

PRINCIPLES OF SAFETY

We are committed to providing a safe work environment for all employees.

—
We believe that the safe performance of the job is always more important than the job itself.

—
We will provide the training, tools and resources required to ensure a safe and clean workplace.

—
Employees are empowered and required to discontinue an activity that involves the use of unsafe practices or tools.

—
**ALL EMPLOYEES HAVE THE RIGHT,
RESPONSIBILITY AND REQUIREMENT TO WORK
SAFELY**

QUALITY CONCEPTS

Quality Is Meeting Customer Requirements

—
All Work Is a Process

—
Quality Is Attained Through Prevention,
Measurement and Problem Solving

—
Cost of Quality is the Cost of Nonconformance Plus
the Cost of Conformance

—
Continuous Improvement is Achieved by Individual
Commitment and Team Effort



SOUTHERN CORRIDOR

TIMETABLE NO. 1

IN EFFECT AT 0001
Central and Mountain Time



**Friday
January 1, 1993**

Sr. Vice President
Integrated Network Management
W. W. FRANCIS

General Manager
D. W. HENDERSON

SIGNAL ASPECTS AND INDICATIONS

DISTANT SIGNALS

Rule	Aspects of Color Light and Semaphore Signals	Cab Signal Aspects	Name	Indication
228			DISTANT SIGNAL CLEAR	Proceed. If delayed as per Rule 305 or Rule 305(A) between this signal and block or interlocking signal, proceed prepared to stop short of next signal.
229			DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of signal.




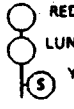

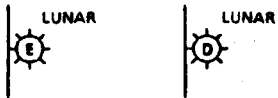



BLOCK AND INTERLOCKING SIGNALS

230			CLEAR	Proceed.
232			ADVANCE APPROACH	Proceed prepared to stop at second signal.
233			APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
234			APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 35 MPH.
235			APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236			APPROACH	Proceed prepared to stop at next signal. Trains exceeding 35 MPH immediately reduce to that speed.
237			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238			DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH.
239			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal. Trains exceeding 35 MPH immediately reduce to that speed.
241			RESTRICTED PROCEED	Proceed at restricted speed.
242			STOP	Stop.

SPECIAL INSTRUCTIONS

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SPECIAL SIGNAL ASPECTS WHICH ARE NOT A PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS

RULE	ASPECTS	NAME	INDICATION
248(B)	 LUNAR	TAKE SIDING INDICATOR	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.
248(C)	 LUNAR	BLOCK INDICATOR	Block clear.
248(D)	 LUNAR	BLOCK INDICATOR	Block occupied.
248(E)		SPRING SWITCH INDICATOR	When lunar is not illuminated, stop and inspect spring switches per Rule 104(M).
248(G)		FAILED EQUIPMENT INDICATOR	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.
248(H)		FAILED EQUIPMENT INDICATOR	When flashing, no failed equipment has been detected.
248(I)	 LUNAR	SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
248(J)	 LUNAR	SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
248(K)	 GREEN	RESUME SPEED	End of slide fence restriction; resume speed.

GENERAL SIGNAL INSTRUCTIONS

In addition to Rule 227 of the General Code of Operating Rules, the following General Signal Instructions apply on Burlington Northern Railroad.

When a track intervenes to the right between a signal and the track governed, a stub post with a blue light will be attached to the right of the signal mast.

When a track intervenes to the left between a signal and the track governed, a stub post with a blue light will be attached to the left of the signal mast.

Dwarf signals will display the same aspects and indications as high signals.

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate color light signal head;

 To indicate flashing light;

 To indicate position of semaphore arm.

ALL SUBDIVISIONS

1. Speed Restrictions

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes. For purposes of this definition, each platform of multi-platform cars is considered one car.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equals 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

Maximum Speeds Permitted

Freight trains up to 100 Tons/OB	60 MPH
Trains 100 Tons/OB and over	45 MPH
Empty Coal Trains	50 MPH
On sidings	20 MPH
On tracks other than main tracks and sidings	10 MPH
Locomotives equipped with friction bearings	35 MPH
Light locomotive consist or caboose hop	50 MPH
Trains and engines through turnouts	12 MPH
Within Mechanical department limits	5 MPH
Movements on or off turntables	1 MPH

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99949	45 MPH	20 MPH
All other ore cars	40 MPH	20 MPH
Scale test cars Except BN 979019-979024, BN 979026-979036	35 MPH	25 MPH
Air dump cars (loaded)	45 MPH	45 MPH
Wedge plow or dozer (hailed in tow)	35 MPH	25 MPH
Rotary plow, wrecking derrick, locomotive crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH
Clay cars, BAP 3801-4199	45 MPH	45 MPH
Empty bulkhead flat cars, except BN 961302-961361, BN 965846-965945 and cars with center bulkheads, unless conductor's wheel report, generated by computer, indicates there is no speed restriction. Timetable speed restriction will apply to cars not printed on wheel report or picked up en route	45 MPH	45 MPH
Empty flat cars: NP 62300-62949, NP 66100-66249	45 MPH	45 MPH
Empty gondolas designated: G1, G2, G3, G4, G5, G6, GC, GE, GF, GS, GS2, MGT and MG5 except BN 580400-580739	50 MPH	50 MPH

Except on Main Lines as shown in timetables, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by chief dispatcher and roadmaster or covered by specific instructions.

Maximum Speed of Locomotives

Refer to Rule 416 of the Air Brake and Train Handling Rules for maximum authorized speed of locomotives.

1A. Control of Harmonic Rocking

Under certain conditions, operation of trains between 13 MPH and 21 MPH can cause derailments due to harmonic rocking of cars. Where specified by Individual Subdivision Special Instructions or general order, the following restrictions apply when operating on jointed rail:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain a minimum speed of 21 MPH, must reduce speed to not exceed 13 MPH until movement can again exceed 21 MPH.

2. Locomotive Restrictions

The maximum number of coupled locomotives in a consist (including helpers) must not exceed 10.

The number of powered axles in a locomotive consist (including helpers) must not exceed 36, for either power or dynamic braking operation.

All locomotives in the head end or helper consist, equipped with multiple unit (MU) air and electrical connections must be connected for multiple unit operation.

Hauled-In-Tow

The number of locomotives hauled-in-tow, regardless of placement in train must not exceed two times the number of locomotives coupled for MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not coupled to the head end or helper consist (hauled-in-tow) must have the Dead Engine Feature cut in and if possible be placed not more than 15 cars from the head end consist to ensure the brakes release.

Alignment Control Couplers or Bolster Stops

Some foreign line locomotives and the following BN locomotives are not equipped with alignment control couplers or bolster stops:

5-585, 1000-1004, 1400-1438, 1966-1970, 6100-6237, 9900-9925.

Unless otherwise authorized, locomotives not equipped with alignment control couplers or bolster stops must be handled as follows:

Trains consisting of 15 cars, or less-No placement restrictions. Trains consisting of more than 15 cars-Must have the rear locomotive equipped with an alignment control coupler or bolster stop if there are 18 or more powered axles in the locomotive consist and the trailing tonnage exceeds 5000 tons. When more than one locomotive not equipped with alignment control couplers or bolster stops is hauled-in-tow they must not be coupled together and must be placed no nearer than 5 nor more than 15 cars from the head end consist.

2A. Manned Helper Operations

Locomotives used in helper service must be equipped with alignment control couplers or bolster stops. However, a single non-equipped locomotive may be used when placed between locomotives which are equipped.

When helpers shove on a caboose, employees are prohibited from occupying that caboose.

Helpers must not shove on a caboose equipped with friction bearings.

Helpers must not be used on the rear of trains handling empty 80 feet or longer equipment unless Individual Subdivision Special Instructions specify a safe buffer between such cars and the rear end helpers.

Unless Individual Subdivision Special Instructions specify otherwise, the following placement restrictions apply to helper operations:

Helpers of 6 powered axles or less - No placement restrictions apply.

Helpers of 12 powered axles or less - May be operated at the rear of the train either ahead or behind the caboose. Helpers exceeding 12 powered axles must be cut into the train at a location which equals the tonnage rating of the helper consist. The train dispatcher will advise the conductor of the tonnage rating of the helpers, so the proper placement can be determined. Not more than 24 powered axles can be used in helper service or in the head end consist when helpers are being used, unless helping a loaded coal train consisting entirely of grade "E" steel couplers.

Coal trains consisting entirely of grade "E" steel couplers may have 36 powered axles in the head end consist. If the helper consist has less than 24 powered axles they may shove on the rear of such trains. If the consist has 24 powered axles they must cut in ahead of the caboose.

The following coal cars are not equipped with grade "E" steel couplers:

BN 513903-513997	BN 524020-525297
BN 514108-514193	CBQ 160002-160199
BN 514301-514494	CBQ 160205-161497
BN 520016-520595	GN 70400-70499
BN 522000-522399	NP 73000-73699

2B. Locomotive Information Chart

Locomotive restrictions indicated in Item 2, Individual Subdivision Special Instructions, are based on locomotive axle count and, when necessary, locomotive weight. Locomotive Information Chart indicates maximum weight for each model. If actual weight cannot be determined, use weight shown in chart.

Locomotive Information Chart

Model	Axels	Horsepower	Maximum Weight (Pounds)
SW1	4	600	198,000
SW10	4	1000	250,000
SW12	4	1200	250,000
SW15	4	1500	262,000
MP15	4	1500	261,000
F9, F9-2	4	2000	241,000
E9	6	2400	338,000
GP5	4	1350	243,000
GP9	4	1750	259,000
GP10	4	1800	260,000
GP15, GP15-1	4	1500	258,000
GP18	4	1800	248,000
GP20	4	2000	261,000
GP35	4	2500	262,000
GP38, GP38-2	4	2000	285,000
GP39, GP39-2	4	2300	261,000
GP40, GP40-2	4	3000	278,000
GP50	4	3600	275,000
SD9 (by unit numbers)			
6100 - 6126	6	1750	346,000
6127 - 6237	6	1750	326,000
6240 - 6247	6	1750	368,000
SD38, SD38-2	6	2000	391,000
SD40, SD40-2	6	3000	420,000
SD42	6	3000	415,000
SD60M	6	3800	401,000
B30-7	4	3000	275,000
B32-8	4	3200	270,000
B39, B39-8	4	3900	280,000
C30-7	6	3000	417,000
U30-C	6	3000	411,000

2C. Revenue Movement of Locomotives over Burlington Northern

Foreign locomotives being moved "dead in train" or "dead in tow" across the BN system as revenue require special handling and compliance with FRA regulations.

Prior to any locomotives being accepted from interchange or from an on line shipper, and before any commitment is made for subsequent movement to shippers designee over BN lines, a mechanical inspection will be performed on the shippers property or at the interchange location by a BN employee knowledgeable of CFRE49-229.9 regulations. In the event the locomotive does not pass this inspection, it will be rejected for movement until brought into compliance.

If a foreign locomotive is offered in interchange from a connecting carrier, or direct from a shipper on Burlington Northern, it must be verified at those points that:

1. There are proper waybills in BN possession.
2. The continued movement over BN property is valid and in compliance of all federal regulations governing locomotives being moved dead, before movement is allowed.

If assistance is necessary in determining the proper handling, the Power Control Center in Ft. Worth, may be contacted at 878-1482.

3. Equipment Restrictions

Following equipment must be placed next ahead of caboose or at rear of cabooseless trains except in work train or when otherwise provided by authority of chief dispatcher:

Outfit cars **EXCEPT** univans

Scale test cars **EXCEPT** BN 979019-979024 and BN 979026-979036.

Scale test cars BN 979004, BN 979006 and BN 979012 are not equipped with air brakes and must be placed next ahead of the last car in cabooseless trains.

Pile drivers	Locomotive cranes
Empty ribbon rail cars	Rear end only cars
Jordan spreaders	Rotary snowplows, wedge plows, dozers.

When pile drivers, cranes, derricks or similar equipment are being moved on their own wheels or on cars in a train, they must be properly loaded and secured. Booms must be properly secured and, when practicable, boom must be trailing. Such equipment must be inspected before being moved.

Spreaders and dozers being moved in trains must, when practicable, be headed in the direction train is moving and wings must be properly secured.

The conductor and engineer must be notified when such equipment is in their train.

DODX 40000-40100 (Cars belonging to the Department of Defense) - Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

Loaded ribbon rail cars must not be:

1. Coupled to other cars except buffer cars. Buffer cars will be placed ahead of and behind ribbon rail cars at welding plant.
2. Handled in freight service with other cars.
3. Separated for maintenance or repairs unless under direct supervision of a roadmaster.

3A. Handling 80 Feet or Longer Cars

During either throttling or braking, trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer coupled to cars 50 feet or shorter in the rear 8,000 tons, unless otherwise provided in the Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with the Individual Subdivision Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying these limits, the following 80 feet or longer loaded cars must be regarded the same as an 80 feet or longer empty car:

- Cars weighing less than 50 tons, gross weight
- Flat cars with one loaded trailer
- Flat cars with empty trailers.

Locations where other restrictions are in effect are listed under Individual Subdivision Special Instructions.

The tonnage chart distribution profile on the bottom of the wheel report designates cars 50 feet or less with an "S" and cars 80 feet or longer with an "L" in the LEN (length) category.

Individual platforms of multi-platform and stack cars are less than 50 feet in length. These cars must be considered a "short car" for the purpose of these restrictions.

Exception- Trains consisting entirely of cars 80 feet and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

3B. Multi-Platform and Stack Intermodal Cars

These cars are authorized for movement on tracks with weight limit of 177,000 pounds or more.

System Special Instructions Item 3A pertaining to Handling 80 Feet or Longer Cars does not apply to multi-platform or stack cars.

Description: Multi-Platform Cars

Cars consist of permanently connected individual platforms and are arranged in 5 and 10-platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends. 5-Platform cars are 237 feet long and have six 2-axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks.

10-Platform cars are 467 feet long and have eleven 2-axle trucks. Air brakes are provided on all trucks except the A and B end trucks. Two hand brakes, one each on the A and B ends, activate the brakes on three articulated trucks adjacent to each hand brake.

When necessary to apply hand brakes on a 10-platform car, both hand brakes must be applied.

Description: Stack Cars

Cars consist of permanently connected individual platforms and are arranged in 5 platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends. Stack cars range from 265 to 270 feet long. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks.

3C. Yard Operation

Cars must not be humped or cut off while in motion, and must not be coupled with more force than necessary to make the coupling.

When multi-platform or stack cars have empty platform(s), switching movements must be made with no more than 12 powered axles.

Train Operation

When multi-platform or stack cars have any empty platform(s) and the trailing tonnage of the train does not exceed 4,800 tons, no placement restrictions apply. When trailing tonnage exceeds 4,800 tons, empty multi-platform or stack cars must be placed in the rear half of the train's trailing tonnage. When trailing tonnage exceeds 8,500 tons, empty multi-platform or stack cars must be placed in the rear fourth of the train's trailing tonnage.

Blocks of 20 or more loads (100 tons or more per car) must not be handled behind empty multi-platform or stack cars.

If helper locomotives are used to push trains with empty platform(s), the number of powered axles in the helper consist must not exceed 12.

3D. On the following sets of Rotary/Rapid Discharge coal cars, the dump door line air hoses must be coupled, or placed in proper receptacle when provided, prior to releasing the train for service.

MCHX 30815-31044

NSPX 90001-90240 & 90501-90744

WCSX 12001-12123

Note: These are the cars that have the trainline on one side of the coupler and the dump door line on the other side with, both being at end sill level.

4. Air Repeater Operation

Air repeater cars BNH 3-14, 20-29, 30-35 must be operated approximately in the middle of the train.

There is a flashing light on both ends of the roof and two lights on either side at ground level. Flashing roof light and illuminated side light indicate which end of the car is cut in for repeater operation and must be the light nearest the controlling locomotive.

If charging in the wrong direction, bring the brake pipe to zero with an emergency application of the train brakes and recharge in the normal manner.

Air repeater cars increase the brake pipe pressure by a fixed percentage. Higher brake pipe pressure at the rear of a train will be noticed with this arrangement. It is possible for the brake pipe pressure on the rear car to be greater than the brake pipe pressure setting of the controlling locomotive. This does not constitute an overcharge with the air repeater car operating.

If an air repeater car fails en route, an automatic valve will operate to bypass the repeater equipment making it like any other car in the train. It is not necessary to do anything at the air repeater car. The air repeater car diesel engine contains antifreeze and draining of the engine is not required with engine shutdown.

If brakes do apply on the train when the air repeater rack is cut out by the bypass valve, it will be necessary to reduce the overcharged condition.

5. Car Weight and Length Restrictions

Cars weighing:

a. 177,000 pounds (88.50 tons) or less.

b. 177,001 to 220,000 pounds.
(88.51 - 110 tons)

c. 220,001 to 268,000 pounds.
(100.1 - 134 Tons)

d. 268,001 to 286,000 pounds.
(134.1 - 143.0 tons)

e. 220,000 pound ore cars 24 feet long (110 tons)
(BN 95500-95891, 96044-96085).

f. 263,000 pound (131.50 tons) ore cars 35 feet long
(BN 99000-99949).

Weights indicated represent the maximum gross weight of a four axle car. Length of car is measured from coupler face to coupler face.

Cars in categories a, b, c and d are permitted on all main tracks.

Exception: Categories not permitted on a subdivision will be specified in Item 2 of that subdivision's special instructions. Cars that are either heavier than these restrictions or are shorter than the minimum length specified for their weight class are not permitted without authority of Division Superintendent. Loaded ore cars in categories e and f are not permitted unless explicitly stated in Item 2 of Individual Subdivision Special Instructions. Commodities loaded in cars other than those specified in categories e and f are subject to restrictions in categories a, b, c and d.

6. Federal Railroad Administration (FRA) Excepted Track

Where Individual Subdivision Special Instructions specify "FRA EXCEPTED TRACK - See System Special Instructions Item 6", the following restrictions apply:

a. Maximum speed is 10 MPH ;

b. Revenue passenger trains are not permitted; and,

c. No more than five cars, required to be placarded by Hazardous Materials Regulations, may be handled in a freight train.

7. Dimensional and Special Shipment Restrictions

a. All employees involved in handling dimensional or special shipments must be familiar with and are governed by these instructions.

b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.

c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 106(5) of the General Code of Operating Rules.

d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.

e. Train dispatcher must issue appropriate track warrant, track bulletin or message when dimensional shipment restricts opposing train and confirm message received.

f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.

g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

RESTRICTIONS APPLICABLE TO CODE WORDS ALPHA THROUGH MIKE INCLUSIVE

Handle cautiously through yards.

When load is handled through turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear of other on-track equipment.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE <i>Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. Observe track center restrictions for 11 ft. 6 in. wide loads.</i>	LIMA	Load may not clear equipment on adjacent tracks. Adjacent tracks must be clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE <i>Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. Observe track center restrictions for 12 ft. wide loads.</i>	MIKE	Load may not clear equipment on curved portion of adjacent tracks. Adjacent tracks must be kept clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE <i>Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.</i>	NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE <i>Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 8 in. wide loads.</i>	OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE <i>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. wide loads.</i>	PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE <i>Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. 4 in. wide loads.</i>	QUEBEC	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
GOLF	LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. INCLUSIVE <i>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. 8 in. wide loads.</i>	ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
HOTEL	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.	SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved portion of adjacent tracks. Normal speed may be resumed if other train has stopped.	TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
JULIET	Reduce speed to 5 MPH or less when meeting trains or cars on adjacent tracks. Observe movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.	UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
KILOGRAM	Reduce speed to 5 MPH or less when meeting trains or cars on curved portion of adjacent tracks. Observe the movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.	VICTOR	This shipment must not be detoured or rerouted without further clearances.
		WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

8. Hazardous Materials Instructions**IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIALS MAY BE INVOLVED, THE FOLLOWING STEPS SHOULD BE TAKEN.**

1. Train and switch crews must determine what hazardous materials may be involved and what **precautions to take for personal safety**.
2. After making a preliminary report to the train dispatcher or yardmaster **and if safe to do so**, inspect the train for damaged or leaking cars of hazardous hazardous materials, and inform dispatcher or yardmaster of findings. Approach from upwind if possible, **avoiding contact with any released material**. Be alert for unusual odors, vapor fumes, and liquids or solids on the ground. Do not smoke or use fuses.
3. **Avoid contact with any released hazardous material**, whether liquid, solid or gaseous. Check for casualties and remove injured if **conditions require and it is safe to do so**. Keep public and other railroad personnel away from area of release.
4. If the accident involves casualties, fire and/or the release of hazardous materials, the conductor or other crew member must promptly notify or request the train dispatcher or yardmaster to notify the nearest fire, police and emergency medical agencies. Notification should include where the train crew will be located and how they can be identified.
5. If Flammable Gases or Liquids have been released, and **if it can be safely accomplished**, eliminate ignition sources such as lanterns, flares, fuses, open flames, switch lights, switch heaters and smoking materials from the immediate area.
6. Determine the status of the train and promptly notify the train dispatcher or yardmaster if in a terminal. If fire or vapor cloud is present, move to safety, generally upwind and to higher ground, and determine train's status from there. Take the waybills (shipping papers), wheel report (consist) and emergency response data and use them to determine:
 - Portion of train involved;
 - Initial and number of cars involved;
 - Name hazard class, UN/NA number of commodities involved in accident;
 - Identity of other hazardous materials in immediate vicinity of accident;
 - Necessary actions to protect people in the area around the accident.

TRAIN CREW ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND PROVIDE THAT INFORMATION TO ALL WHO NEED IT.**7. BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION.** Give train dispatcher or yardmaster as much information as possible regarding:

- Casualties, to include nature and extent of injuries and identification and address of injured.
 - Location of incident (mile-post location, proximity to public access, name or number of street or highway, etc.);
 - Location and position of derailed cars (upright, on side, parallel to track, etc.);
 - Identification of contents of derailed cars, both hazardous and non-hazardous;
 - Nature of damage to derailed cars (hole in side, sideswipe, etc.);
 - Evidence of leaking hazardous materials (dripping, steady stream, etc.);
 - Potential public exposures, both residential and business.
 - Environmental exposures such as waterways, culverts, drainage ditches, etc.;
 - Weather conditions (temperature, precipitation, cloudy or clear, wind speed and direction, etc.).
8. Select a **safe** location, accessible to arriving emergency response personnel. Inform train dispatcher or yardmaster and all crew members of this location. Information on waybills, consist and emergency response data shall be shared with emergency response personnel; however, physical custody of documents shall be retained by crew members and not surrendered to anyone other than a company officer

EXCERPTS FROM D.O.T. REGULATIONS

For complete Hazardous Materials Regulations of the Department of Transportation applying to railroad operations, refer to Bureau of Explosives Tariff No. BOE-6000-L or subsequent issues.

DEFINITIONS

EPA: The abbreviation for the U.S. Environmental Protection Agency.

HAZARDOUS MATERIAL: A substance or material, including a hazardous substance, which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated.

HAZARDOUS SUBSTANCE: A material, including its mixtures and solutions, that has been identified as environmentally damaging by the Regulations and is in a quantity, in one package, which equals or exceeds the Reportable Quantity (RQ).

HAZARDOUS WASTE: A material that is subject to the Hazardous Waste Manifest Requirements of the EPA.

HAZARD ZONE: A level of hazard assigned to gases and liquids that are poisonous by inhalation.

MARKING: A descriptive name, identification number, specification, UN mark or other information required by the Regulations on outer packaging of hazardous materials.

MATERIAL POISONOUS BY INHALATION: A gas or liquid that meets the definition of poisonous by inhalation and assigned a Hazard Zone of A, B, C or D.

N.O.S.: The abbreviation for Not Otherwise Specified which is applied to commodity shipping descriptions that are not included in the Hazardous Materials Table in the Regulations.

PACKING GROUP: A grouping according to the degree of danger presented by hazardous materials with Packing Group I indicating great danger; Packing Group II, medium danger; and Packing Group III, minor danger.

PLACARDED CAR: A rail car which is placarded in accordance with the requirements of the Regulations except those cars displaying only the FUMIGATION placards.

PRIMARY HAZARD: The hazard class of a material as assigned in the Hazardous Materials Table in the Regulations.

RAIL FREIGHT CAR: A car designed to carry freight or non-passenger personnel by rail, and includes a box car, flat car, gondola car, hopper car, tank car, and occupied caboose.

REPORTABLE QUANTITY (RQ): The quantity specified for hazardous substances in the Appendix to the Hazardous Materials Table in the Regulations.

RESIDUE: The hazardous material remaining in a packaging, including a tank car, after its contents have been unloaded to the maximum extent practicable and before the packaging is either refilled or cleaned of hazardous material and purged to remove any hazardous vapors.

SHIPPING PAPER: A shipping order, bill of lading, manifest or other shipping document (*waybill*) serving a similar purpose and containing the information required by the Regulations.

SUBSIDIARY HAZARD: A hazard of a material other than the Primary Hazard.

TECHNICAL NAME: A recognized chemical or microbiological name currently used in scientific and technical handbooks, journals and texts.

TRAIN: One or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

TRANSPORT VEHICLE: A cargo-carrying vehicle such as an automobile, van, tractor, truck, semitrailer, tank car or railcar used for the transportation of cargo by any mode.

DOCUMENTATION

SHIPPING PAPERS:

- (a) [49 CFR § 174.24 (a)] No person may accept for transportation by rail any hazardous material which is subject to the Hazardous Materials Regulations unless he has received a shipping paper prepared in the manner specified in those regulations.
- (b) [49 CFR § 172.201 (a)] When a description of hazardous material is required to be included on a shipping paper, the shipping description must include the following as specified in 49 CFR § 172.202:
- (1) The proper shipping name prescribed for the material in the Hazardous Materials Table of the Regulations. If n.o.s. (not otherwise specified) is part of the proper shipping name, technical or chemical names must be entered within parentheses in association with the basic description (proper shipping name, hazard class and identification number);
 - (2) The hazard class or division prescribed for the material in the Hazardous Materials Table of the Regulations;
 - (3) The identification number (preceded by "UN" or "NA") as prescribed in the Hazardous Materials Table of the Regulations;
 - (4) The packing group (e.g., PG I, PG II, PG III), when required, as specified in the Hazardous Materials Table of the Regulations;
 - (5) The total quantity of the hazardous material (by weight, volume or as otherwise appropriate), including the unit of measurement (e.g., 800 lbs. or 55 gal.) and;
 - (6) An emergency response telephone number as prescribed in § 172.604 of the Regulations.
- (c) [49 CFR § 172.203] Additional information that is not always required on shipping papers includes the following:
- (1) The letters "RQ" must be entered either before or after the basic description if the commodity is a hazardous substance and is present in one package in a quantity that equals or exceeds the reportable quantity;
 - (2) The notation "Placarded" followed by the name of the placard required for the placarded rail car containing a hazardous material must be entered following the description of the hazardous material; and
 - (3) The notation "DOT-113A" and the statement "Do Not Hump or Cut Off Car While in Motion" must be entered in association with the description of hazardous material on the shipping paper for a Class DOT-113 tank car containing a flammable gas.
- (d) [49 CFR § 174.25 (a)] Each waybill, switching ticket, switching order or other billing used in their place, prepared by the carrier from bills-of-lading, shipping orders or other shipping papers, and each shipping order used as a waybill for a rail car required to be placarded must, in addition to the information specified in (b)(1) through (c)(3) above, be plainly marked with the following:
- (1) An entry must be included to indicate which trailers or containers are loaded with hazardous materials in the case of a flatcar carrying trailers or containers;
 - (2) The placard endorsement for the applicable hazardous material or hazard class, when required, must be placed on the face of the shipping paper near the car initial and number in letters at least 0.4 inch (9mm) high or in bold upper case letters not less than 0.1 inch (2.5mm) high inside a rectangle made with a symbol such as asterisk (*), dollar sign (\$), etc.
- (e) [49 CFR § 174.25 (c)] The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words "RESIDUE: Last Contained ***", followed by the basic description of the hazardous material last contained in the tank car and the applicable placard notation followed by the word "RESIDUE". For example, "RESIDUE: Last Contained Naptha, Class 3, UN1255, Placarded: FLAMMABLE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.
- (f) [49 CFR § 172.205] No person may offer, transport, transfer, or deliver a hazardous waste unless an EPA hazardous waste manifest is prepared in accordance with 40 CFR § 262.20 and is signed, carried, and given as required by the Hazardous Materials Regulations. The requirement for a hazardous waste manifest, bearing the specified dates and signatures, to accompany a hazardous waste shipment in transportation does not apply to a rail carrier when the shipment is delivered to a designated facility by railroad if:
- (1) All of the information required to be entered on the manifest (except generator and carrier identification numbers and the generator's certification) is entered on the shipping paper accompanying the shipment; and
 - (2) The delivering rail carrier obtains and retains a receipt for the waste that is dated by and bears the handwritten signature of the person representing the designated facility.
- (g) [49 CFR § 174.25 (b)] When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt, or switching ticket, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:
- (1) The basic description of the shipment consisting of the proper shipping name, hazard class and identification number as specified in the Hazardous Materials Table;
 - (2) The total quantity by weight, volume, or as otherwise appropriate of the hazardous material covered by the description;
 - (3) The shipper's certification and signature, except when a certified bill of lading is tendered to the carrier;
 - (4) The applicable placard notation specified in the Table in § 174.25(a); and
 - (5) The letters "RQ" either before or after the basic description if the material is a hazardous substance.
- (h) [49 CFR § 174.26] When shipments of hazardous materials are transported in a train:
- (1) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing information required by the Hazardous Materials Regulations.
 - (2) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.
 - (3) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of the cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVES 1.1** or **1.2 (EXPLOSIVES A)** or **POISON GAS** (Division 2.3 Hazard Zone A and Division 6.1 PG I Hazard Zone A materials). A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice was given. At points where train or engine crews are changed, the notice must be transferred from crew to crew.

NOTE: The wheel report format implemented in 1992 satisfies the requirements of both (h)(1) and (2) above if the appropriate information has been entered in the system, and it will also satisfy the requirement in (h)(3) if copies are given to both the train crew and engine crew.

PLACARDING

MARKING AND PLACARDING OF RAIL CARS:

- (a) [49 CFR § 174.59] No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by the Hazardous Materials Regulations. Placards and car certificates lost in transit must be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified. For Canadian shipments, required placards lost in transit must be replaced either by the placards required by the Hazardous Materials Regulations of the United States or the Canadian placard authorized by those regulations.

- (b) [49 CFR § 172.504] Placards shall be displayed on each side and each end of:
- (1) A rail car, trailer or container containing any quantity of Division 1.1 or 1.2 (Explosives A), Division 1.3 (Explosives B), Division 2.3 (Poison Gas), Division 4.3 (Dangerous When Wet), Division 6.1, PG I, inhalation hazard (Poison), or Class 7 (Radioactive material) the requires a Radioactive Yellow III label.
 - (2) A rail car, trailer or container containing 1,001 pounds or more of hazardous materials other than those in (b)(1) above, excepting some Combustible liquids and Division 1.4 explosives; or
 - (3) A tank car or tank container containing any quantity of hazardous material.

INSPECTION

INSPECTION OF PLACARDED RAIL CARS [49 CFR § 174.8(b)] :

- (a) At any point where a train is required to be inspected, each loaded placarded rail car and each immediately adjacent rail car must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in safe condition for transportation. The inspection of a rail car other than a tank car or a rail car containing Division 1.1 or 1.2 (Explosives A) materials must include a visual inspection for obvious defects to the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by the Hazardous Materials Regulations.

(b) INSPECTION OF TANK CARS [49 CFR § 174.9] :

- (1) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that it is not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (2) An empty (residue) tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps at other openings securely in thier proper places, except heater coil inlet and outlet pipes must be left open for drainage.

(c) INSPECTION OF CARS AT INTERCHANGE [49 CFR § 174.10] :

- (1) A shipment of hazardous materials offered in interchange by a connecting line must be visually inspected by the receiving carrier must comply with the Hazardous Materials Regulations, and the shipping documents accompanying the shipment must bear the prescribed placard notation and endorsement.
- (2) Each rail car containing explosives requiring EXPLOSIVES 1.1 or 1.2 (Explosives A) placards which is offered in interchange by a connecting line must be visibly inspected by the receiving carrier and, if practicable, the lading should also be inspected. The car may not be forwarded until all discovered violations have been corrected. If the car shows evidence of, or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When the interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (3) A car containing packages of hazardous materials other than Class 1 (explosive) materials may not be offered in interchange if the packages are in a leaking condition.

(d) LEAKING TANK CARS [49 CFR § 174.50] :

- (1) A tank car discovered in a leaking condition in transit may not be unnecessarily moved until the unsafe condition has been corrected. In the case of a small leak, short movements may be made if a receptacle is attached under the leak to prevent the spread of liquid over tracks.
- (2) Each leaking tank car must be protected against ignition of the liquid or vapor by flame from sources such as lanterns torches, flares, fusees, switch lights, switch thawing flames, fires on sides of tracks, hot coals, lighted pipes, cigars, or cigarettes. All spectators should be kept at a safe distance. Open-flame lights may not be brought near a placarded tank car that is leaking.
- (3) A leaking tank car containing any hazardous material may be switched to a location distant from habitation and highways if the move can be safely made.

SWITCHING AND TRAIN PLACEMENT

Placarded shipments of hazardous materials must be switched and placed in trains as prescribed by the Hazardous Materials Regulations and Rules 103(N) and 616 of the General Code of Operating Rules. Train and engine service employees must familiarize themselves with the switching and train placement restrictions outlined in these instructions. If a placarded shipment of hazardous material is found to be improperly placed in a train, the placement error must be brought to the attention of the proper authority and corrective action shall be taken.

NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train consist or switch list indicate loaded, placarded cars containing hazardous materials and correspond to the Placard Endorsements found near the upper left hand corner of the waybills:

EXP- Explosives 1.1 or 1.2 (Explosives A)
EPG- Explosives 1.1 or 1.2 and Poison Gas
POG- Poison Gas
RAM- Radioactive Material
DAN- Dangerous

Additional Codes:

COM- Indicates COMBUSTIBLE placards are required, but no Placard Endorsement is required.
NPR- Indicates a hazardous material which does not require placards or Placard Endorsement, but shipping papers are required.
ORM- Indicates an "Other Regulated Material" which does not require placards or a Placard Endorsement, but shipping papers are required.

PLACARD SUBSTITUTION TABLE

Hazard class or division number	Current placard name	Old (Sept 30, 1991) placard name
Division 1.1	Explosives 1.1	Explosives A
Division 1.2	Explosives 1.2	Explosives A
Division 1.3	Explosives 1.3	Explosives B
Division 1.4	Explosives 1.4	Dangerous
Division 1.5	Explosives 1.5	Blasting Agents
Division 1.6	Explosives 1.6	Dangerous
Division 2.1	Flammable Gas	Flammable Gas
Division 2.2	Nonflammable Gas	Nonflammable Gas
Division 2.3	Poison Gas	Poison Gas
Class 3	Flammable	Flammable
Combustible Liquid	Combustible	Combustible
Division 4.1	Flammable Solid	Flammable Solid
Division 4.2	Spontaneously Combustible	Flammable Solid
Division 4.3	Dangerous When Wet	Flammable Solid W
Division 5.1	Oxidizer	Oxidizer
Division 5.2	Organic Peroxide	Organic Peroxide
Division 6.1 PG I and II	Poison	Poison
Division 6.1 PG III	Keep Away from Food	(None required)
Class 7	Radioactive	Radioactive
Class 8	Corrosive	Corrosive
Class 9	Class 9	(None Required)



[49 CFR § 174.82 (a)] Unless otherwise specified, the restrictions on the POSITION IN TRAIN AND SWITCHING RESTRICTIONS chart do not apply to rail cars, transport vehicles, freight containers, or bulk packagings placarded EXPLOSIVES (Division 1.6), COMBUSTIBLE, KEEP AWAY FROM FOOD/HARMFUL (Division 6.1 PG III), or CLASS 9, or placarded RESIDUE for one of these materials.



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[49 CFR § 172.332(c) and 172.334 (a)] Except for EXPLOSIVES (Divisions 1.1, 1.2, 1.3, 1.4, 1.5 or 1.6), RADIOACTIVE (Class 7) and DANGEROUS placards, a placard may display the appropriate four-digit identification number assigned to the hazardous material. Cars displaying these "alternate" placards are to be positioned in trains in accordance with any corresponding PLACARD GROUP or placard type RESTRICTIONS.



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[49 CFR § 172.519(b)] Except for RADIOACTIVE (Class 7), text indicating a hazard (e.g. "FLAMMABLE GAS", "FLAMMABLE", "CORROSIVE", etc.) is not required to be displayed on a placard. Each placard corresponding to the primary hazard class of a material must display the class (e.g., "1", "2", "3", etc.) or division (e.g., "5.1", "5.2", etc.) in the lower corner. No class or division number may be displayed on a placard corresponding to a subsidiary hazard of materials.

HAZARDOUS MATERIAL ACCIDENT/INCIDENT NOTES

Emergency Radio Transmission (Rule 503)? Yes ___ No ___

Dispatcher/Yardmaster Notified? Yes ___ No ___

Date Time MP Location _____

Weather (e.g., Clear, Rain, etc.) _____

Temperature Wind direction and Velocity _____

Distance and direction to surrounding buildings and population: _____

Distance and direction to nearby waterways: _____

Initials and numbers, contents, and condition of involved hazardous materials cars: _____

9. Trackside Failed Equipment Detectors (FED)

Failed Equipment Detectors (FED) are devices that detect hot bearings, hot wheels and dragging equipment on cars and locomotives. They are located beside the track at locations shown under Individual Subdivision Special Instructions.

Blowing or swirling snow from passing trains can prevent detectors from obtaining a proper reading of wheel or bearing temperature. When these conditions are possible, reduce the trains speed to the extent necessary to allow the detector to scan the train.

A speed below 8 MPH while passing a detector can produce an inaccurate reading and axle count. If speed of train drops below 8 MPH at any time while passing a detector, inspect both sides of entire train.

Except in emergency, do not use radio when train is within 150 feet of FED until entire message has been received from that detector.

FED equipment will transmit a **Detector Message** immediately after train has passed the detector. Train crew must be alert for and monitor FED radio reports. A four second warning tone is transmitted each time a defect is detected.

The following are examples of messages transmitted by FED equipment and the actions required by the train crew. **Note:** XXX is the axle count from head end of train to the defect indicated and includes locomotive axles.

Detector Status Message	Train Crew Response
"... No Defects"	Proceed
"... Integrity failure"	Train may proceed unless other messages require inspection.
"... First hot box right side XXX"	Stop train; inspect near indicated axle.
"... First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
"... First hot wheel right/left side from XXX to XXX"	Stop train; inspect near indicated axle.
"... (No message or incomplete message)"	Stop and inspect entire train.
"... Excessive alarms"	Stop and inspect entire train.

Detector status messages may describe more than one defect such as:

- "... First hot box right side XXX"
- "... First hot wheel right/left side from XXX to XXX"
- "... Second hot box right side XXX"

End of message will be indicated by words "Out" or "End of transmission".

When an FED which protects bridge, tunnel or other structure is out of service, including when **Detector Message** is "... Integrity failure", inspect train in advance of such structure.

Conductor must report to the train dispatcher when **Detector Message** is "Integrity failure".

When **Detector Message** requires an inspection, be governed as follows:

Only inspect side of train specified in the message; if neither side is specified, inspect both sides.

Location of failed equipment will be determined by counting axles from head end, including locomotive axles. When conditions make it impractical to make a walking inspection of entire train, train may be moved at not more than 5 MPH to complete the inspection.

If the inspection does not confirm a defect, inspect at least eight axles to the front and rear of the indicated axle using heat indicating crayon.

FREIGHT TRAINS

If overheated equipment is not found during inspection, crew will determine the axle which was originally detected and set out that car. This will not apply to a caboose or locomotive unit which is part of the engine consist. The caboose or locomotive unit must be watched closely for 25 miles unless the next FED does not give an alarm on the same axle. If a defect is detected on the same locomotive unit or caboose by two successive FED's, that equipment must be set out of train.

If FED indicates overheating on the wheel of a caboose having a generator belt attached to the axle, caboose need not be set out if no other mechanical defect is noted.

Connecting crew members, mechanical forces on duty at next terminal, or supervisor must be informed of condition when unable to locate failed equipment on locomotive or caboose.

PASSENGER TRAINS

If failed equipment is not found after inspecting eight axles to the front and rear of the indicated axle, then inspect entire train. If failed equipment is not found during inspection of entire train, train may proceed. Crew members must make frequent observation of that equipment for 25 miles unless the next FED does not give an alarm on the same axle. If the defect is detected on the same passenger equipment by two successive FED's, that equipment must be set out of train.

Heat indicating crayon will be used to check journal bearing temperature. Normally, 200 degree Fahrenheit crayon will be used; however 163 degree Fahrenheit crayon will be used when outside temperature is below 32 degrees Fahrenheit. Where available, hand held infrared device will be used instead of crayon to detect excessive journal bearing temperature.

Conductor will report to the train dispatcher when an FED failed to detect an overheated bearing found within 25 miles of detector. Train dispatcher will notify the signal supervisor and the signal maintainer to have the detector inspected.

Radio Tone detectors are FED's that transmit a radio tone only and are shown under Individual Subdivision Special Instructions. An intermittent radio tone will be broadcast immediately after train has passed the detector site to indicate no dragging equipment was detected. When a continuous radio tone is heard while passing through the limits of a Radio Tone detector; inspect entire train for dragging equipment. When an intermittent radio tone is not heard, stop train and inspect for dragging equipment.

10. Amtrak Instructions

Burlington Northern has sole control of the operation of Amtrak trains and will not be required to hold or delay any train, except for passengers and connections, when requested by Amtrak. Request must be accompanied by SD relief number. Authorized employees are limited to those located in the Philadelphia Control Center, plus the General and Transportation Superintendents of Amtrak's Midwest and Western Divisions.

All requests for BN to perform service must be accompanied by SD number for relief of delay in addition to AN number for payment of costs.

Except for emergency conditions or when required by rule, trains will not make an unscheduled stop unless authorized by the train dispatcher. Emergency conditions will normally not include the following: repair of toilets or air conditioners, handling of supplies, searching for lost baggage, calling Philadelphia for instructions and detaining passenger unless life threatening situation exists.

Unless authorized by train dispatcher and accompanied by SD relief number, the transfer of mail, baggage, express, supplies or passengers at unscheduled stops is prohibited. Request to transfer at scheduled stops, other than at Spokane, requires permission from train dispatcher and must be accompanied by SD relief number.

Equipment: Unless otherwise provided,

Equipment that cannot be safely operated at maximum speed must be set out at first available location unless train can arrive final destination in less time than would be required to make the set out.

Maximum speed for freight locomotives in Amtrak service is 70 MPH.

Movement with locomotives between cars is prohibited.

Handling, adjusting or performing work between or under cars when Head End Power (HEP) 480 volt A.C. is energized is prohibited.

Departure from originating station with HEP cables short looped is prohibited.

In the event of HEP failure, crew members must determine if train may be handled safely and every effort made to advance train to the next siding or scheduled stop before repairs are made.

All HEP cables must be secured with approved tie down grommets.

Air hoses and HEP cables must be secured no less than 4 inches above top of rail.

Double stretch is required after pick up or set out of cars or locomotives.

*Required hand tools and supplies must be available on locomotive.

Train garbage/refuse to be off loaded into FDA approved containers.

Both locomotives of trains scheduled with two units will be in good working condition and capable of producing HEP.

Locomotives equipped with 250 KW generators (200 through 229) prohibited on trains requiring two locomotives.

When temperatures are below freezing, maximum of 15 cars allowed on HEP.

Crews: Unless otherwise provided,

Will operate trains at maximum authorized speed consistent with rules compliance and safety.

Will arrange to complete station stops within allotted dwell times.

Will not allow non-ticketed passengers to board trains.

Will be fully rested for service at their assigned crew base.

Will arrange to be relieved on their hours of service sufficiently in advance to avoid delay to train. Relief to be accomplished at scheduled stops.

Dumping Toilets

Except when discharged into appropriate container, dumping of toilets from Amtrak trains is prohibited while:

- a. Passing through limits of Track Bulletin Form B.
- b. In Nelson Bennett, Seattle, Everett, Cascade and Flathead tunnels.

Train and engine crews will coordinate their efforts to ensure compliance. Train crews are responsible for notification of on board personnel.

Speed Sensor Override Switch must not be placed in DUMP BELOW 25 MPH position except when an employee is in attendance.

Delay Reports

Prior to tieup, Engineer or Conductor must furnish train dispatcher office with official delay report. Such delay reports:

Will indicate all time lost based on station dwell times and best possible run times.

Will show reason for delay over dwell times and all other time lost IE, passengers, baggage, slow order, hot/cold weather restriction, locomotive malfunctions, etc.

Will include car/locomotive initial and number, axle and journal if applicable, reason for inspection and defect, if any found.

Will indicate number of group passengers entraining/detraining with group name and reservation number.

Will indicate number of passengers entrained/detrained at other than final ticketed destination for alternate service.

Will include SD relief numbers authorizing "hold" or "delay".

11. Storage of Cars Within Yard Limits Non-Signaled Territory

Within yard limits in Non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by track warrant or track bulletin. This does not modify requirements of Rule 93.

12. Commodities Insulating Track in CTC and ABS

Employees should be alert for insulating commodities such as clay, chips, oil, etc., on top of rails. This condition could possibly insulate the track and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

13. In Effect on Burlington Northern Railroad

- General Code of Operating Rules, SECOND EDITION, effective October 29, 1989
- Air Brake and Train Handling Rules, Form 15338, Revised 10/1/90.
- Train Dispatcher's Manual, Form 51545, Revised 1/1/93.
- Operator's Manual, Form 15472, Revised 10/29/89.
- Maintenance of Way Rules, Form 15125, Revised 10/29/89.
- Safety Rules and General Rules, Form 15001, Revised 8/81
- Emergency Response Guidebook, DOT Form P 5800.5.

14. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

In conductor only train operations during over the road movements the conductor will occupy the controlling locomotive.

Track warrants issued directly to trains must be repeated to the train dispatcher by the conductor and engineer.

Automatic Switches

To operate switch to enter siding, stop with leading wheels of movement within 200 feet of the absolute signal which governs movement over the switch, then crew member of train which is to enter siding will operate push button located on signal mast. After 40 seconds, signal will indicate red over lunar Rule 241 when switch is lined for movement into siding.

When the signal which governs movement over Automatic Switch displays Stop indication, switch must be operated by hand before proceeding.

When necessary to operate Automatic Switch by hand, after stopping for signal which governs movement over the switch, crew member of that train will:

1. Unlock switch lock.
2. Place selector lever in **HAND** position.
3. Operate hand throw lever until switch points are seen to move with movement of lever.
4. Line the switch for the route to be used; and,
5. The selector lever must not be returned to **POWER** position until at least one unit or car has passed over the switch.

When switch which has been operated by hand is returned to **POWER**, the switch will automatically return to normal position after movement over the switch has been completed.

On sidings, trains must not pass overlap sign location until authorized to proceed.

To enter main track and movement is authorized to proceed, movement must be made past overlap sign; further movement must not be made until signal governing movement over switch indicates proceed. If signal does not indicate proceed within 5 minutes, hand operate switch per Rule 317.

When automatic switches are operated by hand, they are then hand operated switches and rules governing hand operated switches apply, except cars must not be dropped over them.

Turnouts Equipped with Two Switch Machines (Moveable Point Frogs)-

Locations where turnouts are equipped with two switch machines will be identified under Individual Subdivision Special Instructions.

When dual control switches equipped with two switch machines are operated by hand, the switch machine which operates the switch points and the switch machine which operates the moveable point frog must both be operational.

When turnouts are equipped with crank operated machines the hand crank must be turned an additional 10 revolutions after the switch points are in the desired position to insure sufficient closure tension at the switch points.

Rules 315 and 315(A) apply at all locations where turnouts are equipped with two switch machines (moveable point frogs).

Track and Time Limits, Track Warrants, Track Bulletins and Occupancy Control System (OCS)

When verbally issuing and repeating track and time limits, track warrants, track bulletins and OCS, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

Definition - Restricted Speed - is changed to read:

A speed that will permit stopping within one half the range of vision short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Rule G - is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

Rule 3

Time signals received from WWV TIME may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8-998-8463 (8-WWV-TIME).

Rule 6 - explanation of characters:

- A - Automatic Interlocking (actuated automatically by the approach of a train).
- B - General orders, notices, and circulars.
- I - Manual Interlocking (operated by a control operator).
- J - Junction.
- K - Standard clock.
- M - Railroad crossing protected by signals or gates.
- T - Turntable or wye.
- U - Railroad crossing not protected by signals or gates.
- X - Crossover.
- X(2) - Multiple crossovers.
- Y - Yard limits.

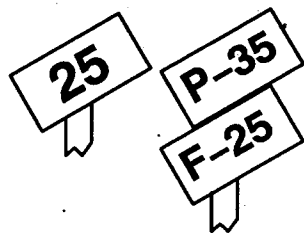
Rule 10(E) - following paragraphs are added:

Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

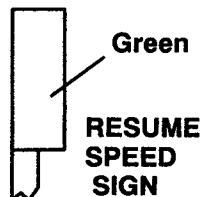
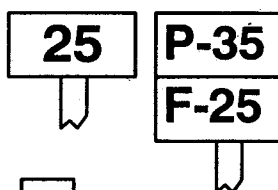
The Advance Warning Sign will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a Resume Speed Sign or another Speed Sign is displayed.

At the end of a reduced speed zone, a train or engine will be governed by a Speed Sign displaying a higher speed or a Resume Speed Sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.

ADVANCE WARNING SIGN

Note:
Advance Warning Sign and Speed Sign have yellow background and black letters and/or numbers

SPEED SIGN

These signs as illustrated, apply to train and engine movements as follows:

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all trains.

Rule 25(A) - new rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailling position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

(3) WARNING SIGNALS - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

Rule 82 - following last paragraph is added:

In CTC territory, a reverse movement must not be made over a dual control switch without permission from the control operator.

Rule 84. BACK UP MOVEMENT: A train may back up on the main track to pick up a member of the crew under conditions listed below. When movement is made under the following conditions, restricted speed does not apply. Such back up movement:

- (1) Is limited to the train's authority. Such authority may be in one direction or in both directions,
- (2) Must not enter or foul a private or public road crossing except as provided by Rule 103,
- (3) Must not be made into or within yard limits,
- (4) Must not exceed the train's length, and
- (5) Cannot be made unless permission has been obtained from the train dispatcher. Dispatcher must not grant permission when:
 - (a) Train location line-up is in effect in the limits effected.
 - (b) Other authority is in effect in the same or overlapping limits.

Rule 102, paragraph (2) - is changed to read:

- (2) The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab, train may be moved at not more than 10 MPH until inspection can be made. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

Rule 102-following new last paragraph is added:

In cabooseless train operation, the initial and number of the car on which the rear of train device or marker is applied must be ascertained by the conductor. If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

Rule 103(H) The following paragraph is added:

When it is necessary to couple air hoses or adjust a drawbar, all crew members involved must have an understanding that a crew member will be coupling air or adjusting drawbar. Such understanding will include the track number or track designation where the car(s) is located. Where other engines may be working at both ends of track or tracks, there must be an understanding between the crews that such work is going to be done to avoid injury or damage.

Rule 103(P)-cancel third paragraph reading:

When a sign reading "OCCUPIED OUTFIT CARS" is attached to switch, or to cars, cars must not be coupled to or moved until occupants have been notified and permission given by the foreman or his representative.

Rule 104(M)(4) - second paragraph is changed to read:

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Individual Subdivision Special Instructions.

Rule 105 - is changed to read:

Except on track where block system is in effect, trains or engines using other than main track must move prepared to stop within one half of the range of vision short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined.

Rule 153 - following paragraph is added:

When using main tracks, except double track, in westward or southward timetable direction, they will be numbered consecutively from right to left beginning with Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

Rule 312(3) - cancel second paragraph and add the following three paragraphs:

In addition to complying with the instructions in release box, the following must be complied with:

If signal does not change its indication at expiration of time release interval, train may then proceed on hand signal from a member of the crew at the crossing if there is no train approaching on conflicting routes.

If a train is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train on the conflicting route.

Rule 315(A) -cancel first paragraph reading:

Before proceeding from a Stop indication over a dual control switch or derail, crew member must precede the movement and examine the first dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail. Remaining dual control switches or derails, if any, must then be examined by crew member on the ground before movement is made over the switch or derail.

Rule 351 - Following paragraph is added:

Employee releasing track and time limits must state their name, track and time limit number being released and track limits that were authorized.

Rule 351(C) - cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached with such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Track Warrant Form - Line 15 on Track Warrant Forms 15973 and 15974 are changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Rule 403 - Following paragraph is added:

Conductor and engineer must read, discuss and understand the requirements of each track warrant to ensure that all crew members understand them.

Rule 410 - Following paragraph is added:

Employee releasing track warrant must state their name, track warrant number being released and track limits that were authorized.

Rule 450(A) - new rule added.

450(A). CHANGE OF ENGINE: When necessary to change the address of a track warrant with only Item 16 checked, the identifying engine number may be corrected on verbal authority of the train dispatcher. Track warrant number may be changed when necessary as authorized by the dispatcher. Instructions received must be repeated to the dispatcher by receiving crew member who must notify other crew members of the correction. Rule 406 is modified accordingly.

Rule 456- will not be used. Dimensional and Special Shipment Restrictions as contained in System Special Instructions will govern.

Track bulletin Form D- Example shown below:

TRACK BULLETIN FORM D

No. _____	Date, 19 _____
To _____	At _____
_____	At _____
_____	At _____
_____	At _____

OK _____	Copied By _____	Dispatcher _____
----------	-----------------	------------------

Printed in U.S.A.

Rule 516 - following paragraph is added:

All road trains must have operable locomotive radio in the controlling locomotive. If the radio should fail enroute, the locomotive may continue as the controlling locomotive only if no other locomotive is available to be picked up or switched to the controlling position, and then, only to the next radio repair facility.

Rule 518 - is changed to read:

A malfunctioning radio must not be used and each crew member of the train and the train dispatcher or other designated employee must be notified by any alternate means of communication available as soon as practicable. If the speaker is not functioning as intended, the radio is considered inoperable.

Rule 627(5) - is changed to read:

- (5) Freight car with bad order tags indicating that car is safe to move may be handled to nearest repair point.

15. Air Brake and Train Handling Rules Changes and Additions.**Rule 106 (C) - new rule added:**

106 (C). When cars are picked up on line or at interchange where mechanical forces are not on duty, train crew must open friction bearing box lids and check for missing or displaced components, contamination and visible free oil before departing.

Rule 106 (D) - new rule added:

106 (D). When train stops enroute, train crew member must examine friction bearing boxes for signs of distress as time will permit.

Rule 115 - is changed to read:

Brake shoes must not be worn to the point that will allow the backing plate to come in contact with the wheel tread when the brakes are applied.

Rule 119 H - is canceled.**Rule 123 A - is changed to read:**

A. Each locomotive in use must be inspected at least once during each calendar day. A written report of the inspection shall be made on Form 16450-N, Locomotive Inspection Report, for each locomotive requiring the inspection.

Rule 203 - new rule:**203. Brake pipe maintaining feature.**

When the controlling locomotive or yard air brake testing device is equipped with a maintaining feature, this feature must be cut out during brake pipe leakage tests after the required brake pipe reduction has been made.

Rule 204 B - is changed to read:

B. The locomotive must be equipped with an Air Flow Indicator. This indicator must either be equipped with an orange or red calibration mark or display a direct reading of air flow, in cubic feet per minute (CFM), in 10 CFM increments from 10 to 80.

Rule 204 D - is changed to read:

D. The train brake system must be charged to within 15 psi of the regulating valve setting, and the air flow pointer must be to the left of the calibration mark or not exceed 60 CFM.

Rule 210 - new rule:**210. Service Track Locomotive Air Brake Test**

A. Before locomotives are offered for service from a mechanical facility, the following tests must be made to ensure the safe operation of the brake system:

1. Ensure brake pipe is set to the prescribed pressure.
2. Apply independent brake fully and observe brakes apply on each locomotive. Release independent brake and observe brakes release on each locomotive.
3. With equipment fully charged, using the automatic brake valve, make a 10 psi brake pipe reduction and observe brakes apply on each locomotive.
4. On 26L equipment, move automatic brake valve cutout valve to OUT position. On 24RL and No. 6 equipment, move automatic brake valve handle to LAP.
5. Observe brake pipe gauge and note leakage does not exceed 5 pounds per minute.
6. Observe equalizing reservoir gauge and note zero leakage.
7. On 26L equipment only, move automatic brake valve handle to Minimum Reduction position, and observe equalizing reservoir gauge does not rise.
8. Actuate, observe brake release on each locomotive, and place automatic brake valve, cutout valve, in IN position.
9. Using the automatic brake valve, make a 20 psi brake pipe reduction, observe brakes apply on each locomotive. Release automatic brake and observe brakes release on each locomotive.
10. Move independent brake valve to full application position.

Rule 311 (F) is cancelled.**Rule 344 (F) - is changed to read:****344 (F). Cresting Grade**

Cresting grade is defined as a long ascending grade which changes to a long descending grade, both grades being of sufficient magnitude to require a change in train handling procedures as the grade is being topped.

1. Reduce the throttle just before the locomotive crests the grade.
2. Continue to reduce throttle to a position that will prevent speed increase until at least one half the train has crested the grade.

*Utilizing this method will reduce the additional draft force created by the weight of the locomotive and cars as they crest the grade.

*In curve territory, this method will reduce the lateral forces transmitted to the track structure.

Rule 503 - is changed to read:**503. Unusual Conditions**

A. If the engineer becomes aware of abnormal changes or loss of brake pipe pressure with the train brakes released and a true gradient established, or if a brake application cannot be transmitted, stop and secure the train.

B. Any train experiencing air brake problems must immediately notify the train dispatcher. The dispatcher must then notify the Trainmaster, Manager Operating Practices or Superintendent, who will make the determination if the train can be safely moved or held for inspection.

C. If a train qualified by the Air Flow Method experiences an increase in brake pipe air flow and/or an increase in brake pipe gradient and the air flow pointer does not return to the limits established in the initial terminal air brake test within the time limits established in the maximum charging time chart in this section, the train crew shall stop and repair leaks if possible. If unable to make repairs, train may proceed with caution only if the rear brake pipe pressure is greater than 60 PSI.

Rule 527 B - is changed to read:

B. When helper locomotives are added to other than the head end of train, after the helpers are coupled and before the angle cocks are opened to prevent an undesired release of the brakes on the train being handled:

1. Helper engineer must make an automatic brake pipe reduction down to the same pressure as the rear brake pipe pressure of the train being handled. If the rear brake pipe pressure is not known, helper engineer must make a 10 psi automatic brake pipe reduction.
2. Move the automatic brake valve cutout valve to the OUT position.
3. Move the automatic brake valve handle to CONTINUOUS SERVICE position and ensure equalizing reservoir pressure is reduced to zero (0).
4. Angle cocks may now be opened.

*If the train being handled does not have a brake application in effect, step 1 is not necessary.

Locomotive Speed Indicators--

When a locomotive is used as a controlling unit, at speeds in excess of 20 MPH, it must be equipped with an operative speed indicator. If the speed indicator should fail enroute, the locomotive may continue as the controlling unit only if no other locomotive is available to be picked up or switched to the controlling position, and then, only to the next repair facility.

Business Cars--

Business cars must not be handled on the rear of trains consisting predominantly of auto racks, or other equipment with end of car cushioning.

16. Maintenance of Way Rules Changes and Additions**Track and Time Limits, Track Warrant, Track Bulletins and Occupancy Control System (OCS)**

When verbally issuing and repeating track and time limits, track warrants, track bulletins and OCS, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

Automatic Switches- Maintenance of Way equipment that shunts the track must not pass a overlap sign unless authorized to proceed.

Rule J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99 of the General Code of Operating Rules. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

Rule 3

Time signals received from WWV TIME may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8-998-8463 (8-WWV-TIME)

Rule 6 - explanation of characters:

- A--Automatic Interlocking (actuated automatically by the approach of a train).
- B--General orders, notices, and circulars.
- I--Manual Interlocking (operated by a control operator).
- J--Junction.
- K--Standard clock.
- M--Railroad crossing protected by signals or gates.
- T--Turntable or wye.
- U--Railroad crossing not protected by signals or gates.
- X--Crossover.
- X(2)--Multiple crossovers.
- Y--Yard limits.

Rule 9-the following third paragraph is added:

Speed restrictions covered by General Order must be protected by permanent speed signs. Train dispatcher must be notified when permanent speed signs are in place.

Rule 9(B) - that part of Maintenance of Way Rule 9(b) reading:

Yellow flags will be displayed only on the track affected as follows: ON SINGLE OR MULTIPLE MAIN TRACKS, flags protecting a temporary speed restriction, track condition, men or equipment must be displayed in both directions to protect all possible access to the restricted area.

ON DOUBLE TRACK OR TRACKS WHERE THERE IS A CURRENT OF TRAFFIC, flags protecting a temporary speed restriction or track condition will be displayed for trains moving in both directions until advised by train dispatcher that track bulletin or track warrant has been issued to protect temporary speed restriction or track condition. After having been advised that the track bulletin or track warrant has been issued, flags placed for trains moving against the current of traffic may be removed. When protection is to be provided for men or equipment, this will not apply and flags must be placed in both directions on each track affected.

Is Changed to Read:

Yellow flags must be placed to protect all possible access to the restricted area until track bulletin, track warrant or general order has been issued to cover the restriction. After track bulletin or track warrant has been issued, yellow flags will be placed only on the track affected. On double track or tracks where there is a current of traffic, yellow flags placed in advance of a speed restriction for trains moving against the current of traffic may be removed after track bulletin, track warrant or general order has been issued.

Rule 25(A) - New rule added.**25(A). PROTECTION OF OCCUPIED OUTFIT CARS:**

This rule prescribes the requirements that must be followed for the protection of occupied outfit cars. As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

- (a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.
- (b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK- One of the following methods of protection, or a combination thereof, must be provided:

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH. Warning signals must be displayed at each derail.

(3) WARNING SIGNALS - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal..

Rule 45 - is changed to read:

When warning required for employees working on or near the tracks, request dispatcher issue the following:

From (time) until (time) between MP___ and MP___ trains on ___ track whistle frequently approaching gang.

Rule 351 - following paragraph is added:

Employee releasing track and time limits must state their name, track and time limit number being released and track limits that were authorized.

Rule 410 - following paragraph is added:

Employees releasing track warrant must state their name, track warrant number being released and track limits that were authorized.

Track Warrant Form - Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.

17. Instructions For Agents, Control Operators, Clerks/Operators, Bridgetenders Changes and Additions

Item 5A3d - is changed to read:

d. Line-up; 10 inch short form may be used when receiving machine is using 10 inch wide paper.

Item 5A4 - is changed to read:

The error correction feature, on machines so equipped, must be activated when transmitting or receiving track warrants, track bulletins or train location line-ups. Refer to Manufacturer's Operating Manual to determine if machine is equipped with error correction feature. Track warrants, track bulletins or train location line-ups may be inserted vertically. They must not be inserted horizontally (sideways) unless the receiving machine is using 10 inch wide white paper.

Item 5A5 - is changed to read:

Facsimile machines must be set to the resolution which produces the best copy.

Item 5A6 - is canceled.

Item 6L - new item added.

L. When protection of occupied outfit cars is provided by control operator as prescribed by Rule 25(A)(2)(b), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

Item 6M - new item added.

M. When protection of employee on, under or between rolling equipment is provided by control operator as prescribed by Rule 26 (2)(c), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

Item 6N - new item added:

Before granting track and time limits that will be in effect only between the outer opposing absolute signals governing movement over a dual control switch, the limits must be protected by placing blocking or markers at adjacent control points.

Item 7D - new item added:

D. Releasing:

When employee releases track and time limits, control operator will state:

- a.Name of employee releasing track and time limits.
- b.Track and time limit's number being released, and
- c. Time track and time limit released

18. Safety Rules and General Rules Changes and Additions

Getting On and Off Moving Equipment

Getting on or off moving engines and cars is prohibited except where otherwise specified by Special Instructions or in cases of emergency.

Rule 181 - is modified as follows:

181. This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

WORKMEN:
(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

g. Blue signal protection must be provided for workmen when:

- (1) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (2) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 299 - following paragraph is added:

When movement is being made in response to hand signals, the disappearance from view of employee giving hand signals, or the disappearance of the light by which such signals are given, must be regarded as a stop signal unless employee on leading car has control of air brakes.

Rule 336 m - added:

Turn vehicle headlights on any time the weather requires use of windshield wipers.

Rule 345 - following paragraph is added:

Vehicles above 10 feet in height must have height marked on outside and on dash of vehicle.

Rules 382 through 414 - are canceled.

BN Intermodal/Automobile Facility Safety Rules and General Rules, Form 16406 June 1, 1989, govern personnel whose duties require them to be within the confines of a BN Intermodal or Automobile facility. This book is available at Material Department Stores. Burlington Northern Railroad employees are governed by the following rules from this publication.

I-10 Vehicles operating within Intermodal or Automobile Facilities shall not exceed 15 MPH unless otherwise posted. Slower speeds are required as conditions warrant to prevent accidents.

I-13 Loading/unloading operation and rail car movement is to be expected at all times on Intermodal or Automobile Facilities.

I-14 All personnel must exercise extreme care during loading/unloading operations. Those personnel whose duties require them to be close to the load/unload operations must keep hands and bodies clear of loading devices, intermodal equipment or rail car and its connection to prevent injury.

I-15 Personnel must stand clear of tractors and trailers when such equipment is being coupled or uncoupled.

I-22 Tracks must not be entered or cars must not be coupled or moved within an Intermodal or Automobile Facility without proper designated authority.

To prevent access to the Facility:

- a. Each switch providing direct access must be lined against movement into the Facility and secured with a private lock under control of the supervisor in charge of the Facility; or
- b. If "a" is not practicable, a derail capable of restricting access, must be placed in derailing position 150 feet from the facility, if distance permits, and locked with a private lock under control of the supervisor in charge. Derail must not be placed on a main track.

I-32 All accidents, injuries and hazardous material incidents, must be reported immediately to proper designated authority. Required forms must be completed and submitted before leaving property.

Rule 564 - following paragraph is added:

Sexual harassment of any type is prohibited while on duty or on Company property. Employees who feel they have been sexually harassed must contact their immediate supervisor or divisional/regional Director of Human Resources or Corporate Director of Employee Relations.

Rule 565 - is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited. Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule 566 - is canceled.

Rule 572 - is changed to read:

Employees are prohibited from having firearms or other deadly weapons, including knives with a blade in excess of three inches, in their possession while on duty or on Company property except those authorized to have them in the performance of their duties or those given special permission by division general manager.

Rule 575(A) - added:

575(A). The Company's communication system is for handling Company business, but may be used for messages relating to personal affairs of employees in cases of illness or accident. Commercial telephones on Company property, except pay telephones, are not to be used without permission from proper authority and long distance or message unit calls are not to be made unless specifically authorized.

The Company's office equipment and machines must not be used for other than Company business.

The use of Company postage for personal mail not related to Company business is prohibited. Mail not pertaining to the affairs of the Company must not be sent by train mail; to do so is forbidden by the United States postal laws.

Rule 585 - All accidents/incidents must be reported to immediate supervisor or as soon as possible by first available means of communication. A determination must be made as to reportability. Diagnosed illnesses and injuries requiring treatment beyond first aid require an F-27 to be completed. Information surrounding a first aid injury shall be entered into the First Aid Log Book maintained locally.

Rule 592 - is changed to read:

Whenever passengers or employees are injured, everything possible must be done to care for them properly. If they are able to be moved, they should receive care from the nearest Company physician. If the case is urgent, they should be taken to the nearest medical facility or qualified physician (M.D.) for treatment.

Rule 597 is changed to read:

Information concerning accidents and personal injuries must not be made public nor communicated to other than persons directly concerned or authorized company representatives.

19. Automatic Cab Signals

Cab signal equipment must be cut out on all portions of Burlington Northern Railroad except on suburban equipment on Chicago Division.

20. Certificate of Rules Examination

Employees required to pass rules examination must have Certificate of Rules Examination, Form 15015, in their possession while on duty.

21. Crossing Accidents & Trauma Incidents

1. Note time, call Dispatcher (All Accidents)—Call 911.
2. Determine if there are injuries.
3. Emergency Vehicles.
4. Locations of crossing, D.O.T. number, cross street, milepost.
5. Cooperate with authorities.
6. Determine if there is: Track, Engine, or property damage.
7. Was: Whistle blowing, Lights on, were signals/gates working.
8. When was train placed in emergency? (Note: Sand on Rail)
9. Identify "Rail Car" on crossing (car number).
10. Secure Wheel Report
11. Witnesses: Name, phone number, address.
12. Vehicle license number, weather conditions, road conditions.
13. Information to police—Your name, address, phone number.
14. Relief of crew?
15. If insisted, consent to blood test (ask if Company officer can okay, due to protecting train).

16. "SYSTEM E.A.P." Representative 1-800-383-2327

EXCEPTIONS:

- a. Do not give written statements.
- b. Do not give interviews with reporters.
- c. Do not release speed tapes to outside authorities.

22. Physical Examinations

Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations will be at company expense.

23. Policy for Use of Mobile Radio Access System (MRAS)

The Mobile Radio Access System is a radio system and all radio rules contained in the General Code of Operating Rules, Second Addition, effective October 29, 1989, Maintenance of Way Rules, Form 15125, Revised 10/29/89 and Safety Rules and General Rules, Form 15001, revised 8/81 apply. Mobile radios and base station radios must be identified and the use of "over" and "out" is required.

Further, the Mobile Radio Access System is not to be used for personal business which includes phone calls to home or access to tape recorded crew line up information.

24. Smoking Policy

Smoking is prohibited in all common and shared company premises, and multi-employee work stations, which includes locomotives, cabooses and company vehicles:

Smoking will be permitted in designated smoking areas, and in spaces, offices and work stations to which an individual employee is assigned.

This policy is subject to modification to the extent necessary:

(a) to comply with federal, state and local non-smoking regulations, which may be applicable to company premises; and

(b) to accommodate a localized situation where the nuisance and potential health effect of secondary tobacco smoke may warrant a deviation from the corporate policy.

25. Tornado Instructions**WATCH**

A **Tornado Watch** means that atmospheric conditions are such that tornadoes could develop. During a **Tornado Watch**, train and yard movements will continue unless skies look threatening or a **Tornado Warning** is issued. Be alert for warnings or signs of a tornado. Signs to look for are severe thunderstorms, hail, loud roaring noise, a funnel cloud or any combination of those signs. Use company radios to monitor instructions from the train dispatcher or person in charge of the yard. If a funnel cloud is seen, immediately notify train dispatcher or person in charge of the yard if safety permits.

WARNING

A **Tornado Warning** means that a tornado is imminent, has been sighted or has been verified by the National Weather Service or its spotters; **be prepared to take necessary precautions.**

When a **Tornado Warning** includes the area you are in, or when Civil Defense sirens are heard, stop all train movements and yard activities and seek shelter. When possible, the train dispatcher will advise appropriate personnel of **Tornado Warnings** covering their respective areas.

PERSONNEL ACTIVITIES

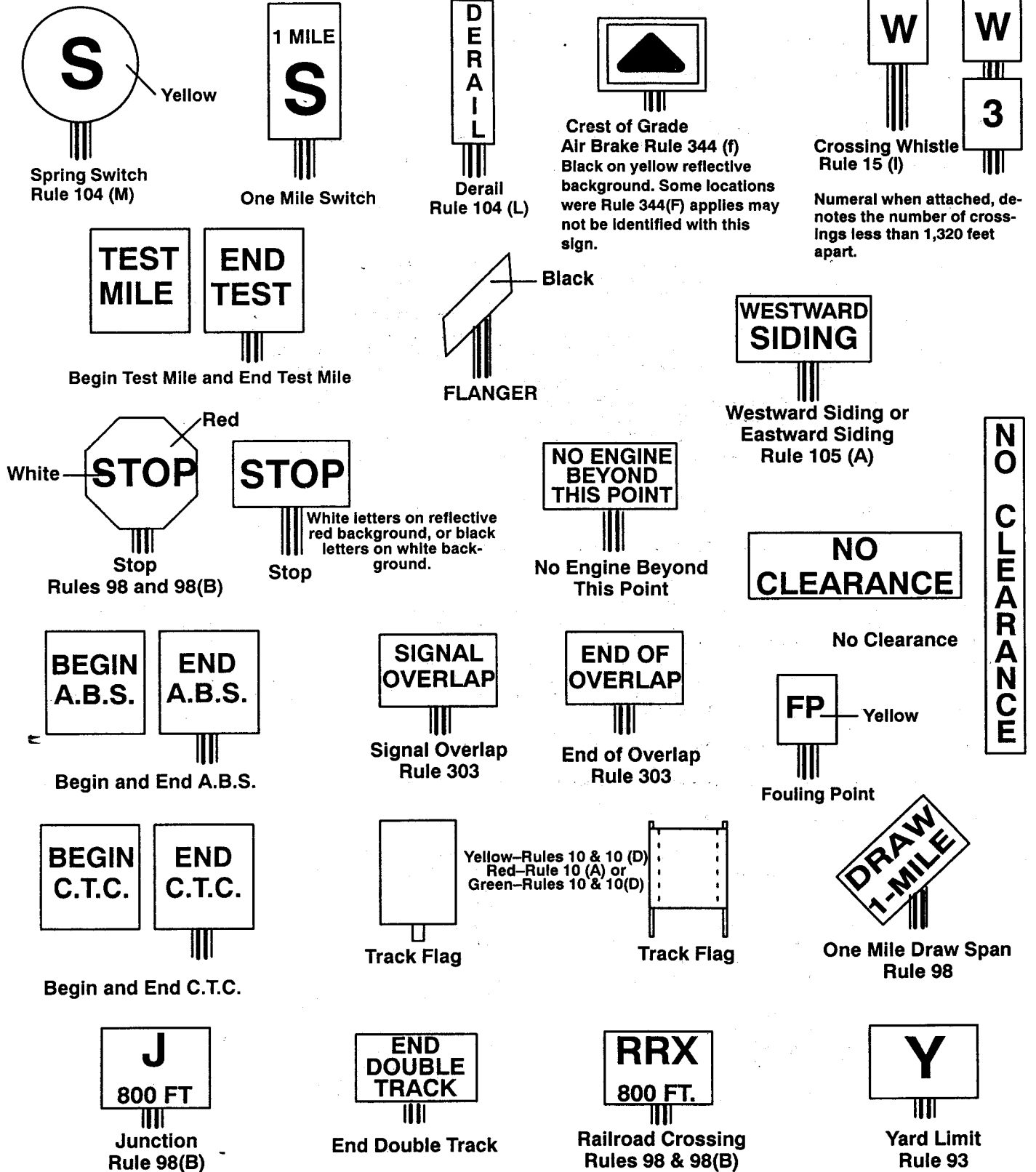
When in the area where a **Tornado Watch** is in effect, employees occupying a caboose must move to the engine consist. If the **Tornado Watch** is changed to a **Tornado Warning** or a funnel cloud is sighted while the crew is moving to the engine, crew members not in the engine must immediately take shelter in a nearby ditch, ravine, depression, culvert or under a bridge. If none of these is available, lie face down on the ground, with hands over head, far enough away from caboose or cars so that they cannot overturn on you. If safety of personnel permits, avoid stopping trains and yard movements on high bridges, on railroad or highway crossings at grade or where such equipment could cause a problem.

When in a building, go to the basement, keep away from windows and seek protection under sturdy furniture, a stairway or in a closet, on the lowest floor. Cover your self with blankets or similar items for protection from flying glass and debris.

The forward compartment of a diesel locomotive is an excellent shelter.

After train crew members become aware the the **Tornado Warning** has been cleared or that the hazard no longer exists, they must inspect their train and the track structure for damage or derailed cars if the tornado could have possibly crossed the tracks or at their immediate vicinity. After such inspection, communicate with the train dispatcher before proceeding, if possible. When train does proceed it must be prepared to stop when approaching bridges, culverts and other points that could have been affected by the storm.

26. Roadway Signs - Except as shown, the following roadway signs have white background and black letters and/or numbers



27. Tonnage Profile Chart

A "Tonnage Chart Profile", as shown in the following example, may be included on the bottom of the conductor's wheel report. This profile will give you the following information in a "snapshot" type view of train.

TONNAGE CHART PROFILE OF TRAIN 808 15 - JAN - 91 22:42

a. *** SPEED RESTRICTION EXISTS ON THIS TRAIN ***

b. STATION LDS MTYS TONS FEET
TOTALS 52 11 6452 3736 63 CARS 1 CABS 2 ENGS

c. 102 TONS/OP. BRAKE

d. TON

```

150 ..
140 ..
130 .. X          X XXXXX      XXXX X XX XXXXXX
120 .. X X      X          X XXXXXXXXXXXX XXXX X XX XXXXXX X X X
110 .. X X      XX XXXXXX   X XXXXXXXXXXXX XXXX X XX XXXXXXXXXXXX XX X XXX XXXX
100 EEX X      XX XXXXXXXX  X XXXXXXXXXXXX XXXX X XX XXXXXXXXXXXX XXXXXXXX XXXXC
 90 NNX X      XX XXXXXXXX  X XXXXXXXXXXXX XXXX X XX XXXXXXXXXXXX XXXXXXXX XXXXA
 80 GGX X      XX XXXXXXXX  X XXXXXXXXXXXX XXXX X XX XXXXXXXXXXXX XXXXXXXX XXXXB
 70 .. X X      XX XXXXXXXX  X XXXXXXXXXXXX XXXX X XX XXXXXXXXXXXX XXXXXXXX XXXX
 60 .. X X      XX XXXXXXXX  X XXXXXXXXXXXX XXXX X XX XXXXXXXXXXXX XXXXXXXX XXXX
 50 .. X X      XX XXXXXXXX  X XXXXXXXXXXXX XXXX X XX XXXXXXXXXXXX XXXXXXXX XXXX
 40 .. X XX     XX XXXXXXXX  X XXXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXXX XXXXXXXX XXXX
 30 .. XXXXXXXX XXXXXXXX  X XXXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXXX XXXXXXXX XXXX
 20 .. XXXXXXXX XXXXXXXX  X XXXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXXX XXXXXXXX XXXX

```

e. LEN S S SSS SS L

L S S LLLSS S

f. SPH D#

D

#####

D=DAN E=EXP H=HWI P=POG R=RM #=ALL OTHER SPHDLG CODES

NOTES:

- ***SPEED RESTRICTION EXISTS ON THIS TRAIN*** will print if a car on the wheel report has "SPD" in Special Handling Field.
- Number of loads, empties, tons, feet, length of train, number of cars, caboose(s) and engines as shown on wheel report. Engines are not included in any of these totals except "ENGS" total.
- Tons per operative brake - per Timetable System Special Instructions. Engines are not included.
- Tonnage indicator (20 to 150 tons) - cars are listed vertically using X's to indicate amount of tonnage per car. For example: First car behind engine weighs 130 tons and the 62nd car weighs 110 tons. Engines will be indicated by "ENG". Caboose will be indicated by "CAB".
- "LEN" represents car length - "S" = Short car 50 feet or shorter.
"L" = Long car 80 feet or longer.
- "SPH" represents special handling - "SPH" codes are listed at bottom of chart.

This chart should assist in train handling decisions and provide for a safer train operation.

Special Handling Codes shown on wheel report.

CCR	Customer Chassis Required	MRE	Mechanical Refrigeration
COM	Combustible	NPR	No Placard Required
CRO	Circus Ramp	ORM	Other Regulated Material
DAN	Dangerous	PBC	Perishable in Boxcar
DNH	Do Not Hump	POG	Poison Gas
EH1	Excessive Height or Weight	RAM	Radioactive Material
	Not Being Handled as a	RE	Rear Ender
	Hi-Wide or Overload	Rll	Rejected in Interchange
EPG	Explosives and Poison Gas	RSS	Rail Surveillance Service
EXP	Explosives	R90	Rejected Interchange Rule 90
HFR	Home For Repair	SPD	Speed Restricted
HIV	High Value Load	Sxx	Speed in Miles Per Hour (xx is MPH)
HWI	High Wide	TSS	Tank Surveillance Service
INB	In Bond	UOS	Unload From One Side Only
MIC	Person in Charge of Car	ZIP	Expeditor Trains Only

1. Near Miss Program

Upon observing a violation wherein a driver fails to heed warning of crossing signals or locomotive bell and whistle, complete form 15019 (Available at crew callers office) and drop it off at first open office, or no later than the terminal office. Arrangements have been made for each reported violation to be investigated promptly and handled for correction.

Although all reckless violations should be reported, special concern is directed toward violations involving the following:

- A. Tank Trucks
- B. Tractor Trailers
- C. School Buses
- D. Public Transportation Buses
- E. Road Graders

A description of the vehicle and any lettering or identifying marks, and if possible any letters or numbers of the license plate should be shown on the form. If radio communications are available, the information should be promptly transmitted to the nearest receiving station for immediate handling and so noted on the form.

2. Rear of Train and Head-End Telemetry Device Reporting—

1. The clerk/operators will be responsible for the reporting of all movement of rear of train and head-end devices in and out of their stations. All requests for device assignment to and placement on specific trains must be made to the operator on duty, who will ensure that the devices are included in the outbound consist of the train. (This is to also include all devices being deadheaded for repositioning or repairs.) *All device movements must be authorized by Network Control 878-1830.*

2. Mechanical personnel, where on duty, are responsible for the placement and removal of devices, including all deadhead equipment.

3. Conductors are responsible for recording the identification numbers of all head-end and rear-end devices assigned to their trains. This report must be verified with the operator on duty at the origin station, where it is to be included in the train consist. This report must be kept updated throughout the trip. Upon arrival at the terminating station the conductor will submit this report of all rear-end and head-end devices assigned to their train, to the operator on duty. The operator will verify the conductors' report with the inbound train report to verify the arrival of the devices. All devices must be accounted for.

4. Locomotive engineers are responsible to advise the operator of the identification numbers of the operative rear-end and head-end device to be used during their period of duty. If either device must be exchanged during the tour of duty, notification to the dispatcher of the new device number must be made. The dispatcher must, by wire, notify the next station where compass reporting can be corrected.

3. Instructions To Conductors—

When setting cars out on line, the details of activity for each car must be recorded on a copy of the wheel report and submitted to a clerk or agent at the end of each tour of duty. This information is to include:

- *Exact location where cars are spotted or set out.
- *Time and date set out.
- *If unable to spot cars at proper location, indicate any condition which prevented car(s) from being properly spotted.

This information is necessary to maintain expedient service to our customers and proper records of car movements.

Conductors are required to submit a train delay report with their timeslip whenever operating outside the switching limits of their headquarters.

3a. Switch Lists—

In order to maintain an accurate record of all car movements essential to the proper billing of our customers, the following information must be recorded by all conductors on the switch list:

1. Exact location (track or industry) and spot time for each car set out and/or spotted.
2. Specific industry to which cars are set or for at each station.
3. Location of cars set out at a station which are not spotted account customer's spot location unable to accept inbound cars.

3b. Cabooseless Train Operation

In cabooseless train operation the conductor will, ride in the control compartment of the lead or controlling unit in the engine consist and will occupy the seat equipped with a desk.

If there is a student engineer on the crew, the student engineer will ride in the control compartment of the lead or controlling unit in the engine consist. If there is a fireman and no student engineer on the crew, the fireman will ride in the control compartment of the lead or controlling unit in the engine consist.

All other crew members will position themselves as directed by the conductor.

In Conductor only train operations during over the road movements, the Conductor will occupy the controlling locomotive.

3c. FRA Random Drug Testing

All TY&E Employees selected for FRA random drug testing will show the start time of the random drug (RDT) in the remarks column of their timeslip. Start time of RDT begins when the supervisor hands the employee a letter advising him/her that they are selected for RDT. A stop time must also be posted only if different from off duty time.

3d. Timeslip Preparation**All Engineman, Firemen And Conductors—**

We are experiencing a large volume of improperly filled out timeslips i.e., No arrival or departure times, number of cars, length of time off duty and handwriting that is not legible that are being submitted to the Payroll Input Center.

Therefore, to alleviate this problem in the future, attached are instructions for the submitting of various timeslips.

Effective December 1, 1990, all improperly submitted timeslips will be returned to the Conductor and/or Engineer. Conductor/Engineer must correct their timeslip and resubmit for proper payment. Any corrected timeslip received after payroll closing will be handled in the following pay period.

Engineers, Conductors And Engineer Trainees:

Engineer Trainees are responsible for their own timeslips and therefore must not be carried on crew timeslips as Firemen.

For proper compensation, Engineer Trainees are to be shown in the remarks section of the crew timeslip and Code 024 indicated for the Engineer only.

In all cases, timeslips must be completed and submitted upon the completion of each trip or tour of duty.

Registering Miles—

Timeslips for employees, where mileage registration is required, should show "Miles Registered" for the engine crew and train crew in the right-hand side of the "Remarks" section. This should show the same figure being shown by employees in Mileage Register Books. The figure includes appropriate miles for the completed round trip.

3e. Claims; violation of agreements—

On trains departing initial terminal not made up in station order, conductor must contact proper authority and be governed by his instruction.

Employees in charge of trains or engines must not knowingly instruct other employees to perform work in a manner that will result in claims for violation of current agreements. Should situation arise where employee in charge has a question(s) as to the possibility of a time claim, he must contact proper officer before hand for instructions if practicable, or be governed by General Code of Operating Rules and contact proper officer as soon as practicable.

If car numbers are not furnished or track on which cars are to be picked up is not designated, conductor will contact Chief Dispatcher, Trainmaster, Manager Customer Service or Agent and be governed by his instructions.

08 Non-trip penalty timeslips that are submitted for an agreement violation, must have attached, thereto, a copy of the working timeslip and delay report on which the alleged violation took place. Claims involving non-service matters, e.g., runaround or not called, etc., are not affected by this notice.

4. Shut-down And Restart Of Locomotives-

Locomotives tied up at outlying points which will not be in service of a period of one hour or more must have the diesel engine shut down and locomotive properly secured when ambient temperature is expected to be 40 degrees or above.

In addition to complying with the requirements of Rule 417 of the Air Brake and Train Handling Rules (BN FORM 15338, 10/89, Revised 10/90), locomotive engineers are reminded to open the main battery switch before leaving locomotive. On EMD locomotives the main battery switch must not be opened until after the turbid aux. pump light has gone out. This indicates that the 15-35 minute cycle necessary to cool turbocharger bearings has expired.

In the event that the locomotive fails to re-start the appropriate train dispatcher and Diesel Shop must be notified in order to initiate action to correct the situation.

Locomotives must not be shut down when the ambient temperature is expected to be 40 degrees fahrenheit or below.

4a. Daily Inspection Of Locomotives-

Air Brake and Train Handling Rule 123 requires that each locomotive in service must be inspected at least once each calendar day and includes instructions for completing the required written reports.

1. Each locomotive engineer will be responsible, beginning with tour of duty, to inspect each locomotive in the consist in order to comply with the Federal Regulation pertaining to daily inspections.

NOTE: If any locomotives in your consist have not been inspected for the next calendar day, it will be necessary to inspect these locomotives in your consist prior to departure unless otherwise instructed by company officer.

PAGE 1 (WHITE SHEET)

- A) Page 1 (white sheet) requires the locomotive initials and number, the location, time and date in which the inspection was made. On the lines provided under the "repairs needed" section, any defects noted and/or corrections needed should be written.
- B) The location and time of the inspection must also be entered on the Cab Card (Form 15042) for the appropriate day.
- C) If a defect is found, the engineer will comply with Rule 123 (Paragraph D) and/or Rule 125 of the Air Brake and Train Handling Rules. Any FRA defects written on this form must be signed off by the operating or mechanical employee making the repairs before:
 - 1) the locomotive is used AND
 - 2) the form is sent to the assignment point.

If the locomotive is to be moved under Rule 125, Movement of Non-Complying Locomotives, Form 16450-N, showing the defects, is to remain on the unit in the holder with Cab Card, Form 15042.
- D) The lower left hand corner must be signed by the engineer making the inspection.
- E) Next, remove the white sheet and turn it over. Mark the next appropriate address where the locomotive is assigned for maintenance, which can be found on the FRA Rule 229.21 Daily and BN Mid-Trip Inspection Form. The top right hand box of BN Form 15042 shows where the locomotive is assigned.
- F) This report must accompany engineer's daily time slip at the end of tour of duty unless FRA defects that have been noted haven't been repaired and signed off. The report (Form 16450-N) must then be left at a location with the locomotive to be signed off by the person making the repairs who will then be responsible to send the signed report to the assignment point.

PAGE 2 (Yellow Sheet) is the engineer's copy for his records.

NOTE: Failure to comply with FRA Rule 229.21 (Daily Inspection) constitutes a willful violation of the law, subjecting the responsible individual to potential fines.

4b. Fuel Tender Placement-

Unit coal and unit grain trains operating with three or more locomotives must fuel tendered separated from train by at least one locomotive. Fuel tenders must not be used on 54 car unit grain trains operating with two or less locomotives.

On all other trains, fuel tender may be first car in train or may be ahead of the last locomotive in the consist.

Fuel tenders are considered part of the light locomotive consist. Maximum speed will not exceed 50 mph when handling fuel tenders as part of light locomotive consist.

4c. Strobe Lights Installed On Locomotives

Strobe lights that provide greater visibility at grade crossings are being installed on the front walkway platform on locomotives. The strobe lights operate automatically when the engine whistle is sounded or when the red mushroom push button, located near the bell ringer on the control stand, is manually depressed. They will continue to operate for approximately 30 seconds after the whistle has been sounded or the red mushroom button is depressed. Where use of the engine whistle is prohibited, the red mushroom button can be used to actuate the strobe lights. A speed module has been applied to these locomotives to prevent the strobe lights from operating when the whistle is sounded at speeds below eight miles per hour. This is to avoid blinding crew member boarding the locomotive and switch crew and carmen in yards. The strobe lights may be operated at speeds below eight miles per hour by use of the red mushroom button.

4d. Setting Out Locomotives

The Following Will GOVERN When Locomotives are Sent Out Or Left Unattended.

- * Place throttle in idle position.
- * Place transition handle (on locomotives so equipped) in off position.
- * Move generator field switch to OFF position. Control/fuel pump switch will be left in the on position.
- * Remove reverser handle from reverser slot.
- * Isolation switch must be in an isolate position.
- * If the locomotive is not attached to a train, make a 20 PSI automatic brake pipe reduction after allowing a minimum of 5 minutes for the air brake system to charge. Leave maintaining type brake valves in the maintaining position.
- * Cut in and fully apply independent brake valve.
- * Apply a sufficient number of hand brakes.

5. DOT EMERGENCY RESPONSE COMMUNICATIONS STANDARD-

Federal law requires emergency response information to be carried by transporters of hazardous materials. In addition to present shipping paper requirements the following is in effect:

Each train yard and engine service employee must have a copy of emergency response guide book (DOT -5800.5) in their possession while on duty.

Also, any company vehicle used to transport hazardous materials in any quantity, must have an emergency response guide book on board. It is the responsibility of the driver to insure compliance with this requirement.

THE EMERGENCY RESPONSE GUIDEBOOK is intended for use by "first responders" and its availability is required by DOT regulations.

6. F-27 ACCIDENT/INCIDENT REPORTING

Please be governed by the following instructions for F-27 accident/incident reporting. Form 12504, Report of Personal Injury and Form 15016, Wire Report F-27, will be used in the following instances:

1. Casualty to each employee.
2. Casualty to each non-employee NOT arising from on-track rail equipment incident.
3. Each occurrence involving damage to or loss of property NOT arising from on-track rail equipment.
4. All off duty injuries.

Injured Employees— Must report the accident/incident to his immediate supervisor as soon as possible, complete Form 12504 in its entirety and give same to supervisor.

Witnesses— Witnesses to an incident involving personal injury to an employee or trespasser on Company Property must also complete Form 12504 and forward to immediate supervisor.

Form 15012 is to be used to report all On-Track Equipment Involvements (any collision, derailment, fire, explosion, Act of God or other event involving the operation of railroad on-track equipment either standing or moving.) This form is to be completed in its entirety and forwarded to immediate supervisor.

Conductor or M/W Machine Operator— Must complete all unshaded areas of first (yellow) page of form 15012 and arrange for immediate wire notification to General Manager. Then complete remaining portions of Form 15012 applicable to the incident and immediately forward same to Trainmaster or Supervisor Roadway Maintenance having jurisdiction over trackage where incident occurred.

In connection with personal injury reporting and notification instructions, the following will govern:

ALL PERSONAL INJURIES MUST BE REPORTED ON TWO FORMS. The first is Form 12504, Personal Injury Report. This form must be filled out and signed by each employee injured on duty, mailing form directly to the General Manager.

In addition, each employee injured before completion of duty must make out an F-27 Wire Report, Form 15016 (pink form). The original must be transmitted by quickest available means of communication to the General Manager. The copy of Form 15016 must be delivered or mailed to your immediate supervisor within twenty-four (24) hours.

Forms 12504 and 15016 will be available at various Yard Offices and Agencies.

Should you end up losing time, arrange with your immediate supervisor a schedule by which you will check in on your status.

For All Personal Injuries—

1. Please supply the initial/number of all the locomotives in use whenever the Form 15012 (yellow Form) F-27 is required. The block that is headed "Note: if ownership of locomotive units is other than BN, indicate owner" is where the locomotive numbers are to be listed.
2. In the space marked "Consist ID" provide the job number if you are a switch crew, or the train symbol, if you are a train
3. Be sure to fill in "Number of cars in this Consist" and if there is no caboose, put a zero in the box headed "CAB".
4. Primary cost code is mandatory in order to process.

All Sections of F-27's must be completed in their entirety

Right of Way Fire and Derailments

Any bills that are to be paid by the Burlington Northern Railroad must now have the proper Division number written on each bill. The F-27 clerk will be able to provide you with this information, and answer any questions you have.

OPERATING RADIOS

Type Control	Location Base Station	Channel	Station Hours	Type Control	Location Base Station	Channel	Station Hours
D	Claremore	70	Unattended	D	Cabool	2 or 70	Unattended
D/L	Tulsa	70	Unattended	L	West Plains	2 or 70	Unattended
L	Tulsa (Yd)	66	24 hours attended	D/L	Thayer	2 or 70	24 Hours Attended
L	Okmulgee	70	0600-1500 Mon. -Sat.	D	Imboden	2 or 70	Unattended
L	Henryetta	70	0600-1500 Mon. -Fri.	D/L	Jonesboro	2 or 70	Mon.-Fri. 0700-1800
D	Ada	70	Unattended	L	West Memphis	2 or 70	Mon.-Sat. 0700-1600
L	Ada (Depot)	70	24 hours attended	L	Memphis	2 or 70	24 Hours Attended
L	Roff	70	0700-1500 Mon. -Fri.	D	Holly Springs	2 or 70	Unattended
L	Mill Creek	70	0700-1500 Mon. -Sun.	D/L	Sherman	2 or 70	Unattended
D	Madill	70	Unattended	D/L	Smithville	2 or 70	Unattended
L	Madill (Depot)	70	24 hours attended	L	Amory	2 or 70	24 Hours Attended
L	Denison (MKT)	70	24 hours attended	D/L	Guin	2 or 70	Unattended
D/L	Sherman	70	0600-0200 Mon. -Fri.	D/L	Jasper	2 or 70	Mon.-Sat. 0700-1600
D	Frisco	70	Unattended	D	Pratt City	2 or 70	Unattended
D	Irving	20 & 70	Unattended	L	Birmingham	2 or 70	24 Hours Attended
L	Irving (Yd)	70	24 hours attended	L	Crystal City	2 or 70	Mon.-Fri. 0730-1630
L	Sapulpa	70	0700-1600 Mon. -Fri.	D	Ste. Genevieve	2 or 70	Unattended
L	Muskogee	70	0700-1600 Mon. -Sat.	D	Wittenberg	2 or 70	Unattended
D	Bristow	70	Unattended	D/L	Cape Girardeau	2 or 70	Unattended
D	Chandler	70	Unattended	L	Chaffee	2 or 70	24 Hours Attended
D	Luther	70	Unattended	D	Portageville	2 or 70	Unattended
D/L	Oklahoma City	70	24 hours attended	D/L	Blytheville	2 or 70	Mon.-Sat. 0700-1700
D	Tuttle	70	Unattended	D	Turrell	2 or 70	Unattended
D	Chickasha	70	Unattended	L	Columbus	2 or 70	Mon.-Sun. 0700-2300
D/L	Cyril	70	0730-1630 Mon. -Fri.	D	Miami	2 or 70	Unattended
D/L	Lawton	70	0700-1600 Mon. -Sat.	D	Carthage	2 or 70	Unattended
D/L	Snyder	70	0700-1600 Mon. -Sat.	L	Joplin	2 or 70	Mon.-Fri. 0700-0100
D	Eldorado	70	Unattended	L	Neodesha	2 or 70	Mon.-Fri. 0700-1600
D/L	Quanah	66 & 70	24 hours attended	L	Wichita	2 or 70	Mon.-Fri. 0700-2300
D	Mannford	70	Unattended	D/L	Columbus	2 or 70	Mon.-Sat. 0630-1430
D	Pawnee	70	Unattended	D/L	Aliceville	2 or 70	Mon.-Sat. 0800-1700 & Mon.-Fri. 2359-0759
D	Perry	70	Unattended	D	Boligee	2 or 70	Unattended
D/L	Enid	70	24 Hours attended	D/L	Demopolis	2 or 70	Mon.-Sat. 0700-1600
D	Helena	70	Unattended	L	MacMillan	2 or 70	Mon.-Sun. 0700-1630 & Mon.-Sun. 2200-0600
D	Avard	70	Unattended	L	Ala. River Br.	2 or 70	Attended for Trains
D/L	Amarillo	66 & 70	24 hours attended	L	Fountain	2 or 70	Mon.-Fri. 0700-1700
D	Tascosa	66	Unattended	D	Hybart	2 or 70	Unattended
D	Channing	66	Unattended	D	Frisco City	2 or 70	Unattended
D	Dalhart	66	0700-1500 Mon. -Sat.	D	Atmore	2 or 70	Unattended
D	Texline	66 & 70	24 hours attended	D	Mule Crossing	2 or 70	Unattended
D	Kasota	70	Unattended	L	Cantonment	2 or 70	Mon.-Sun. 0630-1500
D	Clarendon	70	Unattended	D/L	Pensacola	2 or 70	Mon.-Sun. 1600-0030
D	Memphis	70	Unattended	D/L	York	2 or 70	Mon.-Sun.. 0600-2200
D	Plainview	70	0800-1800 Mon.-Fri.	D	Land	2 or 70	Unattended
L	Dimmitt	70	0700-1500 Mon.-Fri.	D	Cullomburg	2 or 70	Unattended
L	Lubbock	70	0700-1600 Mon. -Fri.	D	Tibbie	2 or 70	Unattended
D	Childress	66	Unattended	D	Bucks	2 or 70	Unattended
D	Vernon	66	Unattended	D/L	Mobile	2 or 70	Mon.-Thu. 24 Hours
D	Electra	66	Unattended				Fri. 0001-2200
D/L	Wichita Falls	66 & 70	24 hours attended				Sat. Unattended
D	Dickworsham	66	Unattended				Sun. 1000-1800
D	Bowie	66	Unattended				
D	Decatur	66	Unattended				
D	Fort Worth	66	Unattended				
L	Fort Worth	66	24 hours attended				
D	Waxahachie	20 & 66	Unattended				
D/L	Corsicana	66	Unattended				
D	Teague	66	24 hours attended				
D	Newby	66	Unattended				
D	Zulch	66	Unattended				
D	Shiro	66	Unattended				
D	Tomball	66	Unattended				
D/L	Casey	66	24 hours attended				
D	Galveston	66	1000-1800 Mon. -Fri.				
D	St. Louis	2 or 70	Unattended				
L	Lindenwood	1 or 66	24 Hours Attended				
L	Cuba (and 9th Subdiv.)	2 or 70	Mon.-Fri. 0630-2330				
D	Rosati	2 or 70	Unattended				
D	Newburg	2 or 70	Unattended				
D	Sleeper	2 or 70	Unattended				
D	Springfield	2 or 70	Unattended				
L	Springfield	1-2 or 66-70	24 Hours Attended				
L	Monett	2 or 70	24 Hours Attended except Sun. 1500-2300				
L	Vinita	2 or 70	Mon.-Fri. 0700-1600				
L	No. Kansas City	1-2 or 66-70	24 Hours Attended				
L	Kansas City	2 or 70	Unattended				
D	Rosedale	2 or 70	Unattended				
L	Lenexa	2 or 70	Mon.-Fri. 0430-2030				
L	Paola	2 or 70	Unattended				
D	Pleasanton	2 or 70	Unattended				
L	Ft. Scott	2 or 70	24 Hours Attended				
D/L	Greenfield	2 or 70	Unattended				

Type Control: D=Dispatcher, L=Local

TELEPHONE INFORMATION AND INSTRUCTIONS

Auto dialers at the following locations. When using, pick up receiver and wait for answer.

Houston Subdivision

MP 270.3 Waxahachie
MP 258.7 Bardwell
MP 239.7 Corsicana
MP 222.4 Streetman
MP 192.0 Donie
MP 168.5 Flynn
MP 159.4 Normangee
MP 141.2 Iola
MP 130.5 Singleton
MP 119.1 Richards
MP 110.5 Simmons
MP 96.8 Karen

Wichita Falls Subdivision

MP 9.1 Saginaw
MP 19.0 Avondale
MP 34.6 Herman
MP 40.3 Decatur
MP 50.8 Alvord
MP 63.8 Fruitland
MP 68.5 Bowie
MP 79.1 Bellevue
MP 90.2 Dickworsham
MP 105.5 Jolly
MP 118.4 Valley Jct.

Red River Valley Subdivision

MP 124.3 Iowa Park
MP 191.8 Quanah
MP 251.9 Memphis
MP 263.1 Hedley
MP 275.7 Clarendon
MP 288.6 Ashtola
MP 304.5 Malden
MP 317.7 Kasota

Creek Subdivision

MP 468.6 Okmulgee, OK
MP 494.7 Fred, OK
MP 513.0 Yeager, OK
MP 519.4 Holdenville, OK
MP 525.0 Spaulding, OK
MP 558.2 Fitzhugh, OK

Madill Subdivision

MP 624.8 Barry, OK
MP 657.7 Dorchester, TX
MP 673.6 Celina, TX
MP 679.7 Prosper, TX
MP 685.6 Frisco, TX
MP 705.5 Gribble, TX
MP 692.5 Hebron, TX

Oklahoma Subdivision

MP 459.3 Bristow, OK
MP 493.6 Chandler, OK
MP 514.8 Luther, OK
MP 562.5 Tuttle, OK

Chickasha Subdivision

MP 580.8 Chichasha, OK
MP 604.9 Cyril, OK
MP 630.2 Lawton, OK
MP 664.4 Snyder, OK
MP 709.4 Eldorado, OK

Avard Subdivision

MP 478.0 Pawnee, OK
MP 490.6 Morrison, OK
MP 508.8 Perry, OK
MP 526.7 Covington, OK
MP 569.3 Helena, OK
MP 601.8 Avard, OK

MOBILE PHONE RADIOS

Location Base Station	Channel	Access Digit	Network To Car
Ada	Blue	1	381-2603
Amarillo	Green	1	371-3304
Channing	Blue	1	371-3305
Childress	Green	1	287-2306
Clarendon	Blue	1	371-3303
Corsicana	Blue	1	268-2207
Decatur	Blue	2	878-7396
Ft. Worth	Green	2	878-7397
Henryetta	Blue	1	445-2404
Houston	Green	1	636-6160
Irving	Blue	1	445-2601
Madill	Blue	1	445-2407
Zulch	Blue	1	268-2205
Oklahoma City	Green	1	636-5547
Sherman	Green	1	445-2602
Shiro	Green	1	636-6162
Teague	Green	1	268-2206
Texline	Red	1	846-8104
Tomball	Green	2	636-6161
Tulsa	Green	1	445-2604
Vernon	Blue	1	287-2305
Wichita Falls	Green	1	287-2304

Location of Base station	Access Digit	Network To Car	Car To Car	Disconnect Digit
St. Louis	*1	768-7044	—	#1
Rosati	*2	864-2103	2222	#2
Sleeper	*3	864-2103	2222	#3
Springfield	*1	864-2100	2222	#1
Kansas City	*1	234-9287	—	#1
Ft. Scott	*2	864-2101	2222	#2
Cabool	*4	864-2106	2222	#4
Thayer	*3	864-2105	2222	#3
Jonesboro	*1	864-2109	2222	#1
Memphis	*2	369-6147	746	#2
Holly Springs	*3	369-6747	746	#3
Amory	*1	334-4423	422	#1
Jasper	*2	320-3655	690	#2
Birmingham	*1	320-3647	690	#1
Cape Girardeau	*3	864-2107	2222	#3
Hayti	*4	864-2108	2222	#4
Joplin	*4	864-2113	2222	#4

Mobile Radio Control

Touch * Plus Access Digit Selects Base Station Radio Dial Tone.

Touch # Plus Access Digit Selects Base Station Radio Disconnect.

LINE SEGMENT NUMBERS

TRAIN DISPATCHERS PHONE NUMBERS

YARD SEGMENTS NUMBERS

Line Segment	Limits
487	Lubbock
493	Amarillo to Bushland
761	Fort Worth
762	Wichita Falls
763	Houston Industrial Area
764	Dallas Union Station
765	Amarillo
766	Childress
767	Teague
793	Irving UP
794	Saginaw UP-ATSF Interlocking
1146	Irving
1141	Cherokee Yard (Tulsa)
1142	Enid
1143	Oklahoma City
1144	Muskogee
1145	Sherman
465	Kansas City Murray Yard
842	Kansas City 10th Street Yard
854	North St. Louis
862	East St. Louis
863	West Alton
1101	St. Louis
1102	Valley Park
1103	Springfield Kansas Ave. Yards
1106	Joplin
1107	Wichita
1108	Kansas City 19th Street Yards
1109	Lenexa Industrial Park
1121	Memphis Back Tracks
1122	Tennessee Yard
1123	Amory
1124	Birmingham
1125	Cantonment
1126	Pensacola
1127	Mobile - Blakely Island

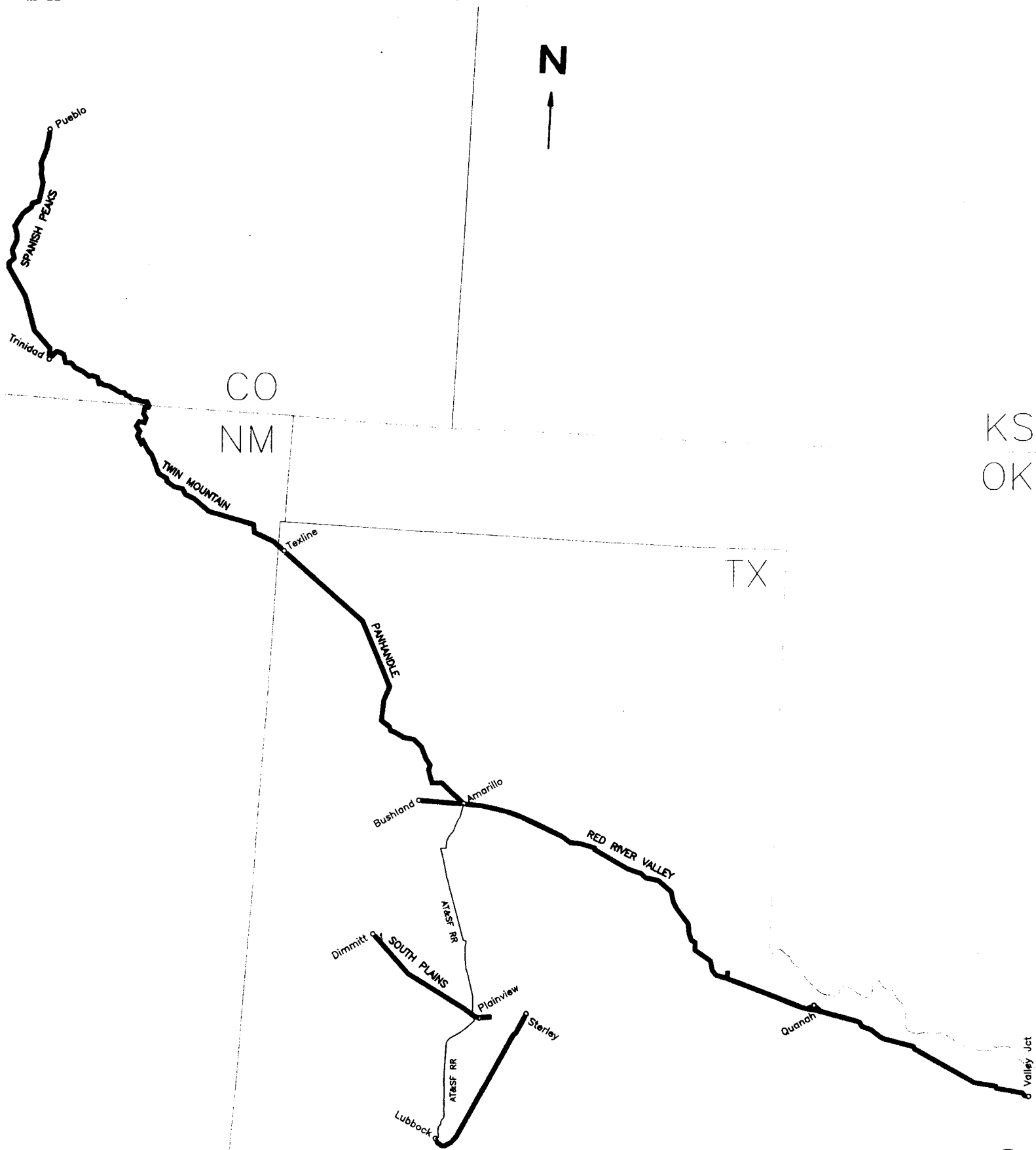
OTHER ROAD SEGMENTS

Line Segment	Limits	Mileposts
795	West Texas Power Company Tracks	
1046	Irving to Fort Worth	710.7 to 741.8
1053	Irving to Dallas	710.7 to 723.5
1002	Monett to MP 283	282.0 to 283.0
1005	Springfield Yard to Bolivar	191.8 to 153.6
1011	Springfield Yard to Kissick	237.2 to 249.1
1018	Nichols to W. S. Jct.	198.3 to 205.2
1041	Pittsburg-Cherokee-Parsons	134.4 to 172.0
1007	Galena to Webb City, Baxter Springs to Riverton	
1013	Hoxie-Walport	398.0 to 402.3
1014	Marion-Hulbert	474.0 to 479.4
1023	Dora-DeBardeleben	708.3 to 717.9
1026	Hayti-Kennett	212.7 to 229.4
1029	Blytheville-End of Track	237.3 to 238.4

Subdivision	Springfield Office Company	"800"	Commercial
CHIEF-Ft Worth	864-2263	NONE	(417) 864-2263
Houston, Abilene			
Wichita Falls, Red River Valley, So. Plains			
ASST CHIEF-Ft Worth	864-2261	NONE	(417) 864-2261
Houston, Abilene, Wichita Falls			
Red River Valley, So. Plains			
CHIEF EAST	864-2225	NONE	(417) 864-2225
ASST CHIEF-EAST	864-2224	NONE	(417) 864-2224
Cuba, Ft. Scott, Thayer, Afton, Wichita, Lead Line			
CHIEF-WEST	864-2227	NONE	(417) 864-2227
ASST CHIEF-WEST	864-2226	NONE	(417) 864-2226
Monett, Cherokee, Creek, Madill Oklahoma, Chickasha			
CHIEF-SOUTH	864-2229	NONE	(417) 864-2229
ASST CHIEF-SOUTH	864-2228	NONE	(417) 864-2228
River, Birmingham, Pensacola, Mobile			
DESK 1-	864-2241	(800)666-1024	(417)864-2241
Monett, Cherokee, Oklahoma, Chickasha			
DESK 2-	864-2242	(800)666-1025	(417) 864-2242
Ft. Scott, Afton			
DESK 3-	864-2243	(800)666-1391	(417) 864-2243
Creek, Madill			
DESK 4-	864-2244	(800)666-1392	(417) 864-2244
Wichita, Pensacola, Mobile, Oklahoma, Chickasha, Avar			
DESK 5-	864-2245	(800)666-1393	(417) 864-2245
Birmingham			
DESK 6-	864-2246	(800)666-1394	(417) 864-2246
Cuba, River, Lead Line			
DESK 7-			
Thayer	864-2247	(800)666-1398	(417) 864-2247
FT WORTH-E. DESK	864-2268	(800)666-1023	(417) 864-2268
Ft. Worth, Wichita Falls			
Ft. WORTH-W. DESK	864-2267	(800)666-1022	(417) 864-2267
Red River Valley			

McCook Office

Subdivision	Company	"800"	Commercial
CHIEF-	284-2234	NONE	(308) 345-6465
Spanish Peaks, Twin Mtn. Panhandle			
ASST CHIEF-	284-2247	NONE	(308) 345-2496
Spanish Peaks, Twin Mtn. Panhandle			
	284-2232	NONE	(308) 345-1384



AMARILLO DIVISION

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Red River Valley Subdiv MAIN LINE STATIONS			Distance from Valley Jct.	EAST WARD
					Trk	Rule 6	Oper		
				118.4	VALLEY JCT	J		0	
	6,524	40460		124.3	IOWA PARK			5.9	
	6,838	40471		135.9	FOWLKES			17.5	
		40478		140.3	ELECTRA			21.9	
	6,273	40483		148.1	HARROLD		CTC	29.7	
	10,493	40499		163.3	VERNON			44.9	
	6,312	40514		178.7	CHILlicothe	I		60.3	
	60.3	40527		191.8	QUANAH	BJKT		78.3	
				196.7	ACME			78.3	
	6,232	40536	485	200.5	GOODLETT			82.1	
	6,279	40547		211.7	KIRKLAND			93.3	
	12,204	40558		220.2	CHILDRESS			101.8	
	6,277	40563		227.8	CAREY			109.4	
	7,105	40572		236.7	ESTELLINE		ABS	118.3	
	7,311	40586		251.9	MEMPHIS			133.5	
	9,165	40599		263.1	HEDLEY			146.1	
	7,936	40613		275.7	CLARENDON			158.7	
	7,302	40623		288.6	ASHTOLA			171.6	
	7,352	40639		304.5	MALDEN		TWC	187.5	
		40643		307.9	CLAUDE			190.9	
	7,316	40653		317.7	KASOTA			200.7	
		40671		335.7	AMARILLO	JBKTY		218.7	

AAR Radio Channel 70 in service between Estelline and Amarillo.
AAR Radio Channel 66 in service between Estelline and Wichita Falls

Train Dispatcher Calls- Wichita Falls West CTC-20, Electra-27,
Vernon-28, Quanah-29, Childress-30, Memphis-31,
Clarendon-32, Claude-34, Amarillo-35.
Emergency Train Dispatcher Call - 911

Wichita Falls to Valley Jct. is part of and under the jurisdiction of the
Fort Worth Division.

1. Maximum Speed Permitted-	Freight
MP 118.4 to MP 119.9	35 MPH.
MP 124.1 to MP 125.1 until engine thru limits	30 MPH.
MP 139.6 to MP 140.7	30 MPH.
MP 162.7 to MP 164.4	30 MPH.
MP 164.4 to MP 166.4	55 MPH.
MP 179.0	30 MPH.
MP 191.9, Until Engine Over Crossing	30 MPH.
MP 192.1 to MP 196.9, Main 1	25 MPH.
MP 219.7 to MP 220.7	40 MPH.
MP 228.5 to MP 231.8	35 MPH.
MP 237.4 to Amarillo	49 MPH.
MP 237.4 to Amarillo 100 tons O/B	49 MPH.
On Sidings	
Estelline	25 MPH.
Herman, Carey and Malden	10 MPH.
Through Turnouts	
MP 11.0, Quanah to Acme (end of two main tracks) and Estelline (ends of siding)	25 MPH.
All Other Siding Turnouts	20 MPH.
Static Scales	5 MPH.

2. Bridge and Equipment Weight Restrictions-

Cars over 286,000 lbs. lbs. gross weight not permitted-MP 118.4 to Amarillo

Chillicothe TX.- Six axle locomotives not permitted on north elevator track off siding.

Acme- Locomotive not permitted over hydraulic lift East and West spur track Georgia Pacific.

3. Type of Operations-

TWC- In effect:

MP 237.3 to MP 328

Rule 93- Yard limits In effect-

MP 328.0 to MP 339.0, before entering or moving within these limits communicate with yardmaster for instructions.

CTC- In effect:

MP 118.4 to MP 237.3

ABS- In effect:

MP 237.3 to MP 238.8.

Interlocking-

MP 179.0

MP 334.7

4. General Code of Operating Rules Items-

Rule 99- Between MP 118.4 and Estelline when flagging is required, distance will be 1.0 mile.

Between Estelline and Amarillo when flagging is required, distance will be 2.0 miles.

Rule 350(B)- following switches are not equipped with electric locks:

MP 124.4 - Iowa Park - East House Track
MP 125.9 - Iowa Park - Cryovac Spur
MP 138.8 - Electra - West end National Tank
MP 139.8 - Electra - High Line Track
MP 140.7 - Electra - West House Track
MP 147.5 - East end Harrold House Track
MP 147.9 - West end Harrold House Track
MP 154.7 - Oklaunion East House Track
MP 155.0 - Oklaunion West House Track
MP 159.6 - Vernon Grain East Track
MP 160.0 - Vernon Grain West Track
MP 179.4 - Chillicothe Transfer Track
MP 191.9 - Quanah - East end House Track
MP 211.1 - Kirkland - East House Track
MP 211.6 - Kirkland - West House Track

5. Trackside Failed Equipment Detectors (FED)

A. Protecting bridge, tunnels, or other structures

MP 175.5 Chillicothe-Eastbound Only
MP 243.6 Memphis-Eastbound Only

B. Other FED Locations:

Radio Reporter:

MP 143.6 Electra
MP 175.5 Chillicothe-Westbound
MP 207.8 Kirkland
MP 243.6 Memphis-Westbound
MP 273.2 Clarendon
MP 309.5 Claude

6. FRA Excepted Track-NONE

7. Special Conditions-

Quanah- At Quanah before Occupying road crossing on Old Mill track at Nelson Street, crossing signals must be activated by Operating key controller located on signal mast by the scale. Cars must not be left spotted closer than 50 feet to road crossing.

Trains over 100 Tons/OB will not operate through siding Carey, or use MT1 between MP 115 to MP 116.1, except when authorized by Chief Dispatcher.

Two Main Tracks –

MP 192.3 to MP 196.7

Automatic Switches, Location by Station—Includes both switches unless specified:

Memphis, Hedley, Clarendon, Ashtola, Malden, Kasota.

Switch Interlocking Instructions—

Chillicothe, MP 179.0 interlocking is remotely controlled from Springfield and signals are a part of Centralized Traffic Control system. Rules 312, 315(A), and 312(1) are in effect.

8. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
40490 Oklaunion	6.0 west of Harrold	12	Both
40490 West Texas Utilities	7.4 west of Harrold	150	West
40496 Vernon Grain Inc.	3.3 east of Vernon	35	Both
40532 Georgia Pacific	0.3 east of Acme	15	East

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Panhandle Subdiv MAIN LINE STATIONS		Distance from Amarillo
					Rule 6	Oper	
	40671		335.7		AMARILLO	JBKTY	0.0
					To Bushland 15.0		
8,825	40682		347.3		11.6		11.6
7,229	40691		359.2		GENTRY		
					11.9		
7,573	40708		371.7		BODEN		23.5
					12.5		
7,647	40723	485	388.1		TASCOSA		36.0
					16.4		
7,387	40736		403.7		CHANNING		52.4
					15.6		
7,536	40753		417.6		HARTLEY	ABS	68.0
					13.8	TWC	
7,548	40770		434.5		DALHART	YTI	81.8
					16.9		
	40777		441.6		GUY		99.7
					7.3		
	40788		452.9		PERICO		107.0
					11.1		
					TEXLINE	BKY	118.1

AAR Radio Channel 66 in service on this Subdivision.

Train Dispatcher Calls—Amarillo—35, Tascosa—36, Channing—37, Dalhart—38, Texline—39.

Emergency Train Dispatcher Call – 911

1. Maximum Speeds Permitted

Amarillo to Bushland MP 0 to MP 7	10 MPH.
MP 7 to MP 15	20 MPH.
Loaded coal trains	50 MPH.
Freight trains over 100 tons O/B	50 MPH.
MP 339.0 to MP 339.4	35 MPH.
MP 339.4 to MP 349.9	45 MPH.
MP 359.3 to MP 361.1	45 MPH.
MP 379.0 to MP 381.2	45 MPH.
MP 415.9 to MP 416.5	35 MPH.
Except trains with hazardous material	20 MPH.
Through turnouts and siding Gentry, Boden, Hartley & West Dalhart	20 MPH.
Through all other turnouts and sidings	10 MPH.

2. Bridge and Equipment Weight Restrictions—

Dalhart TX.—Six axle locomotive not permitted on elevator track.
 Cars over 286,000 lbs. gross weight not permitted—Amarillo to Texline
 Amarillo to Bushland cars over 268,000 lbs. gross weight not permitted.

3. Type of Operations—

TWC— In effect:
 MP 339.0 to MP 451.0.

Rule 93— Yard limits In effect:

MP 339.0 to MP 328.0 before entering or moving within these limits communicate with yardmaster for instructions.

MP 328.0 to MP 339.0

MP 416.5 to MP 420.0

MP 451.0 to MP 454.2

Amarillo and Bushland.

Interlockings—

MP 417.5

At MP 417.5—All movements through SPT CO. Interlocking must be with the authority of the SPT CO. Control Operator or by signal indication only.

ABS— In effect:

MP 338.08 to MP 415.5

MP 419.2 to MP 452.4

4. General Code of Operating Rules Items—**Rule 99—** When flagging is required, distance will be 2.0 miles.**5. Track Side Failed Equipment Detectors (FED)—****A.** Protecting Bridge, Tunnels or Structures—NONE**B.** Other FED Locations—

MP 365.1 —Tascosa

MP 438.8—Guy

MP 406.0 —Hartley

6. FRA Excepted Track—NONE**7. Special Conditions—****Automatic Switches, Location by Station—**Includes both switches unless specified:

Gentry, Boden, Tascosa, Channing, Hartley, Dalhart—Westend ONLY, Guy, Texline.

8. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
88410 Bushland	15 west of Amarillo	27	West
40761 Bolin	8.5 west of Dalhart	15	East
40767 Ware	3.0 east of Guy	15	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	South Plains Subdiv MAIN LINE STATIONS			Distance from Amarillo
					Rule 6	Oper		
	40671	486			AMARILLO	JBKITY	TWC	0.0
					to Plainview VIA ATSF - 76 Mi.			

Between Amarillo and Lubbock General Code of Operating Rules and ATSF Timetable Govern

88787	322.9	PLAINVIEW	JUABKTY	76.1
		to Lubbock VIA ATSF - 48 Mi		
88801	337.5	EDMONSON		89.3
2,563	351.6	HART		103.4
88831	367.6	DIMMITT	Y	119.4

AAR Radio Channel 70 in service on this Subdivision.**1. Maximum Speeds Permitted —****Freight**

Plainview to Dimmitt 25 MPH.
 Static scale Plainview 5 MPH.
 Through all turnouts 10 MPH.

2. Bridge and Equipment Weight Restrictions—

Cars over 268,000 lbs. gross weight not permitted.

Six axle locomotives not permitted on any track other than main track and storage No. 1 and 2 at Dimmitt..

3. Type of Operations—**TWC—** In effect:

Plainview to MP 365.2.

Rule 93— Yard limits In effect:

MP 322.9 to MP 330.0

MP 365.2 to MP 368.4

Interlocking—

MP 358.5 Lubbock

4. General Code of Operating Rules Items—**Rule 99—** When flagging is required, distance will be 1.0 mile.**5. Trackside Failed Equipment Detectors (FED)****A.** Protecting bridge, tunnels or other structures—NONE**B.** Other FED locations— NONE**6. FRA Excepted Track—NONE****7. Special Conditions—**

ATSF Crossing located at Lubbock MP 358.5 controlled by ATSF train dispatchers. Trains stopped by absolute signal will be governed by instructions posted in telephone and release box.

8. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
88796 Wright	8.4 west of Plainview	10	Both
88816 Custom Farm Supply	8.7 east of Dimmitt	5	West
88822 Roy	8.1 east of Dimmitt	12	Both
88829 Goodpasture	2.2 east of Dimmitt	18	West

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Twin Mountain Subdiv		Distance from Tex-line
					STATIONS	Trk	
					Rule 6	Oper	
		40788	485	452.9	TEXLINE	BKY	0
		40790		454.2	SIXELA	Y	1.2
				347.2			
	8,955	40807	477	330.4	ROYCE	TWC	18.0
	8,627	40825		315.6	GRENVILLE	ABS	32.8
	8,363	40837		300.1	GRANDE		48.3
	7,349	40844		292.5	DES MOINES		55.9
	7,323	40854		284.5	FOLSOM		63.8
	7,587	40865		272.3	ALPS		76.0
	8,099	40874		263.1	BRANSON		85.2
	8,527	40886		251.0	TRINCHERE	CTC	97.0
	7,888	40903		235.2	BARELA		112.8
	8,126	40917		220.2	BESHOAR		127.8
		40924		208.3	TRINIDAD	BKY	136.7

AAR Radio Channel No. 70 in service Texline to Beshoar
 AAR Radio Channel No. 66 in service at Trinidad Yard to Beshoar
 Train Dispatcher Calls—Mt. Dora—42, Des Moines—43, Trinchere—44, Trinidad—45.

- 1. Maximum Speeds Permitted**
- | | Freight |
|---|---------|
| Texline to MP 212.6 | 49 MPH. |
| MP 297.0 to MP 287.7 | 40 MPH. |
| MP 287.7 to MP 282.0 | 35 MPH. |
| MP 282.0 to MP 281.0 | 25 MPH. |
| MP 281.0 to MP 274.4 | 35 MPH. |
| MP 274.4 to MP 273.1 | 25 MPH. |
| MP 273.1 to MP 197.9 | 35 MPH. |
| Bridge 247.82 Trinchere, cars heavier than 268,000 lbs | 10 MPH. |
| Bridge 240.87 Barela, cars heavier than 268,000 lbs | 10 MPH. |
| Through turnouts and sidings at Des Moines, Alps, Trinchere, Beshoar. | 20 MPH. |
| Trinidad Pass 1 and Pass 2 and through turnouts | 20 MPH. |
| All other turnouts and sidings | 10 MPH. |
- Item 1A applies to loaded or empty C6 Hoppers
- Loaded coal trains—** May not be operated on the sidings at Clayton.

- 2. Bridge and Equipment Weight Restrictions**
 Cars over 286,000 LBS. Gross Weight not permitted.

3. Type of Operations—

TWC— In effect between Texline and Des Moines

ABS— In effect between Texline to DeMoines

CTC— in effect Des Moines to Trinidad.

Rule 93 Yard Limits — in effect:

MP 347.2 to MP 346.5

MP 451.0 to MP 454.2

4. General Code of Operating Rules Items—

Rule 99— When flagging is required, distance will be 2.0 miles.

5. Trackside Failed Equipment Detector(FED)—

A. Protecting Bridges, Tunnels or Other Structures: NONE

B. Other FED locations:

MP 217.5—Reponse broadcast on AAR radio Channel No. 66

MP 245.1

MP 290.1

MP 319.0

6. FRA Excepted Track— NONE

7. Special Conditions—

Twin Mountain Industry— track has an overhead clearance of 16 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 13 feet 6 inches from top of rail. The load tracks have an overhead clearance of 15 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When Conveyor belt is in loading position, it has a clearance of 12 feet 6 inches from top of rail.

Handling 80 feet or Longer Cars—

(See All Subdivisions Items 3 and 4A.)

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations.

To avoid creating such conditions, following restrictions are in effect:

Between Trinidad and Texline—

Trains of greater than 5300 trailing tons must handle empty cars 80 feet and longer in the rear 5300 tons.

Trains of greater than 8300 trailing tons must handle loaded cars 80 feet and longer in the rear 8300 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

In applying restrictions in this item, the following 80 feet or longer cars must be regarded the same as an empty 80 feet or longer car:

Cars weighing less than 50 ton, gross weight

Flat cars with 1 loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers.

Air Brake and Train Handling Rules—Rule 612(B) Additional Requirements:

Sidings at which requirements of the ABTH Rule 612(B) must be exceeded are as follows:

MP 330.4	Royce, NM
MP 315.6	Grenville, NM
MP 292.5	Des Moines, NM
MP 272.3	Alps, NM
MP 263.1	Branson, CO
MP 251.0	Trinchere, CO
MP 220.2	Beshoar, CO
MP 208.0	Trinidad, CO Pass #1 and #2

Automatic switches by location includes both ends unless otherwise specified: Grande, Grenville, Royce.

Temperature Speed Restrictions

Sub-Div	HOT WEATHER When temp. exceeds 90 Degrees Fahrenheit			COLD WEATHER When temp. is Zero Degrees Fahrenheit or colder	
	Freight	Pass.		Freight	Pass.
Twin Mtn.	30		Trains 100 tons O/B and over Freight trains up to 100 tons O/B Empty coal trains.	30	
	40			45	
	40			45	

8. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
40799 Clayton	8.6 miles West of Sixela	65	Both
40807 Royce backtrack	Royce	6	Both
40837 Grande backtrack	Grande	8	East
40844 Track #2	Des Moines	20	Both
40850 Twin Mountain	55 West of Des Moines	70	Both
40854 Folsom backtrack	Folsom	6	Both
40865 Alps backtrack	Alps	3	Both
40874 Branson backtrack	Branson	10	Both
40886 Trinchere backtrack	Trinchere	10	West

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Spanish Peaks Subdiv			Distance from Trinidad	EASTWARD ↑	
					MAIN LINE STATIONS					
					Trk	Rule 6	Oper			
		40924	477	208.3	DT	TRINIDAD	BKY	TWC ABS	0	
	7,735	40939		196.1		12.2	LUDLOW			12.2
	8,078	40946		189.7		6.4	LYNN			18.6
	7,851	40957		180.1		9.6	MAYNE			28.2
	6,100	40965		171.6		8.5	WALSENBURG		JXY	36.7
		40981		154.7	16.9	LASCAR	X	53.6		
		40993		143.5	11.2	CEDARWOOD	X	64.8		
	4,530	41013		124.8	18.7	SOUTHERN JCT	JY	83.5		
	4,235	41014		122.5	1.8	MINNEQUA	Y	85.3		
					121.2	2MT	1.3	SALT CREEK JCT	JY	86.6
BETWEEN PUEBLO AND SALT CREEK JCT. AND BETWEEN SALT CREEK JCT. AND MINNEQUA ON SOUTHBOUND M.T., ATSF RR RULES AND TIMETABLE GOVERN.										
		41020	477	118.5		PUEBLO	J	TWC	89.3	

Radio Channel No. 66 in service Pueblo to Trinidad
Radio Channel No. 70 in service at Commanche Power Plant.

Train Dispatcher Calls—Trinidad—45, Walsenburg—46, Southern Jct.—47.
MP 121.2 to Pueblo is part of and under the jurisdiction of the Denver Division

All trains Southern Jct. to Pueblo use ATSF Radio Channel

1. Maximum Speeds Permitted —

	Freight
MP 212.6 to Pueblo	49 MPH.
MP 197.9 to MP 187.5	45 MPH.
MP 187.5 to MP 173.4	35 MPH.
MP 173.4 to MP 172.5	25 MPH.
MP 172.5 to MP 170.8	20 MPH.
Bridge 172.24 Walsenburg, cars heavier than 268,000 lbs	10 MPH.
Walsenburg—dual control switch	20 MPH.
Southern Jct to Walsenburg (Eastward Track—SP)	30 MPH.
MP 124.7 Commanche Power Plant	
Lead to Commanche Power Plant	10 MPH.
MP 124.8 to MP 124.3	10 MPH.
Southern Jct to Salt Creek Jct North Main Track	20 MPH.
Southern Jct to Minnequa South Main Track	20 MPH.
Through turnouts and sidings at Ludlow, Lynn, and Mayne	20 MPH.
Trinidad Pass 1 and Pass 2 and through turnouts	20 MPH.
All other turnouts and sidings	10 MPH.
MP 618.3 to MP 618.6 Between Pueblo Jct. and Pueblo Yard on ATSF	10 MPH.
Over all switches at Pueblo Jct	10 MPH.
Item 1A, Applies to loaded or empty C6 hoppers.	

2. Bridge and Equipment Weight Restrictions

Cars over 286,000 LBS. Gross weight not permitted.

Commanche Power Plant—ATSF locomotives will not clear the Dumper Building doors. All ATSF units must be set out on "E" track before proceeding through Dumper Door.

SP 1400 and 1500 Series cabooses should be handled in the rear—end service only, and if handled on other than rear—end, must not exceed 2,000 trailing tons behind caboose, due to underframe condition.

3. Type of Operations—

TWC—In effect between Trinidad and Pueblo

Rule 93 Yard Limits —in effect:

MP 209.9 to MP 207.5
MP 172.5 to MP 169.7
MP 125.0 to MP 121.1

4. General Code of Operating Rules Items—

Rule 99— When flagging is required, distance will be 2.0 miles.

5. Trackside Failed Equipment Detector(FED)—

- A. Protecting Bridges, Tunnels or Other Structures: NONE
B. Other FED locations:

MP 184.7

6. FRA Excepted Track— NONE

7. Special Conditions—

Spring Switches—

Following Spring Switches not equipped with facing point lock:

Southern Jct—Crossover switch MP 124.8 lined for crossover and spring switch on SP lined for SP main track.

Spring switch MP 124.7 Southern Jct— Lined for South Main Track.

Double Track—

Between Southern Jct. and SP Jct Walsenburg— Used jointly by SP and BN. Westward track is under BN operating jurisdiction. Eastward track is under SP operating jurisdiction. BN timetable and rules of the Operating Department govern train operations on both tracks.

Two Main Track—

Between Southern Jct and Salt Creek Jct

On North Main Track at MP 124.1 and On South Main Track at MP 124.3. Eastward trains when operating on Eastward Main must not leave without authority of SP train dispatcher.

On North Main Track, Switch located MP 124.2 to C&W trackage and Switch located MP 124.3 to Commanche Power Plant.

Westward signal at MP 122.1 on North Main Track is a Distant signal to the ATSF Minnequa District at Salt Creek Jct.

No. 4 track extending from MP 122.9 Minnequa to crossover east end of Minnequa Yard is known as Minnequa Siding.

Track just South of South Main Track extending from crossover East End Minnequa Siding to MP 124.2 is Southern Jct. Siding.

Trains will not use Minnequa or Southern Jct. Sidings without authority of ATSF ATM at Pueblo.

Signal overlap—Between Walsenburg MP 171.0 and Trinidad MP 208.1. Trains holding main track for meeting opposing trains must not pass signal overlap signs before arrival of opposing trains.

Automatic dual control switch, Walsenburg, MP 171.7—

Dual control switch at the end of double track is automatically operated. Normal position of switch is for the Westward track.

When a train or engine is stopped by signal governing movement over this switch and no conflicting movement is evident, or when necessary to use this switch for switching purposes, it must be hand operated in accordance with Rule 315 without permission or time limits from train dispatcher. Rules 315(A) and 315 are modified accordingly.

Signal governing trailing movement through hand thrown SP Jct. switch is normally red and stop must be made. After stop is made, crew member will proceed to instrument house located adjacent to switch, and observe indicator light. If indicator light is on, reverse hand thrown SP Jct. switch and governing signal will clear.

If indicator light does not light, operate push button and wait 7 minutes. If indicator light still does not light, then movement must be made in accordance with Rule 315(A), and modified Rules 315(A) and 315, before lining hand thrown SP Jct. switch for the route to be used complying with Rules 104, 104(A), 104(B), 104(D), 104(H) and 104(I).

Temperature Speed Restrictions

Sub-Div	HOT WEATHER When temp. exceeds 90 Degrees Fahrenheit Freight Pass.			COLD WEATHER When temp. is Zero Degrees Fahrenheit or colder Freight Pass.	
	Span- ish Peaks				
	30		Trains 100 tons O/B and over	30	
	40		Freight trains up to 100 tons O/B	45	
	40		Empty coal trains.	45	

Trinidad—

Operation of ATSF electric switches:

1. Authority must be received from Santa Fe dispatcher before operating switch.
2. After authority received, unlock and remove switch lock which will begin a timed five(5) minute delay.
3. After time delay expires, depress foot pedal to release hand throw lever and switch may be operated.

Handling 80 feet or Longer Cars—

(See All Subdivisions Items 3 and 4A.)

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations.

To avoid creating such conditions, following restrictions are in effect:

Between Pueblo and Minnequa—

Trains of greater than 3600 trailing tons must handle empty cars 80 feet and longer in the rear 3600 tons. Applies to South Main Track.

Trains greater than 5600 trailing tons must handle loaded cars 80 feet and longer in the rear 5600 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

Air Brake and Train Handling Rules—Rule 612(B) Additional Requirements:

Sidings at which requirements of ABTH Rule 612(B) must be exceeded are as follows:

Minimum of 20 on each end at:

MP 208.0	Trinidad, CO (Pass 1 and Pass 2)
MP 189.7	Lynn, CO
MP 180.1	Mayne, CO

Automatic Switches by location includes both ends unless otherwise specified: Ludlow, Lynn, Mayne, Trinidad Pass #2, Trinidad Pass #1 west end only.

SP Jct Walsenburg and Southern Jct— Computerized track warrant control is in effect on the westward track. When track warrant authority, item 2, 3, or 4, is issued on the westward track, the westward track will be designated on the track warrant as "Main" track.

Pueblo—Eastward trains on Eastward Main Track must obtain track warrant over the signature of the SP train dispatcher.

Eastward trains must obtain track warrant showing track bulletins in effect between Walsenburg and Trinidad from BN train dispatcher at McCook.

8. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
40924 Trinidad Pass # 1	Trinidad	157	Both
Trinidad Pass #2	Trinidad	128	Both
40924 Trinidad Yard Lead	Trinidad	30	West
40939 Ludlow backtrack	Ludlow	4	Both
40946 Lynn Spur	5 East of Lynn	20	East
40957 Mayne backtrack	Mayne	6	East
40981 Lascar Spur	Lascar	5	West
40993 Cedarwood Spur	Cedarwood	5	West

TULSA DIVISION

TX

Madill

Quartztown

Snyder

CHICKASHA

Oklahoma City

OKLAHOMA

CREEK

Sapulpa

Tulsa
Cherokee Yd.

AVARD

Enid

Avard
AT&SF RR
Waynoka

Muskogee
UP RR

Claremore

CHEROKEE

Afton Jet



OK

KS

SOUTHWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Creek Subdiv MAIN LINE STATIONS				Distance from Cherokee Yard	NORTHWARD
					Trk	Office Calls	Rule 6	Oper		
		96426		426.9		CY CHEROKEE YARD BJKT			0.0	
			1003			Muskogee Via UP 42 miles				
				428.6		WC WEST CHEROKEE			1.7	
		96431		430.5	2MT	NO NORRIS			3.6	
		96436		435.5		OM OMA			8.6	
		96438		437.2	2MT	SQ SAPULPA		JT	10.3	
	5,993	94442		442.2		KF KIEFER			15.3	
	8,504	94456		456.2		BG BEGGS			29.3	
	6,064	94467		467.2		BT BUTLER			40.3	
		94469		468.6		OG OKMULGEE			41.7	
	8,517	94476		476.2		SR SCHULTER			49.3	
	4,920	94482		482.1		HN HENRYETTA			55.2	
	8,493	94495		494.7		FD FRED			67.8	
		94504		504.4		WM WETUMKA			77.5	
	7,935	94513		513.0		YG YEAGER			86.1	
				519.6		HOLDENVILLE		A	92.7	
	6,240	94525		525.0		SP SPAULDING			98.1	
	9,110	94539	1046	539.1		FC FRANCIS			112.2	
		94548		548.2		AD ADA		BK	121.3	
	8,425	94558		558.2		FH FITZHUGH			131.3	
	8,431	94571		571.0		SC SCULLIN			144.1	
		94580		579.3		ML MILL CREEK			152.4	
	8,543	94592		591.8		RV RAVIA			164.9	
	8,811	94603		603.4		MA MADILL		BK	176.5	

AAR Radio Channel 66 in service at Cherokee Yard.

AAR Radio Channel 70 in service Cherokee Yard to Madill.

Train Dispatcher Calls—Cherokee Yard—23,26, Preston—36,
Henryetta—46, Ada—56, Roff—76, Madill—26.

Emergency Train Dispatcher Call—911.

1. Maximum Speed Permitted —

Freight	
Madill to Cherokee Yd.	55 MPH.
MP 428.6 to MP 429.2	20 MPH.
Through turnout West Cherokee	20 MPH.
MP 429.2 to MP 436.2	45 MPH.
Norris, through turnout	45 MPH.
Oma, through turnout	45 MPH.
MP 436.2 to MP 438.2	25 MPH.
MP 438.2 to MP 440.2	45 MPH.
MP 441.7 to MP 442.9	30 MPH.
MP 457.7 to MP 458.1	45 MPH.
MP 468.6 to MP 469.3	35 MPH.
MP 471.3 to MP 471.8	45 MPH.
MP 478.5 to MP 479.2	45 MPH.
MP 480.2 to MP 482.7	25 MPH.
MP 483.5 to MP 485.1	45 MPH.
MP 492.0 to MP 492.5	45 MPH.
MP 494.4 to MP 494.7	45 MPH.
MP 498.7 to MP 499.0	50 MPH.
MP 504.0 to MP 504.5	40 MPH.
MP 506.0 to MP 506.3	50 MPH.
MP 506.9 to MP 507.2	45 MPH.
MP 509.9 to MP 510.3	45 MPH.

MP 511.5 to MP 511.7	50 MPH.
MP 516.3 to MP 518.3	45 MPH.
MP 518.3 to MP 520.6	25 MPH.
MP 520.6 to MP 521.7	50 MPH.
MP 526.5 to MP 526.7	50 MPH.
MP 529.2 to MP 529.6	45 MPH.
MP 531.9 to MP 536.5	45 MPH.
MP 535.8 Bridge — trains over 100 tons O/B	25 MPH.
MP 539.5 to MP 540.2	45 MPH.
MP 542.9 to MP 545.7	45 MPH.
MP 547.2 to MP 548.8	20 MPH.
MP 548.9 to MP 549.4	50 MPH.
MP 550.7 to MP 552.1	45 MPH.
MP 554.7 to MP 555.7	45 MPH.
MP 555.7 to MP 556.6	40 MPH.
MP 559.3 to MP 559.9	50 MPH.
MP 562.4 to MP 563.6	35 MPH.
MP 569.0 to MP 569.3	50 MPH.
MP 574.2 to MP 577.3	50 MPH.
MP 581.4 to MP 583.5	45 MPH.
MP 589.2 to MP 589.7	45 MPH.
MP 591.6 to MP 592.2	30 MPH.
MP 596.0 to MP 600.0	45 MPH.
MP 602.2 to MP 604.2	45 MPH.
Coupled in—motion Scale—Ada	4 MPH.
In motion Hump Scale—Cherokee Yard	10 MPH.

2. Bridge and Equipment Weight Restrictions—

Madill to Tulsa— Cars over 272,000 lbs. gross weight not permitted.

Six axle locomotives not permitted on following tracks—

Ada—Solo Cup lead Imperial, Helnam No.8 Lead

Not more than one six axle locomotive permitted:

Mill Creek—Old Sand Plant Tracks

3. Type of Operations—

CTC— In effect:

MP 428.6 to MP 603.4

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

Switch Interlocking Instructions—

Holdenville—At the automatic interlocking at MP 519.6 (Holdenville) be governed by Rule 312(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.

Interlocking—

MP 519.6

4. General Code of Operating Rules Items—

Rule 99— When flagging is required, distance will be 2 miles.

Rule 350(B)— Following switches not equipped with electric locks:

MP 438.0 Bartlett Collins Spur
MP 482.3 Broadway Exchange Spur
MP 504.3 Team Track
MP 505.2 Clint County Spur
MP 519.4 Old Ramp Track
MP 546.0 General Tire
MP 546.3 Remington
MP 561.9 Sand Plant

5. Track Side Failed Equipment Detectors (FED)–**A. Protecting Bridge, Tunnels or Structures:**

Hot Box Detector Tone:
 MP 592.4–Southbound
 MP 601.1–Northbound

B. Other FED Locations–**Radio Reporter:**

MP 446.8 Mounds
 MP 474.7 Okmulgee
 MP 496.4 Weleetka
 MP 516.2 Yeager
 MP 542.5 Fords
 MP 565.8 Roff
 MP 587.2 Ravia
 MP 592.4 Ravia–Northbound
 MP 601.1 Madill–Southbound

6. FRA Excepted Track–

See System Special Instructions Item 6
 Cherokee Yard (Tulsa) on Howard Branch, including all auxiliary tracks.

7. Special Conditions–

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

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

Sapulpa– No. 2 track Bartlett–Collins protected by signals. If signal indicates STOP, contact Bartlett–Collins employee.

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

Francis– Trains or Engines Operating over Main Street, MP 539.1, out of Storage Tracks only must observe Crossing gates in horizontal position before fouling crossing.

Ada–Do not park cars within 150 ft. of weigh in motion scale.

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

Clark– BN Crews will not use Track No. 3 at Meridian Aggregates facility without the specific authority of Meridian Aggregates personnel.

8. Locations Not Shown as Stations–

Name	Miles–Location	Capacity Cars	Switch Opens
94520 Holdenville	6.6 south of Yeager	10	North
94521 Sisson	7.1 south of Yeager	60	Both
94564 Roff	6.1 south of Fitzhugh	97	Both
94583 Clark	3.7 south of Mill Creek	150	Both
94584 Ryder	4.8 south of Mill Creek	25	Both
94585 Troy	5.8 south of Mill Creek	42	South

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Cherokee Subdiv MAIN LINE STATIONS				Distance from West Afton	EASTWARD
					Trk	Office Calls	Rule 6	Oper		
		96348		349.5	2MT	F2 WEST AFTON			0	
	6,383	96354		353.6		TQ TODD			4.1	
	7,896	96360		359.7		VN VINITA		A	10.2	
	7,600	96367		366.7		WO WHITE OAK			17.2	
	6,110	96374		374.0		CT CATALE			24.5	
	7,600	96385		384.8		BC BUSHYHEAD			35.3	
	6,665	96396		396.4		DE DEGROAT			46.9	
		96398	1003	398.0		CM CLAREMORE		A	48.5	CTC
	7,600	96404		404.3		VR VIRDIGRIS			54.8	
		96409		409.2		CQ CATOOSA			59.7	
	7,600	96413		412.6		TG TIGER		T	63.1	
				416.2		DL DOUGLAS			66.7	
		96420		420.4		ET EAST TULSA			70.9	
				423.0		UR URBAN		JX	73.5	
				426.9	2MT	EC CHEROKEE YARD		BJKT	77.4	

AAR Radio Channel No. 70 in service on this Subdivision.

AAR Radio Channel No. 66 in service at Cherokee Yard

Train Dispatcher Calls—Springfield Yard—86, Mt. Vernon—76,
Joplin—36, Miami—26, Catale—86, Claremore—76.

MP 349.5 to MP 349.7 is part of and under the jurisdiction of the
Springfield Division.

Emergency Train Dispatcher Call—911

1. Maximum Speed Permitted—

Freight

MP 346.4 to MP 349.6 Main 1 track only including turnouts ..	25 MPH.
MP 348.0 through crossover	25 MPH.
MP 349.6 Ewd trains using Main 2 until engine through limits	55 MPH.
MP 350.8 to MP 354.3	55 MPH.
MP 359.1 to MP 360.7 until engine through limits	30 MPH.
MP 359.6 (over diamond)	30 MPH.
MP 364.3 to MP 365.7	45 MPH.
MP 369.9 to MP 371.3	45 MPH.
MP 375.8 to MP 378.8	40 MPH.
MP 378.8 to MP 379.6 until engine through limits	40 MPH.
MP 392.5 to MP 392.9	50 MPH.
MP 396.8 to MP 398.1 until engine through limits	30 MPH.
MP 397.0 (over diamond)	30 MPH.
MP 406.6 to MP 408.4	55 MPH.
MP 408.4 to MP 411.9	45 MPH.
MP 411.9 to MP 417.3	55 MPH.
MP 417.3 to MP 420.5	40 MPH.
MP 420.4 through turnout for Eastward trains	40 MPH.
MP 420.5 to MP 423.3	30 MPH.
MP 423.1 through crossover	10 MPH.
MP 423.3 to MP 424.1	20 MPH.
Siding turnouts	20 MPH.
Trains handling loaded C6 covered hoppers	
through sidings	13 MPH.
Peabody Spur	10 MPH.

2. Bridge and Equipment Weight Restrictions—

Maximum gross weight of car 286,000 lbs.

Chelsea— Storage track No. 1 and Team Track: Multiple six-axle locomotives not permitted.

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

Howard Branch (MP 418.8)— Not more than one locomotive allowed when switching. Six-axle locomotives not permitted.

3. Type of Operation—

CTC—In effect MP 349.7 to MP 424.1.

Two main tracks designated as Main 1 (north) and Main 2 (south):

MP 346.4 to MP 349.5
MP 420.5 to MP 424.1

Interlocking—

MP 359.6
MP 397.0

4. General Code of Operating Rule Items—

Rule 99— When flagging is required, distance will be 2 miles.

Rule 350(B)— Main Track switches not equipped with electric locks:

MP 375.0 E and W switches New Storage
MP 397.7 Dock Track
MP 402.5 WR Steel
MP 412.4 Elsworth Industries
MP 418.2 Jarbo Sales

Main 1 MP 420.8 American Junk Co.
MP 421.2 Bank Off Pipe & Supply
MP 421.8 Slag Mfg. Corp
MP 421.9 Acro Warehouse Corp.
MP 422.3 Base Inc.

Main 2 MP 421.5 Gate City Steel East End
MP 421.9 Gate City Steel West End
MP 422.2 Trinity Steel Co. East End

5. Trackside Failed Equipment Detectors (FED) —

A. Protecting Bridges, Tunnels or Other Structures—
Radio Reporter: Claremore MP 400.4.
Hot Box Detector Tone: MP 409.3

B. Other FED Locations—

Radio Reporter: Catale MP 370.6

6. FRA Excepted Track—See System Special Instructions Item 6—
Howard Branch (MP 418.8), all tracks.

7. Special Conditions—

Fairland—Engines not permitted on Simmons Elevator track scales.

Vinita— Do not exceed five (5) MPH on the West UP Connection and Winders Siding.

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.

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 312(3). If the signal does not change to a more favorable indication, in addition to complying with Rule 312(3), authority per Rule 312(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. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
96367 Coal Spur	White Oak Siding Conn	70	East
96374 Black Diamond Spur	Catale Main Track Conn		East
96375 New Storage	1.0 west of Catale	65	Both
96379 Chelsea	5.7 east of Bushyhead	55	Both
96392 Sequoyah	4.8 east of DeGroat	117	Both
96396 Allegheny Ludlum Spur	DeGroat Siding Conn		West
96405 Williams	0.8 west of Verdigris	134	East
96408 Port Lead	4.3 east of Tiger	220	East
96414 Garnett	1.4 west of Tiger	60	Both
96426 Cherokee yard (MP 426.9)	2.8 west of East Cherokee	Yard	

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Oklahoma Subdiv		Distance from Sapulpa
				MAIN LINE	STATIONS	
				Trk	Rule 6 Oper	
	96438		437.2		SAPULPA JT	0.0
6,501	96459		459.0		BRISTOW	21.8
3,992	96478		477.5		STROUD	40.3
5,722	96483		482.8		BINKLEY	45.4
	96485		485.4		DAVENPORT	48.2
	96494	1003	493.9		CHANDLER	56.7
6,354	96510		510.4		HIBSAW	73.2
3,921	96524		523.6		JONES	86.4
	96540		539.7		OKLAHOMA CITY ABJKTY	102.5

AAR Radio Channel 70 in service on this Subdivision.

AAR Radio Channel 66 in service at Cherokee Yard.

Train Dispatcher Calls—Bristow—71, Chandler—72, Luther—74, Oklahoma City—78.

Emergency Train Dispatcher Call — 911

1. Maximum Speed Permitted—

Freight

Sapulpa to Oklahoma City	45 MPH.
MP 452.3 to MP 457.1	30 MPH.
MP 458.7 to MP 460.2 until engine through limits	20 MPH.
MP 477.0 to MP 477.8 until engine through limits	25 MPH.
MP 491.9 to MP 494.4	30 MPH.
MP 523.5 to MP 526.6 until engine through limits	35 MPH.
MP 535.2 to MP 535.8 until engine through limits	30 MPH.
MP 535.8 to MP 536.4 until engine through limits	25 MPH.
Sidings	10 MPH.
Static Scale—Oklahoma City	5 MPH.

2. Bridge and Equipment Weight Restrictions—

Sapulpa to Oklahoma City— Cars over 272,000 lbs. gross weight not permitted.

Do not Operate six-axle units on the following tracks:

Bristow	Halliburton Lead
Red Horse	Bags Incorporated and Polyfilm Inc. Lead

Only one six-axle unit is allowed on the following tracks:

Stroud	Refinery tracks and Home track
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3. Type of Operations—

TWC— In effect:

MP 438.4 to MP 537.4.

Rule 93— Yard limit In effect—

MP 537.0 to MP 539.5

Interlocking—

MP 535.8

4. General Code of Operating Rules Items—

Rule 99— When flagging is required, distance will be 2 miles.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnels, or other structures— NONE

B. Other FED Locations:

Radio reporter: MP 450.4 Kellyville

Hot Box Detector Tone: MP 472.2, MP 500.9 to MP 526.8.

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

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

From sidings only, make sure gates are in horizontal position before fouling following Crossings:

MP 523.5 (Choctaw Road)

MP 524.0 (Henny Road)

8. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
96446 Kellyville	8.2 west of Sapulpa	8	East
96467 Depew	7.6 west of Bristow	6	West
96514 Luther	3.6 west of Hibsaw	10	East
96534 Red Horse	10.7 west of Jones	6	West

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Chickasha Subdiv MAIN LINE STATIONS		Distance from Oklahoma City	EAST WARD
						Rule 6	Oper		
		96540		539.7		OKLAHOMA CITY	BJKTYM	0.0	
	4,058	96554		553.9		MUSTANG		14.2	
	5,174	96567		567.5		SOONER		27.8	
	2,231	96581		580.8		CHICKASHA	A	41.1	
	5,788	96605		604.9		CYRIL	Y	65.3	
		96611		610.6		FLETCHER		70.9	
		96626		625.4		FORT SILL	T	85.8	
	2,604	96630	1003	630.2		LAWTON	BKYM	90.5	
		96637		636.8		EAGLE	Y	97.1	
	3,032	96644		643.9		CACHE		104.2	TWC
		96664		664.4		SNYDER	UJY	124.7	
	1,692	96687		687.2		ALTUS	AMY	147.5	
		96709		709.4		ELDORADO		169.7	
		40527		723.3		QUANAH	BJKTY	183.6	

AAR Channel 70 in service on this Subdivision.

Train Dispatcher Calls—Tuttle 79, Chickasha—81, Cyril—82, Lawton—84, Snyder—71, Eldorado—72.

Emergency Train Dispatcher Call — 911

1. Maximum Speed Permitted—**Freight**

Oklahoma City to Quanah	40 MPH.
MP 543.0 to MP 549.7	25 MPH.
Bridge 557.9	30 MPH.
MP 568.6 to MP 575.5	30 MPH.
MP 580.4 to MP 581.0 until engine through Limits	20 MPH.
MP 580.4 to MP 589.0	30 MPH.
MP 602.0 to MP 610.5	30 MPH.
MP 610.5 to MP 610.8	25 MPH.
MP 610.8 to MP 627.7	35 MPH.
MP 627.7 to MP 629.0	20 MPH.
MP 632.3 to MP 637.8	25 MPH.
MP 637.8 to MP 691.0	30 MPH.
MP 688.1 through interlocking	20 MPH.
Sidings	10 MPH.
Static Scale—Oklahoma City	5 MPH.

2. Bridge and Equipment Weight Restrictions—

Cars over 268,000 lbs. gross weight not permitted.

Six axle locomotives not permitted on the following tracks:

Oklahoma City—Dayton Lead
Altus—Beck Spur
Olustee—Spur and House Tracks
Eldorado—No. 2 Track

Only one six axle locomotive is permitted on the following tracks:

Fletcher— Temple Gypsum lead
Fort Sill— Fort Sill Wye Track

3. Type of Operations—

TWC— In effect:

MP 543.0 to MP 721.7

Rule 93— Yard limits In effect—

MP 537.0 to MP 543.0

MP 604.0 to MP 606.0

MP 629.0 to MP 632.3

MP 663.4 to MP 665.6

MP 685.0 to MP 689.0

MP 721.7 to MP 723.3

Interlocking—

MP 542.8
MP 580.5
MP 629.7
MP 688.1
MP 688.7

4. General Code of Operating Rules Items—

Rule 99— When flagging is required, distance will be 2 miles.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnels, or other structures— NONE
B. Other FED Locations:

Radio Reporter: MP 565.2 Tuttle
Hot Box Detector Tone: MP 590.8

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

Trains over 100 Tons/OB will not operate through sidings. except when authorized by Chief Dispatcher.

Oklahoma City— Trains and engines Operating over UP main track will be governed by Rule 93 of the General Code of Operating Rules.

Fort Sill— Trains and engines operating over UP main track will move at restricted speed, not exceeding 10 MPH. (UP main track is FRA Excepted Track).

Crew member must protect crossing from ground position at following locations—

Oklahoma City—S.W. 29th Street on Dayton Lead
Altus—Highway 62 on Air Base Lead

Use of Dynamic Brakes Prohibited at the Following Locations—
Between MP 602.0 and MP 691.0

8. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
96546 Lillard Pk	5.8 west of Oklahoma City	15	West
96549 Wheatland	4.6 east of Mustang	20	West
96563 Tuttle	4.7 east of Sooner	25	Both
96573 Amber	5.2 west of Sooner	20	West
96586 Williams	5.4 west of Chickasha	6	East
96615 Elgin	9.7 west of Cyril	8	East
96652 Indianoma	8.1 west of Cache	4	East
96670 Long	5.6 west of Synder	45	Both
96676 Headrick	11.2 east of Altus	30	Both
96695 Olustee	8.3 west of Altus	65	Both
96703 Creta	6.7 east of Eldorado	31	West

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Avard Subdiv MAIN LINE STATIONS			Distance from Cherokee Yard
					Trk	Rule 6	Oper	
		96426		426.9				0.0
	7,798	96046		445.8				18.9
		96069		469.3				42.4
	7,736	96078		478.0				51.1
	8,778	96091		490.6				63.7
		96103		502.6				75.7
		96109		508.8				81.9
	7,751	96125		525.3				98.8
		96134		534.0				107.1
		96145	1047	545.5				118.6
		96148		548.1				121.3
		96155		554.4				127.5
		96163		562.5				135.9
		96169		569.3				142.4
	8,376	96174		574.4				147.5
		96181		580.5				153.6
		96189		588.6				161.7
		96195		595.0				168.1
		96202		601.8				174.9

BETWEEN AVARD AND WAYNOKA TRAINS WILL USE ATSF TRACKS AND WILL BE GOVERNED BY GENERAL CODE OF OPERATING RULES AND ATSF TIMETABLE

96205	612.5	WAYNOKA	BK	ABS	185.6
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AAR Radio Channel 70 in service in this Subdivision.

AAR Radio Channel 66 in service at Cherokee Yard.

Train Dispatcher Calls—Mannford—63, Pawnee—73, Perry—83, Enid—53, Helena—43, Avard—23.

Emergency Train Dispatcher Call — 911

1. Maximum Speed Permitted—

	Freight
Cherokee Yard to Avard	49 MPH.
MP 428.0 to MP 432.0	30 MPH.
MP 438.8 to MP 439.2	40 MPH.
MP 458.4 to MP 459.1	45 MPH.
MP 465.6 to MP 466.3	45 MPH.
MP 471.4 to MP 472.0	40 MPH.
MP 473.1 to MP 473.4	45 MPH.
MP 474.4 to MP 474.9	40 MPH.
MP 475.8 to MP 476.9	45 MPH.
MP 477.2 to MP 478.4 Until engine through limits	30 MPH.
MP 478.9 to MP 480.7	40 MPH.
MP 502.9 to MP 503.2	45 MPH.
MP 507.5 to MP 509.5	20 MPH.
MP 519.1 to MP 519.8	40 MPH.
MP 533.3 Through interlocking	40 MPH.
MP 537.0 to MP 542.0 Until engine through limits	35 MPH.
MP 544.7 to MP 545.0 Until engine through limits	10 MPH.
MP 548.1 to MP 548.7 Until engine through limits	35 MPH.
MP 580.4 to MP 581.0 Until engine through limits	45 MPH.
MP 601.3 to MP 602.1	20 MPH.
Avard: through ATSF turnout	20 MPH.
On siding Pawnee	10 MPH.

ATSF SPEED RESTRICTIONS

Curves MP 345.2 and MP 345.7 55 MPH.
Switches and Auxiliary Tracks.

Maximum speed through turnouts Mannford, Callahan, Morrison
(Ends of Sidings) 20 MPH

All Other Turnouts 10 MPH

Maximum speed permitted through turnout of other
than main track switches 10 MPH.

Each end of sidings between Avard and Waynoka
(except those listed below) 40 MPH.

Other than main track switches (except those listed
below) 15 MPH.

Trains and engines using auxiliary tracks must not
exceed maximum turnout speed for that track.

Waynoka

East end extension track 40 MPH.

Turnout east end two tracks MP 342.4 40 MPH.

South track to Yard MP 342.5 10 MPH.

East crossover MP 345.1 30 MPH.

West crossover MP 345.1 10 MPH.

South track to Yard MP 345.2 10 MPH.

Turnout west end two tracks MP 346.9 40 MPH.

2. Bridge and Equipment Weight Restrictions--

Tulsa to Avard-- Cars over 272,000 lbs, gross weight not permitted.

Six axle locomotives not permitted on the following tracks:

Goltry-- Fertilizer Spur Track.

3. Type of Operations--

TWC-- In effect:

MP 428.0 to MP 542.0

MP 548.1 to MP 602.1

ABS --In effect:

MP 601.3 to MP 602.1

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

Prior to departing Enid, Westward BN trains will secure ATSF track
warrant from ATSF dispatcher.

Rule 93-- Yard limits In effect:

MP 426.9 to MP 428.0

MP 542.0 to MP 548.1

Interlocking--

MP 502.6

MP 508.2

MP 508.7

MP 533.7

MP 544.2

4. General Code of Rules Items--

Rule 99-- When flagging is required, distance will be 2 miles.

5. Trackside Failed Equipment Detectors (FED)

A.Protecting bridge, tunnels or other structures--NONE

B.Other FED locations:

Radio Reporter:

MP 451.1 Mannford,MP 573.1 McWillie, and ATSF MP 339.3

(Counter at MP 337.3 and MP 340.9. If white light rotating approaching
detector indicates detector bad order, disregard indication.)

Hot Box Detector Tone:

MP 467.8, MP 494.0

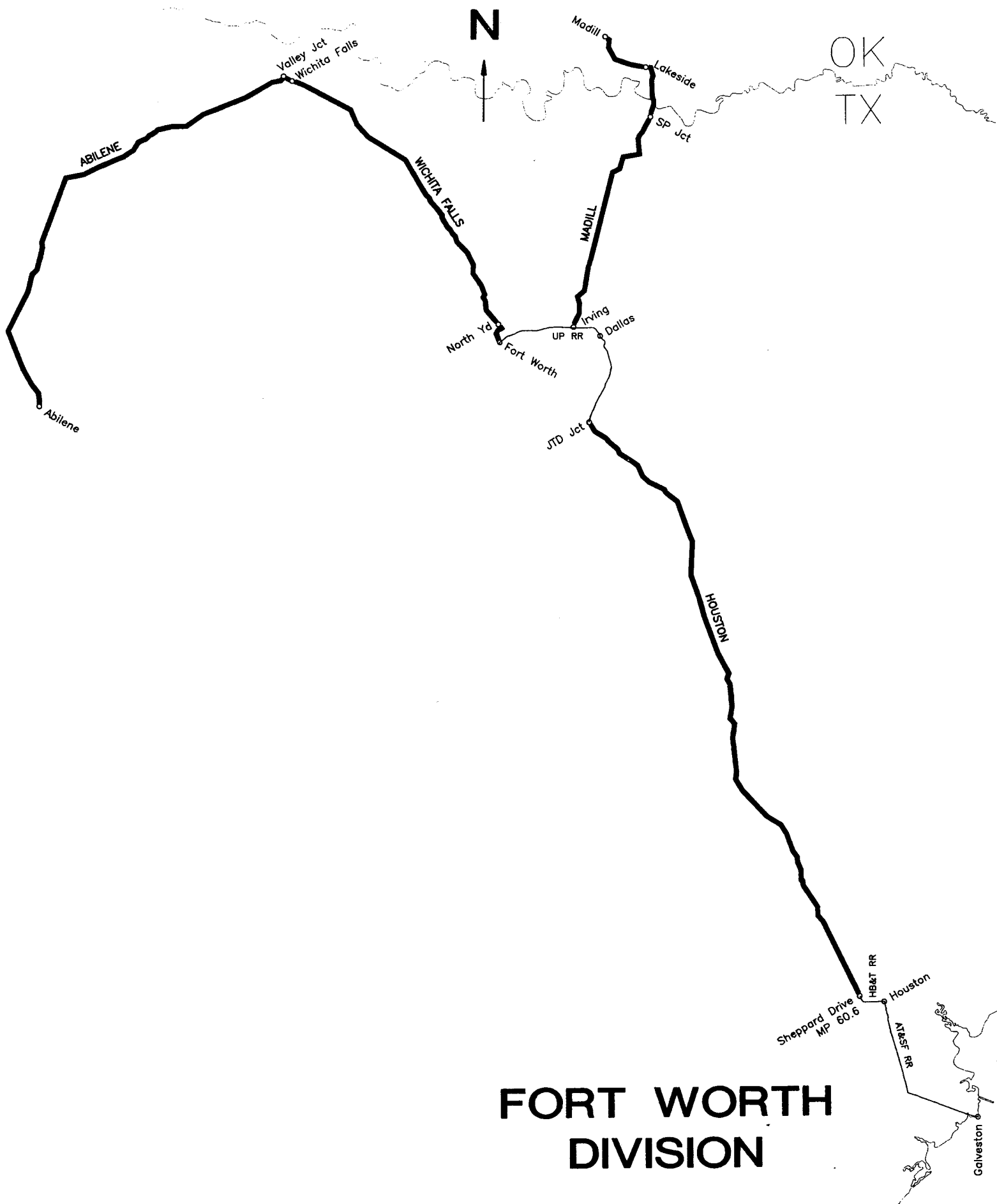
6. FRA Excepted Track--NONE**7. Special Conditions--**

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

8. Locations Not Shown as Stations--

Name	Miles--Location	Capacity Cars	Switch Opens
96032 Shirk	5.1 west of Cherokee Yard	5	West
96055 Teriton	9.6 west of Mannford	6	West
96062 Hallett	7.7 east of Casey	10	East
96085 Lela	5.1 east of Morrison	26	Both
96118 Lucien	9.6 west of Perry	18	West
96127 Covington	1.4 west of Callahan	15	Both
96139 Shea	4.4 east of Steen	36	Both

NOTES



WESTWARD	Houston Subdiv MAIN LINE						EASTWARD
	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Distance from Galveston	
		40000	492	48.2	GALVESTON FRT YD JY	0.0	
BETWEEN GALVESTON FREIGHT YARD AND NEW SOUTH YARD GENERAL CODE OF OPERATING RULES AND A.T.S.F. RY TIMETABLE GOVERN							
		40050		11.5	NEW SO YD HOUSTON	48.2	
BETWEEN NEW SOUTH YARD HOUSTON AND SHEPPARD DR. HB&T RY. RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN							
			492	60.6	SHEPPARD DRIVE JY	59.7	
5,639	40070			70.6	CASEY BKY	72.9	
7,615	40081			81.2	ORR	83.5	
	40085			34.8	TOMBALL	87.1	
5,860	40096			96.8	KAREN	99.1	
				105.6	ATSF Xing A	107.9	TWC
7,498	40110			110.5	SIMMONS	112.8	ABS
	40125			125.3	SHIRO	127.6	
6,360	40130			130.5	SINGLETON	132.8	
6,208	40151			151.8	ZULCH	154.1	
6,343	40168			168.5	FLYNN	170.8	
6,115	40185			184.6	NEWBY	186.9	
	40204			204.3	TEAGUE BKTY	206.6	
9,109	40222			222.4	STREETMAN	224.7	
5,990	40242			241.6	CORSICANA I	243.9	
5,824	40259			258.7	BARDWELL	261.0	
3,613	40271			270.3	WAXAHACHIE-See UP Spl Ins	273.2	
	40272			271.0	JTD JCT	273.9	
BETWEEN JTD JCT. AND ENDOT. GENERAL CODE OF OPERATING RULES AND UP R. R. TIMETABLE GOVERN							
	40299			2.6	ENDOT J	302.1	
BETWEEN ENDOT AND NORTH JCT GENERAL CODE OF OPERATING RULES AND UP R. R. TIMETABLE GOVERN							
				32.4	NORTH JCT J	304.7	
BETWEEN NORTH JCT. AND PEACH YARD, GENERAL CODE OF OPERATING RULES AND UP R. R. TIMETABLE GOVERN							
	40336			4.1	PEACH YD J	337.1	
BETWEEN PEACH YD AND NORTH YARD, FORT WORTH 2ND SUBDIVISION SPECIAL INSTRUCTIONS GOVERN.							
	40341	485	6.1		NORTH YARD BJKT	341.2	

AAR Radio Channel 66 in service on this Subdivision.

Train Dispatcher Calls—Houston—12, Casey—13, Tomball—14, Shiro—15, Zulch—16, Newby—17, Teague—18, Corsicana—19, Waxahachie—10.

Emergency Train Dispatcher Call — 911

1. Maximum Speed Permitted —		Freight
Sheppard Dr. to JTD Jct. trains up to 100 Tons O/B	.....	40 MPH.
Sheppard Dr. to JTD Jct. trains over 100 Tons O/B	.....	40 MPH.
MP 60.6 to MP 67.8	.....	20 MPH.
MP 67.8 to MP 75.8	.....	40 MPH.
MP 102.0 to MP 105.2	.....	40 MPH.
MP 105.6 to MP 105.7	.....	30 MPH.
MP 146.0 to MP 159.0 Trains up to 100 tons OB	.....	40 MPH.
MP 146.0 to MP 159.0 Trains over 100 tons OB	.....	30 MPH.
MP 159.0 to MP 172.0	.....	30 MPH.
MP 172.0 to MP 176.4	.....	40 MPH.

MP 180.7 to MP 182.4	.....	40 MPH.
MP 238.0 to MP 242.3	.....	30 MPH.
MP 270.0 to MP 271.0	.....	20 MPH.
Through all turnouts and sidings	.....	10 MPH.
Irving East and West leg Wye	.....	10 MPH.

2. Bridge and Equipment Weight Restrictions—

Cars over 268,000 lbs. lbs. gross weight not permitted.

3. Type of Operations—

TWC—In effect

MP 76.0 to MP 271.0

Rule 93—Yard limits In effect—

MP 60.6 to MP 76.0 Before entering or moving within these limits, communicate with BN Dispatcher for instructions.

MP 203.1 to MP 207.5

ABS—In effect

MP 60.6 to MP 271.0.

Interlocking—

MP 105.6 (Dobbin) ATSF Xing

MP 239.6 Corsicana

4. General Code Of Operating Rules Items

Rule 99—When flagging is required, distance will be 1.0 miles.

5. Track Side Failed Equipment Detectors (FED)—

A. Protecting Bridges, Tunnels or Structures—

NONE

B. Other FED Locations—

MP 82.6 Orr

MP 122.5 Shiro

MP 173.5 Flynn

MP 215.5 Streetman

MP 266.4 Waxahachie

6. FRA Excepted Track—

NONE

7. Special Instructions—

Automatic Switches —By location, by station, includes both switches unless specified: Streetman

Switch Interlocking Instructions—

SSW Crossing Corsicana is a manual interlocking under the supervision of the SSW Operator at Dallas Belt Jct. If signal does not permit movement communicate with SSW Control Operator at Dallas Belt Jct. for instructions.

Trains over 100 Tons/OB will not Operate through sidings Zulch, Flynn, and Corsicana, except when authorized by Chief Dispatcher.

Irving—Trains approaching Irving must communicate with operator on duty as follows:

Eastbound trains on UP will communicate with Operator when leaving Tarrant and will not head onto Wye tracks without further instruction from office at Irving.

Westbound trains on UP will communicate with Irving Operator when leaving North Jct. and will not head onto Wildwood Road crossing without further instructions from office at Irving.

Dallas—When handling automobiles in tri-level cars, movement must be made on UP Main track under Houston Street Overpass, Dallas.

Centralized Traffic Control in effect: Rule 93 applies on—Southern Pacific main track, Dallas, MP 51.7 to MP 52.7.

Westward trains and engines originating at Teague using U.P. Railroad tracks between JTD JCT. and Endot must obtain U.P. track warrant and track bulletins, if any, in effect at Teague. BN track warrant forms may be used.

Authority for movement between JTD Jct. and Endot will be issued by U.P. dispatcher at Omaha, NE. BN track warrant forms may be used. To access the U.P. Dispatcher on Channel 66 use the following procedure:

At Waxahachie to contact UP Dispatchers:

All engines equipped with multi-channel radios turn to Channel 20 and press "4".

At Dallas Tower 19 the ATSF will use radio frequency Channel 55.

ATSF will monitor Channels 66 and 70 to communicate with trains and engines that do not have a multi channel radio.

8. Locations Not Shown as Stations

Name	Miles-Location	Capacity Cars	Switch Opens
40078 Louetta	6.4 east of Tomball	40	Both
40091 Ventura	5.5 east of Karen	66	Both
40141 TMPA	12.4 east of Zulch	100	Both
40141 Iola	10.4 east of Zulch	6	East
40159 Normangee	7.8 west of Zulch	14	Both
40183 Koch (MP Tfr)	1.3 east of Newby	25	East
40185 Southwest Car Parts	0.1 east of Newby	100	West
40185 Nucor Steel	0.8 east of Newby	95	Both
40191 HL & P	6.4 west of Newby	49	Both
40225 TXI	3.3 west of Streetman	50	West

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Wichita Falls Subdiv MAIN LINE STATIONS			Distance from T&P Jct.	1 EASTWARD ↑
					Trk	Rule 6	Oper		
			485	0.0		T&P JCT	Y		0.0
				2.0		1.6 MP 2	Y	ABS	2.0
	40341			6.1		4.1 NORTH YARD	BKTYI		6.1
	40345			9.1	2MT	3.0 SAGINAW	IY		9.1
				11.0		3.0 MP 11.0	IY		11.0
7,534	40354			19.0		6.9 AVONDALE			19.0
7,161	40370			34.6		15.6 HERMAN			34.6
6,124	40376			40.3		5.7 DECATUR			40.3
7,077	40387			50.8		10.5 ALVORD			50.6
6,493	40399			63.8		13.0 FRUITLAND			63.8
	40404			68.5		4.7 BOWIE	A	TWC ABS	68.5
6,366	40415			79.1		10.6 BELLEVUE			79.1
6,969	40425			90.2		11.1 DICKWORTHAM			90.2
6,223	40441			105.5		15.3 JOLLY			105.5
22,372				111.0		5.5 RHEA	Y		111.1
	40449			114.1		3.1 WICHITA FALLS	BKTUY		114.1
	40449			115.0		0.9 WEST WICHITA			115.0
				116.1	2MT	1.1 ORIENT			116.1
				118.4		2.3 VALLEY JCT	J	CTC	118.4

AAR Radio Channel 66 in service between Ft. Worth and Wichita Falls.

Train Dispatcher Calls—Ft. Worth—21, Decatur—23, Bowie—24, Dickworsham—25, Wichita Falls East—26, Wichita Falls West CTC—20. Emergency Train Dispatcher Call — 911

1. Maximum Speed Permitted—

	Freight
MP 2.2 to MP 9.2	20 MPH.
MP 9.2 to MP 11.1	30 MPH.
MP 11.1 to MP 118.4 Loaded coal trains	50 MPH.
MP 11.1 to MP 118.4 Empty coal trains	60 MPH.
MP 11.1 to MP 118.4 Freight trains over 100 tons O/B	50 MPH.
MP 25.1 to MP 25.5	55 MPH.
MP 28.6 to MP 31.4	45 MPH.
MP 31.4 to MP 32.3	50 MPH.
MP 38.8 to MP 41.2	50 MPH.
MP 43.5 to MP 46.3	55 MPH.
MP 46.3 to MP 48.0	45 MPH.
MP 68.3 to MP 70.4	30 MPH.
MP 96.0 to MP 96.2	55 MPH.
MP 110.9 to MP 113.0	30 MPH.
MP 115.0 to MP 116.2	30 MPH.
MP 116.2 to MP 118.4	35 MPH.
Decatur, Bellevue, Dickworsham, and Jolly (ends of siding)	10 MPH.
All Other Siding Turnouts	20 MPH.
Static Scales	5 MPH.

2. Bridge and Equipment Weight Restrictions—

Cars over 286,000 lbs. lbs. gross weight not permitted —Ft. Worth to MP 118.4

Wichita Falls TX.— Six axle locomotives not permitted on the wye.

3. Type of Operations—**TWC—** In effect:

MP 11.0 to MP 108.6.

Rule 93— Yard limits In effect—

MP 0.0 to MP 11.0, before entering or moving within these limits communicate with yardmaster for instructions.

MP 108.6 to MP 115.0, before entering or moving within these limits communicate with operator for instructions.

CTC— In effect:

MP 115.0 to MP 118.4

ABS—In effect:

MP 0.7 to MP 5.4

MP 7.6 to MP 113.0

Interlocking—

MP 3.1

MP 3.2

MP 9.1

MP 11.0

MP 69.2

Rule 99— Between T&P Jct. and MP 118.4 when flagging is required, distance will be 1.0 mile.**4. General Code of Operating Rules Items—****5. Trackside Failed Equipment Detectors (FED)****A.** Protecting bridge, tunnels, or other structures: NONE**B.** Other FED Locations:

Radio Reporter:

MP 47.5 Alvord

MP 94.3 Dickworsham

6. FRA Excepted Track—NONE**7. Special Conditions—****Ft. Worth—** Race Track Switch at MP 2.2 may be left lined and locked as last used. When approaching this switch, expect it to be lined and locked against route to be used.

Two Main Tracks designated as Main 1 and Main 2:

MP 5.8 to MP 11.1

MP 115.0 to MP 116.1

Automatic Switches, Location by Station—Includes both switches unless specified:

Avondale, Herman, Decatur, Alvord, Fruitland, Bellevue, Dickworsham, Rhea.

Switch Interlocking Instructions—

Saginaw, MP 9.1 ATSF—UP interlocking is remotely controlled by BN Operator, North Yard.

8. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
40431 Henrietta	5.8 miles West of of Dickworsham	27	East
40361 Rhome	6.4 west of Avondale	40	East
40395 Sunset	4.2 east of Fruitland	7	East

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Abilene Subdiv MAIN LINE STATIONS				Distance from SValley Jct.	↑ EAST WARD
						Rule 6	Oper				
		40458	490	0.0		VALLEY JCT	JY	CTC	0.0		
		88227		27.3		25.7 DUNDEE			25.7		
		88252		51.9		24.6 SEYMOUR			50.3		
		88263		63.4		11.5 BOMARTON		TWC	61.8		
		88271		70.5		7.1 GOREE			68.9		
		88276		75.8		5.3 MUNDAY			74.2		
		88297		96.9		21.1 HASKELL			95.3		
		88313		112.7		15.8 STAMFORD	BKTY		111.1		
		88351		151.3		38.6 ABILENE	TY		149.7		

AAR Radio Channel 70 in service on this Subdivision.**1. Maximum Speeds Permitted—**

	Freight
Valley Jct. to Abilene	25 MPH.
MP 0.0 to MP 151.3 Trains over 3000 tons	10 MPH.
MP 0.0 to MP 12.0	10 MPH.
MP 46.0 to MP 54.8	10 MPH.
MP 63.1 to MP 63.6	10 MPH.
MP 75.5 to MP 77.3	10 MPH.
MP 112.5 to MP 113.3	10 MPH.
MP 125.9 to MP 127.0	10 MPH.
MP 142.0 to MP 151.0	10 MPH.

2. Bridge and Equipment Weight Restrictions—Valley Jct. to Abilene—cars over 268,000 lbs. gross weight not permitted.
Six axle locomotives not permitted.**3. Type of Operations—****TWC—** In effect:

MP 8.0 to MP 141.0.

Rule 93— Yard limits In effect—

MP 0.0 to MP 8.0

MP 112.5 to MP 113.3

MP 141.0 to MP 151.3

4. General Code of Operating Rules Items—**Rule 99—** When flagging is required, distance will be 1.0 miles.**5. Trackside Failed Equipment Detectors (FED)****A.** Protecting bridge, tunnels or other structures—NONE**B.** Other FED locations— NONE**6. FRA Excepted Track—NONE****7. Special Conditions—NONE****8. Locations Not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
88214 Holliday	12.6 west of Valley Jct.	21	Both
88285 Weinert	9.2 west of Munday	34	Both
88327 Anson	14.1 west of Stamford	30	East
88341 Fina	10.0 east of Abilene	21	East
88343 North Abilene	8.3 east of Abilene	60	Both
88345 Lanius	5.9 east of Abilene	15	East

SOUTHWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Madill Subdiv MAIN LINE STATIONS			Distance from Madill	NORTHWARD
					Trk	Office Calls	Rule 6 Oper		
	8,811	94603		603.4	MA	MADILL	BK	0	
	8,537	94610		610.6	KT	KINGSTON		7.2	
		94620		620.2	LK	LAKE SIDE	J	16.8	
	8,731	94626		624.8	BQ	BARRY		21.4	
		94631		631.1	IT	STALEY	J	27.7	

BETWEEN STALEY AND JOE JCT

GENERAL CODE OF OPERATING RULES AND UP RR TIMETABLE GOVERN

9,310		633.0	JO	SOUTH JOE		29.6
	94637	636.5	DN	DENISON	Y	33.1
		637.1		SOUTH DENISON	Y	33.7
		644.1		NORTH SHERMAN		40.7
	94644	645.1		SHERMAN	BKT	41.7
		645.6		TOWER 16	I	42.2
		645.7		BUCK		42.3
		647.7		HANK		44.3
	94650	649.9		SOUTH SHERMAN JCT	J	46.5
8,761	94658	657.7		DORCHESTER		54.3
	94665	664.8		GUNTER		61.4
	94674	673.6		CELINA		70.2
8,821	94680	679.7		PROSPER		76.3
	94686	685.6		FRISCO		82.2
	94690	690.3		CAMEY		87.3
6,261	94695	692.5		HEBRON		89.1
	94700	699.9		BLISS		96.5
	94701	700.5		CARROLLTON	A	97.1
7,442	94705	704.9		GRIBBLE	Y	101.5
2,497	94711	709.2		IRVING	BKTYJ	105.9

AAR Radio Channel 70 in service Madill to Irving.

Train Dispatcher Calls—Madill—26,, Sherman—16,13, Frisco—43,
Irving—53, Staley—UP Dispatcher—28.
Emergency Train Dispatcher Call—911.

1. Maximum Speed Permitted —

	Freight
Madill to So. Sherman Jct.	55 MPH.
So. Sherman Jct. to Irving	49 MPH.
MP 602.2 to MP 604.2	45 MPH.
MP 603.2 Until engine over crossing	25 MPH.
MP 605.4 to MP 605.6	45 MPH.
MP 609.4 to MP 611.4	25 MPH.
MP 618.0 to MP 620.0	40 MPH.
MP 620.2 Through turnout	20 MPH.
MP 621.5 to MP 623.7	50 MPH.
MP 630.1 to MP 631.0	30 MPH.
MP 631.0 to MP 631.4	15 MPH.
MP 633.2 to MP 634.9	45 MPH.
MP 634.9 to MP 635.2	30 MPH.
MP 635.5 to MP 637.1	20 MPH.
MP 639.3 to MP 644.1	40 MPH.
MP 644.1 to MP 645.1	20 MPH.
MP 645.1 to MP 645.7	10 MPH.
MP 647.7 to MP 649.9	25 MPH.

Through turnouts controlled sidings between Sapulpa and Denison	20 MPH.
MP 664.2 to MP 665.0 Until engine through limits	35 MPH.
MP 673.6 to MP 674.0 Until engine through limits	25 MPH.
MP 694.5 to MP 700.4	30 MPH.
MP 700.4 to MP 700.5	10 MPH.
MP 700.5 to MP 704.0	30 MPH.
Sidings: Dorchester, Prosper	10 MPH.
Static Scale—Sherman	5 MPH.
Irving East and West leg Wye	10 MPH.

2. Bridge and Equipment Weight Restrictions—

Madill to Irving— Cars over 272,000 lbs. gross weight not permitted. Not more than one six axle locomotive permitted.

Madill Clint William
Madill House #3 Track
Frisco Gould Battery Tracks
Carrollton Bayfield Lead

3. Type of Operations—

TWC— In effect:

MP 649.9 to MP 704.0

Rule 93— Yard limit In effect—

MP 635.5 to MP 637.1

MP 704.0 to MP 711.0

CTC— In effect:

MP 603.4 to MP 649.9

Interlocking—

MP 645.6

MP 700.5

4. General Code of Operating Rules Items—

Rule 99— When flagging is required, distance will be 2 miles.

5. Track Side Failed Equipment Detectors (FED)—

A. Protecting Bridge, Tunnels or Structures:

Radio Reporter:

MP 613.7 Lakeside —Southbound

Hot Box Detector Tone:

MP 623.1—Northbound

B. Other FED Locations—

Radio Reporter:

MP 613.7 Lakeside—Northbound

MP 623.1 Barry—Southbound

MP 666.2 Gunter

MP 690.7 Frisco

6. FRA Excepted Track—

See System Special Instructions Item 6

Sherman Industry Lead

Irving on Highland Lead east of Electronic Drive

7. Special Conditions—

Automatic Switch Locations—

Automatic Switches at Dorchester, Prosper and Hebron.

Staley—When stopped at absolute signal, in addition to securing permission to proceed from UP dispatcher, a member of train crew must also secure permission from BN train dispatcher per rule 312 before proceeding.

To contact UP dispatcher:

If locomotive is equipped with multi-channel radio, place display to 24 and press " * ".

If locomotive is equipped with two channel radio, place to Chanel 1 and press " * ".

Sherman Yards— Cars will not be kicked or Cut off in clear tracks while moving south in Sherman Yard, but will be shoved to a stop and sufficient hand brakes set before uncoupling. Not less than two (2) cars with good hand brakes set will be required in any track when cars with rider are kicked or cut off in such tracks. Cars will not be kicked or Cut off without rider unless track is occupied by at least five (5) cars with sufficient hand brakes set.

When switching South lead Sherman Yard, air will be cut in cars as follows:

When Handling	Cut air in
7 to 10 cars	3 cars
11 to 15 cars	6 cars
16 to 20 cars	9 cars
21 to 25 cars	12 cars
26 to 30 cars	16 cars

Trains operating through Sherman Yard use No. 1 track, when possible.

Irving— Trains approaching Irving must communicate with Operator on duty as follows:

To contact UP dispatcher:

All locomotives equipped with multi-channel radios , place display to 20 and press " * ".

Southbound train on **Madill Subdivision** must communicate with Operator when leaving **Carrollton** and will not leave **Gribble** without receiving further instructions from office at **Irving**.

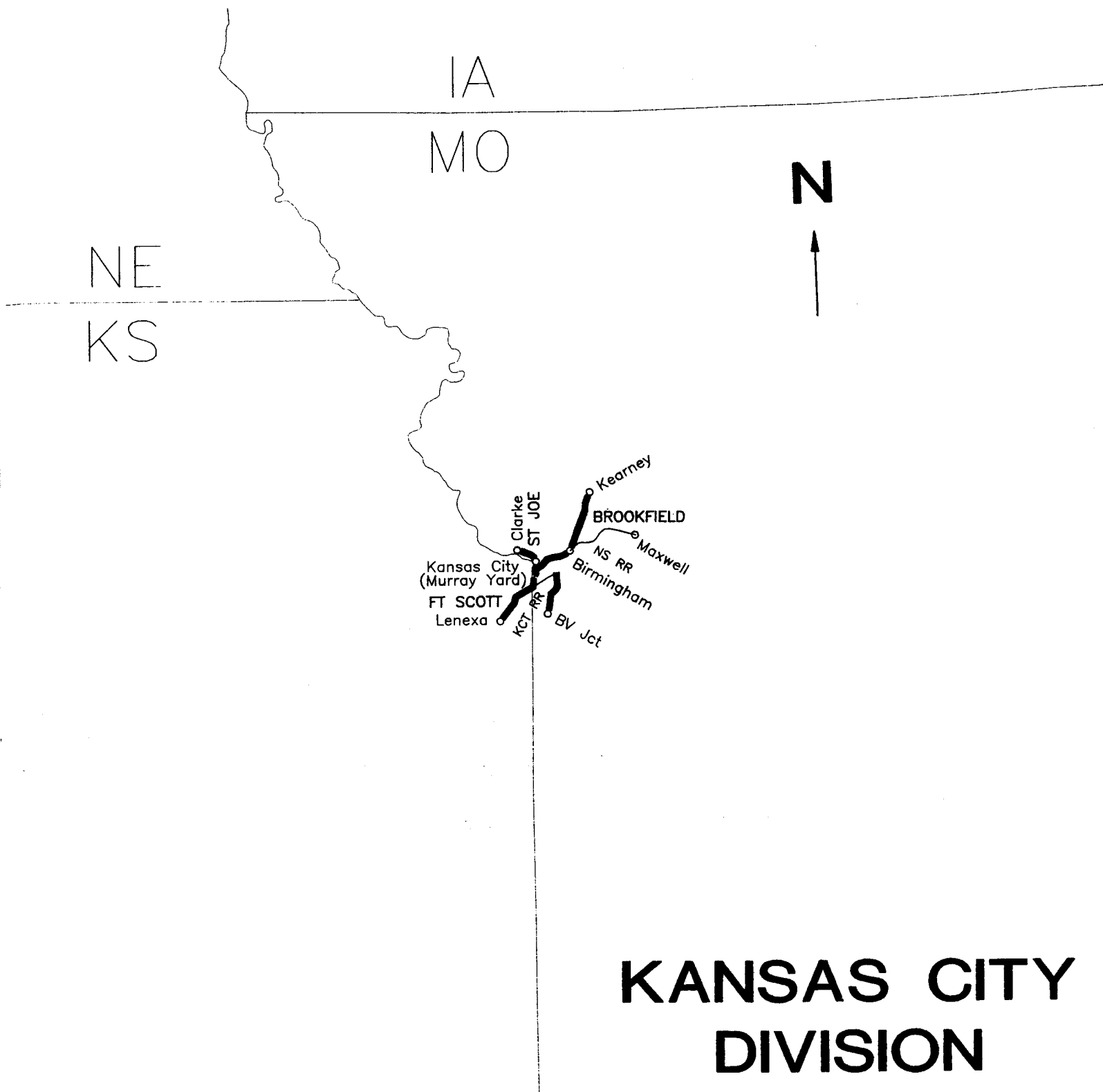
Northbound trains on UP will communicate with Operator when leaving **Tarrant** and will not head onto **Wye tracks** without further instructions from office at **Irving**.

Switch at top end of wye, at Pioneer Street must be left lined as last used. When approaching this switch, expect it to be against route to be used. Before making facing point movement over this switch it must be inspected to determine if it is lined for the route to be used, that the switch points fit properly and that lever is secured.

8. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
94620 Lakeside	4.6 north of Barry	60	Both
94682 Collin	2.7 south of Prosper	24	South
94700 Bliss	at Bliss	10	Both
94701 Gin Track	0.5 south of Carrollton	15	North
94701 Bayfield Lead	0.6 south of Carrollton	20	South
94704 Gribble Storage	0.7 north of Gribble	40	Both

NOTES



WESTWARD!	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	St. Joseph Subdiv				Distance from Kansas City
					MAIN LINE				
					STATIONS				
					Trk	Rule 6		Oper	
					KANSAS CITY				
	25300	1001	2.7			(Murray Yard)	BIJKT		0.0
		16	4.2			1.5		IX	CTC
						BLOCK 4			
	28007		7.9	2MT		3.7			1.5
						CLARKE			5.2

WESTWARD ↓	Brookfield Subdiv								EASTWARD ↑
	MAIN LINE								
	STATIONS								
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6		Oper		Distance from Galesburg
7,084	25,275		177.7		MAXWELL		J	275.8	
					16.0				
BETWEEN MAXWELL AND BIRMINGHAM									

NS RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN

2,417	25291	18	216.2		BIRMINGHAM	IJ		291.5
				2MT	To Kearney 17.1		CTC	
			221.5		5.3 BLOCK 222	I		296.8
			224.0		2.5 BLOCK 224	I		299.3
	25300		224.6		1.2 KANSAS CITY	BIJKT		300.5

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Ft Scott Subdiv MAIN LINE STATIONS			Distance from Kansas City
					Office Calls	Rule 6	Oper	
	25300		2.7		KANSAS CITY (Murray Yard)	BIJKT		0.0
			1.6		1.1 USTICK TOWER	IJ		1.1
			0.4		1.2 KCT MP 0.4	I		2.3
		1001	0.0		0.4 19th STREET (To BV Jct. 11.7 miles)			2.7
			2.1		2.1 KCT MP 2.1 (29th Street)	I		4.8
			2.2		0.1 30th STREET			4.9
			3.9		1.7 ROSEDALE			6.6
			5.6	2MT	1.7 XB BRAVO	X	CTC	8.3
			16.4		10.9 LENEXA			19.1

Trains and engines will use K.C.T. Railway tracks between K.C.T. Signal 2226 and Twelfth Street, Kansas City. General Code of Operating Rules and BN Timetable will govern except as modified in the Greater Kansas City Operating Rules and Special Instructions.

BN Radio Channel No. 2 or 70 in service on this Subdivision.

Train Dispatcher Calls—Kansas City—75.

Emergency Train Dispatcher Call 911.

1. Maximum Speed Permitted—

St Joseph Subdivision

MP 2.7 to Block 4	10 MPH.
Block 4 to Clarke (MP 7.9)	45 MPH.
MP 7.9 – Clarke – through turnout	45 MPH.

Brookfield Subdivision—

Trains greater than 5000 tons	50 MPH.
Loaded unit trains, except intermodal:	
Between Birmingham MP 216.2 and Kansas City MP 224.6	30 MPH.
Through turnout to NS at Maxwell	35 MPH.
Through turnout MP 216.2	20 MPH.
Through turnout MP 218.9	10 MPH.
MP 216.2 to MP 221.5	35 MPH.
MP 221.5 to MP 224.4	
(including turnouts)	20 MPH.

Ft Scott Subdivision—

MP 2.7 (Murray Yard) to MP 2.0 (29th Street)	10 MPH.
19th Street to BV Jct	20 MPH.
MP 9.5 – 37th Street until engine or lead car over crossing	10 MPH.
MP 2.0 (29th Street) to MP 4.4 (Both Tracks)	20 MPH.
MP 4.4 to MP 7.9 (Both Tracks)	30 MPH.
MP 5.5 through crossover	30 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 7.9 to MP 9.8 (Main 1)	40 MPH.
MP 7.9 to MP 11.5 (Main 2)	40 MPH.
MP 9.8 to MP 11.5 (Main 1)	50 MPH.
MP 11.5 to MP 12.9 (Both Tracks)	55 MPH.
MP 14.0 to MP 15.0 (Both Tracks)	50 MPH.
MP 15.8 to MP 15.9 (Both Tracks)	55 MPH.
Bridges 4.4, 5.2 cars over 268,000 lbs.	10 MPH.

2. Bridge and Equipment Weight Restrictions—

Items 5e and 5f may operate between Maxwell and Kansas City.

Maximum Gross Weight of Car between:

Maxwell and Kansas City	268,000 lbs.
Birmingham and Kearney	268,000 lbs.
Needles and LaCade	268,000 lbs.

19th Street to BV Jct.—

Six axle locomotives and six axle derricks not permitted.

Cars heavier than 268,000 lbs. (134 tons) not permitted.

Between Leeds Jct. and BV Jct. each car heavier than 220,000 lbs. (110 tons) must be preceded and followed by cars not heavier than 177,000 lbs. (88.5 tons).

Maximum gross weight of car—

Kansas City to Nichols	268,000 lbs.*
*except cars up to 286,000 lbs. permitted with 10 MPH speed restrictions on bridges 4.4, 5.2.	

3. Type of Operation—

CTC—

MP 2.7 to MP 4.0 (Kansas City to Block 4)	
MP 216.2 to MP 224.6 Birmingham to Kansas City	
30th Street MP 2.2 to MP 16.4	

TWC Instructions—

Train Orders involving joint trackage between Birmingham and Block 224 will be issued to all NS trains by the NS train dispatcher. NS clearance form will be the authority for requirement of Rule 81(A).

Multiple Main Tracks—

MP 4.0 to MP 7.9	Block 4 to Clarke
MP 216.2 to MP 224.6	Birmingham to Kansas City

Two main tracks designated as Main 1 and Main 2—
30th Street MP 2.2 to MP 16.4

4. General Code of Operating Rule Items--

Rule 99-- St Joseph and Ft Scott Subs when flagging is required, distance will be 2 miles.
 Brookfield Sub when flagging is required, distance will be 1.5 miles.

Rule 105--

In effect on all tracks within the following limits:

Block 224 (MP 224.0) to Block 4 (MP 4.0) to 30th Street (MP 2.2)
 Industrial Track between Birmingham and Kearney.

Rule 350(B)-- Main Track switches not equipped with electric locks:

- | | |
|--------|---|
| Main 1 | MP 4.9 Gard Oil
MP 5.9 Coors Beer House
MP 8.1 West Team Track
MP 9.8 Consolidated Lumber
MP 11.2 R.W. Murray Track |
| Main 2 | MP 4.6 Suburban Propane
MP 4.8 Sweet Lumber
MP 9.2 American Cast Iron Pipe
MP 12.9 Payless Lumber
MP 13.1 GM Switch |

Rule 405-- At Lenexa, when operators are on duty, they will deliver track warrant and track bulletins to train crew. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

5. Trackside Failed Equipment Detectors (FED)--

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

B. Other FED locations--None.

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

Main 2 between MP 4.2 to MP 6.2 between Kansas City and Clarke is designated as the Hump Lead

Train orders involving joint trackage between Birmingham and Block 224 will be issued to all NS trains by the NS train dispatcher. NS clearance form will be authority for requirement of Rule 81 (A).

Space Center, Inc.-- (Formerly Underground Storage) at Randolph, Missouri the following restrictions must be observed by crews performing switching at this industry. Look out for close side and overhead clearance on all tracks.

- On the east, or freezer track, and the west, or dry track, railroad employees are prohibited from coupling or uncoupling cars inside the cave, except from the engine.
- On double tracks, cars being moved in and out of the cave shall remain connected, and shall not be individually spotted. All coupling or uncoupling of cars inside the cave shall be done from the ground between the tracks; and railroad employees should not set or release hand brakes within the cave.

Kansas City-- Interlocking in effect between MP 225.5, Fifth Street and begin CTC sign MP 223.9 Block 224. Interlocking remotely controlled from Ustick Tower.

If a BN train arriving Murray yard from the Brookfield Subdivision does not have information for a continuous move into the yard, the train must be stopped east of Tenth and Bedford Avenue crossing until such information is received.

Crews operating between Birmingham and Kansas City must include Kansas City Division Superintendent on all messages involving accidents, injuries, defects in track, bridges, signals, or any unusual condition affecting the operation of the railroad.

Transfer Instructions--

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

Waybills arriving on transfers should be left in mail boxes identified as inbound transfer waybills located on the lead adjacent to the diesel shop. For transfers moving on the east side use mail boxes located at the bottom of the Bowl Tower for delivery of transfer waybills.

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

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

In BN Kansas City, connecting track between lead to tracks Bowl 39 through 42 and east receiving lead has double slip (puzzle) switch between connecting track and repair track on north end. Switches on both ends of connecting track are operated by hump foreman at hump tower and are equipped with dual control switch mechanisms. Normal position of north or double slip switch will be lined for receiving lead. Signals with aspects per special instructions Rule 104R are in service on the south end of the connecting track and on the double slip switch.

All inbound/outbound train and yard transfers must use automatic air brakes when stopping to avoid excessive intrain forces.

Rule 104(R), Switch Point indicator, is modified as follows:

Aspect	Indication
Yellow	Switch points fit properly for normal movement
Red	Switch points fit properly for reverse movement
Dark	Stop and inspect switch points

Ustick Tower-- Control operator controls the signals at Murray Yard--Highline track, AS&B Bridge and Hannibal (Missouri River) Bridge.

Between Murray Yard and 30th Street-- When handling shipments more than 11' wide and also 60' long, use Main Track 1 or 2 (on KCT RR may be referred to as Tracks 80 and 81 respectively) between Murray Yard and 30th Street if possible. If unable to use Main Track 1 or 2 between 30th Street and Murray Yard, observe shipment from ground position at Old Tower 4 and Switch 57 on KCT Main Line 3 interchange.

19th Street-- Weigh in Motion Scale, MP 1.0 on Main Track 1, 19th Street is in service. Green switch targets indicate movement over scales which is the normal traffic route. Do not use power, apply brake, or use sand on locomotive while passing over scales. When possible, avoid intrain forces while train is passing over scales. Maximum speed over scale is 10 MPH.

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

30th Street-- Flashing light signals 30th Street, (MP 2.1) equipped with automatic cutout feature (Rule 103(D)). When northward absolute signals at 29th St, interlocking display Stop indication, northward movements must stop short of 30th Street.

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

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.

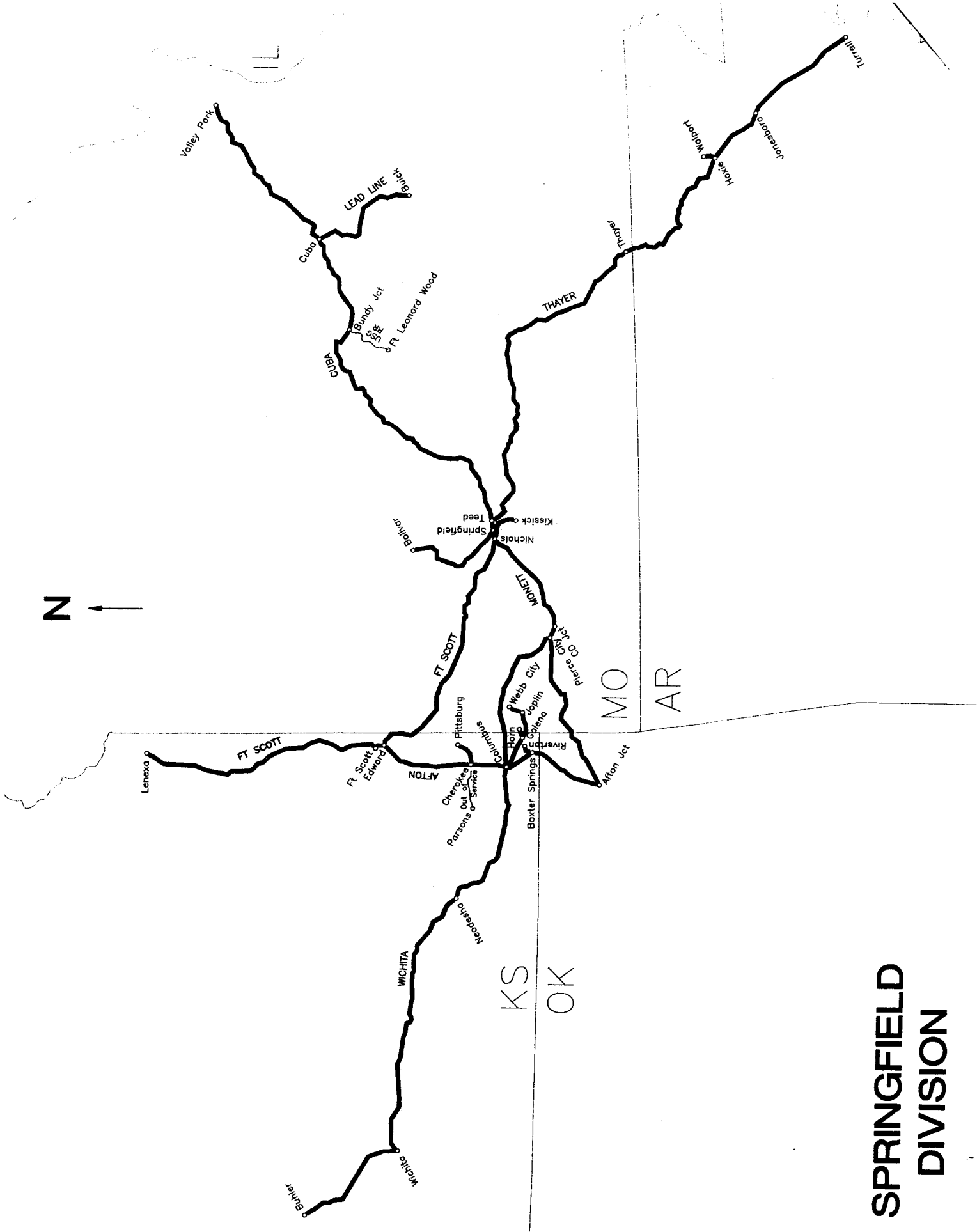
Highway Grade Crossing Warning System on Santa Fe Trail Drive west of Main 1, MP 16.4. When making movement over this crossing, stop in circuit at insulated joint (approximately 100 feet both sides of street) and allow warning system to activate 20 seconds prior to crossing.

8. Locations Not Shown as Stations--

Name		Miles--Location	Capacity Cars	Switch Opens
25293	Randolph	2.6 west of Birmingham	78	Both
27002	LaClede	2.2 from Needles	22	Both
76406	Liberty			
76416	Kearney			
19th Street to BV Jct.				
25th Street Jct (MP 0.4)		0.4 east of 19th Street		
KC Belt Jct (MP 5.7)		5.3 east of 25th Street Jct		
Leads Jct (MP 8.8)		3.1 east of KC Belt Jct		
BV Jct (MP 11.7)		2.9 east of Leeds Jct		
93008	Merriam	2.6 south of Bravo	154	Both

NOTES

SPRINGFIELD DIVISION



Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	STATIONS				Distance from Kansas City
				Trk	Office Calls	Rule 6	Oper	
	25300		2.7		KANSAS CITY BIJKT			0.0
			1.6		USTICK TOWER IJ			1.1
			0.4		KCT MP 0.4 I			2.3
			0.0		19th STREET (To BV Jct. 11.7 miles)			2.7
			2.1		KCT MP 2.1 I			4.8
			2.2		30th STREET			4.9
			3.9		ROSEDALE			6.6
			5.6	2MT	XB BRAVO	X		8.3
			16.5		XC CHARLIE	X		19.2
	93025		26.5		BN BONITA			29.2
	93036		37.3		HC N HILLSDALE			40.0
	93036		41.8	2MT	HC S HILLSDALE			44.5
	93043		42.9		PD PAOLA			45.6
			43.1		UP MP 43.1 A			45.8
6,500	93048		48.3		HE HENSON			51.0
8,635	93054		54.2		FN FONTANA			56.9
7,240	93062		61.7		LC LACYGNE			64.4
8,500	93074		74.0		PL PLEASANTON			76.7
6,792	93082		81.9		PS PRESCOTT			84.6
8,640	93092		91.7		HM HAMMOND			94.4
			96.8		N FT SCOTT		CTC	99.5
			98.0		UP MP 98.0 A			100.7
	93099		98.6	2MT	FT FT SCOTT	BK		101.3
			98.9		S FT SCOTT			101.6
	93103		102.7		ED EDWARD	J		105.4
8,750	93116		116.9		AR ARCADIA			119.6
			118.4		KCS MP 118.4 A			121.1
			123.8		SEK MP 123.8 A			126.5
8,835	93132		132.8		IA IANTHA			135.5
	93139		138.7		LM LAMAR			141.4
			139.1		UP MP 139.1 A			141.8
8,600	93149		149.4		DZ DIX			152.1
6,880	93162		162.0		DK DUMBECK			164.7
8,935	93171		170.6		PM PILGRIM			173.3
	93176		179.0		EV EVERTON			181.7
9,133	93195		194.5		EW ELWOOD			197.2
	92242		198.3		NS NICHOLS	J		201.0

Trains and engines will use K.C.T. Railway tracks between K.C.T. Signal 2226 and Twelfth Street, Kansas City. General Code of Operating Rules and BN Timetable will govern except as modified in the Greater Kansas City Operating Rules and Special Instructions.

BN Radio Channel No. 2 or 70 in service on this Subdivision.

**Train Dispatcher Calls—Kansas City—75, Paola—65,
Ft. Scott—45, Greenfield—25, Springfield Yard—85.**

Emergency Train Dispatcher Call 911.

Kansas City to Lenexa MP 16.4 is part of and under the jurisdiction of the Kansas City Division.

1. Maximum Speed Permitted—

MP 2.7 (Murray Yard) to MP 2.0 (29th Street)	10 MPH.
19th Street to BV Jct	20 MPH.
MP 9.5 – 37th Street until engine or lead car over crossing	10 MPH.
MP 2.0 (29th Street) to MP 4.4 (Both Tracks)	20 MPH.
MP 4.4 to MP 7.9 (Both Tracks)	30 MPH.
MP 5.5 through crossover	30 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 7.9 to MP 9.8 (Main 1)	40 MPH.
MP 7.9 to MP 11.5 (Main 2)	40 MPH.
MP 9.8 to MP 11.5 (Main 1)	50 MPH.
MP 11.5 to MP 12.9 (Both Tracks)	55 MPH.
MP 14.0 to MP 15.0 (Both Tracks)	50 MPH.
MP 15.8 to MP 15.9 (Both Tracks)	55 MPH.
MP 16.5 Charlie, through crossovers	35 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 20.2 to MP 21.4 Until engine through limits (Both Tracks)	40 MPH.
MP 26.5 through turnout Main Track 2	35 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 30.0 to MP 30.3 until engine through limits	55 MPH.
MP 37.2 through turnout Main Track 2	35 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 37.8 to MP 41.9 (Both Tracks)	50 MPH.
MP 41.8 through turnout Main Track 2	35 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 41.9 to MP 43.4	40 MPH.
MP 54.9 to MP 59.9	50 MPH.
MP 66.8 to MP 67.2	50 MPH.
MP 73.2 to MP 74.4	55 MPH.
MP 86.8 to MP 87.5	55 MPH.
MP 96.0 to MP 96.7	50 MPH.
MP 96.7 to MP 96.8	40 MPH.
MP 96.8 Through Turnout Main 1 N Ft Scott	25 MPH.
MP 96.8 to MP 97.9 (Both Tracks)	40 MPH.
Until engine through limits:	
MP 97.9 to MP 98.9 (Both Tracks)	20 MPH.
MP 98.9 to MP 100.9 (Both Tracks)	30 MPH.
MP 102.6 Through turnouts, Edward	25 MPH.
MP 102.6 to MP 106.7	30 MPH.
MP 114.4 to MP 120.9	45 MPH.
MP 123.5 to MP 124.5 Until engine through limits	45 MPH.
MP 123.8 (over diamond)	25 MPH.
MP 128.7 to MP 128.9	50 MPH.
MP 137.6 to MP 139.1	45 MPH.
MP 139.1 to MP 142.3	55 MPH.
MP 151.0 to MP 151.2	55 MPH.
MP 158.4 to MP 167.0	45 MPH.
MP 167.0 to MP 167.9	35 MPH.
MP 167.9 to MP 173.1	45 MPH.
MP 173.1 to MP 176.1	40 MPH.
MP 176.1 to MP 180.1	50 MPH.
MP 179.0 to MP 182.0 Southward train 100 tons/OB and over	30 MPH.
MP 180.1 to MP 180.5	40 MPH.
MP 180.5 to MP 186.5	50 MPH.
MP 193.7 to MP 194.0	50 MPH.
MP 198.1 to MP 198.3	25 MPH.
MP 198.3 Through crossover, Nichols	20 MPH.
Siding turnouts	20 MPH.
Siding Fontana	10 MPH.
Freight trains 100 Tons/OB and over through sidings	10 MPH.
Trains handling loaded C6 covered hoppers through sidings	13 MPH.
Bridges 4.4, 5.2, 125.1, 142.4, 155.7, 171.4, 171.9 and 173.8 cars over 268,000 lbs.	10 MPH.

2. Bridge and Equipment Weight Restrictions—

19th Street to BV Jct.—

Six axle locomotives and six axle derricks not permitted.

Cars heavier than 268,000 lbs. (134 tons) not permitted.

Between Leeds Jct. and BV Jct. each car heavier than 220,000 lbs. (110 tons) must be preceded and followed by cars not heavier than 177,000 lbs. (88.5 tons).

Maximum gross weight of car—

Kansas City to Nichols 268,000 lbs.*

*except cars up to 286,000 lbs. permitted with 10 MPH speed restrictions on bridges 4.4, 5.2, 125.1, 142.4, 155.7, 171.4, 171.9 and 173.8.

Olathe—Six axle locomotives not permitted on all auxiliary tracks except No. 8.

Lamar—Six axle locomotives not permitted on O'Sullivan's lead.

3. Type of Operation—

CTC— 30th Street MP 2.2 to MP 198.3

Two main tracks—

30th Street MP 2.2 to MP 26.6,

MP 37.3 to MP 41.7,

MP 96.8 to MP 102.6.

Interlockings— The interlocking signals at MP 43.1 (**Paola**) and MP 118.4 (**Arcadia**) are also controlled signals. When stopped by a Stop indication, comply with Rule 312(3). If the signal does not change to a more favorable indication, in addition to complying with Rule 312(3), authority per Rule 312(1) must also be obtained from control operator (unless track and time limits beyond this signal have already been received). Further instructions:

When stopped by a Stop Indication at the automatic interlockings at MP 98.0 (**Ft Scott**), MP 123.8 (**Liberal**) or MP 139.1 (**Lamar**) be governed by Rule 312(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. Further instructions:

UP Interlocking MP 98.0 (Ft Scott)— When absolute signal governing movements over UP crossing, MP 98.0, displays Stop indication, and there is a train on adjacent BN track that fouls UP main track within the interlocking limits, train must stop in compliance with Rule 242, and then proceed without member of crew operating the time release. If no train on adjacent BN track, Rule 312(3) governs.

4. General Code of Operating Rule Items—

Rule 99— When flagging is required, distance will be 2 miles.

Rule 105—in effect between Kansas City MP 2.7 and 30th Street MP 2.2

Rule 350(B)— Main Track switches not equipped with electric locks:

Main 1	MP 4.9 Gard Oil
	MP 5.9 Coors Beer House
	MP 8.1 West Team Track
	MP 9.8 Consolidated Lumber
	MP 11.2 R.W. Murray Track
	MP 18.1 Mission Lumber
	MP 20.4 #1 Olathe
	MP 22.1 Dillards Spur
	MP 22.5 Standard Homes

Main 2

MP 4.6 Suburban Propane
MP 4.8 Sweet Lumber
MP 9.2 American Cast Iron Pipe
MP 12.9 Payless Lumber
MP 13.1 GM Switch
MP 20.2 Sutherland Lumber
MP 21.8 Cement Plant
MP 25.2 Bonita Elevator Track

Paola	MP 43.4 River Track
Boicourt	MP 67.5 Boicourt Spur
Arcadia	MP 115.3 Arcadia House Track
Iantha	MP 131.5 Iantha Spur
Lamar	MP 138.5 House Track
Golden City	MP 150.8 Rice's Spur
Lockwood	MP 158.5 Meek Lumber Spup
Lockwood	MP 158.7 AG Service Center Track
Greenfield	MP 165.7 House Track
Everton	MP 175.7 Old Everton Track
Nichols	MP 198.0 Leprino Cheese Track

Rule 405— At Lenexa, Ft. Scott and Springfield Yard, when operators are on duty, they will deliver track warrant and track bulletins to train crew. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

Rule 450—

Ft Scott— Southward trains destined Afton Subdivision must secure a track warrant at Ft. Scott from Ft Scott and Afton Subdivision train dispatcher; southward trains destined Cherokee Subdivision must secure a track warrant at Ft Scott from Cherokee Subdivision train dispatcher; northward trains from Afton Subdivision must secure a track warrant at Ft Scott; all unless otherwise instructed by train dispatcher.

Edward— Northward trains from the Afton Subdivision must have secured a track warrant from the Ft Scott Subdivision train dispatcher and will not require track warrant at Edward.

Nichols— Track warrant will be received at Springfield Yard.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting Bridges, Tunnels or Other Structures

Radio Reporter: Fontana MP 50.8

Radio Tone: MP 47.7, MP 61.7 and MP 71.0

B. Other FED locations—

Radio Reporter: Bonita MP 27.4, Prescott MP 78.9, Iantha MP 130.2, Golden City MP 154.7 and Everton MP 178.8.

6. FRA Excepted Track—See System Special Instructions Item 6—None.

7. Special Conditions—

Head End Device Test Stations—

Test stations for head end devices have been set up at the North Kansas City and Springfield radio shops. These stations simulate signals transmitted from a rear of train device and are operational 24 hours per day.

Test procedure is as follows:

Test Number: Dial 90000

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

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

Rule 104(R), Switch Point indicator, is modified as follows:

Aspect	Indication
Yellow	Switch points fit properly for normal movement
Red	Switch points fit properly for reverse movement
Dark	Stop and inspect switch points

Ustick Tower— Control operator controls the signals at Murray Yard—Highline track, AS&B Bridge and Hannibal (Missouri River) Bridge.

Between Murray Yard and 30th Street– When handling shipments more than 11' wide and also 60' long, use Main Track 1 or 2 between Murray Yard and 30th Street if possible. If unable to use Main Track 1 or 2 between 30th Street and Murray Yard, observe shipment from ground position at Old Tower 4 and Switch 57 on KCT Main Line 3 interchange.

19th Street– Weigh in Motion Scale, MP 1.0 on Main Track 1, 19th Street is in service. Green switch targets indicate movement over scales which is the normal traffic route. Do not use power, apply brake, or use sand on locomotive while passing over scales. When possible, avoid intrain forces while train is passing over scales. Maximum speed over scale is 10 MPH.

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

30th Street– Flashing light signals 30th Street, (MP 2.1) equipped with automatic cutout feature (Rule 103(D)). When northward absolute signals at 29th St, interlocking display Stop indication, northward movements must stop short of 30th Street.

Lenexa– It will not be permissible to stop any train at Lenexa that will result in the blockage of Noland Road, MP 13.6, or Plumm 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.

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– All street crossings on Connection Track to west side– Traffic must be warned by crew member on the ground at the crossing.

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

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

Liberal– Trains approaching pedestrian walkway MP 124.0 must sound whistle signal per Rule 1 5–L and bell, until engine or lead car over walkway.

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

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

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

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

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

8. Locations Not Shown as Stations–

Name	Miles–Location	Capacity Cars	Switch Opens
19th Street to BV Jct.			
25th Street Jct (MP 0.4)	0.4 east of 19th Street		
KC Belt Jct (MP 5.7)	5.3 east of 25th Street Jct		
Leads Jct (MP 6.8)	3.1 east of KC Belt Jct		
BV Jct (MP 11.7)	2.9 east of Leeds Jct		
93008 Merriam	2.6 south of Bravo	154	Both
93014 Lenexa	8.3 south of Bravo	112	Both
93021 Olathe	6.0 north of Bonita	114	Both
93024 Moss	1.4 north of Bonita	92	Both
AFG Ind. Spur	2.6 south of Bonita	22	South
93030 Spring Hill	3.6 south of Bonita	32	Both
93036 Hillsdale Elevator Track	1.1 north of N Hillsdale	15	Both
Boicourt Spur	5.8 south of LaCygne	5	North
93109 Garland	6.4 south of Edward	100	Both
Arcadia House Track	1.6 north of Arcadia	4	North
93124 Liberal	8.6 south of Arcadia	72	Both
MFA Spur	1.2 north of Iantha	15	North
MFA Elevator Spur	6.3 south of Iantha	30	South
93151 Golden City	1.5 south of Dix	25	North
93159 Lockwood	9.2 south of Dix	60	Both
93166 Greenfield	3.5 south of Dumbeck	5	South
93166 Greenfield Lead	3.6 south of Dumbeck	2.8 mi.	North
93176 Everton Spur	5.0 south of Pilgrim	9	North
93183 Ash Grove	7.4 south of Everton	19	Both
Leprino Food Spur	0.3 north of Nichols	4	South

SOUTHWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Afton Subdiv MAIN LINE STATIONS				Distance from Edward	NORTHWARD
					Trk	Office Calls	Rule 6	Oper		
		93103		102.7	ED	EDWARD		J	0.0	
	7,550	97117		117.0	FG	FARLINGTON			14.3	
	7,600	97130		129.6	BU	BEULAH			26.9	
		97136		135.9	CH	CHEROKEE		T	33.2	
						(To Pittsburg 9.0 miles)				
				136.7		SEK MP 136.7		M	34.0	
	7,550	91141		140.7	SM	SCAMMON			38.0	
		97148	1040	147.7	CB	COLUMBUS		ABJKT	45.0	
						(Wichita Sub)				
	7,420	97154		153.8	NU	NEUTRAL			51.1	
		97159		159.0	BX	BAXTER		T	56.3	
						(To Riverton 4.1 miles)				
	7,600	97165		165.3	QP	QUAPAW		T	62.6	
		97173		172.5	ME	MIAMI		BK	69.8	
	7,577	97179		179.2	NR	NARCISSA			76.5	
		96347		186.3	FJ	AFTON JCT		J	83.6	

BN Radio Channel No. 2 or 70 in service on this Subdivision.

Train Dispatcher Calls—Ft. Scott—45, Pittsburg—15, Joplin—35, Miami—82.

Emergency Train Dispatcher Call—911.

1. Maximum Speed Permitted—

MP 136.7 SEK crossing	25 MPH.
MP 186.0 to MP 186.2	25 MPH.
Until engine through limits	
MP 124.2 to MP 125.3	20 MPH.
MP 125.3 to MP 135.6	55 MPH.
MP 135.6 to MP 136.7	35 MPH.
MP 140.3 to MP 140.9	45 MPH.
MP 146.6 to MP 148.5	30 MPH.
MP 148.5 to MP 158.7 Southward trains	55 MPH.
MP 148.5 to MP 159.2 Northward trains	55 MPH.
MP 158.7 to MP 160.2 Southward trains	35 MPH.
MP 159.2 to MP 160.2 Northward trains	35 MPH.
MP 160.2 to MP 171.7	55 MPH.
MP 171.7 to MP 173.2	35 MPH.
MP 173.2 to MP 181.6	55 MPH.
Trains handling loaded C6 covered hoppers through sidings	13 MPH.
Siding turnouts	20 MPH.
Turnout north Columbus	15 MPH.
Bridges 153.2, 162.0 and 175.1 cars over 268,000 lbs.	10 MPH.
Columbus wye tracks with six-axle locomotives	5 MPH.
Pittsburg lead, MP 144.8 to MP 138.3, Highway 69	
By-pass	25 MPH.
Except at MP 142.3; Broadway Street MP 137.6 and Walnut Street MP 134.8 until engine through limits	5 MPH.
Willow Street, Baxter, and west switch Riverton	20 MPH.
Bridges Baxter to Riverton—cars over 268,000 lbs.	10 MPH.

2. Bridge and Equipment Weight Restrictions—

Maximum gross weight of car—	
Edward to Afton Jct.	268,000 lbs.*
*except cars up to 286,000 lbs. permitted with 10 MPH speed restriction on bridges 153.2, 162.0 and 175.1.	
Cherokee to Pittsburg	263,000 lbs.
Baxter to Riverton	268,000 lbs.*
*except cars up to 286,000 lbs. permitted with 10 MPH speed restrictions on all bridges.	

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

3. Type of Operation—

CTC— MP 102.7 to MP 186.2

Interlockings—When stopped by a Stop Indication at the automatic interlocking at MP 147.7 (**Columbus**) be governed by Rule 312(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—	Mile Post	Intersecting Line	Normal Position
Cherokee	136.7	SEK	Against SEK

4. General Code of Operating Rule Items—

Rule 99— When flagging is required, distance will be 2 miles.

Rule 350(B)— Main Track switches not equipped with electric locks:

MP 159.2 Co-op Track
MP 172.2 Co-op Track

Rule 405— At Columbus, when operators are on duty, they will deliver track warrant and track bulletins to train crew. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

Rule 450—

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

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

5. Trackside Failed Equipment Detectors (FED)—

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

B. Other FED Locations—

Radio Reporter: Girard MP 121.1. Quapaw MP 162.5

6. FRA Excepted Track—See System Special Instructions Item 6—None.

7. Special Conditions—

Head End Device Test Stations—

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

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

Cherokee— Coal cars, loaded or empty, NOT permitted on No. 1 Track.

Pittsburg Lead: From Cherokee to Pittsburg— At the following crossings, traffic must be warned by crew member on the ground at the crossing unless crossing warning signals are known to be operating for 20 seconds:

MP 138.2	Highway 69 Bypass
MP 137.6	Broadway
MP 137.4	Jefferson
MP 135.1	Elm
MP 134.9	Locust
MP 134.8	Broadway
MP 134.7	Walnut

Riverton— Track ends 1800 feet east of east switch.

8. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
97124 Girard	7.4 south of Farlington	60	Both
97136 KGE Connection	0.2 north of Cherokee		North
97237 Pittsburg	9.0 east of Cherokee	Yard	
97241 Sinclair	3.6 east of Cherokee	18	Both
97344 Riverton	4.1 east of Baxter		

SOUTHWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Thayer Subdiv MAIN LINE STATIONS				Distance from Teed	NORTHWARD
					Trk	Office Calls	Rule 6	Oper		
		92235		203.2	TD	TEED	J		0.0	
				206.2	WS	WS			2.9	
10,266	93219			219.0	RR	ROGERSVILLE			15.7	
8,844	93232			231.5	DG	DIGGINS			28.2	
8,653	93243			243.2	CG	CEDAR GAP			39.9	
	93249			249.6	MF	MANSFIELD			46.3	
8,000	93260			260.2	NW	NORWOOD			56.9	
9,405	93270			269.5	MT	MOUNTAIN			66.2	
8,380	93279			279.1	CA	CABOOL			75.8	
7,437	93293			293.3	WL	WILLOW			90.0	
9,046	93306			306.1	OL	OLDEN			102.8	
8,699	93314			314.4	WP	WEST PLAINS			111.1	
8,723	93331			330.8	KK	KOSH			127.5	
8,786	93340			339.6	TH	THAYER		CTC	136.5	
7,742	93350	1001		350.3	KG	KING			147.0	
7,485	93363			363.0	BA	BAKER			159.7	
8,574	93381			380.7	IM	IMBODEN			177.4	
8,706	93398			398.0	HX	HOXIE (UP)	AJ		194.7	
						(To Walport 4.4 miles)				
7,015	93406			406.1	SW	SEDGWICK			202.8	
10,528	93420			420.0	JB	JONESBORO	BKT		216.7	
				422.2		SSW MP 422.2	A		218.9	
				423.8		UP MP 423.8	A		220.5	
5,857	93431			430.7	BB	BAY			227.4	
9,311	93440			439.9	CN	COON			236.6	
	93450			449.6	TX	TYRONZA			246.3	
8,598	93462			462.2	R1	TURRELL	T		258.9	
	93462			462.6		RIVER JCT	J		259.3	
	93472			471.0	HV	HARVARD			267.7	
	93474			474.0	MR	MARION			270.7	
						(To Hulbert 5.8 miles)				
	93475			475.4	CC	CRITCO			272.1	
				481.4		BRIDGE JCT (UP)	A		278.1	
	93483			483.1	SH	SHELCO	Y		279.8	
				483.8		IC MP 483.8	JUY		280.5	
				494.6		N TY	Y		291.3	
	93496			496.4	TY	TENNESSEE YARD	BJKT		293.1	

BN Radio Channel No. 2 or 70 in service on this Subdivision.

Train Dispatcher Calls—Springfield—82, Seymour—62, Cabool—32, Olden—72, Thayer—42, Imboden—52, Jonesboro—62, Turrell—12.

Emergency Train Dispatcher Call—911.

Turrell MP 462.45 to Tennessee Yard is part of and under the jurisdiction of the Memphis Division.

SOUTHWARD	FOR INFORMATION ONLY MAIN LINE										NORTHWARD
	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Office Calls	Rule 6	Oper	Distance from Teed		
			1001	483.1	2MT	SH	SHELCO	Y	CTC	279.8	
				483.6				(Kansas Ave.)		Y	280.3
				483.7				(Kentucky St.)		XY	280.4
				483.8				I.C.		JUY	280.5
				485.4				(Neptune St.)*		XY	282.1
				486.6				(McLemore St.)		XY	283.3
				487.9				(North Yale)		XY	284.6
				489.5				(South Yale)		XY	286.2
				490.0				(Pendleton St.)		XY	286.7
				491.5				(Demo)		XY	288.2
			494.6			N TY	Y	291.3			

1. Maximum Speeds Permitted—

Teed to Thayer	55 MPH.
MP 235.1 Through turnout	35 MPH.
MP 203.1 to MP 206.7	35 MPH.
MP 206.7 to MP 219.1	40 MPH.
MP 228.6 to MP 231.4	50 MPH.
MP 243.0 to MP 245.8	35 MPH.
MP 245.8 to MP 251.5	40 MPH.
MP 251.5 to MP 254.0	35 MPH.
MP 254.0 to MP 260.0	40 MPH.
MP 260.0 to MP 266.8	45 MPH.
MP 266.8 to MP 281.3	40 MPH.
MP 286.8 to MP 288.0	45 MPH.
MP 288.0 to MP 291.7	40 MPH.
MP 291.7 to MP 295.2	50 MPH.
MP 295.2 to MP 299.4	45 MPH.
MP 299.4 to MP 299.9	40 MPH.
MP 299.9 to MP 325.9	45 MPH.
MP 325.9 to MP 326.2	40 MPH.
MP 326.2 to MP 336.6	45 MPH.
MP 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	40 MPH.
MP 413.1 to MP 414.5	50 MPH.
MP 419.2 to MP 420.6 Until engine through limits	20 MPH.
MP 419.7 to MP 419.9	45 MPH.
MP 422.2 S.S.W. Crossing	40 MPH.
MP 430.2 to MP 431.3 Until engine through limits	45 MPH.
MP 436.6 to MP 436.7 Until engine through limits	45 MPH.
MP 447.0 to MP 448.0 Until engine through limits	45 MPH.
MP 471.0 Through turnout	35 MPH.
MP 473.3 Through crossovers	25 MPH.
MP 475.4 Through turnout	35 MPH.
MP 480.1 to MP 481.4	45 MPH.
Bridge Jct. to Shelco	25 MPH.
Shelco to N. TY	20 MPH.
Crossovers Neptune St., McLemore St., North	
Yale, South Yale, Pendleton St., Democrat Road	20 MPH.
Siding Turrell	10 MPH.
Siding turnouts	20 MPH.
Freight trains 100 tons/OB and over through sidings	10 MPH.

2. Bridge and Equipment Weight Restrictions—

Maximum gross weight of car—

Teed to Tennessee Yard	268,000 lbs.
Hoxie to Walport	263,000 lbs.
Marion to Hulbert	263,000 lbs.

Six-axle locomotives not permitted— 200 feet beyond switch Valley Stone Track, on Walport Lead, all tracks Truman, all tracks except Old Pass at Marked Tree, or between Marion and Hulbert.

Turrell—Trains 100 tons O/B and over must not occupy wye track.

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:

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

Following maximum throttle positions govern:

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

When speed is below 8 MPH. with 3501-7000 H.P. engine, or below 15 MPH. with over 7000 H.P. engine in service, 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.

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

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.

When handling 250 ton wrecking derrick over Mississippi River Bridge Memphis, must have car not heavier than 100,000 lbs. entrained on both ends of Derrick.

Loaded unit coal and grain trains must not use sidings at:

Hoxie	Bay	Turrell
Sedgwick	Coon	

3. Type of Operation—

CTC— MP 203.2 to MP 494.6

Interlockings— 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 312(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 — MP 483.1 to MP 494.6.

4. General Code of Operating Rule Items--

Rule 99-- When flagging is required, distance will be 2 miles.

Rule 105-- in effect between: N TY and Tennessee Yard.

Rule 350(B)-- Main Track switches not equipped with electric locks:

MP 267.8	Shannon Spur	MP 341.9	Reed Harlin Spur
MP 269.4	S. House Track	MP 358.3	Team Track OldPass
MP 269.7	N. House Track	MP 375.3	House Track
MP 279.1	M.F.A. Spur	MP 380.5	House Track
MP 279.2	House Track	MP 380.9	House Track
MP 312.5	Tindle Mills Farm	MP 391.9	House Track, Portia
	SW Mobile Spur	MP 397.2	Gas Spur, Hoxie
MP 313.5	Ellis Spur	MP 398.3	South Leg Wye Switch
MP 313.7	Switch Track & Spur	MP 412.0	Bono Cotton Gin
MP 314.5	Ice Track	MP 419.8	North Switch
MP 314.6	N. Oxide	MP 419.85	South Switch
MP 314.9	S. Oxide	MP 419.9	Mill Track
MP 315.0	Pease Moore Spur	MP 420.0	South #1 Track
MP 316.7	SafeTway Charcoal	MP 420.1	Pump North
MP 327.0	Garnett Spur	MP 420.4	Pump South
MP 339.5	Mill Track	MP 422.9	Lan Co Spur
MP 339.7	Crossover Main to Siding	MP 424.6	Kreuger Paper Co.
		MP 436.4	Team Track
MP 339.75	House Track	MP 436.4	Team Track
MP 339.8	Thayer Yard Track Lead	MP 436.5	Compress Track

Rule 405-- At Thayer, Jonesboro, West Memphis, and Tennessee Yard when operators are on duty, they will deliver track warrant and track bulletins to train crew. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

Rule 450--

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--

Radio Reporter:

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

Radio Tone: MP 248.2, MP 252.2, MP 286.4, MP 300.3 and MP 322.1.

6. FRA Excepted Track--See System Special Instructions Item 6--

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) River Mainline between Kansas Ave. and Commercial Liquid at Riverside Drive
- 12) Kansas Ave. between McLemore St. and Mid South Milling, which includes Wabash Screen and Door
- 13) Zone 900 with the exception of Ideal Chemical Spur
- 14) Presidents Island: All tracks except Island Main Lead between Kansas Ave. and Port Street.

15) Tennessee Yard: BO--56 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 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

Teed-- For southward trains, when indicator at Cherry Street is dark, stop and contact dispatcher. When indicator displays white light, continue movement to absolute signal at MP 206.2.

Rogersville-- Northward trains approaching Springfield Yard notify yardmaster via radio.

Olden-- For northward trains on siding, when indicator at MP 306.0 is dark, stop and contact dispatcher. When indicator displays white light, continue movement to absolute signal at MP 305.8.

Kosh-- For southward trains on siding, when indicator at MP 330.8 is dark, stop and contact dispatcher. When indicator displays white light, continue movement to absolute signal at MP 331.0.

Walport lead-- Highway 67 Crossing-- Traffic must be warned by crew member on the ground at the crossing unless crossing warning device has been operating for 20 seconds..

Jonesboro-- For northward trains on siding, when indicator at MP 420.4 is dark, stop and contact dispatcher. When indicator displays white light, continue movement to absolute signal at MP 419.5.

American Handle Co. track must not be used beyond private crossing approximately 300 feet from end of track.

Bridge 436.3-- Bridge alignment detector on Bridge 436.3 connected with CTC. When southward absolute signals at Bay, southward "Restricted Proceed" signal, MP 436.1 and northward absolute signals at North Coon display "Stop" indication, if signals remain at "Stop", examine bridges and know to be safe.

Harvard-- Train crews setting out in No. 9 Track watch out for open pit approximately 1500 feet from either end of track.

Presley Jct.-- UP Railroad crossing MP 476.2 protected by gate; normal position is against BN.

Memphis (Shelco to Tenn. Yd.)--

For all yard movements over public street crossings, except those equipped with automatic crossing signals, traffic must be warned by crew member on the ground at the crossing. Crew member will use lighted red fusee.

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.

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.

When Operating on IC Tracks--General Code of Operating Rules will govern, except as follows:

Maximum Authorized Speed at IC Johnston Yard 5 MPH.

Authorization must be obtained from the yardmaster at Johnston Yard before coupling into any yard track.

At East Junction, when home signal Stop indication, train or engine will, after stopping, and if no conflicting train or engine movement is evident, immediately move past the signal, but clear of conflicting route, stop and wait two (2) minutes. Facing point spring switches must be inspected in accordance with Rule 560(A). If no conflicting movement is evident, train or engine will proceed at RESTRICTED SPEED to the next signal. IC Rule 560(a) states:

Signal which governs only facing point movement over a spring switch will display green aspect when switch is in normal position.

When signal displays red aspect, stop must be made the switch must be tested by opening and closing by hand, and switch examined to make certain it is properly lined for route to be used, locked or secured and that points fit, after which movement may be made against Stop indication.

Before entering the IC main line, between the hours of 2300 and 0700, obtain permission from the General Yardmaster, Johnston Yard.

KC Jct—At KC Jct, between Neptune St. and McLemore St., trains desiring to enter BN 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 BN 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—After receiving track bulletins, waybills, and wheel reports, all Thayer, River and Birmingham Subdivisions rear end train crews will be hauled to the north end of Tennessee Yard and will board the engine or caboose at that location.

The conductor will arrange to have train inspected on both sides as train departs Tennessee Yard. Trains operating cabooseless will be inspected by Mechanical personnel.

8. 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	8	North
93342 Mammoth Springs	2.5 south of Thayer	33	Both
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	75	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	83	Both
93437 Trumann	5.9 south of Bay	83	Both
93447 Marked Tree	7.5 south of Coon	150	Both
93796 Presley Jct	0.8 west of Marion	7	Both
93798 W. Memphis	3.0 west of Marion	Yard	Both
93799 Hulbert	5.8 west of Marion	Yard	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Monett Subdiv MAIN LINE STATIONS			Distance from Springfield Yard
					Office Calls	Rule 6	Oper	
	92239	1002	239.7		SY SPRINGFIELD YARD BJKT			0.0
	92242		241.7		NS NICHOLS	J		2.0
6,657	92247		247.2		BK BROOKLINE			7.5
8,489	92252		251.8		RP REPUBLIC			12.1
8,584	92257		257.3		BZ BILLINGS			17.6
7,804	92262		262.3		LG LOGAN			22.6
7,039	92269		268.9		AU AURORA			29.2
			269.0		UP MP 269.0	A		29.3
8,145	92274		273.7		VE VERONA			34.0
	92279		279.1		GB GLOBE			39.4
	92281	1003	281.0		XM CROSSOVER M	X		41.3
	92282		282.0	2MT	MO MONETT	BKT		42.3
			282.2		CD C D JCT	J	CTC	42.5
			282.6		LU LOU			42.9
9,240	96287		286.9		PC PIERCE	J		47.2
6,450	96297		297.2		RY RITCHIE			57.5
5,696	96309		308.5		JF JEFF			68.8
	96310		309.2		KCS MP 309.2	A		69.5
	96310		309.8		NH NEOSHO			70.1
6,319	96319		319.2		RC RACINE			79.5
	96325		325.4		SX SENECA			85.7
7,084	96333		332.9		WY WYANDOTTE			93.2
6,939	96341		340.6		FQ FAIRLAND			100.9
	96348		346.4		F1 E AFTON			106.7
			347.6	2MT	FJ AFTON JCT	J		107.9
			347.9		67 CROSSOVER 67	X		108.2
	96348		349.5		F2 WEST AFTON			109.8

BN Radio Channel No. 2 or 70 in service on this Subdivision.

Train Dispatcher Calls—Springfield Yard—86, Mt. Vernon—76, Joplin—36, Miami—26.

Emergency Train Dispatcher Call—911

Springfield Division jurisdiction goes to MP 349.7.

1. Maximum Speed Permitted—

MP 250.1 to MP 252.2	45 MPH.
MP 255.2 to MP 255.5	55 MPH.
MP 260.5 Westward trains until engine through limits	45 MPH.
MP 263.5 to MP 264.4	45 MPH.
MP 267.4 to MP 268.7 Westward trains	45 MPH.
MP 268.7 to MP 269.3	40 MPH.
MP 273.0 to MP 274.9	50 MPH.
MP 279.1 to MP 282.6 Both tracks	45 MPH.
MP 281.0 through Crossover M	20 MPH.
MP 282.6 through turnout Main 2	25 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 until engine through limits	55 MPH.
MP 287.3 to MP 309.6	45 MPH.
MP 309.6 to MP 313.1	35 MPH.
MP 313.1 to MP 314.3	55 MPH.

MP 325.0 to MP 326.0 until engine through limits	45 MPH.
MP 330.9 to MP 331.7	45 MPH.
MP 337.3 to MP 338.0	45 MPH.
Siding turnouts	20 MPH.
Trains handling loaded C6 covered hoppers through sidings	13 MPH.
Siding Brookline for unit coal trains	10 MPH.

Springfield Yard—

Nichols—Wwd and Nwd trains departing on South Track or North Track after engine arrives absolute signal Nichols MP 241.4 until rear of train passes absolute signal Nichols MP 241.4 20 MPH.

2. Bridge and Equipment Weight Restrictions—

Maximum gross weight of car 286,000 lbs.

Verona— Syntex Agribusiness tracks: Six-axle locomotives not permitted.

Loaded unit coal and grain trains must not use sidings at:

Pierce City	Ritchey	Jeff
Racine	Wyandotte	

3. Type of Operation—

CTC— 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—When stopped by a Stop Indication at the automatic interlockings at MP 269.0 (**Aurora**) and MP 309.2 (**Neosho**) be governed by Rule 312(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 99— When flagging is required, distance will be 2 miles.

Rule 105—in effect between: Springfield Yard and Nichols.

Rule 350(B)— 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

Rule 405— At Springfield Yard, Aurora and Monett, when operators are on duty, they will deliver track warrant and track bulletins to train crew. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

Rule 450—

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

5. Trackside Failed Equipment Detectors (FED) —

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

B. Other FED Locations—

Radio Reporter: Logan MP 260.9, Pierce City MP 284.7, Belfast MP 314.6, Fairland MP 343.3 and Catale MP 370.6.

6. FRA Excepted Track—See System Special Instructions Item 6— None.

7. Special Conditions—

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

Crews arriving Springfield Terminal must record the following information at the yard office:

- Train consist ID
- Names of all crew members
- Off duty time
- Total time On duty

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

Republic— For eastward trains on siding, when indicator at MP 251.6 is dark, stop and contact dispatcher. When indicator displays white light, continue movement to absolute signal at MP 251.3.

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— For eastward movement from AMRR, when indicator on east leg of Wye is dark, stop and contact dispatcher. When indicator displays white light, continue movement to absolute signal governing movement from AMRR..

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 Burlington Northern Railroad and Arkansas & Missouri Railroad at Monett, Missouri. These cars are to be handled at Monett only, and are restricted from movement on Burlington Northern Main Track, EXCEPT for Monett proper.

Fairland—Engines not permitted on Simmons Elevator track scales.

8. 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

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Cuba Subdiv MAIN LINE STATIONS			Distance from Linden- wood	EAST WARD
					Trk	Office Calls	Rule 6 Oper		
		92007		7.1	LI	LINDENWOOD	BIJK	0.0	
				7.2		0.2 S E Jct	IJY	0.2	
				11.8	DT	UP MP 11.8	A	4.7	
		92016		15.7	TC	TREE COURT		8.6	
		92018		17.9	VP	E VALLEY PARK		10.8	
				18.3	VP	W VALLEY PARK	T	11.2	
6,901	92027			27.2	EU	EUREKA		20.1	
10,518	92034			34.1	PA	PACIFIC		27.0	
6,542	92044			44.0	RK	ROOK		36.9	
6,613	92052			52.2	SE	ST CLAIR		45.1	
7,644	92062			62.2	SN	STANTON		55.1	
	92068			68.1	SV	SULLIVAN		61.0	
6,545	92077			77.2	OF	COFFEYTON		70.1	
6,371	92087			86.8	CU	CUBA	BJK	79.7	
6,811	92095	1002		94.8	RS	ROSATI	CTC	87.7	
7,129	92106			105.6	DI	DILLON		98.5	
3,160	92111			110.6	RA	ROLLA		103.5	
	92113			112.7	SS	SILLS		105.6	
6,313	92119			119.1	NB	NEWBURG		112.0	
	92121			121.5		BUNDY JCT	T	114.4	
	92123			122.2	AN	ARLINGTON		115.1	
	92129			128.8	FK	FRANKS		121.7	
7,410	92135			134.6	DX	DIXON		127.5	
6,730	92142			142.0	JY	JURY		134.9	
6,443	92152			152.5	SB	SWEDEBORG		145.4	
5,819	92160			159.8	RN	RICHLAND		152.7	
6,377	92168			167.5	SD	STOUTLAND		160.4	
6,942	92174			174.1	ZZ	SLEEPER		167.0	
8,145	92191			190.5	HU	HUBEN		183.4	
6,979	92198			198.4	CW	CONWAY		191.3	
8,591	92207			206.9	NG	NIANGUA		199.8	
	92213			213.3	MH	MARSHFIELD		206.2	
8,899	92220			220.8	NV	NORTHVIEW		213.7	
7,570	92228			227.7	SF	STRAFFORD		220.6	
	92235			235.1	TD	TEED	JX	228.0	
				237.2		43 TRACK	Y	230.1	
						(To Kissick 11.9 miles)			
	92239			239.7	SY	SPRINGFIELD YARD	BJKT	232.6	
						(To Bolivar 38.2 miles)			

BN Radio Channel No. 2 or 70 in service on this Subdivision.

Springfield Train Dispatcher Calls—Lindenwood—81, Valley Park—71,
Stanton—61, Cuba—31, Newburg—41, Lebanon—51, Northview—61,
Springfield Yard—81.

Emergency Train Dispatcher Call—911

Lindenwood to W Valley Park MP 18.5 is part of and under the
jurisdiction of the River Division.

1. Maximum Speed Permitted

MP 7.5 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 268,000 lbs.	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 until engine thru limits	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 through Main 1 turnout	20 MPH.
MP 235.1 to MP 237.2 on Main 2	55 MPH.
MP 235.3 through crossover	20 MPH.
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.
Siding turnouts	20 MPH.
Sidings: Rook, Stanton, Cuba, Dillon, Rolla, Franks, Dixon, Jury, Swedeborg, Richland, Stoutland, Sleeper, Conway, Marshfield, Northview and Strafford	10 MPH.
Trains handling loaded C6 covered hoppers through sidings	13 MPH.
Springfield Yard—	
Teed—Ewd and Swd trains departing on North Track after engine arrives absolute signal Teed MP 235.4 until rear of train passes absolute signal Teed MP 235.4	20 MPH.
43 Track—Ewd and Swd trains departing on South Track after engine arrives absolute signal 43 Track MP 237.2 until rear of train passes absolute signal 43 Track MP 237.2	20 MPH.
Old Memphis Passenger Main at Main, Campbell, Booneville and Jefferson Streets until engine over crossing	5 MPH.
West Belt at Chestnut Expwy. until engine over crossing	5 MPH.
Lilly Tulip Track at Chestnut Expwy until engine over crossing	5 MPH.
Springfield Yard to Bolivar —	
MP 190.0 to MP 173.0	20 MPH.

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car—

Lindenwood to Springfield Yard	286,000 lbs.*
*except over Bridge 45.5 cars over 268,000 lbs. are restricted to 10 MPH.	
Springfield Yard to Bolivar	263,000 lbs.
43 Track to Kissick	268,000 lbs.

Springfield Yard to Bolivar — Six-axle locomotives not permitted.

3. Type of Operation—

Double track MP 7.2 to MP 17.9 designated Eastward and Westward tracks.

ABS— MP 7.3 to MP 17.9 Westward track.
MP 17.9 to MP 7.9 Eastward track.

TWC— MP 9.1 to MP 17.9 Westward track.
MP 17.9 to MP 9.1 Eastward track.

CTC— MP 17.9 to MP 237.2.

Two main tracks —

MP 235.1 to MP 235.4
MP 235.1 to MP 237.2

Yard Limits—

MP 7.2 to MP 9.1.
At 43 Track turnout MP 237.1 to MP 237.2.

4. General Code of Operating Rule Items—

Rule 99—When flagging is required, distance will be 2 miles.

Rule 105—in effect between: Lindenwood and SE Jct and between 43 Track and Springfield Yard

Rule 350(B)— 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 68.0	Merimac Industries
MP 71.3	Sho-Me Power
MP 74.3	House Track
MP 98.6	Manchester Packing
MP 100.6	Team Track
MP 107.6	Kan-Tex Industry
MP 191.3	Sho-Me Power
MP 212.2	Sho-Me Power
MP 214.3	Wayne's Metal

Rule 405— At Lindenwood, Cuba and Springfield Yard, when operators are on duty, they will deliver track warrant and track bulletins to train crew. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

43 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—

Radio Reporter:

Allenton	MP 29.5	Swedeborg	MP 150.5
Anaconda	MP 57.2	Sleeper	MP 177.0
Leasburg	MP 78.8	Phillipsburg	MP 193.8
St. James	MP 101.3	Marshfield	MP 215.4
Newburg	MP 120.8		

6. FRA Excepted Track—See System Special Instructions Item 6—
Between Walnut Grove MP 173.0 and Bolivar MP 153.0.

7. Special Conditions—

Head End Device Test Stations—

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

Test Number: Dial 90000

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

St. Louis— St. Louis Lindenwood Yardmaster and Operator will monitor BN radio Channel 1 or 66 instead of Channel 2 or 70. Trains arriving and departing Lindenwood should remain on Channel 1 within the St. Louis Terminal complex, and when necessary to communicate with the Dispatcher, use Channel 2.

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 15(L) 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.

S. E. Jct— MP 7.9 Eastward Track controlled by Lindenwood Operator. Interlocking Rules govern. Signal governs movement over switch only.

Westward trains at Pacific and Dixon—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.

Rolla— MP 109.6: Maggi Spur cannot be used by multiple units nor units with more than two axle trucks.

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 Yard Channel 1 or 66 only.

Crews arriving Springfield Terminal must record the following information at the yard office:

Train consist ID
Names of all crew members
Off duty time
Total time On duty

Springfield Yard to Bolivar — At following crossings traffic must be warned by crew member on the ground at the crossing unless crossing warning device has been operating for 20 seconds — account rusty rail:

Kearney St., Springfield	MP 188.8
Highway O (Oscar), Willard	MP 182.7
Highway Z (Zebra), Willard	MP 182.4
Highway 215, Morrisville	MP 166.7
Highway 13, Bolivar	MP 155.5

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.

8. 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	Set-out Track & Spur Track	At Sullivan		Both
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
92239	French's Spur	4.1 east of 43 Track.	11	West
92239	Wally	0.9 east of Teed	43	Both
	Springfield Yard to Bolivar:			
92239	Springfield Yard (MP 191.8)		Yard	
95183	Willard (MP 182.7)	9.1 North of Springfield Yard		
	Walnut Grove (MP 173.0)	18.8 north of Springfield Yd		
95154	Bolivar (MP 153.6)	38.2 north of Springfield Yd		
	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.	Line Segment	Mile Post Location	Lead Line Subdiv MAIN LINE STATIONS			Distance from Cuba	NORTH WARD
					Trk	Office Calls	Rule 6 Oper		
			1009	86.8		CU	CUBA	BJKY	0.0
	370	92818		95.1			8.3		6.3
	2,014	92823		100.4			STEELVILLE		13.6
	1,580	92908		107.5			5.3		20.7
	1,260	92923	1010	122.9			LEAD JCT		36.1
	2,356	92933		130.0			7.1		43.2
							CHERRYVILLE	TWC	
							15.4		
							ST JOE		
							7.1		
							BUICK	BTY	

BN Radio Channel No. 2 or 70 in service on this Subdivision.

Train Dispatcher call- Rosati-31.

Emergency Train Dispatcher Call-911.

1. Maximum Speed Permitted-

Cuba to Buick	30 MPH.
MP 87.1 (PP Highway) Until engine over crossing:	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.

2. Bridge and Equipment Weight Restrictions-

Maximum gross weight of car- 286,000 lbs.

Six-axle locomotives not permitted.

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

3. Type of Operation-

TWC- Cuba MP 88.0 to Buick MP 129.0.

Yard limits-

MP 86.8 to MP 88.0

MP 129.0 to MP 130.0

4. General Code of Operating Rule Items-

Rule 99- When flagging is required, distance will be 1 mile.

Rule 405- At Cuba, when operators are on duty, they will deliver track warrant and track bulletins to train crew. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

5. Trackside Failed Equipment Detectors (FED)- None.

6. FRA Excepted Track-See System Special Instructions Item 6-None.

7. Special Conditions-

Viburnum-When switching Doe Run Company (Old St. Joe Lead 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. Locations Not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
Sanky	0.7 north of Steelville	3	North
92923 Viburnum	1.4 south of St. Joe	4	North

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Wichita Subdiv MAIN LINE STATIONS				Distance from Pierce City
				Trk	Office Calls	Rule 6	Oper	
	96287	1003	286.9		PC PIERCE CITY	J	CTC	0.0
3,713	95299		298.7		11.8 SARCOTIE			11.8
5,004	95311		311.0		12.3 MENK	Y		24.1
			312.6		1.6 UP MP 312.6	AJY		25.8
2,643	95313		313.1		0.5 CARTHAGE *	Y		26.2
			327.1		14.0 KCS MP 327.1	A		40.2
2,439	95328		328.1		1.0 CARL JCT			41.2
2,399	97148		343.3		15.2 CB COLUMBUS ABJCTY			56.6
					(To Joplin 19.0 miles)			
			349.7		6.4 (Afton Sub)			62.8
3,019	95360		359.9		SEK MP 349.7	M		73.0
					10.2 OSWEGO			
					(To Parsons via UP)			
			361.1		1.2 UP MP 361.6	AJ		74.2
	95371		370.6		9.5 ALTAMONT			83.7
2,236	95377		376.8		6.2 MOUND VALLEY			89.9
	95387		386.9		10.1 CHERRYVALE (SKOL)	M		100.0
			401.5		14.6 UP MP 401.5	JMY		114.4
	95401		401.6		0.1 NA NEODESHA	BKY	TWC	114.5
3,506	95414	1004	414.0		12.4 FREDONIA (SKOL)	JMY		127.1
1,205	95439		438.5		24.5 SEVERY			151.6
2,789	95458		458.4		19.9 BEAUMONT			171.5
			483.5		25.1 ATSF MP 483.5	IJ		196.7
	95484		484.0		0.4 AU AUGUSTA			197.1
			506.4		22.4 UP MP 506.4	AJY		219.5
			506.6		0.2 OKT MP 506.6	AJY		219.7
	95505		507.5		0.9 WH WICHITA	BKTY		220.9
			514.6		7.1 ATSF MP 514.6	IJY		227.7
			537.8		23.2 ATSF MP 537.8	IJ		250.9
	95547		547.2		9.4 BUHLER	Y		260.1

BN Radio Channel No. 2 or 70 in service on this Subdivision.

Train Dispatcher Calls—Mt. Vernon—75, Joplin—34, Pittsburg—14.

Emergency Train Dispatcher Call—911.

1. Maximum Speed Permitted—

Pierce City to Wichita	40 MPH.
MP 287.0 to MP 287.6 until engine through limits	15 MPH.
MP 287.6 to MP 288.8	35 MPH.
MP 298.5 to MP 299.2 until engine through limits	20 MPH.
MP 314.2 to MP 315.1	30 MPH.
MP 327.1 until engine through interlocking	20 MPH.
MP 358.0 to MP 360.1	30 MPH.
MP 361.1 until engine through interlocking	20 MPH.
MP 361.1 —	
Parsons: All tracks inside gate at Kansas Army Ammo Plant	20 MPH.
MP 370.2 to MP 371.0	30 MPH.
MP 383.5 to MP 383.8	30 MPH.
MP 386.8—Cherryvale: South leg of Wye	5 MPH.
MP 403.6 to MP 411.9	30 MPH.

MP 413.4 to MP 414.2	20 MPH.
MP 414.2 Until engine over crossing, westward movement only	15 MPH.
MP 438.7 Until engine over crossing	25 MPH.
Eastward trains 100 Tons/OB and over:	
MP 447.0 to MP 452.0	30 MPH.
MP 456.0 to MP 458.0	25 MPH.
MP 472.7 to MP 473.2 Until engine through limits	25 MPH.
MP 483.0 to MP 484.6 Until engine through limits	10 MPH.
MP 493.4 to MP 493.5 Until engine through limits	30 MPH.
MP 496.9 to MP 497.0	25 MPH.
MP 500.4 to MP 501.0	30 MPH.
MP 501.4 to MP 504.4	10 MPH.
MP 504.4 to MP 506.7 Until engine through limits	10 MPH.

Columbus to Joplin —

Columbus to Joplin	20 MPH.
MP 339.0 to MP 338.6 until engine through limits	10 MPH.
MP 334.9 and end of track	10 MPH.
At Joplin, over crossings Pennsylvania Avenue, Main, Joplin, Roosevelt, and Wall Streets (Carterville Track) and will be flagged from ground position unless automatic protective device is operating	10 MPH.
Over static scales—Joplin	5 MPH.

2. Bridge and Equipment Weight Restrictions—

Maximum gross weight of car—

Pierce City to Wichita	268,000 lbs.
Wichita to Buhler	263,000 lbs.
Columbus to Joplin	263,000 lbs.

Six-axle locomotives not permitted:

Neodesha to Buhler
Columbus to Joplin.

3. Type of Operation—

CTC— Pierce City to MP 287.3

TWC— MP 287.3 to Wichita.

Yard limits—

MP 287.3 to MP 287.6
MP 311.5 to MP 314.1
MP 342.5 to MP 346.0
MP 400.7 to MP 403.6
MP 411.9 to MP 415.3
MP 501.0 to MP 548.0

Crossing Gates—	Mile Post	Intersecting Line	Normal Position
Sherwin	349.7	SEK	Against SEK
Cherryvale	386.9	SKOL	Against BN
Neodesha	401.5	UP	Against BN
Fredonia	413.9	SKOL	Against SKOL

4. General Code of Operating Rule Items—

Rule 99— When flagging is required, distance will be 2 miles.

Rule 405— At Columbus, Neodesha and Wichita, when operators are on duty, they will deliver track warrant and track bulletins to train crew. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

5. Trackside Failed Equipment Detectors (FED)— None.

6. FRA Excepted Track—See System Special Instructions Item 6—

MP 510.0 to MP 577.0.
MP 582.5 to MP 582.7.
MP 586.0 to MP 594.1.

7. Special Conditions—

At the following crossings traffic must be warned by a crew member on the ground at the crossing unless crossing device has been operating for 20 seconds.

MP 508.3	37th Street North	Wichita
MP 510.2	Broadway Street	Wichita
MP 510.3	53rd Street	Wichita
MP 514.3	Meridan Avenue	Valley Center
MP 538.2	Highway 50	Burrton.

Columbus to Joplin—

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

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

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

KCS Railroad crossing (MP 331.2) protected by gate; normal position for gate is against BN.

Oswego— Between Oswego and Parsons trains will use UP track and be governed by applicable MKT/UP rules and timetables.

Fredonia— BN Trains and engines will use SKOL main track between connecting switch MP 152.1 to MP 150.0. SKOL trains and engines will use BN main track between connecting switch and BN MP 411.9. Within the limits as indicated, Rule 93 (Yard Limits) are in effect; non-signal Territory with no First Class Trains scheduled on either Railroad.

Wichita— Westward engines approaching Murdock Street, from South leg of wye, must stop in circuit until crossing signals are operating before proceeding over crossing.

At following crossings, traffic must be warned by crew member on the ground at the crossing: Waterman, Gilbert, Morris Streets, Central Avenue, First and Second Streets. Cars must not be kicked or dropped over these crossings.

Burrton—Burrton Ave. crossing— traffic must be warned by crew member on the ground at the crossing.

8. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
95335 Military (MP 334 .6)	6.5 west of Carl Jct.	50	East
95352 Hallowell (MP 352.5)	7.4 east of Oswego	30	Both
97267 Kansas Ordinance Plant	2.6 east of Parsons		
95447 Piedmont (MP 446.8)	8.2 west of Severy	14	West
95473 Leon	11.2 east of Augusta	30	Both
95493 Andover (MP 493.5)	9.5 west of Augusta	10	West
95511 Wichita Heights	3.2 west of Wichita	20	Both
95515 Valley Center (MP 514.7)	7.2 west of Wichita	30	Both
95532 Patterson (MP 531.8)	15.4 east of Buhler	26	Both
95538 Burrton (MP 537.9)	9.3 east of Buhler	10	Both
Columbus to Joplin Military	10.2 south of Columbus		
97340 Galena (MP 339.8)	2.8 south of Military		
To Horn 1.8 miles			
97338 Old Rock Mo. (MP 337.9)	1.9 south of Galena		
97331 Joplin (MP 333.8)	4.1 south of Old Rock		

NOTES

N



Machens
HANNIBAL
Lindenwood
CUBA
Valley Park
Mitchell
Lenox
TRRA
St. Louis
S.E. Jct

Cape

RIVER

IL

MO

AR

KY

TN

Kennett

Hayti

Blytheville

Armored

Belpro

Turrell

**RIVER
DIVISION**

WESTWARD

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Office Calls	Rule 6	Oper	Distance from Burlington	
10,243	26027	14	26.9		MACHENS			190.4	
10,620	26020		20.4		WEST ALTON			196.9	
8,924	26015		14.9		SPANISH LAKE			202.5	
	26009		9.4		BADEN		J	207.9	
ON TRRA BELT BETWEEN BADEN AND GRAND AVENUE, TRAA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.									
	26007	14	7.2		NORTH ST LOUIS	BJKT		210.1	
	26004		4.2		NORTH MARKET	IJ		213.4	
BETWEEN NORTH MARKET AND GRAND AVENUE TRRA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.									
		1002	2.1	2MT	GRAND AVENUE	IJY		219.1	
			5.3			KNOX AVENUE	Y		222.3
					1.8				
	92007		7.1		LI	LINDENWOOD	BIJK		224.1

Galesburg Train Dispatcher Call: West Alton-32.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Cuba Subdiv MAIN LINE STATIONS				Distance from Lindenwood
				Trk	Office Calls	Rule 6	Oper	
	92007	1002	7.1		LI LINDENWOOD	BIJK		0.0
			7.2		S E Jct	IJY	See Spl. Instr. No.3	0.2
			11.8	DT	UP MP 11.8	A		4.7
	92016		15.7		TC TREE COURT			8.6
	92018		17.9		VP E VALLEY PARK			10.8
			18.3		VP W VALLEY PARK	T	CTC	11.2

BN Radio Channel No. 2 or 70 in service on this Subdivision.

Springfield Train Dispatcher Calls—Lindenwood-81, Valley Park-71, Stanton-61, Cuba-31, Newburg-41, Lebanon-51, Northview-61, Springfield Yard-81.

Emergency Train Dispatcher Call-911

1. Maximum Speed Permitted

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 20.2	45 MPH.
MP 18.5 to MP 18.9 (over Missouri River Bridge)	25 MPH.
MP 20.6 to MP 26.9 Loaded Unit trains except intermodal	45 MPH.
Propect Hill—Water Works Track	5 MPH.
MP 20.2 to MP 20.6	10 MPH.
Machens—Union Electric Power tracks loaded trains	5 MPH.
Lindenwood West—	
MP 7.5 to MP 10.5	35 MPH.
MP 10.5 to MP 19.0	45 MPH.

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car—

Machens to Lindenwood 286,000 lbs.*

*except over Missouri River Bridge 18.8 cars over 263,000 lbs. are restricted to 10 MPH.

Lindenwood to West Valley Park MP 18.5 286,000 lbs.

3. Type of Operation—

Lindenwood East—

CTC— MP 6.3 to MP 26.9 North St. Louis to Machens

Yard Limits—

MP 2.1 to MP 5.3 Grand Avenue to Knox Avenue

Lindenwood West—

Double track MP 7.2 to MP 17.9 designated Eastward and Westward tracks.

ABS— MP 7.3 to MP 17.9 Westward track.
MP 17.9 to MP 7.9 Eastward track.

TWC— MP 9.1 to MP 17.9 Westward track.
MP 17.9 to MP 9.1 Eastward track.

CTC— MP 17.9 to MP 18.5.

Yard Limits—

MP 7.2 to MP 9.1

4. General Code of Operating Rule Items—

Rule 99—Cuba Sub:When flagging is required, distance will be 2 miles.
Hannibal Sub:When flagging is required, distance will be 1.5 miles.

Rule 105—in effect between: Knox Avenue and S.E. Jct

Rule 350(B)— Main Track switches not equipped with electric lock:
MP 5.1 PVO Track

Rule 405— At North St. Louis, Lindenwood, Cuba and Springfield Yard, when operators are on duty, they will deliver track warrant and track bulletins to train crew. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting Bridges, Tunnels or Other Structures–

Radio Tone:

Spanish Lake MP 14.9
West Alton MP 22.7

B. Other FED Locations—None.

6. FRA Excepted Track—None.

7. Special Conditions—

Machens—Trains on passing track must stop and provide flag protection over crossing at MP 28.1 unless crossing flashers are working.

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

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 15(L) 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.

RIVER DIVISION

ACT, North St. Louis, after dumping loaded coal train, will cut off coal train power and caboose north of the coal shed lead, just outside the entrance to the shed. Under normal operating conditions, outbound road crews will receive authority to run through the shed by either a green signal at the entrance or verbal permission from an ACT crewman in order to double out their train on the outside (runaround) track. On weekends and other occasions, if the shed entrance door is closed, BN crews must use the outside (runaround) track to get around the shed to makeup their outbound train.

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. All trains operating on TRRA trackage handling single axle TOFC equipment, loaded or empty, regardless of destination blocking, must have this equipment positioned to the rear of train.

Between Grand Avenue and Tower Grove Avenue—Track #32 between Grand Avenue and Tower Grove Avenue within manual interlocking limits. Rule 317 applies. All 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 BN radio Channel 1 or 66 instead of Channel 2 or 70. Trains arriving and departing Lindenwood should remain on Channel 1 within the St. Louis Terminal complex, and when necessary to communicate with the Dispatcher, use Channel 2.

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.

S. E. Jct—MP 7.9 Eastward Track controlled by Lindenwood Operator. Interlocking Rules govern. Signal governs movement over switch only.

8. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
26013 Larimore	1.7 west of Spanish Lake	4	East
26010 Prospect Hill	4.5 west of Spanish Lake	47	Both
92013 Kirkwood	5.6 west of Lindenwood	15	East

SOUTHWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	River Subdiv MAIN LINE STATIONS				Distance from Tenn. Yd.	NORTHWARD
					Trk	Office Calls	Rule 6	Oper		
				7.2		SE JCT	IJY	ABS	0.2	
		98008		9.1		MU MUTUAL	Y		2.0	
		98012		12.5		AF ALPHA			5.4	
	8,600	98025		24.9		BI BYERS			17.8	
		98039		38.7		FS FESTUS			31.8	
	7,111	98040		42.1		CX CRYSTAL			35.0	
		98047		49.7		RH RUSH ISLAND			42.6	
		98054		52.1		EE BRICKEYS			45.0	
	8,600	98065		66.5		SG STE GEN	J		59.4	
	8,600	98081		79.7		MB MCBRIDE			72.6	
	8,600	98103		102.3		WB WITTENBERG			95.2	
	5,040	98115		115.6		NE NEELYS			108.5	
	8,600	98129		129.7		FZ FREEZE			122.6	
		98131		132.0		CP CAPE	BJK		124.9	
		98139		137.0		NX NASH			129.9	
		98142		141.7		ROCKVIEW (SSW)	AJ		134.6	
	9,150	98144		143.3		CF CHAFFEE	B		136.2	
		98151		150.0		ORAN (GC)	M	CTC	142.9	
	7,600	98155	1025	154.8		BF BROOKS			147.7	
		98166		165.9		SI SIKESTON (UP)	A		158.8	
	8,263	98180		180.6		KA KEWANEE			173.5	
		98186		186.2		LILBOURN (SSW)	JM		179.1	
	10,563	98194		193.0		CR CONRAN			185.9	
		98199		199.6		PO PORTAGEVILLE			192.5	
		98211		211.5		TE TERRY			204.4	
		98213		213.6		HY HAYTI			206.5	
						(To Kennett 17.8 miles)				
	8,610	98224		225.4		ST STEELE			218.3	
		98235		235.7		NM NORBLY			228.6	

WEST		98494		243.0		ARMOREL		TWC		EAST
		98237	1030	238.2		BLYTHEVILLE	BJ			

SOUTHWARD		8,610	98237		238.1	BL BLYTHEVILLE	BJ		231.0	NORTHWARD
			98249		248.2	LX LUXORA			241.1	
			98253		252.7	HD HAROLD			245.6	
			98254		254.9	OS OSCEOLA	T		247.8	
	8,610	98264	1025	265.5		WN WILSON		CTC	258.4	
		98272		272.4		JR JOINER			265.3	
	8,610	93462		282.3		R2 TURRELL	T		275.2	
		93462		283.3		JG RIVER JCT	J		276.4	

BN Radio Channel No. 2 or 70 in service on this Subdivision.
 Train Dispatcher Calls—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.

1. Maximum Speed Permitted—

S. E. Jct. to Chaffee	50 MPH.
Chaffee to River Jct.	55 MPH.
MP 7.2 to MP 9.1	20 MPH.
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 Until engine through limits	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 until engine over crossing	35 MPH.
MP 64.8 to MP 65.0	40 MPH.
MP 65.0 to MP 65.2 Until engine through limits	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 100.6	35 MPH.
MP 103.5 to MP 103.6	30 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 Until engine through limits	20 MPH.
MP 141.7 (over diamond) and do not use dynamic braking	25 MPH.
MP 142.5 to MP 143.6 Until engine through limits	20 MPH.
MP 150.0 Union Pacific Crossing	20 MPH.
MP 164.3 to MP 166.3 Until engine through limits	20 MPH.
MP 185.5 to MP 186.6 Until engine through limits	20 MPH.
MP 198.6 to MP 199.0 Until engine through limits	30 MPH.
MP 212.2 to MP 213.4 Until engine through limits	20 MPH.
MP 224.2 to MP 224.8 Until engine through limits	20 MPH.
MP 227.0 to MP 227.6 Until engine through limits	30 MPH.
MP 229.7 until engine over crossing	45 MPH.
MP 236.3 to MP 237.9 Until engine through limits	20 MPH.
MP 253.1 to MP 254.3 Until engine through limits	20 MPH.
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.	
Sidings: Neelys, Brooks, Kewanee, Conran, and Turrell	10 MPH.
South switch, No. 1 track UP connection	
Crystal City	5 MPH.
Rush Island, Loop Track	8 MPH.
Rush Island over scale	4 MPH.
Blytheville MP 238.2 to Armorel MP 243.0	25 MPH.

2. Bridge and Equipment Weight Restrictions—

Maximum gross weight of car—	
S.E. Jct. to River Jct.	268,000 lbs.
Blytheville to Armorel	268,000 lbs.
Hayti to Kennett	263,000 lbs.

Between Hayti and Kennett cars heavier than 110 tons must have length of 50 ft. or more.

Loaded unit coal or grain trains must not use the sidings at:

Neelys	Conran	Brooks
Wilson	Kewanee	Turrell

Six-axle locomotives not permitted:

Crystal on UP Connection Track
Between Hayti and Kennett
American Greeting Lead at MP 254.3
Osceola Product tracks
Paymaster lead from Wye Switch East.

Not more than one six-axle locomotive permitted on:

South Spur Track at Blytheville
Blytheville to Armorel

3. Type of Operation—

ABS: MP 7.4 to MP 9.0

CTC: MP 9.0 to MP 283.3

TWC: Ruddle Road, MP 238.2, Blytheville, to MP 243.0, Armorel.

Yard Limits — SE Jct to MP 9.1.

Interlockings—When stopped by a Stop Indication at the automatic interlockings at MP 141.7 (**Rockview**) or MP 165.6 (**Sikeston**) be governed by Rule 312(3). Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

Crossing Gates—

Station	Mile Post	Intersecting Line	Normal Position
Oran	150.0	U.P.	Against U.P.
Lilbourn	186.1	S.S.W.	Against S.S.W.

4. General Code of Operating Rule Items—

Rule 99—When required to flag, distance will be 2 miles.

Rule 350(B)—Main Track switches not equipped with electric locks:

MP 8.6	Lambert Furniture Co.	MP 165.2	Mill Track
MP 9.8	Manford Chemical	MP 165.3	Riggs Track
MP 15.7	REIS Moran Lumber Co.	MP 165.4	House Track
MP 26.8	Jefferson Co. Lumber Co.	MP 173.5	AgriCo SUR C&R
MP 34.5	Foster Forbes Glass	MP 174.0	Delta Growers
MP 37.0	North Unimen Corp.	MP 179.5	Kewanee Grain Co.
MP 37.2	South Unimen Corp.	MP 186.0	Elevator Track
MP 48.0	Merchandise Track	MP 191.4	Marston
MP 63.3	House Track	MP 212.1	North Yard Lead
MP 65.2	Team Track	MP 212.4	North Pickup Track
MP 73.8	M.F.A. Mill Track	MP 212.6	South Yard Lead
MP 74.4	Team Track	MP 212.7	South Pickup Track
MP 80.3	Perry Co-op.	MP 227.5	Holland Track
MP 80.7	House Track	MP 236.3	Bly Compress Trk
MP 95.2	House Track	MP 236.6	South Wye Switch
MP 103.1	House Track	MP 236.7	So. Norbly Switch
MP 104.6	East Perry Lumber Co.	MP 237.35	House Track Siding
MP 130.8	Missouri Utilities	MP 237.36	East Gin Switch
MP 132.5	Pig Ramp	MP 237.5	Armored Branch
MP 132.6	Cross-over to Pass	MP 237.6	Cross-over Siding
MP 237.65	Cross-over Main	MP 253.6	North end Old Pass
MP 132.9	South End Pass	MP 253.8	So. end Old Pass
MP 136.1	Empire Gas	MP 253.9	House Track
MP 142.5	North End #1 Track	MP 254.1	Osceola Compress
MP 143.4	South End #1 Track	MP 254.3	American Greeting
MP 143.5	Crossover to Pass	MP 260.7	Driver Elevator
MP 151.0	House Track	MP 264.5	No. Siding, Wilson
MP 159.7	Spur Track		
MP 165.0	North Leg Wye		
MP 165.1	South Leg Wye		

Rule 405—At Crystal, Cape and Blytheville, when operators are on duty, they will deliver track warrant and track bulletins to train crews. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

Rule 450—

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–**

Radio Reporter: Brickeys MP 53.2

Radio Tone: MP 16.4, MP 21 .8, MP47.2, MP 135.3 and MP 141.8

B. Other FED Locations–**Radio Reporter:**

Imperial	MP 31.5	Marston	MP 189.5
St. Marys	MP 77.1	Hayti	MP 217.0
Wittenberg	MP 104.4	Blytheville	MP 241.3
Bainbridge	MP 126.9	Delpro	MP 268.5
Sikeston	MP 162.2		

6. FRA Excepted Track–See System Special Instructions Item 6–
Between Hayti and Kennett.**7. Special Conditions–****At following crossings, traffic must be warned by crew member on the ground at the crossing:**

Oran–House Track, Highway W.

Hayti–No. 1 Track, Highway 84, Lincoln St., Broadway St.

Kennett–1st St., 2nd St., 4th St., Highway EE and West side lead.

Norby Siding–Moultrie St.

Blytheville–Hoop Track, Ash St.

Osceola–House Track, Union Avenue and Southwire Lead, Highway 61.

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.**MP 9.1–**Trains finding northward signal MP 9.1 displaying Stop indication will communicate with control operator at Lindenwood and be governed by instructions. If cannot contact Lindenwood, be governed by Rule 312(1).**Between Festus and Crystal–**whistle for PPG crossing at MP 39.9.**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. 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
98011 Gravois	1.5 north of Alpha	28	South
98016 LeMay	3.1 south of Alpha	3	South
98021 Ten Brook	4.1 north of Byers	73	South
98027 Imperial	1.7 south of Byers	12	South
98029 Barnhart	3.7 south of Byers	24	Both
98035 Horine	3.8 north of Festus	62	Both
98037 Ludwig	1.7 north of Festus	24	Both
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
98134 Marquette	2.0 south of Cape	30	Both
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
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

SOUTHWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Birmingham Subdiv MAIN LINE STATIONS			Distance from Tenn. Yd.	NORTHWARD
					Trk	Office Calls	Rule 6 Oper		
		93496		496.4	TY	TENNESSEE YARD BJKT		0.0	
				497.9		S TY		1.5	
		93500		500.0	MW	MINERAL WELLS		3.6	
	10,590	93512		511.2	8H	BYHALIA		14.8	
	8,675	93528		527.2	TO	TOURS		30.8	
		93529		528.3	HS	HOLLY SPRINGS	J	31.9	
	7,990	93541		541.0	PQ	POTTS CAMP		44.6	
	10,114	93552		552.1	MY	MYRTLE		55.7	
	6,636	93561		561.3	PE	PECK		64.9	
				562.3	SR	MP 562.3	A	65.9	
		93562		563.0	NY	NEW ALBANY	J	66.6	
	7,480	93571		571.4	RE	REESE		75.0	
	7,303	93582		582.4	BD	BELDEN		86.0	
		93588		587.5	TU	TUPELO	BJT	91.1	
				588.2	SR	MP 588.2	A	91.8	
	8,135	93592		591.6	PV	PLANTERSVILLE		95.2	
	6,904	93603		602.7	RJ	ARJAY		106.3	
		93611		611.2	AY	AMORY	BJKT	114.8	
	8,411	93621	1001	620.3	JU	JUDGE		123.9	
	6,554	93629		628.4	GM	GATTMAN		132.0	
	7,586	93642		641.2	BV	BEAVERTON		144.8	
	8,653	93655		654.6	WD	WINFIELD		158.2	
	5,596	93669		669.2	EL	ELDRIDGE		172.8	
	8,158	93675		675.1	CK	CARBON HILL		178.7	
	7,505	93683		682.2	TW	TOWNLEY		185.8	
				693.7	NS	MP 693.7	A	197.3	
		93694		693.8	JS	JASPER	BJK	197.4	
	7,634	93698		698.4	AM	ALMA		202.0	
	6,316	93704		703.5	BE	BENOIT		207.1	
		93707		707.4	DO	DORA		211.0	
	7,679	93713		712.2	QT	QUINTON		215.8	
	6,826	93722		722.3	AI	ADAMSVILLE		225.9	
	8,032	93725		725.0	OO	OAKWOOD		228.6	
				729.1	CSX	NS BS	A	232.7	
				729.3	PZ	PRATT CITY		232.9	
		93732		730.2	BY	BIRMINGHAM	BKT	233.8	

BN Radio Channel No. 2 or 70 in service on this Subdivision.
 Train Dispatcher Calls—Holly Springs—14, Sherman—24, Amory—84,
 Guin—54, Jasper—64, Birmingham—74.
 Emergency Train Dispatcher Call—911.

1. Maximum Speeds Permitted—

MP 513.8 to MP 514.0	50 MPH.
MP 520.1 to MP 528.1	45 MPH.
MP 528.1 to MP 528.5	30 MPH.
MP 528.5 to MP 530.6	45 MPH.
MP 530.6 to MP 534.6	50 MPH.
MP 534.6 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	Until engine through limits
MP 619.5 to MP 620.0	55 MPH.
MP 620.0 to MP 624.9	45 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	20 MPH.
MP 730.2 to MP 731.3 (BS Crossing) on BN Lead	
for northward trains only and only after engine is by	
MP 730.2	20 MPH.
Siding turnouts	
Trains up to 100 tons O/B	20 MPH.
Trains 100 tons O/B and over	10 MPH.
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	5 MPH.
Bridges 656.1, 664.0, 676.1, 686.6 and 700.8 cars	
over 268,000 lbs.	10 MPH.
Outside Track Tenn. Yd. from Hump Tower to S TY	20 MPH.
Middle Track Tenn. Yd. from Hump Tower to S TY	20 MPH.

2. Bridge and Equipment Weight Restrictions—

Maximum gross weight of car 268,000 lbs.*
 *except cars up to 286,000 lbs. permitted with 10 MPH speed restriction on bridges 656.1, 664.0, 676.1, 686.6 and 700.8.

Shari-Futorian—Six-axle locomotives not permitted.

Cars must not be kicked or dropped 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:

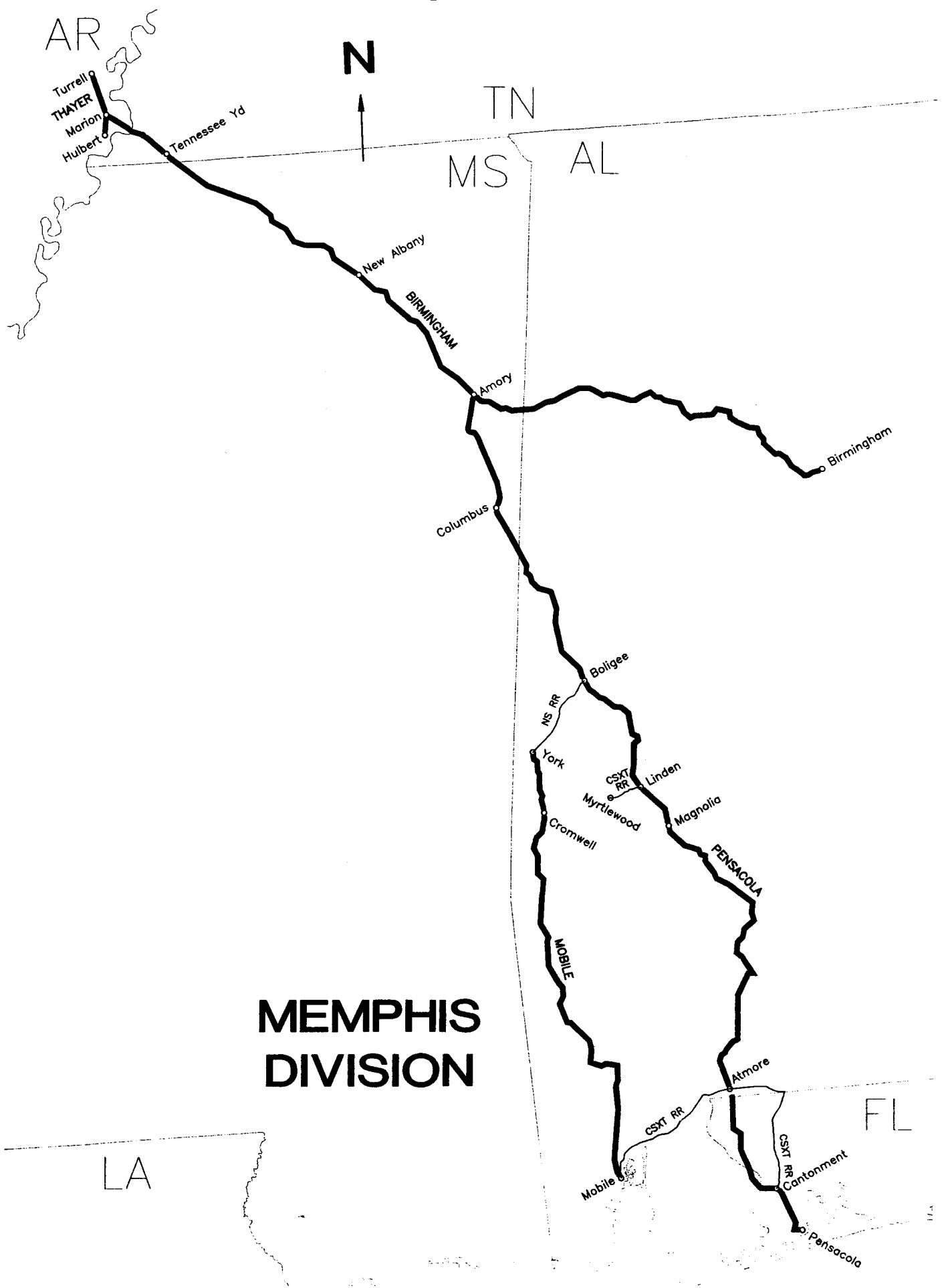
- 1) Empty 85 ft. long or longer flat cars not equipped with multi-level racks.
- 2) 85 ft. long or longer flat cars loaded with empty trailers and/or containers.

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

Cordova—Six axle units not permitted on Alabama State Dock tracks.

Loaded unit coal or grain trains must not use sidings at:

Byhalia	Belden
Tours	Plantersville
Potts Camp	Judge
Peck	Winfield
Reese	



3. Type of Operation—

CTC—In effect MP 497.9 to MP 730.2 .

Interlockings—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 312(3). If the signal does not change to a more favorable indication, in addition to complying with Rule 312(3), authority per Rule 312(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 312(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 99—When required to flag, distance will be 2 miles.

Rule 105—in effect between: Tennessee Yard and S TY.

Rule 350(B)—Main Track switches not equipped with electric locks:

MP 498.3 Glass House	MP 577.7 Barclay Furniture
MP 501.3 Asplundh	MP 583.8 Wicks Lumber Co.
MP 501.9 Murphy Products	MP 589.9 Olympic
MP 502.8 North Shanult	MP 590.0 Leggit & Platt
MP 503.1 South Shanult	MP 600.7 Nettleton
MP 510.9 Brickmill	MP 601.5 Bunge
MP 511.3 Gem Switch	MP 631.2 Sue Flynn
MP 511.9 House Track	MP 634.7 Oil Field Mud & Cream
MP 512.7 Byhalia Industrial Track	MP 638.3 Crews
MP 527.0 Holly Springs Brick Mill	MP 648.2 Universal
MP 540.9 North House Track	MP 655.6 Brasher
MP 541.1 South House Track	MP 660.1 Glen Allen
MP 548.6 Barclay Furniture	MP 663.3 Bazemore
MP 553.7 Barclay Furniture	MP 705.8 Nelson Brothers
MP 564.0 Bench Craft	MP 715.9 Lindbergh
MP 577.1 Sherman	

Rule 405—At Memphis, Amory and Birmingham, when operators are on duty they will deliver track warrant and track bulletins to train crews. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

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

RadioTone: MP 699.7 and MP 704.6

B. Other FED Locations—

Radio Reporter:

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

Radio Tone: MP 707.0, MP 710.0, MP 714.5, MP 716.1, MP 719.9, MP 723.9 and MP 728.1

6. FRA Excepted Track—See System Special Instructions Item 6—None.**7. Special Conditions—**

Tennessee Yard—After receiving track bulletins, waybills, and wheel reports, all Thayer, River and Birmingham Subdivisions rear end train crews will be hauled to the north end of Tennessee Yard and will board the engine or caboose at that location.

The conductor will arrange to have train inspected on both sides as train departs Tennessee Yard. Trains operating cabooseless will be inspected by Mechanical personnel.

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:

- Obtain permission to operate switch by hand from Yardmaster, Tennessee Yard.
- 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.
- Switch is now in hand Operation and power operation removed. If hand lever not engaged, move lever to opposite position to engage lever.
- Operate switch by hand as required.
- 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.
- 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.

Between S TY and Birmingham

At following crossings, traffic must be warned by crew member on the ground at the crossing—

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

Tupelo—When switching or moving on any track except Main track over Green Street crossing, MP 588.0, unless crossing warning device has been operating for 20 seconds and gates are down. When switching or moving on Main track, be governed by GCOR Rules 103 and 103(A).

Cordova—Dock Track, Highway 173.

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

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 rear head end of train.

South 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—The following Rule 305(A) of the GCOR applies to SOUTHWARD TRAINS ONLY at Tupelo at the South Rail automatic interlocking MP 588.2:

305(A). APPROACH TO AUTOMATIC INTERLOCKING: A train having passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 15 MPH, must proceed prepared to stop at interlocking signal until it can be seen the interlocking signal indicates proceed.

Amory—Trains or engines entering 5th Subdivision at south switch Amory from yard must remain north of the No. 1 switch until absolute signal is cleared for movement to main track or permission received from dispatcher.

Adamsville—For northward trains on siding, when indicator at MP 721.9 is dark, stop and contact dispatcher. When indicator displays white light, continue movement to absolute signal at MP 721.7.

Birmingham—

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

East 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— BN crews will stay in the clear of main track at Birmingham Southern Interchange Track, East Thomas Yard, until they communicate with Operator at East Thomas Yard to request track and time. Operator at East 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 East Thomas Yard will authorize BN crews to use Birmingham Southern Main Track. After clearing Birmingham Southern Main Track, BN crews will notify the Operator at East 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— NS 1st Ave. & 13th St.
NS 23rd Ave. North & 27th St.
BN 23rd Ave. North & 18th 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 BN route.

Track No. 1, 27th St. Corridor, Norwood Hill route— between 21st Ave. North and 10th Ave. North, Rule 255 applies.

8. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
93502 Olive Branch	5.3 south of Memphis	25	North
93548 Hickory Fiat	7.0 south of Potts Camp	6	South
93559 Shari	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
93631 Sue Flynn	2.6 south of Gattman	11	North
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
93717 Lindbergh	5.0 north of Adamsville	15	North

SOUTHWARD	Pensacola Subdiv MAIN LINE							NORTHWARD
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Office Calls	Rule 6 Oper	
		93611		612.3	AY	AMORY BJKTY		0.0
		98624		623.7		ABERDEEN T		11.4
						(Aberdeen Lead 3.6 miles)		
		96631		630.9		HAMILTON		18.6
		98637		636.9		KOLOLA SPRINGS		24.6
	7,900	98639		638.8		AIRPORT		26.5
						(To Columbus Air Force Base 2.6 miles)		
				647.3		CG MP 647.3 A		35.0
		98648		648.2	CO	COLUMBUS JY		35.9
				648.8		SR MP 648.8 A		36.5
	1,500	98653		653.1		WHITBURY		40.8
						(To Eka Noble Chemical 1.3 miles)		
		98661		660.7		FORRESTON		48.4
	8,600	98669		669.3		PICKENSVILLE		57.0
		98680		679.9	AL	ALICEVILLE KY		67.6
		98695		694.7		W GREENE		82.4
		98700		700.4		MT HEBRON		88.1
		98705		705.2		CROSSROADS OF AMERICA INDUSTRIAL PARK Y	TWC	92.9
			1020			(1.8 miles)		
	7,880	98708		708.1	BG	BOLIGEE JY		95.8
				708.2		NS MP 708.2 A		95.9
		98721		720.6		FORKLAND		108.3
		98724		724.4		CENTRALA T		112.1
						(To Green Cty. Pwer Pint 1.6 miles)		
				728.9		WARRIOR BRIDGE 728.9 A		116.6
		98731		731.2	DS	DEMOPOLIS BJKY		118.9
		98735		735.2		STOKLEY Y		122.9
		98736		735.6		GREEN TREE Y		123.3
						(To Gulf States Paper Co. 9.7 mi.)		
				748.7		CSX MP 748.7 A		136.4
	1,900	98749		749.3		LINDEN J		137.0
		98764		764.2	MG	MAGNOLIA BKY		151.9
	3,680	98774		774.0		KIMBROUGH JY		161.7
				774.1		NS MP 774.1 A		161.8
		98780		779.5	MC	MACMILLAN BJKTY		167.2
				783.7		ALABAMA BRIDGE 783.7 M		171.4
	1,238	98793		793.3		HYBART J		181.0
		98804		804.5		PRYOR		192.2
	4,644	98814		814.1		FOUNTAIN TY		201.8
						(To Alabama River Pulp 4.5 miles)		
	4,038	98830		830.4		FRISCO CITY		218.1
		98835		834.6		MEGARGEL		222.3
	2,949	98838		837.6		GOODWAY		225.3
		98847		847.0		HUXFORD		234.7
		98853		852.4		McCULLOUGH		240.1
	3,750	98863		863.4		ATMORE		251.1

OPERATION BETWEEN ATMORE AND CANTONMENT IS VIA CSX RAILROAD.

SOUTHWARD	(Cont'd) Pensacola Subdiv MAIN LINE							NORTHWARD
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Office Calls	Rule 6 Oper	
	3,587	98898		900.0		CANTONMENT JY		295.1
		98906		906.3		ENSLEY	TWC	302.4
		98907		907.0		EDGE		303.1
		98915		915.0	PN	PENSACOLA BJKTY		311.1

BN Radio Channel No. 2 or 70 in service on this Subdivision.

Train Dispatcher Calls—Amory (5th Subdiv.)—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.

1. Maximum Speed Permitted—

Amory to Pensacola	49 MPH.
Aberdeen Spur from Wye to New Bridge	30 MPH.
Bridge 635.8 Trains handling pulpwood	25 MPH.
MP 647.3 to MP 648.8	20 MPH.
Bridge 664.3	35 MPH.
MP 708.2 until engine through interlocking	20 MPH.
MP 709.0 to MP 720.0	25 MPH.
MP 724.0 to MP 725.0	25 MPH.
MP 726.9 to MP 728.9 northward until engine through limits	15 MPH.
Bridge 728.9 over steel spans	10 MPH.
MP 728.9 to MP 730.9 southward until engine through limits	10 MPH.
MP 730.9 to MP 731.5	20 MPH.
Green Tree Spur—Highway 21 Crossing until engine over crossing	5 MPH.
MP 748.7 until engine through interlocking	20 MPH.
MP 749.2 to MP 749.4 until engine through limits	25 MPH.
MP 749.4 to MP 760.0	25 MPH.
MP 774.0 until engine through interlocking	20 MPH.
MP 775.0 to MP 777.4	35 MPH.
MP 777.4 to MP 777.7	25 MPH.
MP 781.0 to MP 781.7	35 MPH.
MP 781.7 to MP 784.0	10 MPH.
MP 784.0 to MP 796.4	35 MPH.
MP 796.4 to MP 797.3	30 MPH.
MP 797.3 to MP 809.7	35 MPH.
MP 809.7 to MP 810.0	25 MPH.
MP 810.0 to MP 825.4	30 MPH.
Fountain: Alabama River Pulp Lead between Ft. Claiborne Highway Crossing and ARP Storage yard	20 MPH.
MP 825.4 to MP 863.0	35 MPH.
MP 863.0 to MP 863.4	10 MPH.
MP 900.0 to MP 914.0	35 MPH.
Sidings	10 MPH.
Static Scale—Pensacola	5 MPH.

2. Bridge and Equipment Weight Restrictions—

Maximum gross weight of car—

Amory to Boligee	268,000 lbs.
Boligee to Demopolis	286,000 lbs.
Demopolis to Pensacola	268,000 lbs.

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

Six-axle locomotives 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. Type of Operation—

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

TWC—Amory to Pensacola.

Yard limits—

MP 612.3 to MP 614.8	MP 777.7 to MP 781.0
MP 644.8 to MP 649.7	MP 812.0 to MP 816.0
MP 677.5 to MP 682.0	MP 861.0 to MP 863.4
MP 705.0 to MP 709.5	including both main tracks
MP 730.5 to MP 736.5	south of junction
MP 762.5 to MP 766.0	MP 900.0 to MP 900.3
MP 772.5 to MP 775.0	MP 910.0 to MP 915.0

4. General Code of Operating Rule Items—

Rule 99—When flagging 15 required, distance will be 2 miles.

Rule 405—At Amory, Aliceville, Demopolis, MacMillan and Pensacola, when operators are on duty, they will deliver track warrant and track bulletins to train crew. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

5. Trackside Failed Equipment Detectors (FED)—

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

B. Other FED Locations—

Radio Reporter: Troup MP 633.7

Radio Tone: MP 660.6 and MP 697.9

6. FRA Excepted Track—See System Special Instructions Item 6—None.**7. Special Conditions—**

Amory—Trains or engines arriving or leaving Amory on Pensacola Subdivision must have permission from yardmaster or operator at Amory when northbound or southbound absolute signals give proceed indication.

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.

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, traffic must be warned by crew member on the ground at the crossing.

Fountain—When going inside gate at Alabama River Pulp, keep engine and cars on straight track.

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

When indicator at Howard Street is dark, stop and contact dispatcher. When indicator displays white light, continue movement to absolute signal.

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 form and train bulletins for both M&M and PD/P&A subdivision.

Trains originating or destined Mobile must secure CSX release form and train bulletin for M&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, a crew member must be on the ground at the crossing to warn traffic until crossing is occupied.

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

The old main track between MP 897.3 to MP 900.0 is no longer main track, but is designated Old Main. Rule 105 applies.

At Highway 29 or Beck's Lake Road, traffic must be warned by crew member on the ground at the crossing unless crossing warning device has been operating for 20 seconds.

Pensacola—At the following crossings, traffic must be warned by crew member on the ground at the crossing unless crossing warning signals are known to be operating for 20 seconds:

Pace Blvd.
 Texar Drive.
 Barrancas Ave.

8. Locations Not Shown as Stations—None.**9. Trains Destined to Operate Over CSX Trackage: Equipment Handling Restrictions**

Double stack equipment movements will be governed as follows:

1. Double stack equipment mixed with conventional TOFC/COFC cars must be handled immediately behind the head-end power in the following order:
 - a) Loaded double stack cars;
 - b) Empty double stack cars;
 - c) Conventional TOFC/COFC equipment.
2. Double stack equipment mixed in regular freight service must be handled immediately behind the head-end power in the following order:
 - a) Loaded double stack cars;
 - b) Double stack cars loaded with empty container(s) must not have trailing tonnage in excess of 4,000 tons;
 - c) Empty double stack cars must be placed on rear of train.
3. Solid double stack train:
 - a) 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:

1. Cars weighing less than 50 tons gross weight
2. Flat cars with one loaded trailer
3. Flat cars with empty trailers/containers
4. 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.	Line Segment	Mile Post Location	Mobile Subdiv MAIN LINE STATIONS				Distance from York	NORTH WARD
					Trk	Office Calls	Rule 6	Oper		
		95732		731.1	YO	YORK		BJY	0.0	
	1,616	95750		749.9		CROMWELL		JY	18.8	
				750.3		M & B		A	19.2	
		95754		753.8		LISMAN			22.7	
	6,435	95756		756.4		POND			25.3	
	1,742	95768		767.9		BOGUELOOSA			36.8	
		95766		776.2		GILBERTOWN			45.1	
	3,542	95781		780.1		SOUWILPA			49.0	
		95785		784.6		SILAS			53.5	
	5,242	95794		795.0		MILLRY			63.9	
		95807	1021	807.3		CHATOM		TWC	76.2	
		95815		815.1		TIBBIE			84.0	
		95838		838.0		FAIRFORD			106.9	
		95845		844.7		M. VERNON			113.6	
		95852		852.5		M & T CHEMICAL			121.4	
		95858		858.4		GETTY			127.3	
		95860		860.2		REED MINERALS			129.1	
	2,956	95864		862.8		SARALAND			131.7	
		95868		867.5		CHICKASAW		Y	136.4	
				868.5		TERMINAL JCT		JY	137.4	
				868.6		NS MP 868.6		AY	137.5	
				870.6		THREE MILE CREEK		MY	139.5	
		95874		873.5	MB	MOBILE		BKY	142.4	

BN Radio Channel No. 2 or 70 in service on this Subdivision.

Train Dispatcher Calls—York—15, Land—25, Cullomburg—35, Tibbie—45, Bucks—65, Mobile—75.

Emergency Train Dispatcher Call—911.

1. Maximum Speed Permitted

York to Mobile	40 MPH.
When handling 15 cars or more of grain, ore, coal or coke, or in combination	30 MPH.
On main track and Southern connection track between MP 728.0 to MP 731.5	10 MPH.
Bridge 740.6	25 MPH.
MP 742.0 to MP 749.8	30 MPH.
MP 749.8 to MP 750.3	10 MPH.
MP 750.3 to MP 760.0	30 MPH.
MP 750.3 until engine through interlocking	20 MPH.
Bridge 765.7	25 MPH.
MP 770.8 to MP 771.0	25 MPH.
Bridge 772.2	25 MPH.
Bridge 775.6	25 MPH.
Bridge 782.5	25 MPH.
MP 793.0 to MP 802.0	30 MPH.
MP 802.0 to MP 803.0 and do not use dynamic brake at this location	25 MPH.
MP 803.0 to MP 815.5	30 MPH.
MP 822.9 to MP 823.5	30 MPH.
Bridge 828.5	25 MPH.
MP 836.5 to MP 837.5	30 MPH.
Bridge 840.1	30 MPH.
Bridge 845.7	25 MPH.

Bridge 866.1	25 MPH.
MP 867.5 to MP 868.5	10 MPH.
MP 868.6 until engine through interlocking	20 MPH.
Over Three Mile Creek Bridge	5 MPH.
All Tracks Terminal RR. Alabama State Docks	10 MPH.
Sidings	10 MPH.

2. Bridge and Equipment Weight Restrictions—

Maximum gross weight of car— 263,000 lbs.

Loaded grain trains not permitted on Getty Oil Spur.

Six-axle locomotives are not permitted to operate except on main track and on the following sidings and/or tracks— York, Cromwell, Pond, Millry, M&T Chemical, Getty, Reed Minerals and Saraland.

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. Type of Operation—

TWC—York and Mobile.

Yard limits—

MP 728.0 to MP 732.5

MP 748.5 to MP 751.0

MP 867.0 to MP 873.5

4. General Code of Operating Rules—

Rule 99— When required to flag, distance will be 2 miles.

Rule 405— At Mobile, when operators are on duty, they will deliver track warrant and track bulletins to train crews. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

5. Trackside Failed Equipment Detectors (FED)

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

B. Other FED locations:

Radio Tone: MP 749.8

6. FRA Excepted Track—See System Special Instructions Item 6—

Blakely Island all tracks

All tracks except main track following locations:

MP 728.0 and MP 731.2

MP 749.8 and MP 750.3

MP 867.5 and MP 868.5— including Chair Factory Lead.

7. Special Conditions—

Between York and Mt. Vernon—At the following crossings, traffic must be warned by crew member on the ground at the crossing unless crossing warning device has been operating for 20 seconds.

MP 740.1	County Road 9	Ward
MP 749.8	County Road 32	Cromwell
MP 753.8	County Road 9	Lisman
MP 754.1	Highway 10	Lisman
MP 757.4	County Road 24	Pond
MP 765.0	County Road 11	Land
MP 773.5	County Road 9	Toxey
MP 776.2	County Road 14	Gilbertson
MP 783.5	Highway 84	Bollinger
MP 784.0	County Road 6	Silas
MP 807.3	Highway 65	Chatom
MP 827.5	County Road 35	Sims Chapel
MP 844.8	Military Road	Mt. Vernon
MP 861.8	Baker Road	
MP 863.0	Bayou Sara	
MP 863.2	Anderson Road	

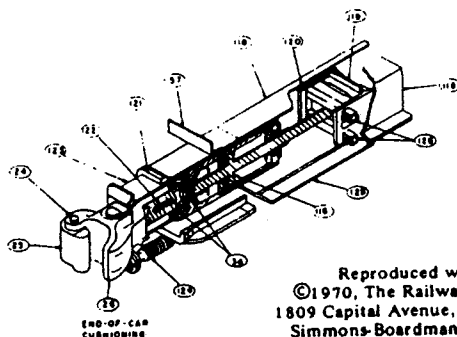
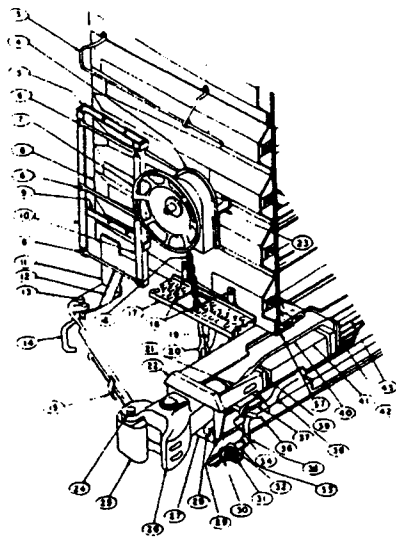
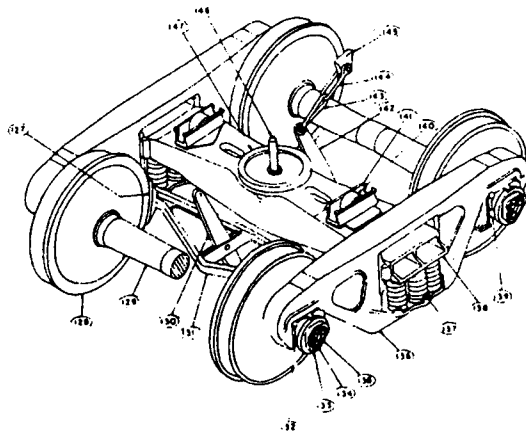
York— Main track will hold a maximum of 90 cars north from the north switch of the north No. 1 track.

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

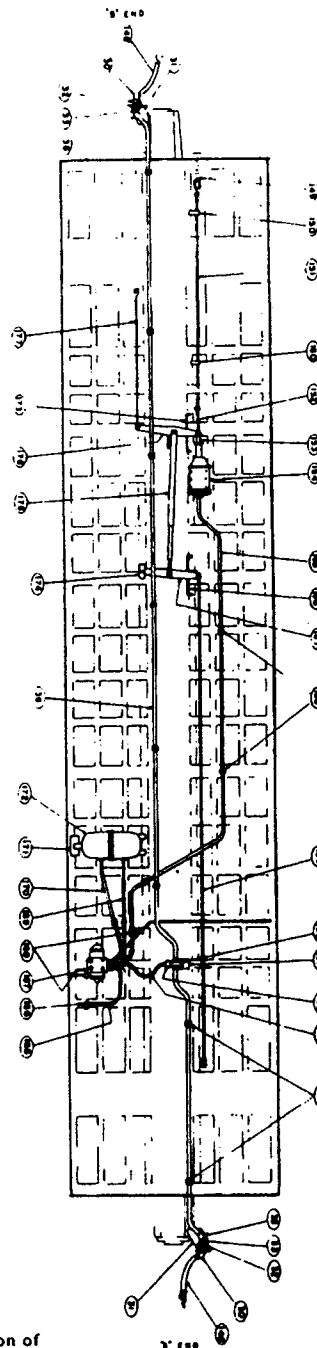
8. Locations Not Shown as Stations—None.

NOTES

CAR CHART



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3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/2"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/2"
170. Emergency reservoir pipe, 1/2"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

GST CODE TO CAR KIND DESCRIPTION - FOR COMPANY SERVICE CARS SEE "GSTCS"

CODE DESCRIPTION

00A Contrabox (open Sides)
 00B Contrabox (Closed Sides)
 A4 Auto Box Less Than 49'8"
 A5 Auto Box 49'8" And Less Than 59'8"
 A52 Auto Box 19'8"and Less Than 59'8" (Articulated 2 Cars)
 A6 Auto Box 59'8" And Less Than 79'8"
 A7 Auto Box 79'8" And Over
 B1 Box 50' 6' And 7' Single Door
 B2 Box 40' 6' And 7' Single Door
 B3 Box 50' 8' To 12' Single Door (Plug Or Sliding)
 B4 Box 10'8"and 12 Singld Door (Plug Or Sliding)
 B5 Box 50' 12' And Over Door (Double, Plug Or Combination)
 B6 Box 40' 12' And Over Door (Double, Plug Or Combination)
 B7 Box 50' Double Sliding 12' Or More Door
 B8 Box 40' Double Sliding 12' Or More Door0070
 B9 Box 60' 6' To 12' And Over Doors (Single, Double, Plug, Comb Or Sliding)
 BD Box 40' Noninsulated Belt Rail Equipped For Cross Bars
 BDC Box 40' Noninsulated With Moveable Bulkheads
 BE Box 50' Noninsulated Belt Rail Equipped For Cross Bars
 BEC Box 50' Noninsualted With Moveable Bulkheads
 BF Box 60' And Over Noninsulated Belt Rail Eqpd For Cross Bars
 BFC Box 60' And Over Noninsulated With Moveable Bulkheads
 BH Pull Over Hopper Box Hopper
 BG Box 40' Single Plug Door W/Grain Access/General Purpose
 BS Box Special (Specific Service Or Special Design)
 C2 Hopper, Covered Less Than 2200 Cu Cap-50 To 70 Ton
 C2F Hopper, Private, Covered Less Than 2200 Cu Cap 0 50 To 70 Ton Foreign Line Railroad
 C4 Hopper, Covered 2200 To 3899 Cu Cap 70 Ton
 C4F Hopper, Private Covered 2200 To 3899 Cub Cap 70 Ton
 C5 Hopper, Covered To 3900 Cu Cap Over 175,000 Lb Cap
 C52 Hopper, Covered 3900 Cu Cap Over 175,000 Lb Cap (Articulated 2 Cars)
 C55 Hopper, Covered 3900 Cu Cap Over 175,000 Lb Cap (Articulated 5 Cars)
 C5F Hopper, Private Covered 3900 Cub Cap Over 175,000 Lb Cap Foreign Line Railroad Controlled
 C6 Hopper, Covered Over 3900 Cu Cap Over 175,000 Lb Cap
 C6C Hopper, Private, Covered Over 3900 Cu Cap Over 175,000 Lbs Cap Cars With OT5 Authority Prior To 10-15-89
 C6F Hopper, Private, Covered Over 3900 Cub Cap Over 175,000 Lbs
 C6L Hopper, Covered Jumbo Leased
 C6O Hopper, Private, Covered Over 3900 Cu Cap Over 175,000 Lbs Cap Cars With OT5 Authority After 10-15-89
 C6X Hopper, Covered Over 3900 Cub Cap 286,000 Lbs Cap
 C9 Hopper, Covered Unique Design/Spec Serv Over 5000 Cu Cap To 190,000 Lb Cap
 C9F Hopper, Private, Covered Unique Design/Spec Serv Over 5000 Cu Cap To 190,000 Lb Cap Foreign Line Railroad Controlled
 C9M Hopper, Covered Equipped Mechanical Refrigerator
 CA Hopper, Airslide Less Than 3000 Cu Cap
 CA2 Hopper, Airslide Less Than 3000 Cu Cap (Articulated 20009cars)
 CAF Hopper, Private, Airslide Less Than 3000 Cu Cap Foreign Line Railroad Controlled
 CB Hopper, Airslide Over 3000 Cu Cap
 CB2 Hopper,Airslide Over 3000 Cu Cap (Articulated 2 Cars)
 CBF Hopper, Private, Airslide Less Than 3000 Cu Cap Foreign Line Railroad Controlled
 CR Coke Rack
 F2 Flat Bi-level Standard
 F3 Flat Tri-level
 F4 Flat Less Than 50'
 F5 Flat 50' And Less Than 59'
 F6 Flat 59' And Less Than 80'
 F8 Flat 80' And Over
 F9 Flat Articulated
 FA2 Flat Bi-level Fully Enclosed
 FA3 Flat Tri-level Fully Enclosed
 FB4 Flat Bulkhead Less Than 50'
 FB5 Flat Bulkhead 50' And Less Than 59'
 FB6 Flat Bulkhead 59' And Less Than 80'
 FB8 Flat Bulkhead 80' And Over
 FC6 Flat Center Beam Bulkhead Less Than 70'
 FC7 Flat Center Beam Bulkhead 70' To 80'
 FC8 Flat Center Beam Bulkhead Greater Than 80'
 FE Flat Chain Tie Down, Permanent Stakes Etc.
 FL Flat Log Loading
 FS Flat Special Not Controlled By AAR On CSD 439 (Perm Stakes Or Racks) Heavy Duty
 FS2 Flat Special Not Controlled By AAR On CSD 439 (Perm Stakes Or Racks) Heavy Duty (Articulated 2 Cars)
 FSA Flat Special Controlled By AAR On Csd 439 Well Depressed (Perm Stakes Or Racks) Heavy Duty And Gen Purpose Flats Over 200,000 Lb Cap

CODE DESCRIPTION

G1 Gondola 50' Solid Bottom Fixed Ends
 G2 Gondola 40' Solid Bottom Fixed End
 SG3 Gondola 50' Drop Bottom
 G4 Gondola 40' Drop Bottom
 G6 Gondola 60' And Over Solid Bottom Fixed Ends
 GBD Hopper Open 48' And Over Inside W/2 Rotary Couplers
 GBR Hopper Open 4150 Cu Cap No Doors W/1 Rotary Coupler
 GC Gondola Covered
 GE Gondola 50' Solid Bottom Drop End
 GF Gondola 60' And Over Solid Bottom Drop End
 GS Gondola Special Equipped Container, Perm Stakes Etc.
 CS2 Gondola Special Equipped Container, Perm Stakes Etc.
 GSD Hopper Open 4000 Cu Cap W/2 Rotary Couplers
 GSH Hopper Open For Unloading On Dumping Machine
 GSR Hopper Open 4000 Cu Cap W/1 Rotary Coupler
 H1 Hopper Open, Ore Car
 H2 Hopper Open 50 Ton
 H4 Hopper Open 70 Ton
 H4D Hopper Open To 3899 Cu Cap W/2 Rotary Couplers
 H4R Hopper Open To 3899 Cu Cap W/1 Rotary Coupler
 H5 Hopper Open Less Than 3900 Cu Cap Over 175,000 Lb Capacity
 H52 Hopper Open Less Than 3900 Cu Cap Over 175,000 Lb Capacity (Articulated 2 Cars)
 H5D Hopper Open To 3899 Cu Cap W/2 Rotary Couplers
 H5R Hopper Open To 3899 Cu Cap W/1 Rotary Coupler
 H6 Hopper Open Over 3900 Cu Cap Over 175,000 Lb Capacity
 H6D Hopper Open 4000 Cu Cap With W/2 Rotary Couplers
 H6R Hopper Open Over 3900 Cu Cap W/1 Rotary Coupler
 H9 Hopper Open Unique Design/Special Service
 HS Hopper Open Hart Selective Revenue Or Company Service
 IC5 Flat Container Less Than 80'
 IC8 Flat Container 80' And Over
 IT5 Flat Tofc Less Than 80ft
 IT8 Flat Tofc 80' And Over
 IX8 Flat Container 80' And Over 3-28' Pups
 IT9 Flat Tofc 89' And Over Twin 45' S
 IX9 Flat Tofc 89' And Over Twin 45's Or 3-28'pups
 H9D Hopper Open Unique Design/Special Service W/2 Rotary Couplers
 IF5 Flat Tofc Less Than 80' Fixed Hitch
 IF8 Flat Tofc 80' And Over Fixed Hitch
 IF9 Flat Tofc 89' And Over Twin 45's Fixed Hitch
 IP9 Flat Tofc 89' And Over Twin 45's Or 3-28' Pups Fixed Hitch
 IU5 Flat Tofc/Cofc Dual Purpose Less Than 80ft
 IU8 Flat Tofc/Cofc Dual Purpose 80ft And Over
 IU9 Flat Tofc/Cofc Dual Purpose Twin 45's
 IUX Flat Tofc/Cofc 89' And Over Twin 45's Or 3-38' Pups
 IOD Flat Cofc Articulated 10 Or More Platforms Double Stack
 I1D Flat Cofc 1 Platform Double Stack
 I2D Flat Cofc Articulated 2 Platforms Double Stack
 I3D Flat Cofc Articulated 3 Platforms Double Stack
 I4D Flat Cofc Articulated 4 Platforms Double Stack
 I5D Flat Cofc Articulated 5 Platforms Double Stack
 I6D Flat Cofc Articulated 6 Platforms Double Stack
 I7D Flat Cofc Articulated 7 Platforms Double Stack
 I8D Flat Cofc Articulated 8 Platforms Double Stack
 I9D Flat Cofc Articulated 9 Platforms Double Stack
 I0C Flat Cofc Articulated 10 Or More Platforms Single Stack
 I2C Flat Cofc Articulated 2 Platforms Single Stack
 I3C Flat Cofc Articulated 3 Platforms Single Stack
 I4C Flat Cofc Articulated 4 Platforms Single Stack
 I5C Flat Cofc Articulated 5 Platforms Single Stack
 I6C Flat Cofc Articulated 6 Platforms Single Stack
 I7C Flat Cofc Articulated 7 Platforms Single Stack
 I8C Flat Cofc Articulated 8 Platforms Single Stack
 I9C Flat Cofc Articulated 9 Platforms Single Stack
 I0C Flat Cofc Articulated 10 Platforms Single Stack
 I2T Flat Tofc Articulated 2 Platforms
 I3T Flat Tofc Articulated 3 Platforms
 I4T Flat Tofc Articulated 4 Platforms
 I5T Flat Tofc Articulated 5 Platforms
 I6T Flat Tofc Articulated 6 Platforms
 I7T Flat Tofc Articulated 7 Platforms
 I8T Flat Tofc Articulated 8 Platforms
 I9T Flat Tofc Articulated 9 Platforms
 I0U Flat Tofc/Cofc Dual Purpose 10 Or More Platforms
 I2U Flat Tofc/Cofc Dual Purpose 2 Platforms
 I3U Flat Tofc/Cofc Dual Purpose 3 Platforms
 I4U Flat Tofc/Cofc Dual Purpose 4 Platforms
 I5U Flat Tofc/Cofc Dual Purpose 5 Platforms
 I6U Flat Tofc/Cofc Dual Purpose 6 Platforms
 I7U Flat Tofc/Cofc Dual Purpose 7 Platforms
 I8U Flat Tofc/Cofc Dual Purpose 8 Platforms

GST CODE TO CAR KIND DESCRIPTION - FOR COMPANY SERVICE CARS SEE "GSTCS"

CODE	DESCRIPTION
I9U	Flat Tofc/Cofc Dual Purpose 9 Platforms
PH	Box, Passenger
PO	Passenger Cars, Other
PR	Refrigerator, Passenger
R1	Refrigerator Regular Less Than 49'
R2	Refrigerator Regular Less Than 49'
R3	Refrigerator Mechanical Less Than 49'
R4	Refrigerator Mechanical Less Than 49'
R5	Refrigerator Insul 49' To 59' Belt Rail Eqpd For Cross Bars
R5C	Refrigerator Insul Box W/Moveable Bulkhead 49' To 59'
R6	Refrigerator Insul Less Than 49' Belt Rail Eqpd For Cross Bar
R6C	Refrigerator Insul Box W/Moveable Bulkhead Less Than 49'
R7	Refrigerator Insulated 59' To 79'
R8	Refrigerator Bulk Potato
R8M	Refrigerator Bulk Potato
R9	Refrigerator Insul 59' To 79' Belt Rail Eqpd For Cross Bars
R9C	Refrigerator Insul W/Moveable Bulkhead 59' To 79'
RB5	Refrigerator Bunkerless Unequipped 49' To 59'
RB6	Refrigerator Bunkerless Unequipped Less Than 49'
RB9	Refrigerator Bunkerless Unequipped 59' To 79'
RCO	Refrigerator Co2 Frozen Food Loading Rr Refrigerator w/Rack Or Rails
RR1	Road Railer - Dry Van W/Adapters0046
RR2	Road Railer - Chassis
RR3	Road Railer - Auto Rack
RR4	Road Railer - Dry Van (Mark IV)
RR5	Road Railer - Dry Van (Mark V)
SB	Box System Stock Cars Converted To Grain Use
T1	Tank 7000 Gal Capacity
T2	Tank 8000 To 9000 Gal Capacity
T3	Tank 10,000 To 11,000 Gal Capacity
T4	Tank 12,000 To 18,000 Gal Capacity
T5	Tank 19,000 To 21,000 Gal Capacity
T6	Tank 22,000 To 24,000 Gal Capacity
T7	Tank 25,000 To 27,000 Gal Capacity
T8	Tank 28,000 To 31,000 Gal Capacity
T9	Tank 32,000 Gal Capacity And Over
NOTE: TANKS LISTED BELOW BY GST CODE ARE SPEED	
RESTRICTED WHEN LOADED WITH HAZARDOUS MATERIALS	
TR1	Tank 7,000 Gal Capacity
TR2	Tank 8,000 To 9,000 Gal Capacity
TR3	Tank 10,000 To 11,000 Gal Capacity
TR4	Tank 12,000 To 18,000 Gal Capacity
TR5	Tank 19,000 To 21,000 Gal Capacity
TR6	Tank 22,000 To 24,000 Gal Capacity
TR7	Tank 25,000 To 27,000 Gal Capacity
TR8	Tank 28,000 To 31,000 Gal Capacity
TR9	Tank 32,000 Gal Capacity And Over
TRS	Tank Glass Lined
TS	Tank Glass Lined
TS2	Tank Glass Lined (Articulated 2 Cars)
WC	Wood Chip
XF4	Box 40' Eqpd W/Interior To Prevent Contamination
XF5	Box 50' Eqpd W/Interior To Prevent Contamination
XF6 & XF7	Box 60' Eqpd W/Interior To Prevent Contamination

GSTCS CODE TO CAR KIND - GENERAL SERVICE DESCRIPTION SEE "GST"

CODE	DESCRIPTION	CODE	DESCRIPTION
MA3	Air Dump 30'	MF1	Flat, Univan, 7 Man
MA4	Air Dump 40'	MF2	Flat, Univan, 8 Man
MA5	Air Dump 50'	MF3	Flat, Univan, 10 Man
MBA	Box, Air Repeater (BNH Car Series)	MF4	Flat, 40' General Service
MBB	Box, Bulk, 8 Man, Converted	MF5	Flat, 50' General Service
MBC	Box, Coal	MF6	Flat, 60' General Service
MBD	Box, Diner, Converted	MF7	Flat, 70' General Service
MBF	Box, Foreman, Converted	MF8	Flat, 80' General Service
MBG	Box, Grocer, Commissary	MF9	Flat, 90' General Service
MBI	Box, Ice Cars, Insulated	MGP	Gondola, Panel, Rail Or Track
MBK	Box, Kitchen Converted	MGS	Gondola, Scale Test Cars
MBL	Box, Lubricator, Rail	MGT	Gondola, Tie Service
MBM	Box, Mail, Company	MGW	Gondola, Wedge Plow
MBO	Box, Outfit, Tool	MG1	Gondola, Wheels, Second Hand, All Equipment
MBR	Box, Mini-train Transport	MG4	Gondola, 40' General Service
MBS	Box, Shower, Converted	MG5	Gondola, 50' General Service
MBT	Box, Truck Car, Diesel Engine	MG6	Gondola, 60' General Service
MBV	Box, Vegetation Control, Chemicals, Supplies	MG7	Gondola, 70' General Service
MB1	Box, 40' Unequipped, General Service	MCA	Hopper, Covered, Sand, Bottom Drop, Air Pressure
MB2	Box, 50' Unequipped, General Service	MCC	Hopper, Covered, Sand, Center Bottom Drop, Gravity Unload
MB3	Box, 40' Equipped, General Service	MHS	Hopper, Open, Ballast, Hart Selectives
MB4	Box, 50' Equipped, General Service	MJS	Jordan Spreader, Without Ditcher
MB5	Box, Sand Service	MJ1	Jordan Spreader, With Ditcher
MB6	Box, Cranes, Derricks And Wrecker Service	MLL	Locomotive, MOW
MC1	Crane, 25 Ton	MLP	Plow, Rotary
MC2	Crane, 30 Ton	MPA	Passenger, Business Cars (BNA Car Series)
MC3	Crane, 40 Ton	MPB	Passenger, Bunk, 10 Man, Converted
MC4	Crane, 50 Ton	MPC	Passenger, Combination Kitchen, Diner And Bunk
MC5	Crane, 55 Ton	MPD	Passenger, Diner, Converted
MC6	Crane, 100 Ton	MPG	Passenger, Grocery, Commissary
MCT	Flat, Concrete Tie	MPK	Passenger, Kitchen, Converted
MDD	Dozer, Plow	MPL	Passenger, Buffet, Converted
MD1	Derrick, 150 Ton	MPO	Passenger, Outfit
MD2	Derrick, 160 Ton	MPS	Passenger, Storage Cars
MD3	Derrick, 200 Ton	MPT	Passenger, Tool Cars
MD4	Derrick, 250 Ton	MP1	Passenger, Detector Cars, Magnetic
MFA	Flat, Auto Loader	MP2	Passenger, Detector Cars, Ultra-sonic
MFB	Flat, Boom Car	MP3	Passenger, Track Geometry Cars
MFC	Flat, Caterpillar Tractors	MP4	Passenger, Air Brake Instruction Cars
MFD	Flat, Ditcher Equipment	MP9	Pile Drivers
MFE	Flat, Excavator Equipment	MRP	Plow, Russell
MFG	Flat, Generator Transport, Diesel Engine	MSB	Shoulder Ballast Cleaner
MFH	Flat, Locomotive Trucks	MSS	Scale Test Cars
MF1	Flat, Idler	MTA	Tank, Fire Cars
MFK	Flat, Kitchen, Univan	MTC	Tank, Creosote
MFL	Flat, Diner, Univan	MTD	Tank, Diesel Fuel And Lube Oil
MFM	Flat, Bolted Rail Service	MTG	Tank, Gasoline Only
MFO	Flat, Outfit, Tool	MTJ	Tank, Journal Oil
MFP	Flat, Panel, Rail	MTV	Tank, Vegetation Control Chemicals
MFR	Flat, Rail, Welded	MTW	Tank, Water Service
MFS	Flat, Long Rail Only, Engineering	MT1	Tank, Cleaner Chemicals
MFT	Flat, Tie, Bulkhead	MT2	Tank, Dirty Or Drain Oil, Waste Diesel Fuel And Furnace Oil
MFU	Flat, Wheels, Diesel Engine	MT3	Tank, Used Mineral Spirits
MFV	Flat, Wheels, Freight Cars	MT4	Tank, Water Treatment Chemicals
MFW	Flat, Wheels, Passenger Cars	MT5	Tank, Miscellaneous Service
MFY	Flat, Univan, 2 Man	MUC	Caboose Conversion, 4 Man Living Car
MFZ	FLAT, UNIVAN, 6 MAN		

"J" CODES SOUTHERN CORRIDOR

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LINE/YARD MILEPOST				LINE/YARD MILEPOST			
"J" & "O"		SEGMENT FROM TO		"J" & "O"		SEGMENT FROM TO	
		DESCRIPTION				DESCRIPTION	
		CODES				CODES	
		M/O of track serving Union Equity at Saginaw, J 3049 TX versus the ATSF. Based on proportion of cars handled		0485	114.20	114.98	M/O of joint track (except rail) bridges & signals on double M/L in Wichita Falls, TX J 3045
0014	25.0	Maintenance of signals at Union Elect Co, Sioux Plant, Machens, IL O85GT000006		0485	114.20	114.98	M/O (except rail) to T/O's leading from joint to non-joint tracks on double M/L in Wichita Falls, TX J 3046
0016	.04	2.3	Unusual and extraordinary expenses billable J 1750 versus SP RY. Needles-Mark.	0485	114.20	114.98	Maintenance of rail to T/O's leading from joint J 3047 to non-joint tracks on double M/L in Wichita Falls, TX
0016	0.04	60.4	Extraordinary or unusual expenses in connection with M/O of trackage between St. Joseph, MO and Kansas City, KS J 2218	0487	360.00		M/O of 448 ft of Compress Co Spur track in Lubbock, TX J 2212
0016	1.00	0.41	M/O of M/L trackage on Hannibal Bridge over Missouri River in Kansas City, MO called Zone 2 "Ustick to 0.41" J 2113	0492	57.40		M/O of 4,379.40 ft of jointly owned tracks between Belt Jct & Bird, TX, plus 1,427 ft jointly owned industry track & T/O J 2204
0016	1.00	0.41	Maintenance of Hannibal bridge over Missouri River in Kansas City, MO called Zone 2 "Ustick to 0.41" J 2116	0492	57.40		M/O of three T/O's in jointly owned track between Belt Jct & Birds, TX, that lead to non-joint BN tracks J 2205
0016	1.00	0.41	Wages of drawtenders on Hannibal Bridge over Missouri River in Kansas City, MO, called Zone 2 "Ustick to 0.41" J 2118	0762			M/O of joint terminal yard tracks in Wichita Falls, TX J 3048
0016	.50	0.00	M/O of M/L trackage between Hannibal Bridge & KCT connection in Kansas City, MO, called Zone 3 "Gooseneck" J 2114	1001	1.6	42.90	Extraordinary or unusual expense for M/O of joint line between Kansas City, MS & Paola, KS J 2016
0016	1.60	1.00	M/O of M/L trackage between Ustick Tower & Hannibal Bridge in Kansas City, MO, called Zone 1 "Ustick to 0.41" J 2112	1001	21.00		M/O of trackage at Olathe, KS J 2035
0016	1.60	0.00	Maintenance of all bridges, culverts, drainage, etc. between Ustick Tower & Hannibal Bridge in Kansas City, MO called Zone 1 "Ustick to 0.41" J 2115	1001	42.90		Extraordinary or unusual expense for M/O of interlocker at Paola, KS J 2056
0016	.50	0.00	Maintenance of all bridges, culverts, drainage and so on between Hannibal Bridge & KCT connection in Kansas City, MO called Zone 3 "Gooseneck" J 2117	1001	118.40		Extraordinary or unusual expense for M/O of automatic interlocker at Buck, MO J 2006
0016	1.60	.40	For utilities chargeable to joint line at Kansas City, MO with N&W called "Ustick to 0.41" J 2119	1001	123.80		Extraordinary or unusual expense for M/O of automatic interlocker at Liberal, MO J 2010
0016	1.60	1.40	Extraordinary or unusual expense vs NW for M/O interlocker at Ustick Tower Kansas City, MO J 2053	1001	139.10		Extraordinary or unusual expense for M/O of automatic interlocker at Lamar, MO J 2009
0016	1.60	1.40	Extraordinary or unusual expense vs KCT for M/O interlocker at Ustick Tower Kansas City, MO J 2059	1001	342.00		Maintenance of signals at Mammoth Springs, AR O85SF000003
0016	60.00	.04	ATSF Railway - Quaker Oats Co. Maintenance of connection O91NE000001	1001	420.17		M/O of flashing light signals at Fisher St in Jonesboro, AR J 2050
0018	215.50		M/O of Ford Spur switch in Claycomo, MO near Birmingham, MO J 2107	1001	422.20		Extraordinary or unusual expense for M/O of automatic interlocker at Jonesboro, AR J 2051
0018	215.50		M/O of signal equipment & appurtenances at Ford Spur in Claycomo, MO near Birmingham, MO J 2108	1001	423.29		Extraordinary or unusual expense for M/O of automatic interlocker at Nettleton, AR J 2052
0018	216.20		Extraordinary or unusual expense for M/O of interlocker at Birmingham, MO J 1707	1001	481.40		Extraordinary or unusual expense for M/O of automatic interlocker at Bridge Jct, AR J 2700
0018	216.20	221.60	Wages of one operator & relief T/R 112-191, J 2111 Pos 001 & 301 in the N&W (KC Yard Office) for control of Block 222 between North Kansas City & Birmingham, MO J 2111	1001	483.60	483.70	M/O of signals at Kansas & Kentucky Sts in Memphis, TN J 2501
0018	216.2	224.6	Unusual & Extraordinary Expenses billable vs. the SP Railway. Ustick - Birmingham. J 1750	1001	483.60	483.70	Wages of three train directors T/R 752-227, Pos 001, 002 & 003 for control of Kansas & Kentucky Sts xings in Memphis, TN J 2520
0018	216.73		Extraordinary or unusual expense for M/O xing signals at Arlington Road, Kansas City, MO J 2054	1001	485.40		M/O xing signals at Neptune St, Memphis, TN J 2500
0485	9.10		M/O of tower & interlocker at Saginaw, TX J 3030	1001	528.30		Extraordinary or unusual expense for M/O of control signal system protecting trackage at Holly Springs, MS J 2701
0485	114.10	.5	Extraordinary and unusual expenses, personal injuries, derailments, etc for use of line between Wichita Falls and Ft. Worth, TX. J 5201	1001	563.00		Extraordinary or unusual expense for M/O of interlocker at New Albany, MS J 2702
0485	114.10		Wages of roadmaster T/R 721-850, Pos 015, J 3043 for supervision of M/O to joint trackage in Wichita Falls, TX	1001	587.50		Extraordinary or unusual expense for M/O of interlocker at Tupelo, MS J 2703
0485	114.20	114.98	Wages of dispatchers T/R 102-140, Pos 017, J 3044 018, 101, 201 & 301 & operators T/R 722-216, Pos 001, 003 & 005 for control of double M/L between the MKT connection near Caroline St to 7th St in Wichita Falls, TX	1001	637.40		Maintenance of signals at Hyster, CO & Sulligent, AL O85ME000001
				1001	693.80		Extraordinary or unusual expense for M/O of interlocker at Jasper, AL J 2579
				1001	729.09		M/O of interlocker at Pratt City J 2621
				1001	729.28		Extraordinary or unusual expense for M/O of interlocker at Pratt City, AL, vs CSX J 2704
				1001	732.00		Extraordinary or unusual expense for M/O of interlocker at Pratt City, AL, vs SOU J 2705
				1002	17.90		M/O of joint track known as the 'Diego Spur' at Valley Park, MO J 1547
				1002	18.00		M/O of industry track serving F. F. Kirchner at St. Charles Rock Rd in Valley Park, MO J 2027

LINE/YARD MILEPOST				LINE/YARD MILEPOST				
"J" & "O"		SEGMENT FROM TO		"J" & "O"		SEGMENT FROM TO		
		DESCRIPTION				DESCRIPTION		
		CODES				CODES		
		M/O of track serving Union Equity at Saginaw, J 3049		0485	114.20	114.98	M/O of joint track (except rail) bridges & signals on double M/L in Wichita Falls, TX	J 3045
		TX versus the ATSF. Based on proportion of cars handled		0485	114.20	114.98	M/O (except rail) to T/O's leading from joint to non-joint tracks on double M/L in Wichita Falls, TX	J 3046
0014	25.0	Maintenance of signals at Union Elect Co, O85GT000006		0485	114.20	114.98	Maintenance of rail to T/O's leading from joint to non-joint tracks on double M/L in Wichita Falls, TX	J 3047
0016	.04	2.3	Unusual and extraordinary expenses billable J 1750 versus SP RY. Needles-Mark.	0487	360.00		M/O of 448 ft of Compress Co Spur track in Lubbock, TX	J 2212
0016	0.04	60.4	Extraordinary or unusual expenses in connection with M/O of trackage between St. Joseph, MO and Kansas City, KS	0492	57.40		M/O of 4,379.40 ft of jointly owned tracks between Belt Jct & Bird, TX, plus 1,427 ft jointly owned industry track & T/O	J 2204
0016	1.00	0.41	M/O of M/L trackage on Hannibal Bridge over Missouri River in Kansas City, MO called Zone 2 'Ustick to 0.41'	0492	57.40		M/O of three T/O's in jointly owned track between Belt Jct & Birds, TX, that lead to non-joint BN tracks	J 2205
0016	1.00	0.41	Maintenance of Hannibal bridge over Missouri River in Kansas City, MO called Zone 2 "Ustick to 0.41"	0762			M/O of joint terminal yard tracks in Wichita Falls, TX	J 3048
0016	1.00	0.41	Wages of drawtenders on Hannibal Bridge over Missouri River in Kansas City, MO, called Zone 2 "Ustick to 0.41"	1001	1.6	42.90	Extraordinary or unusual expense for M/O of joint line between Kansas City, MS & Paola, KS	J 2016
0016	.50	0.00	M/O of M/L trackage between Hannibal Bridge & KCT connection in Kansas City, MO, called Zone 3 "Gooseneck"	1001	21.00		M/O of trackage at Olathe, KS	J 2035
0016	1.60	1.00	M/O of M/L trackage between Ustick Tower & Hannibal Bridge in Kansas City, MO, called Zone 1 "Ustick to 0.41"	1001	42.90		Extraordinary or unusual expense for M/O of interlocker at Paola, KS	J 2056
0016	1.60	0.00	Maintenance of all bridges, culverts, drainage, etc. between Ustick Tower & Hannibal Bridge in Kansas City, MO called Zone 1 "Ustick to 0.41"	1001	118.40		Extraordinary or unusual expense for M/O of automatic interlocker at Buck, MO	J 2006
0016	.50	0.00	Maintenance of all bridges, culverts, drainage and so on between Hannibal Bridge & KCT connection in Kansas City, MO called Zone 3 "Gooseneck"	1001	123.80		Extraordinary or unusual expense for M/O of automatic interlocker at Liberal, MO	J 2010
0016	1.60	.40	For utilities chargeable to joint line at Kansas City, MO with N&W called "Ustick to 0.41"	1001	139.10		Extraordinary or unusual expense for M/O of automatic interlocker at Lamar, MO	J 2009
0016	1.60	1.40	Extraordinary or unusual expense vs NW for M/O interlocker at Ustick Tower Kansas City, MO	1001	342.00		Maintenance of signals at Mammoth Springs, AR	O85SF000003
0016	1.60	1.40	Extraordinary or unusual expense vs KCT for M/O interlocker at Ustick Tower Kansas City, MO	1001	420.17		M/O of flashing light signals at Fisher St in Jonesboro, AR	J 2050
0016	60.00	.04	ATSF Railway - Quaker Oats Co. Maintenance of connection	1001	422.20		Extraordinary or unusual expense for M/O of automatic interlocker at Jonesboro, AR	J 2051
0018	215.50		M/O of Ford Spur switch in Claycomo, MO near Birmingham, MO	1001	423.29		Extraordinary or unusual expense for M/O of automatic interlocker at Nettleton, AR	J 2052
0018	215.50		M/O of signal equipment & appurtenances at Ford Spur in Claycomo, MO near Birmingham, MO	1001	481.40		Extraordinary or unusual expense for M/O of automatic interlocker at Bridge Jct, AR	J 2700
0018	216.20		Extraordinary or unusual expense for M/O of interlocker at Birmingham, MO	1001	483.60	483.70	M/O of signals at Kansas & Kentucky Sts in Memphis, TN	J 2501
0018	216.20	221.60	Wages of one operator & relief T/R 112-191, Pos 001 & 301 in the N&W (KC Yard Office) for control of Block 222 between North Kansas City & Birmingham, MO	1001	483.60	483.70	Wages of three train directors T/R 752-227, Pos 001, 002 & 003 for control of Kansas & Kentucky Sts xings in Memphis, TN	J 2520
0018	216.2	224.6	Unusual & Extraordianry Expenses billable vs. the SP Railway. Ustick - Birmingham.	1001	485.40		M/O xing signals at Neptune St, Memphis, TN	J 2500
0018	216.73		Extraordinary or unusual expense for M/O xing signals at Arlington Road, Kansas City, MO	1001	528.30		Extraordinary or unusual expense for M/O of control signal system protecting trackage at Holly Springs, MS	J 2701
0485	9.10		M/O of tower & interlocker at Saginaw, TX	1001	563.00		Extraordinary or unusual expense for M/O of interlocker at New Albany, MS	J 2702
0485	114.10	.5	Extraordinary and unusual expenses, personal injuries, derailments, etc for use of line between Wichita Falls and Ft. Worth, TX.	1001	587.50		Extraordinary or unusual expense for M/O of interlocker at Tupelo, MS	J 2703
0485	114.10		Wages of roadmaster T/R 721-850, Pos 015, J 3043 for supervision of M/O to joint trackage in Wichita Falls, TX	1001	637.40		Maintenance of signals at Hyster, CO & Sulligent, AL	O85ME000001
0485	114.20	114.98	Wages of dispatchers T/R 102-140, Pos 017, J 3044 018, 101, 201 & 301 & operators T/R 722-216, Pos 001, 003 & 005 for control of double M/L between the MKT connection near Caroline St to 7th St in Wichita Falls, TX	1001	693.80		Extraordinary or unusual expense for M/O of interlocker at Jasper, AL	J 2579
				1001	729.09		M/O of interlocker at Pratt City	J 2621
				1001	729.28		Extraordinary or unusual expense for M/O of interlocker at Pratt City, AL, vs CSX	J 2704
				1001	732.00		Extraordinary or unusual expense for M/O of interlocker at Pratt City, AL, vs SOU	J 2705
				1002	17.90		M/O of joint track known as the 'Diego Spur' at Valley Park, MO	J 1547
				1002	18.00		M/O of industry track serving F. F. Kirchner at St. Charles Rock Rd in Valley Park, MO	J 2027

LINE/YARD MILEPOST		
"J" & "O"		
SEGMENT FROM TO	DESCRIPTION	CODES
1121	M/O of harbor lead, part of incline, BN tracks & flashing light signals on Presidents Island	J 2504
1121	M/O of flashing light signals at Riverside Drive on Presidents Island	J 2508
1121 489.2	M/O of trackage from IC R/W to BN M/L switch known as 'Line A' including interchange track and side track (Belly track) in Memphis, TN	J 2509
1121	M/O of trackage & bridge from ICG R/W to BN M/L switch known as 'Line B' in Memphis, TN	J 2510
1124	Maintenance expense caused by derailment of yard switching movements in Birmingham Terminal from Point 2,000 ft W of E Thomas Yard	J 2600
1124	M/O of trackage on Norwood Hill between Blocks 1 & 2 in Birmingham, AL	J 2601
1124	Maintenance caused by joint user derailment, collision or neglect of Track 1,509 ft long between 10th Ave N & 28th St & 9th Ave N & 31st St in Birmingham, AL	J 2623
1124	Extraordinary or unusual expense for M/O of xing signal at 10th Ave & 28th St in Birmingham, AL	J 2624
1124	M/O of xing signals at 9th Ave & 31st St N Birmingham, AL	J 2625
1124	M/O of consolidated interlocker, 18th & 28th Sts, Block 1, 2 & speaker system in Birmingham, AL	J 2626
1124	Extraordinary or unusual expense for M/O of flashing light signals at 3rd St W (Weaver St) in Birmingham, AL	J 2629
1124	M/O of speaker system at E Thomas Yard in Birmingham, AL	J 2630
1124	Wages of operators T/R 752-252, Pos 143, 144 & 145 at E Thomas Yard for controlling the consolidated interlocker at 18th & 28th Sts Block 1 & 2 in Birmingham, AL	J 2633
1124	Wages of operators T/R 752-252, Pos 143, 144 & 145 at E Thomas Yard for controlling the Norwood Hill trackage & signals in Birmingham, AL	J 2636
1125	Non-joint switching expense at St. Regis Paper Co. in Cantonment, FL	J 0131
1125	Joint switching at St. Regis Paper Co. in Cantonment, FL	J 0132
1125	Non-productive switching expense including dead time, lunch, travel & rent of auto to transport crews in Cantonment, FL	J 0134
1125	M/O of joint yard & industry track of St. Regis Paper Co & BN tail track (excluding yard Track 9 & 16 chemical plant tracks)	J 2650
1125	Mechanical expense for rerailling cars in joint trackage at St. Regis Paper Co., Cantonment, FL	J 2652
1142	M/O of storage tracks serving Union Equity Elevator in Enid, OK (inactive account maintained by ATSF)	J 2220
1142	M/O of main lead track serving Union Equity Elevator in Enid, OK (inactive account maintained by ATSF)	J 2221
1142	Unusual & extraordinary expense for M/O of automatic grade xing protection device at Willow Ave, Enid, OK	J 2222
1142	M/O of trackage serving General Mills Elevator Switch 1 (Continental) & Switch 2 (xover) in Enid, OK	J 2223
1142	M/O of trackage serving General Mills Elevator Switch 3 & trackage from Switch 5 to 880 ft past Switch 1 in Enid, OK	J 2224

LINE/YARD MILEPOST		
"J" & "O"		
SEGMENT FROM TO	DESCRIPTION	CODES
1142	M/O of trackage serving the Feuquay Elevator in Enid, OK	J 2225
1142	M/O of ATSF connections to cross BN M/L at the CRIP interlocker, Enid, OK	J 2226
1142	M/O of BN city lead connection near the CRIP interlocker in Enid, OK	J 2227
1142	M/O of trackage between ATSF connections to cross BN M/L at CRIP Interlocker, Enid, OK	J 2228
1142	M/O of Switches 11, 12, 13, 14 & 29, including Pillsbury lead track in Enid, OK	J 2229
1142	M/O of Switch 30 & trackage between Switch 30 & Switch 10 in Enid, OK	J 2230
1142	M/O of Switches 18, 19, 20, 21 & 22 in Enid, OK	J 2231
1142	M/O of trackage between 'B' 185 ft N of Switch 30 & Switch 17, Enid, OK	J 2232
1142	M/O of Switches 32, 33 & 34 in Enid, OK	J 2233
1142	M/O of Switch 35 & trackage between Switch 35 & Point 'B' in Enid, OK	J 2234
1142	M/O of signals between Switch 35 & Switch 17 in Enid, OK	J 2235
1142	Unusual & extraordinary expense for M/O of CRIP automatic interlocker in Enid, OK (usual M/O is flat rated)	J 2236
2103	Lease payments made to the City of Overland Park for the use of the technical training facilities at Johnson County Community College.	J 2060
N/A	This code is used to gather the expenses related to the Grainbelt Corp shortline from Enid, OK to Davidson, OK	J 8007
N/A	This code is used to gather the expenses related to the sale of fuel to the Arkansas & Missouri RR	J 8020

MEDICAL OFFICERS

Thomas V. Mears, M.D., Vice President Occupational Health and Safety, Ft. Worth, Texas
 Hi E. Newby, M.D., Corporate Medical Director, Ft. Worth, Texas
 Frank M. Crast, M.D., Corporate Medical Director, Ft. Worth, Texas

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 Dr. David Wachs Aberdeen
 *Family Care Center Aberdeen
 Dr. Bobby Estes Abilene
 *Drs Steve/Joan Carpenter Ada
 Dr. D. N. Orelup Albia
 *Alexandria Clinic Alexandria
 *Alliance Medical Center Alliance
 *Box Butte Medical Center/Sand Hills
 Family Practice Alliance
 Copsey Clinic Alliance
 Community Clinic Alma
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 Dr. D. A. Frank Amarillo
 Dr. Woolworth Russel Amarillo
 Amarillo Industrial Health Center Amarillo
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 Dr. Joe Womble Arlington, TX
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 *Doctors Clinic Assoc. Auburn, OR
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 *Dreyer Medical Clinic Aurora, IL
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 Dr. Richard Thors Bedford Park
 Dr. Peter Ambrose Bellingham
 *Bemidji Clinic Bemidji
 Dr. Kenneth Stout Benkelman
 Bend Memorial Clinic Bend
 Dr. Paul Johnson Bend
 *Benson Medical Center Benson

*Billings Clinic Billings
 *Billings West Medical Cnter Billings
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 *Thuss Clinic Birmingham
 *Carraway Industrial Medicine Birmingham
 *Surgeons Group Birmingham
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 Mid Dakota Clinic Bismarck
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 *Cogley Medical Associates Council Bluffs
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 *Dr. R.E. Quick Crete
 *Northwestern Clinic Crookston
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 Crosby Clinic Crosby
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 MeritCare Clinic Detroit Lakes
 *Dakota Clinic Detroit Lakes
 *Lake Region Clinic Devils Lake
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 Dr. Laslo E. Kolta Dickinson
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 Medical Arts Family Practice Enid
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 *Family Practice Center Falls City
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 *MeritCare Clinic SW Branch Fargo
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 Dr. S. Cruz Monett
 Dr. Norman Staley Montesano

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 Rittenour Medical Clinic Plains
 *Plainview Medical Clinic Plainview
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 *The Portland Clinic Portland
 *Marquam Medical Center Portland
 *Gunderson/Farrell Clinic Prairie du Chien
 *Dr. Martin F. Faber Princeton
 *Family Medical Center Pueblo
 Dr. J. K. Symonds Puyallup
 *Quanah Clinic Quanah
 *Family Medicine Association Quincy
 *Dr. Phillip C. Wilson Quincy
 Physicians and Surgeons Clinic Quincy
 Dr. Edward Piller Red Oak
 Interstate Medical Center Red Wing
 Dr. James J. Jardee Ritzville
 Rockport Medical Clinic Rockport
 *Brookside Medical Group Rockford
 *Ronan Medical Clinic Ronan, MT
 Dr. O. I. Lowry Rosalia
 Dr. R. H. Herseth Roseau
 *Johnson Clinic Rugby
 *Central Minnesota Surgeons St. Cloud
 Dr. Vernon E. Neils St. Cloud

*Surgical Consultants St. Cloud
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 Dr. Randall G. Duduk St. Joseph
 Dr. Jerry Old St. Joseph
 Dr. John Villahermosa St. Joseph
 Dr. Sherry Hutchins St. Joseph
 Dr. Vivan Fernandez St. Joseph
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 Dr. David Cathcart St. Joseph
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 *Barnes Care St. Louis
 *Macon Medical Center St. Louis
 Internal Medicine Inc. St. Louis
 Dr. C. D. Meadows St. Louis
 Healthline Corp. Health Center (4 locations) St. Louis
 Central Internal Medicine Associates St. Paul, MN
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 Family Practice Savanna
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 *All Valley Medical Spokane
 *Southhill Medical Center Spokane
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 *Sumas Family Health Center Sumas
 *Superior Clinic Superior
 *Mariner Medical Clinic Superior
 Dr. R. D. Rivera Tacoma

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 Soundview Medical Plaza-Dr. T.H. Skrinar Tacoma
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 Drs. W. Lindsey/B. Thacker Waxahachie
 Dr. James B. Johnson Wenatchee
 *Wenatchee Family Clinic Wenatchee
 Burton Creek Clinic West Plains
 *Wheatland Medical Clinic Wheatland
 *Family Physician Clinic-
 Dr. Jerrold Johnson Whitefish
 Dr. D.E. Bosshardt Whitefish
 Whitefish Clinic/Dr. F.M. Ricker Whitefish
 *Whitehall Clinic Whitehall
 Dr. B. R. McMullen Wichita
 *Wichita Falls Clinic Wichita Falls
 Dr. J. E. Anderson Wilbur
 *Craven-Hagan Clinic Williston
 Dr. Michael T. Anderson Willmar
 Dr. Fred DuVal Winnipeg
 *Dr. J. C. Nelson Wymore
 *York Medical Clinic York

*Indicates that two or more physicians are authorized to perform Burlington Northern Industrial examinations.

**SEE ITEM PAGE 8
SYSTEM SPECIAL
INSTRUCTIONS**

POSITION IN TRAIN AND SWITCHING

CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER

NOTES

- (1) Placards for Division 1.1 and 1.2 Explosives are in Placard Group 1 and must be displayed on a square white background surrounded by a black border.
- (2) Placards for Division 2.3, Hazard Zone A Poison Gases and Division 6.1, Packing Group I, Hazard Zone A Poisons are in Placard Group 3 and must be displayed on a square white background surrounded by a black border.
- (3) In switching operations where the use of hand brakes is necessary, it must be determined by trial whether a loaded, placarded car, or a car occupied by a rider in a draft containing a loaded, placarded car, has its hand brakes in proper working condition before it is cut off.
- (4) A car shall not be allowed to move under its own momentum, or be coupled into or struck by any other rail car with more force than is necessary to complete the coupling, if the car is a Class DOT 113 tank car placarded in Division 2.1 (flammable gas), placarded trailer-on-flat-car (TOFC) or placarded container-on-flat-car (COFC).
- (5) Restriction applies only to flat switching of loaded tank cars placarded Division 2.1 (flammable gas), Division 2.2 (nonflammable gas), Divisions 2.3 (poison gas) or Canadian Division 2.4 (corrosive gas). In humping operations, loaded tank cars displaying these placards may be allowed to roll free provided:
 - (a) the track to which placarded car is destined contains one or more standing cars;
 - (b) the preceding car is clear of all switches before the placarded car is cut off;
 - (c) the placarded car is cut off singly;
 - (d) the placarded car is clear of all switches before the following car is cut off; and
 - (e) the next car into the track containing the placarded car is cut off singly.

HAZARDOUS MATERIAL REQUIREMENTS CARRIED UNDER SECTION 8 SYSTEM SPECIAL INSTRUCTIONS.

PLACARD GROUP 1



Division 1.1



Division 1.2



Division 1.3



Division 2.2



Class 3



Division 5.1

POSITION IN TRAIN RESTRICTIONS

RAIL CAR

TANK CAR

When train length permits, placarded car may not be placed nearer than the sixth car from the engine or occupied caboose.

X

X

When train length does not permit, placarded car must be placed near the middle of the train, but not nearer than the second car from an engine or occupied caboose.

X

X

Placarded car may not be transported in a passenger train.

X

X

Placarded car may not be placed next to a loaded open-top car when any of the lading protrudes beyond the car ends or if shifted would protrude beyond the car ends. Permanent bulk-head flat cars are considered the same as open-top cars.

X

X

Placarded car may not be placed next to loaded flat car or loaded wheel car, except placarded car may be placed next to closed TOFC/COFC equipment, auto carriers, and other specially-equipped cars with tie-down devices for handling vehicles.

X

X

Placarded car may not be placed next to any rail car, transport vehicle, or freight container with temperature control equipment or internal combustion engine in operation.

X

X

Placarded cars may not be placed next to each other based on the following:

(Placarded car in Placard Group 1 may not be placed next to...

X

(Placarded car in Placard Group 2 may not be placed next to...

X

(Placarded car in Placard Group 3 may not be placed next to...

X

(Placarded car in Placard Group 4 may not be placed next to...

X

X

Placarded car must be separated from an engine, occupied caboose or carload of undeveloped film by at least one non-placarded car. The undeveloped film restriction only applies to cars in Placard Group 4.

Placarded car must be next to and ahead of any car occupied by the guards or technical escorts accompanying the placarded rail car.

X

Placarded car must be the fourth car ahead of a car that has temperature control equipment in operation and is occupied by guards or technical escorts accompanying the placarded rail car.

X

SWITCHING RESTRICTIONS

Placarded car may not be allowed to move under its own momentum, or be coupled into or struck by any other rail car with more force than is necessary to complete the coupling.

X

(3)(4)

In a terminal, yard, or on a side track or siding, placarded car must be separated from the engine by at least one non-placarded rail car and must be placed in a location where it will be safe from danger of fire.

X

A loaded, placarded tank car or a draft including a loaded, placarded tank car may not be cut off until the preceding rail car clears the ladder track and the restricted car(s) must clear the ladder track before another rail car is allowed to follow.

(5)

RESTRICTIONS FOR PLACARDED CARS

PLACARD GROUP 2			PLACARD GROUP 3	PLACARD GROUP 4	CAR PLACARDED	CAR PLACARDED "RESIDUE"
<div> <div>1.4 EXPLOSIVES S 1</div> <div>1.5 BLASTING AGENTS D 1</div> <div>FLAMMABLE GAS 2</div> <div>Division 1.4</div> <div>Division 1.5</div> <div>Division 2.1</div> </div>			<div>(2)</div> <div>POISON GAS 2</div> <div>Division 6.1, PG I, Zone A</div>	<div>RADIOACTIVE 7</div> <div>Class 7</div>	<div>1.6 EXPLOSIVES N 1</div> <div>Division 1.6</div> <div>DANGEROUS</div> <div>Mixed Load</div>	<div>1005 RESIDUE 2</div> <div>(Example Placard)</div> <div>Division 2.1</div> <div>Division 2.2</div> <div>Division 2.3</div> <div>Division 2.3, Zone A</div> <div>Oxygen (2.2)</div> <div>Division 2.4</div> <div>Class 3</div> <div>Division 4.1</div> <div>Division 4.2</div> <div>Division 4.3</div> <div>Division 5.1</div> <div>Division 5.2</div> <div>Division 6.1</div> <div>Division 6.1, PG I, Zone A</div> <div>Class 8</div>
<div> <div>POISON GAS 2</div> <div>OXYGEN 2</div> <div>Division 2.3</div> <div>Oxygen (2.2)</div> <div>Division 2.4</div> </div>			<div>POISON 6</div> <div>Division 2.3, Zone A</div>			
<div> <div>FLAMMABLE SOLID 4</div> <div>SPONTANEOUSLY COMBUSTIBLE 4</div> <div>DANGEROUS 4</div> <div>Division 4.1</div> <div>Division 4.2</div> <div>Division 4.3</div> </div>						
<div> <div>ORGANIC PEROXIDE 5.2</div> <div>POISON 6</div> <div>CORROSIVE 8</div> <div>Division 5.2</div> <div>Division 6.1</div> <div>Class 8</div> </div>						
	RAIL CAR	TANK CAR	RAIL CAR	RAIL CAR		
		X				
		X				
	X	X	X	X	X	X
		X				
		X				
	X	X	X	X		
	X	X	X	X		
	X	X	X	X		
		X	X	X		
		X	X			
		X	X			
				X		X
		X	X			
	(3)(4)	X	(3)(4)	(3)	(3)	

**SEE ITEM PAGE 8
SYSTEM SPECIAL
INSTRUCTIONS**

**PERFORM SWITCHING IN A MANNER
WHICH WILL AVOID DAMAGE TO
CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

**SAFETY IS OF THE FIRST
IMPORTANCE IN THE
DISCHARGE OF DUTY**

TRACK BULLETIN FORM B

The engineer must attempt to contact employee in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

In granting verbal authority the following words will be used:

"This is Burlington Northern Foreman (name) (or Gang No.) using track bulletin No. line No. between MP and MP on Subdivision."

- (1) To authorize train to pass a red flag or enter limits without stopping, the following will be added:

" (train) may pass red flag located at MP (or enter limits) without stopping, over."

Train may pass red flag, or enter limits without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (2) To authorize a train to proceed at a speed other than restricted speed, the following will be added:

" (train) may proceed through the limits at MPH (or 'at maximum authorized speed'), over."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (3) To require train to move at restricted speed but less than 20 MPH, the following speed will be added:

" (train) proceed at restricted speed but not exceeding MPH (adding if necessary until reaching MP), over."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by item (1).