			
				2.1			
		98213	213.6	HY HAYTI			
				(To Kennett 17.8 miles)			
				11.8			
8,780		98224	225.4	ST STEELE			
				10.3			
		98235	235.7	NM NORBLY			
				2.4			
8,810		98237	238.1	BL BLYTHEVILLE	B		
				(To Amorel 6.0 miles)			
				10.1			
		98249	248.2	LX LUXORA			
				4.5			
		98253	252.7	HD HAROLD			
				2.2			
		98254	254.9	OS OSCEOLA	T		
				10.6			
8,720		98264	265.5	WN WILSON			
				6.9			
		98272	272.4	JR JOINER			
				9.9			
8,610		93462	282.3	R2 TURRELL	T		
				1.2			
		93462	283.3	JG RIVER JCT	J		

AAR Radio Channel 85 in service on this Subdivision.

Dispatcher Radio Call-In:		
Lindenwood-87	Crystal-57	Ste Gen-27
McBride-67	Wittenberg-17	Cape-47
Sikeston-37	Portageville-57	Blytheville-67
Turrell-17	Turrell (Thayer Subdivision)-12	

Emergency Train Dispatcher Call-911.**Dispatchers Phone Numbers-****Asst Chief Dispatcher: (817) 234-6157****Dispatcher: Mon-Fri: 0700-1500 (817) 234-6155, (800) 666-1394****Remainder of time (817) 234-6154, (800) 666-1393**

Mobile Radio		Access Digit	Disconnect Digit
St. Louis	768-7044	*1	#1
St. Louis	768-7045	*1	#1
Ste. Genevieve	864-2063	*1	#1
Wittenberg	864-2062	*1	#1
Cape Girardeau	864-2061	*1	#2
Sikeston	864-2060	*1	#3
Portageville	864-2059	*1	#4
Blytheville	864-2058	*4	#1
Turrel	864-2057	*4	#1

1. Speed Regulations**1(A). Speed - Maximum****Freight**

S.E. Jct to Mutual-southward trains after engine arrives MP 9.1	50 MPH.
Mutual to Chaffee	50 MPH.
Chaffee to River Jct.	55 MPH.

1(B). Speed - Permanent Restrictions

MP 12.7 to MP 23.8	45 MPH.
MP 26.7 to MP 30.6	45 MPH.
MP 35.5 to MP 38.7	45 MPH.
MP 38.7 to MP 39.7 (HE only)	30 MPH.
MP 40.1 to MP 40.3	40 MPH.
MP 44.6 to MP 44.8	45 MPH.
MP 58.9 to MP 60.0	45 MPH.
MP 61.3 (HE only)	35 MPH.
MP 64.8 to MP 65.0	40 MPH.
MP 65.0 to MP 65.2 (HE only)	30 MPH.
MP 70.0 to MP 70.4	45 MPH.
MP 83.2 to MP 83.6	45 MPH.
MP 88.2 to MP 91.8	45 MPH.
MP 93.0 to MP 103.6	35 MPH.
MP 103.6 to MP 105.8	40 MPH.
MP 109.5 to MP 113.6	45 MPH.
MP 118.2 to MP 119.6	45 MPH.
MP 125.2 to MP 130.6	45 MPH.
MP 130.6 to MP 131.7	20 MPH.
MP 131.7 to MP 132.9 (HE only)	20 MPH.
MP 141.7 (over diamond) and do not use dynamic braking	25 MPH.
MP 142.5 to MP 143.6 (HE only)	20 MPH.
MP 164.3 to MP 166.3 (HE only)	20 MPH.
MP 185.5 to MP 186.6 (HE only)	20 MPH.
MP 198.6 to MP 199.0 (HE only)	30 MPH.
MP 212.2 to MP 213.4 (HE only)	20 MPH.
MP 224.2 to MP 224.8 (HE only)	20 MPH.
MP 227.0 to MP 227.6 (HE only)	30 MPH.

- MP 236.3 to MP 237.9 (HE only) 20 MPH.
 MP 253.1 to MP 254.3 (HE only) 20 MPH.
- 1(C). Speed – Switches and Turnouts**
 MP 283.3 Turnout River Jct 25 MPH.
 Siding turnouts and sidings
 Trains up to 100 tons O/B 20 MPH.
 Trains 100 tons O/B and over 10 MPH.
 Siding turnouts Neelys 10 MPH.
 and do not use dynamic braking.
- 1(D). Speed – Other**
 Sidings: Byers, Crystal, Ste. Genevieve, McBride, Wittenberg, Neelys, Freeze,
 Brooks, Chaffee, Kewanee, Conran, and Turrell 10 MPH.
 South switch, No. 1 track UP connection Crystal City 5 MPH.
 Rush Island, Loop Track 8 MPH.
 Blytheville MP 238.2 to Armored MP 244.3 25 MPH.
- 2. Bridge and Equipment Weight Restrictions–**
Maximum Gross Weight of Car:
 S.E. Jct. to River Jct. 134 tons
 Blytheville to Armored 134 tons
 Hayti to Kennett 131.5 tons
 24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not
 permitted.
Between Hayti and Kennett cars heavier than 110 tons must have length of 50 ft. or more.
Loaded unit trains must not use the sidings at:
 Crystal Kewanee
 Neelys Conran
 Brooks Turrell
Six axle locomotives and six axle derricks not permitted:
 Crystal on UP Connection Track beyond 500 feet north of switch.
 Between Hayti and Kennett
 Blytheville West Gin Track
 Burdette Industrial Track beyond 500 feet from either end.
 American Greeting Lead at MP 254.3
 Osceola Product tracks
 Paymaster Lead beyond 500 feet east of east Wye switch.
Not more than one six axle locomotive or six axle derrick permitted on:
 South Spur Track at Blytheville
- 3. Method of Operation–**
 CTC—in effect: MP 9.1 to MP 283.3
Interlockings: Trains and Engines–When stopped by a Stop Indication at the automatic
 interlockings at MP 141.7 (**Rockview**) or MP 165.6 (**Sikeston**) be governed by Rule
 9.12.3. Communication with the control operator is not required. When required to make
 movement at restricted speed, movement must be made at restricted speed to the next
 governing signal.
Crossing Gates–
- | <u>Station</u> | <u>Mile
Post</u> | <u>Intersecting
Line</u> | <u>Normal
Position</u> |
|----------------|----------------------|------------------------------|----------------------------|
| Lilbourn | 186.1 | S.S.W. | Against S.S.W. |
- 4. General Code of Operating Rule Items–**
Rule 6.19–When required to flag, distance will be 2 miles.
Rule 6.28–In effect between SE Jct and Mutual
Rule 10.2– Main Track switches not equipped with electric locks:

MP 9.8	Manford Chemical	MP 167.2	Vess Bottling
MP 26.8	Jefferson Co. Lumber Co.	MP 174.0	Delta Growers
MP 28.6	Barnhart	MP 179.5	Kewanee Grain Co.
MP 48.0	Merchandise Track	MP 186.0	Elevator Track
MP 73.8	M.F.A. Mill Track	MP 191.4	Marston
MP 74.4	Team Track	MP 212.1	North Yard Lead
MP 80.3	Perry Co-op.	MP 212.4	North Pickup Track
MP 80.7	House Track	MP 212.6	South Yard Lead
MP 95.2	House Track	MP 227.5	Holland Track
MP 103.1	House Track	MP 236.3	Bly Compress Trk
MP 104.6	East Perry Lumber Co.	MP 236.6	South Wye Switch
MP 132.0	North End Old Pass	MP 236.7	So. Norbly Switch
MP 132.5	Pig Ramp	MP 237.35	House Track Siding
MP 132.6	Cross-over to Pass	MP 237.36	East Gin Switch
MP 132.9	South End Pass	MP 237.5	Armored Branch
MP 142.5	North End #1 Track	MP 237.6	Cross-over Siding
MP 143.4	South End #1 Track	MP 237.65	Cross-over Main
MP 143.5	Crossover to Pass	MP 253.6	North end Old Pass
MP 151.0	House Track	MP 253.8	So. end Old Pass
MP 159.7	Spur Track	MP 253.9	House Track
MP 165.0	North Leg Wye	MP 254.1	Osceola Compress
MP 165.1	South Leg Wye	MP 254.3	American Greeting
MP 165.4	House Track	MP 260.7	Driver Elevator
		MP 264.5	No. Siding, Wilson

Rule 15.1-

SE Jct- Southward trains will receive a track warrant at Lindenwood instead of S.E. Jct., unless otherwise instructed by train dispatcher.

Chaffee- All trains must secure track warrant at Chaffee unless otherwise instructed by train dispatcher.

River Jct- Northward trains will receive a track warrant at Tenn. Yard instead of River Jct., unless otherwise instructed by train dispatcher.

5. Trackside Failed Equipment Detectors (FED)-**A. Protecting Bridges, Tunnels or Other Structures-**

Brickys (NWD) MP 53.2

Radio Tone Detectors:

Alpha (SWD) MP 16.4 (DED Only)

Byers (NWD) MP 21.8 (DED Only)

Rush Island (SWD) MP 47.2 (DED Only)

Nash (SWD) MP 134.4 (DED Only)

Rockview (NWD) MP 141.8 (DED Only)

B. Other FED Locations-

Imperial MP 31.5

St. Marys MP 77.1

Wittenberg MP 104.4

Bainbridge MP 126.9

Sikeston MP 162.2

Marston MP 189.5

Hayti MP 217.0

Luxora MP 248.0

Delpro MP 268.5

Radio Tone Detectors:

Alpha (NWD) MP 16.4 (DED Only)

Byers (SWD) MP 21.8 (DED Only)

Rush Island (NWD) MP 47.2 (DED Only)

Nash (NWD) MP 134.4 (DED Only)

Rockview (SWD) MP 141.8 (DED Only)

6. **FRA Excepted Track**—See GCOR Rule 6.12—
Between Hayti and Kennett.

7. **Special Conditions—**

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

Mutual—Equipment design at Springfield 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.

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

Turrell—Trains exceeding 100 tons/OB must not occupy wye track.

8. **Line Segments—**

Road Line Segments—

Line Segment	Limits	Mileposts
1026	Hayti to Kennett	212.7 to 229.4
1029	Blytheville to End of Track	237.3 to 238.4
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	64	Both
96027 Imperial	1.7 south of Byers	12	South
98029 Bamhart	3.7 south of Byers	24	South
98035 Foster Forbes	3.8 north of Festus	62	North
98045 Selma	2.5 south of Crystal	65	Both
98074 St Marys	5.5 north of McBride	30	Both
98095 Seventy-Six	6.9 north of Wittenberg	12	North
98131 Cape Girardeau	2.3 south of Freeze	Yard	Both
98134 Lone Star	4.3 south of Freeze	30	North
98139 Nash	7.3 south of Freeze	Yard	
98151 Oran	3.8 north of Brooks	14	South
98160 McMullin	5.9 north of Sikeston	10	North
98191 Marston	2.0 north of Conran	25	South
98174 Matthews	6.6 north of Kewanee	10	South
Kennett	17.8 west of Hayti		
98227 Holland	1.9 south of Steele	10	North
Tomlinson	3.5 east of Blytheville	Yard	Both
Armored	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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Hannibal Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
	10,243	26027	26.9	MACHENS 6.5	CTC		
	10,620	26020	20.4	WEST ALTON 5.6			
	8,924	26015	14.9	SPANISH LAKE 5.4			
		26009	9.4	BADEN 2.2			
				J			
	ON TRRA BELT BETWEEN BADEN AND GRAND AVENUE, TRAA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.						
	26007	7.2	NORTH ST LOUIS 3.0	BJT			
	26004	4.2	NORTH MARKET 5.1	MJ			
BETWEEN NORTH MARKET AND GRAND AVENUE TRRA RULES, TIMETABLE AND SPE- CIAL INSTRUCTIONS GOVERN.							
		2.1	GRAND AVENUE	MJ			
	92007	7.1	LINDENWOOD	BMJ			
					Rule 6.28		

AAR Radio Channel 87 in service on this Subdivision.
AAR Radio Channel 66 in service at Lindenwood.

Dispatcher Radio Call-in:

West Alton-32

Dispatchers Phone Numbers-

Asst Chief Dispatcher: (817) 234-6012

Dispatcher: (817) 234-6027

1. Speed Regulations

1(A). Speed - Maximum

Machen to North Market Freight 60 MPH.

1(B). Speed - Permanent Restrictions

Lindenwood East-

Grand Ave. Interlocking 10 MPH.
MP 3.9 to MP 4.7 10 MPH.
MP 4.7 to MP 8.1 30 MPH.
MP 8.1 to MP 18.3 45 MPH.
MP 18.3 to MP 20.6 (over Missouri River Bridge) 25 MPH.

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

1(D). Speed - Other

Missouri River Bridge 18.8 cars heavier than 131.5 tons 10 MPH.
Sidings West Alton and Spanish Lake 10 MPH.
Propect Hill-Water Works Track 5 MPH.
Machens-Union Electric Power tracks loaded trains 5 MPH.

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

2. Bridge and Equipment Weight Restrictions-

Maximum Gross Weight of Car:

Machens to Lindenwood 143 tons

Lindenwood to West Valley Park MP 18.5 .. 143 tons

24 ft ore cars (BN 95500-95891, 96044-96085) and 35 ft ore cars (BN 99000-99949) not permitted.

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

3. Method of Operation—**Lindenwood East—**

CTC—in effect: MP 4.2 North Market to MP 26.9 Machens

Manual Interlockings Not Controlled by BN—

<u>Location</u>	<u>Controlling Railroad</u>
MP 4.2 North Market	TRRA
0.0 Gratiot	TRRA
2.1 Grand	TRRA

4. General Code of Operating Rule Items—

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

Rule 6.28—in effect between: Grand Avenue Interlocking and MP 7.9 (west of S.E. Jct).

5. Trackside Failed Equipment Detectors (FED)—**A. Protecting Bridges, Tunnels or Other Structures—****Radio Tone Detectors:**

Spanish Lake (EWD) MP 14.9 (DED Only)
 West Alton (WWD) MP 22.7 (DED Only)

B. Other FED Locations—**Radio Tone Detectors:**

Spanish Lake (WWD) MP 14.9 (DED Only)
 West Alton (EWD) MP 22.7 (DED Only)

6. FRA Excepted Track—None.**7. Special Conditions—**

Machens—Union Electric Plant—Coal trains must have dump line connected and charged on arrival U.E. Plant.

Spanish Lake—Westward trains approaching Lindenwood notify yardmaster by radio.

Prospect Hill—Water works track—Six-axle locomotives not permitted.

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

North St. Louis—Engines entering or passing through coal dumper building at ACT must ensure that locomotive awnings, mirrors and wind wings are pulled in account close clearance in the building.

ACT, North St. Louis, after dumping loaded coal train, will cut off coal train power north of the coal shed lead, just outside the entrance to the shed.

TRRA Railroad St. Louis—All eastbound trains from Lindenwood across TRRA are limited to a maximum of 8,500 ft. All empty 80 ft. equipment will be placed to the rear half of the train.

Grand Avenue Interlocking and Track 32 between Grand Avenue and Tower Grove Avenue—Track 32 between Grand Avenue and Tower Grove Avenue is within manual interlocking limits. Rule 9.17 applies. All train and MW movements within these limits including use of hand throw switches must be authorized by Gratiot Street Control Operator.

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

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

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

8. Line Segments—**Yard Line Segments—**

<u>Line Segment</u>	<u>Limits</u>
854	North St. Louis
862	East St. Louis
863	West Alton
1101	St. Louis
1102	Valley Park

Road Line Segments

<u>Line Segment</u>	<u>Limits</u>
14	Machens to Grand Avenue
1002	Grand Avenue to Lindenwood

9. Locations Not Shown as Stations—

	<u>Name</u>	<u>Miles—Location</u>	<u>Capacity Cars</u>	<u>Switch Opens</u>
26013	Larimore	1.7 west of Spanish Lake	4	East
26010	Prospect Hill	4.5 west of Spanish Lake	47	Both

Division Operating Officers

Lou E. Rees	Division Superintendent	Springfield	873-3190
Bob W. Baker	Supt. Operations	Springfield	873-3010
Ray R. Stimart	Supt. Operations	Memphis	873-6123
Richard Chance	Terminal Supt.	Memphis	369-6150
Roger A. Schwarz	Terminal Supt	St. Louis	768-7021

Terminal Managers

Rob P. Olsen	Terminal Manager	Springfield	873-3100
Bobby C. Parker	Terminal Manager	Memphis	369-6100
Tommy Gibson	Terminal Manager	Birmingham	320-3600

Division Trainmasters

Denny H. Jeter	Trainmaster	Springfield	873-3134
Arnold D. Wilerson	Trainmaster	Thayer	864-2598
Mark B. Whitley	Trainmaster	Amory	257-6716
Bill D. Belongy	Trainmaster	Cape Girardeau	864-2581
Bill J. Mays	Trainmaster	Blytheville	864-2589
Jim Sanders	Trainmaster	Mobile	438-7760

Road Foremen of Engines

Taylor M. Lewis	Road Foreman of Engines	Springfield	873-3106
Bobby B. Sizemore	Road Foreman of Engines	Springfield	873-3112
Martin J. Lovelady	Road Foreman of Engines	Memphis	369-9159
Richard A. Shreve	Road Foreman of Engines	St. Louis	768-7055

General Roadmasters

Darryl L. Gabriel	General Roadmaster	Springfield	873-3266
A. Eugene Dunaway	General Roadmaster	Memphis	369-6162

Mechanical General Foremen

Lex D. Smith	General Foreman Cars	Springfield	873-3266
Dan W. Williams	General Foreman Cars	Memphis	369-6171
Jim E. Watts	General Foreman Mech	Birmingham	320-3675
Bob N. Mahlandt	General Foreman Cars	St. Louis	768-7080

Safety and Rules

W. Carl Wright	Div Mgr Safety & Rules	Springfield	873-3036
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Administration

Tom L. Meador	Director of Administration	Springfield	873-3023
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