

**M. A. Kotter-Superintendent Operations, Springfield**

T. M. LEWIS .....	Mgr. Operating Practices .....	Springfield
B. J. MAYS .....	Trainmaster .....	Ft. Scott
A. D. MARDEN .....	Trainmaster .....	Ft. Scott
R. L. SPEIR .....	Trainmaster .....	Springfield
B. E. MOORE .....	Trainmaster .....	Springfield
F. E. THURSTON .....	Trainmaster .....	Joplin
	Trainmaster .....	Joplin
J. P. KAY .....	Asst. Supt. Term. Operations .....	Springfield
L. L. OWENS .....	Terminal Trainmaster .....	Springfield
M. O. TRUE .....	Terminal Trainmaster .....	Springfield
R. D. STEVENS .....	Terminal Trainmaster .....	Springfield
D. L. RAY .....	Asst. Term. Trainmaster .....	Springfield

**J. B. Wright-Superintendent Operations, Memphis**

M. J. LOVELADY .....	Mgr. Operating Practices .....	Memphis
B. D. BELONGY .....	Trainmaster .....	Cape Girardeau
R. L. HARRISON .....	Trainmaster .....	Cape Girardeau
D. G. WILLIS .....	Trainmaster .....	Thayer
J. P. STEWARD .....	Trainmaster .....	Memphis
D. L. DAVENPORT .....	Trainmaster .....	Memphis
L. L. EDGEWORTH .....	Trainmaster .....	Amory
J. M. SANDERS .....	Trainmaster .....	Mobile-Pensacola
W. L. MARTIN .....	Terminal Manager .....	Birmingham
R. P. SHAPLEY .....	Terminal Trainmaster .....	Birmingham

**G. A. LaValley-Terminal Superintendent, Kansas City**

C. L. CARLSON .....	Asst. Supt. Term. Operations .....	Kansas City
R. I. CHERNER .....	Terminal Trainmaster .....	Kansas City
R. W. SCHOENBECK .....	Terminal Trainmaster .....	Kansas City
R. W. KIPPER .....	Terminal Trainmaster .....	Kansas City
E. B. MAMER .....	Terminal Trainmaster .....	Kansas City
J. L. HAUBRICK .....	Terminal Trainmaster .....	Kansas City
M. L. COLEMAN .....	Terminal Trainmaster .....	Kansas City
D. W. HEARST .....	Terminal Trainmaster .....	Kansas City

**R. R. Stimart-Terminal Superintendent, Memphis**

C. P. EVANS .....	Asst. Supt. Term. Operations .....	Memphis
W. S. SMITH .....	Terminal Trainmaster .....	Memphis
D. W. BLACK .....	Terminal Trainmaster .....	Memphis
C. D. SHARP .....	Terminal Trainmaster .....	Memphis
W. R. GREEVES .....	Terminal Trainmaster .....	Memphis
	Terminal Trainmaster .....	Memphis

**C. W. Calder-Terminal Superintendent, St. Louis**

H. A. ROGERS .....	Asst. Supt. Term. Operations .....	St. Louis
C. C. LOFTON .....	Terminal Trainmaster .....	St. Louis
D. F. LADD .....	Terminal Trainmaster .....	St. Louis
S. D. SCHMIDT .....	Terminal Trainmaster .....	St. Louis
R. L. DENT .....	Terminal Trainmaster .....	St. Louis
B. A. TURNER .....	Terminal Trainmaster .....	St. Louis
D. A. BOARDMAN .....	Terminal Trainmaster .....	St. Louis
T. P. EASON .....	Asst. Term. Trainmaster .....	St. Louis

**REGION TRANSPORTATION****C. J. Greeling-Superintendent Transportation, Springfield**

C. REYNOLDS .....	Mgr. Transportation Services .....	Springfield
D. H. JETER .....	Chief Dispatcher .....	Springfield
A. D. WILKERSON .....	Chief Dispatcher .....	Springfield
	Chief Dispatcher .....	Springfield

Printed in U.S.A.

**SOUTHERN REGION**


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# SPRINGFIELD DIVISION

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## TIMETABLE NO. 1

IN EFFECT AT 0001  
Continental Central Time

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**Sunday  
October 30, 1988**

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Region Vice President  
**R. S. HOWERY**

Division General Manager  
**H. H. PAYNE**

Vice President Transportation  
**W. A. HATTON**

## ALL SUBDIVISIONS

## 1. Speed Restrictions

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

Trains consisting entirely of passenger equipment are authorized to operate at passenger train speed.

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

## Maximum Speeds Permitted

Freight trains up to 100 Tons/OB .....	60 MPH
Freight trains over 100 Tons/OB .....	45 MPH
Loaded coal trains .....	45 MPH
Empty coal trains .....	50 MPH

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:

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, except as specified under Individual Subdivision Special Instructions ..... 12 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 WUTX 3-5, BN 979019-979024 and BN 979026 .....	35 MPH	20 MPH
Air dump cars (loaded) .....	45 MPH	45 MPH
Wedge plow or dozer (hailed in tow) .....	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco 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 .....	45 MPH	45 MPH
Empty flat cars: NP 62300-62949 NP 66100-66249 .....	45 MPH	45 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 455 of the Air Brake, Mechanical 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 will apply:

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

## 2. Restrictions on Locomotives

The maximum number of locomotives in a head-end consist must not exceed 10.

The number of powered axles in a locomotive consist must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections in the head-end consist must be coupled together with the powered locomotives and connected for MU operation.

The number of locomotives not in MU operation, regardless of placement in train, must not exceed two times the number of locomotives in 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 consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist to ensure brakes release. If other placement is required, release of the brakes must be ensured.

Locomotives not equipped with alignment control couplers must be handled in the following manner:

## Trains of more than 15 cars-

May be all or any portion of the powered locomotive except if 18 or more powered axles the powered locomotive attached to the leading car must be equipped with alignment control couplers if train tonnage is 5,000 trailing tons or over. Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist. Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

## Trains of 15 cars or less-

No placement restrictions.

The following locomotives are not equipped with alignment control couplers and may be placed anywhere in a light consist or caboose hop:

5-585, 1000-1004, 1400-1438, 1956-1971, 6100-6237, 9900-9925.

## 3. Manned Helper Operations

Locomotives not equipped with alignment control couplers (See Item 2) must be equipped with bolster stops when operated in manned helper consists; **except**, single non-equipped locomotives may be operated when placed between locomotives equipped with alignment control couplers or bolster stops.

The following locomotives, are not equipped with alignment control couplers, but are equipped with bolster stops:

1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1811-1813, 1816, 1819, 1821, 1829, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1888-1889, 1896-1898, 1900, 1910, 1913-1914, 1916-1917, 1920, 1922, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964-1965, 1971, 1977-1978, 1980, 1991, 1993, 1995-1997.

The locomotive which is coupled to cars must be equipped with an alignment control coupler if locomotive consist has 18 or more powered axles. In figuring powered axles, include locomotives in manned helper operation when placed at head end of train.

Unless otherwise provided in Individual Subdivision Special Instructions:

No restriction on placement when using helper of 6 powered axles or less.

Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or general order are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

When restrictions governing trailing tonnage are provided by Individual Subdivision Special Instructions or general order, helper may be operated on head end, providing the combined head end and helper locomotives do not exceed 36 powered axles.

# SPECIAL INSTRUCTIONS

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Not more than 24 powered axles can be used in helper services or in head end consist when helpers are being used, EXCEPT with coal trains equipped entirely with type E or F couplers cast in Grade E steel, which may have head end consist of 36 powered axles maximum. Helpers of less than 24 powered axles may shove on the rear of such trains except that helpers with 24 powered axles must be cut in ahead of caboose.

The following 100-ton 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

Train dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

## 3A. Locomotive Group Chart

This chart must be used when restrictions in Items 1 and 2 of Individual Subdivision Special Instructions are shown.

Group	Model	Locomotive Numbers
A	SW-1	70.
B	GP9B*	600-602, 604.
	GP-5	1355-1356, 1358-1360, 1364-1365.
	GP-9	1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1888-1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980, 1991, 1993, 1995-1997.
C	SW-12	162-166, 170-174, 176-177, 179-181, 183-184, 186, 188-189, 192-199, 201, 205-207, 209-214, 222-226, 228, 230-231, 233-255, AMTK 565.
	SW-9	169.
	SW-10	375-394, 427-449, 574-577, 579-585.
D	NW-12	5, 14.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1403, 1406-1411, 1413-1414, 1416-1420, 1422, 1426, 1436, 1438.
	GP-9	1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1896-1898, 1900, 1965, 1970, 1977-1978.
	GP-20	2012, 2030-2031, 2034-2035, 2037, 2042, 2044, 2048-2049, 2054, 2058, 2063.
	GP-30	2217-2219, 2221-2222, 2225, 2232.
	GP-39-2	2700-2739, HL 403.
E	SW-15	20-65, 300-324.
	GP-38E	EMD 741, EMD 743, EMD 745, EMD 747-748, EMD 752-753, EMD 756, EMD 758-763, EMD 767, EMD 770-771, EMD 775-776, EMD 778-783, EMD 785, EMD 787, EMD 790-793, EMD 797-800, EMD 802, EMD 804-806, EMD 808-810, EMD 813, EMD 816, EMD 822, EMD 824, EMD 826-827, EMD 834, EMD 838, 2072-2077, 2110-2135, 2137-2138.
	GP-38	2155-2189.
	GP-38-X	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-38-2	HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.
	GP-30	2200, 2203-2206, 2210, 2212-2216, 2251, 2253.
	GP-35	2504, 2507, 2511, 2514, 2516-2518, 2522-2526, 2528-2534, 2537, 2540-2543, 2551, 2554-2557, 2559-2560, 2570-2572, 2576, 2579-2580.
	GP-38-B*	2600.
	GP-38-2B*	2601.
	GP-40	3000-3002, 3004-3005, 3008-3012, 3015-3016, 3019, 3022-3023, 3025, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.
	GP-40-2	3040-3064.
	GP-50	3100-3162.

Group	Model	Locomotive Numbers
E	B-30-7A*	4000-4050, 4052-4119.
	U-30-B	5782-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	AMTK 200-409.
	B-39-8	GECK 8000-8001, LMX 8500-8599.
	SD-9	HL 504-505.
F		None.
G	SD-9	6127, 6131, 6133-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6174, 6176-6179, 6181, 6183-6185, 6190-6200, 6202, 6204, 6217-6219, 6221, 6223-6228, 6230-6237.
H	SD-9	6100-6103, 6107-6110, 6113-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5306, 5318, 5320-5322, 5325-5326, 5330, 5335, 5338-5362, 5364-5394, 5800-5801, 5803-5804, 5806-5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	SD-38-2	6260-6263, GATX 1237-1245.
	SD-40	6300, 6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-40-2B*	7500-7502.
	SD-60	OWY 9000-9099.
		*Cables.

## 4. Restrictions on Cars

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 WUTX 3-5, BN 979019-979024 and BN 979026

Scale test cars BN 979004 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- Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

## 4A. 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 Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with 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.

**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.

#### 4B. Multi-Platform and Stack Intermodal Cars

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

Special Instructions All Subdivisions Item 4A 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. These cars are designated BN 637500 through 637503.

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. These cars are designated BN 637100 through 637107.

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.

##### 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), they should be placed next ahead of caboose. When empty platform(s) are within 40 freight cars and/or platforms of head-end locomotive and trailing tonnage behind empty platform exceeds 4,800 tons, the number of powered axles is restricted to 12, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

#### 5. Car Weight and Length Restrictions

- a. 177,000 lbs. or less must be at least 35 feet.
- b. 177,001 to 220,000 lbs. must be at least 38 feet.
- c. 220,001 to 263,000 lbs. must be at least 44 feet.
- d. 263,001 to 315,000 lbs. must be at least 52 feet.
- e. 140,000 lbs. ore car only must be at least 24 feet.
- f. 210,000 lbs. ore car only must be at least 35 feet.

These restrictions must not be exceeded without authority of general manager.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

#### 6. Federal Railroad Administration (FRA) Excepted Track

Where Individual Subdivision Special Instructions specify "FRA EXCEPTED TRACK - See All Subdivision's 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. 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 end 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.

#### 8. Dimensional and Special Shipment Restrictions

a. All employees involved in handling dimensional or special shipments must be familiar with and be 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 625 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.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
<b>ALPHA</b>	<p><b>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>	<b>GOLF</b>	<p><b>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>
<b>BRAVO</b>	<p><b>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. wide loads.</p>	<b>HOTEL</b>	<p>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.</p>
<b>CHARLIE</b>	<p><b>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p>	<b>INDIA</b>	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
<b>DELTA</b>	<p><b>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	<b>JULIET</b>	<p>When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.</p>
<b>ECHO</b>	<p><b>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	<b>KILOGRAM</b>	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>
<b>FOXTROT</b>	<p><b>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	<b>LIMA</b>	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		<b>MIKE</b>	<p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		<b>NOVEMBER</b>	<p>When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.</p>
		<b>OSCAR</b>	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
		<b>PAPA</b>	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
		<b>QUEBEC</b>	<p>Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.</p>

## SPECIAL INSTRUCTIONS

CODE	RESTRICTION APPLICABLE
<b>ROMEO</b>	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.
<b>SANDWICH</b>	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.
<b>TANGO</b>	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.
<b>UNIFORM</b>	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
<b>VICTOR</b>	This shipment must not be detoured or rerouted without further clearances.
<b>WHISKEY</b>	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.

## 9. Track Side Warning Detector

## Train Inspection

When conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.

When condition exists where blowing snow may render track side warning detector ineffective, speed of freight train must be reduced to the extent necessary to permit inspection.

Only 200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals.

If the actual inspection of equipment as required by detector does not reveal a defect or indication of overheating, inspection of train must be made of at least 8 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

If overheating or defect on same equipment is detected by two successive detectors, the identified equipment must be set out of train. EXCEPTION: If overheating or defect detected involves a locomotive, such locomotive need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect. If track side warning detector indicates overheating on the wheel of a caboose having a generator attached to the axle, if no other mechanical defect is noted, caboose need not be set out.

Mechanical forces on duty at next terminal, connecting crew at crew change point or proper authority must be informed of condition if unable to locate defective equipment.

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the conductor will make report to the train dispatcher as soon as practicable and make written report to general manager and chief dispatcher indicating date, train and location of track side warning detector which failed to detect the hot bearing, with a copy of the report to regional superintendent of signals. Train dispatcher will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.

When track side warning detector which protects bridge, tunnel or other structure is out of service, including when **Detector Status Message** is "... Integrity failure", crew will inspect train in advance of such structure.

Location of track side warning detectors is shown under Individual Subdivision Special Instructions.

## Track Side Warning Detector-Radio Reporter

Except in emergency, radios must not be used while train is within 150 feet of track side warning detector and/or until entire message is received from that detector site.

A four second warning tone is issued immediately upon each defect detected.

Train crew must monitor track side warning detector radio reports and be immediately governed by the message received.

Detector Status Message	Train Crew Response
"... No defects"	Proceed.
"... Integrity failure"	Detector out of service.
"... 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 near axle XXX"	Stop train; inspect near indicated axle.

Detector Status Message	Train Crew Response
"... (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 left and right side XXX"
- "... First hot wheel near axle XXX"
- "... Second hot box right side XXX"
- "... Third hot box left side XXX"

XXX is the axle count from the head end of train, including locomotives, to the defect indicated.

All detector status messages will be repeated in order of detection.

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

When failed equipment is indicated, train crew must advise train dispatcher reason for delay by first available means of communication.

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

If more than one detector status message is received, comply with most restrictive message.

## Track Side Warning Detector-Radio Tone-

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member hearing a continuous radio tone should immediately start to count telephone poles or signs from the point of detection to determine location of defect in train.

An intermittent radio tone immediately after train has passed detector site indicates no defects were detected. Whenever this intermittent radio tone is not present stop train and inspect for failed equipment.

## 10. Storage of Cars Within Yard Limits Non-ABS 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.

## 11. 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.

## 12. Rule Books in Effect on Burlington Northern Railroad

General Code of Operating Rules  
Air Brake and Train Handling Rules, Form 15338  
Train Dispatcher's Manual, Form 51545  
Instructions for Agents, Control Operators, Train Order Operators, and Bridgetenders, Form 15472  
Rules of the Maintenance of Way, Form 15125  
Safety Rules and General Rules, Form 15001  
Intermodal/Automobile Facility Safety Rules and General Rules, Form 16406

**13. General Code of Operating Rules Changes and Additions**

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "general manager" replaces "superintendent".

**Track Permits, Track and Time Limits, Track Warrants and Track Bulletins**

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, 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.

**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 Q-add the following:**

MT - Main Track(s)

**Rules 2 and 3**

Employees governed by the General Code of Operating Rules are "designated employees" under Rules 2 and 3.

**Rule 2**

A reliable watch that indicates hours, minutes and seconds will comply with the requirement of Rule 2. Hours must be indicated in arabic numerals.

Watches must be cleaned and oiled in accordance with manufacturer's instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

CONTINENTAL TIME will be used for operating purposes.

**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(A)-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.
- R** - Train register.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

**Rule 10(C)-second paragraph is changed to read:**

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

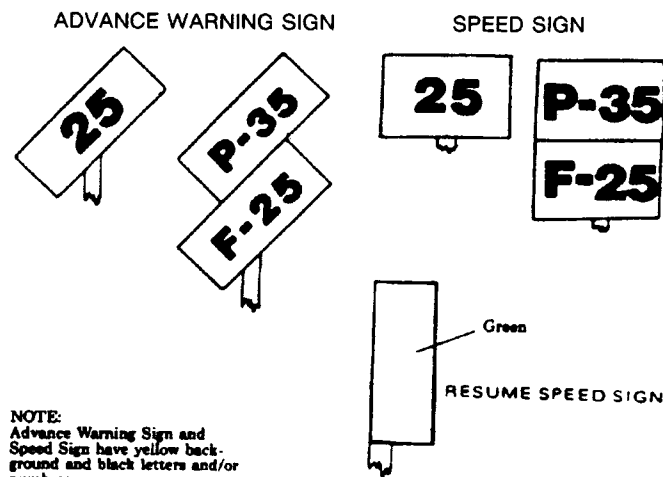
**Rule 10(E)-following paragraphs are added:**

Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (square) 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.



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 train movements.

**Rule 11-following second paragraph is added:**

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

**Rule 19-is changed to read:**

**19. MARKERS:** A marker of the prescribed type will be displayed on the trailing end of the rear car to indicate the rear of the train.

**19(A). HIGHLY VISIBLE MARKER:** A highly visible marker will be displayed at the rear of every train as follows:

- (1) From one hour before sunset to one hour after sunrise and when weather conditions restrict visibility to less than one-half mile.

**NOTE:** A marker equipped with a functioning photoelectric cell will automatically illuminate at the appropriate time.

- (2) When an engine is operating without cars or is at the rear of the train, the trailing headlight, illuminated on dim, may be used as a marker.

When a highly visible marker is required, it must be inspected by a qualified employee at the initial terminal and each crew change point to determine that it is functioning properly. Inspection will be made by observation or by telemetry display in the cab of the engine. The engineer must be informed of the results of the inspection.



**19(B). ALTERNATIVE MARKERS:** A reflector, a red flag or a light fixture will be displayed at the rear of the train as the marker when:

- (1) A highly visible marker is not required;
- (2) A defective car must be placed at the rear for movement to a repair point;
- (3) The rear portion of the train is disabled and cannot be moved and a highly visible marker cannot be displayed on the rear of portion to be moved; or,
- (4) The highly visible marker becomes inoperative en route. The train may be moved to the next forward location where the highly visible marker can be repaired or replaced.

**Rule 26**-is modified as follows:

**26. BLUE SIGNAL PROTECTION OF WORKMEN:** 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:

- (7) Blue signal protection must be provided for workmen when:
  - (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
  - (b) 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 81**

Within yard limits, switch crew may ascertain from the yardmaster instead of the train dispatcher that there are no train orders or track bulletins that they must obtain. This will fulfill the requirement of Rule 81.

**Rule 93**-following three paragraphs are added:

Where yard limits are in effect in CTC territory, trains and engines must not enter the main track at a hand operated or spring switch or make a reverse movement without authority from the control operator.

Conditional yard limits may be established for the hours and/or days specified in general order or special instructions and the limits will be identified by signs reading "CONDITIONAL YARD LIMITS".

General order or special instructions will read, as example:

Conditional yard limits in effect between MP\_\_\_\_\_ and MP\_\_\_\_\_ between (station) and (station) (time) until (time) daily Monday through Friday. If in effect 24 hours per day, time need not be specified.

**Rule 98(A)**- Second paragraph is cancelled.

**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 either by visual inspection of the train or knowledge that the train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab. 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**-the 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(E)**-is changed to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

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

When signal governing movement over a spring switch displays Stop, Stop and Proceed or Restricted Proceed indication, when indicator displays Stop and Inspect Switch indication, or when switch is not protected by signal or indicator, train or engine making facing point movement must stop and crew member must test the switch, unless the switch has been lined for diverging route or crew has been advised by train order, track bulletin or track warrant that spring switch has been spiked.

**Rule 104(M)**-fifth 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 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 223, Rule 225 and Form N Train Order**-will not be used.

**Form M Train Order**

The following is added to Form M train order:

(3) **LINE NO \_\_\_\_\_ OF ORDER NO \_\_\_\_\_ IS ANNULLED**

Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

**Form O Train Order**-will not be used.

**Form D-S Train Order Example (1)**-is changed to read:

**(1) 801 AM UNTIL 501 PM MAY 15 ALL TRAINS MUST USE  
TRACK BETWEEN WEST CROSSOVER AT  
FAYE AND EAST CROSSOVER AT GLEN  
ALL TRAINS MUST STOP BEFORE FOULING  
TRACK BETWEEN THESE POINTS UNLESS  
AUTHORIZED TO PROCEED BY EMPLOYE IN CHARGE OF  
SWITCHES OR TRAIN DISPATCHER**

This order is to be used when one or more main tracks are to be removed from service and all trains in both directions are to use the remaining track with an employee in charge of switches at each end of territory designated.

Movements between the designated points will be directed by the train dispatcher who will issue copy of train order and necessary instructions to the employees in charge of the switches.

Employee in charge of switches may authorize movement on main track between the designated points by controlled signal indication, verbally or by hand signal.

**Form Y Train Order, Example (2)**-will not be used.



**GENERAL DESCRIPTION OF SIGNALS, Page 124**-the following two paragraphs are added:

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.

#### Rule 234

**INDICATION** is changed to: Proceed prepared to pass next signal not exceeding 35 MPH.

#### Rule 241

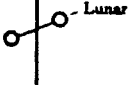
**NAME** is changed to: RESTRICTED PROCEED.

**INDICATION** is changed to: Proceed at restricted speed.


**Rule 248**-new:

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


#### Rule 248(A)-Take Siding Indicator

Aspects	Indication
	When illuminated, hand operate switch and enter siding.


#### Rule 248(B)-Operate Switch Indicator

Aspects	Indication
	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.

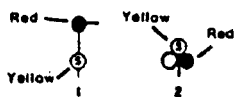
#### Rule 248(C)-Block Indicator

Aspects	Indication
	Block clear.

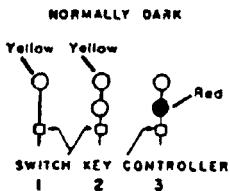
#### Rule 248(D)-Block Indicator

Aspects	Indication
	Block occupied.

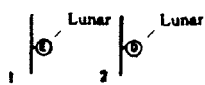
#### Rule 248(E)-Spring Switch Indicator

Aspects	Indication
	Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 238.

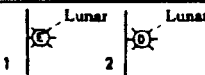
#### Rule 248(F)-Switch Indicator

Aspects	Indication
	Switch indicators operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing train is met and the automatic block signal governing movement indicates "Proceed" it is not necessary to operate switch indicator.  If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules.  If switch indicator remains dark or displays a red light, movement to main track may be made in accordance with operating rules after operating switch by hand and waiting five (5) minutes.  To operate switch indicator, turn switch key clockwise toward "R", hold a few seconds and remove key. If, after operating indicator, movement is not made to main track turn switch key counter-clockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track.


#### Rule 248(G)-Failed Equipment Indicator

Aspects	Indication
	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.


#### Rule 248(H)-Failed Equipment Indicator

Aspects	Indication
	When flashing, no failed equipment has been detected.


#### Rule 248(I)-Slide Fence Indicator

Aspects	Indication
	When illuminated continuously or when not illuminated, slide fence has been activated, proceed at restricted speed.

**Rule 248(J)-Slide Fence Indicator**

Aspects	Indication
	When flashing, slide fence has not been activated.

**Rule 248(K)-Resume Speed**

Aspects	Indication
	End of slide fence restriction; resume speed.

**Rule 305(A)- new rule added as follows:**

**305(A). APPROACH TO AUTOMATIC INTERLOCKING:** A train passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 30 MPH, must proceed prepared to stop at interlocking signal until it can be seen the interlocking signal indicates proceed.

**Rule 312(2)(b)-** The waiting time is 10 minutes.

**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)-is changed to read:**

**315(A). DUAL CONTROL SWITCHES AND DERAILS:** 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 switches or derails, if any, must then be examined by crew member on the ground before movement is made over the switch or derail.

If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, before authorizing train to proceed, he must instruct crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points or derail, it must be returned to power unless otherwise instructed by control operator.

**Rule 316-second paragraph is changed to read:**

On any track where CTC, TWC or APB is in effect, a reverse movement must not be made without flag protection or authority from the control operator or train dispatcher.

**Rule 319-add new paragraph following paragraph (2):**

When necessary to release electric lock by use of emergency release and movement is to be made to a main track, member of crew must wait five minutes after release has been operated before changing main track switch and movement must be made at restricted speed to next signal. This does not modify the requirements of Rule 350(A).

**Rule 351-is changed as follows:**

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. Be governed by the third paragraph of Rule 351.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

**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 between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

**Rule 408, paragraph (2)-is changed to read:**

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

**Rule 409-is changed to read:**

**409. OCCUPYING SAME LIMITS:** Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

**Rules 410 and 411-modification:**

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

**Rule 413-following paragraph is added:**

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

**Rule 456-** will not be used. Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.

**Rule 463-is changed to read:**

**463. VOIDING TRACK BULLETINS:** To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO \_\_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

**(b) TRACK BULLETIN NO \_\_\_\_ OF (date) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

**(2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:****(a) LINE (number) OF TRACK BULLETIN NO \_\_\_\_ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

**(b) THAT PART OF TRACK BULLETIN NO \_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


**(c) TRACK BULLETIN NO \_\_\_\_ OF (date) IS VOID.**

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

**TRACK BULLETIN FORM D** 

No. \_\_\_\_\_ Date \_\_\_\_\_ 19\_\_\_\_

TO	AT
	AT
	AT
	AT



OK	COPIES OF	DISPATCHER
----	-----------	------------

Form D-10-10-10

**Rule 620-is changed to read:**

**620. RIDING ENGINE:** When practicable, crew members on head end of freight trains must ride in control compartment of the controlling locomotive but not more than six people may ride in the control compartment. When riding the head end, the conductor will, when practicable, ride in the control compartment.

**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.

**YARD SERVICE RULES**

**Rule Y-1.** The general direction and government of a yard is under the direction of the yardmaster where one is employed. At such locations, employees in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employees will be governed by instructions of agents or other designated employee in doing work at stations.

**Rule Y-2.** The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other employees working in the yard and must see that they carry out their work in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the Company. Yardmasters are charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

New Item 3-E is added to INSTRUCTIONS for AGENTS, CONTROL OPERATORS, TRAIN ORDER OPERATORS, BRIDGETENDERS, Form 15472, as follows:

**3-E.** When transmitting and repeating line-up, 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 and directions must be pronounced then spelled.

When line-up is relayed, underscore each word and figure each time repeated.

**14. Rules of the Maintenance of Way Changes and Additions**

Where referenced in rules and instructions, "general manager" replaces "superintendent".

**Track Permits, Track and Time Limits, Track Warrants and Track Bulletins**

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, 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.

**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 Q-add the following:**

MT - Main Track(s)

**Rule 2**

CONTINENTAL TIME will be used for operating purposes.

**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(A)-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.
- R** - Train register.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

**Rule 9(A)-first paragraph is changed to read:**

**PLACEMENT OF FLAGS:** Flags must be placed to the right of the track as viewed from an approaching train. When flags must be placed to the left of the track, this fact must be stated in train order, track bulletin, track warrant or general order.

**Rule 10(C)-second paragraph is changed to read:**

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

**Rule 11-**following second paragraph is added:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

**Rule 26-**is modified as follows:

**26. BLUE SIGNAL PROTECTION OF WORKMEN:** 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:

(7) Blue signal protection must be provided for workmen when:

- (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (b) 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 37-** is changed to read:

**37. TRANSMITTING AND REPEATING:** When transmitting and repeating line-up, 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 and directions must be pronounced then spelled.

Where authorized by division superintendent, train location line-ups may be transmitted by train dispatcher using recording device.

Except when copied from recording device, line-up must be repeated by one or more of those copying it. Each person copying must observe whether line-up is repeated correctly and if not, will immediately call attention to any error. Positive identification of employees receiving line-up must be established except when copied from a recording device.

**Rule 38-** is changed to read:

**38. COPYING:** Except when copied from recording device, persons copying line-ups will make as many copies as necessary and must identify themselves to the train dispatcher. When operator copies line-ups a file copy shall be retained bearing the signature or name of each person to whom copies are delivered. When line-ups are re-copied, they must be repeated to the train dispatcher. Line-ups may be duplicated mechanically.

After line-up has been copied from a recording device, it must be replayed and each word and figure underscored as it is played back.

**Rule 351-**cancel fourth paragraph reading:

The track specified must be continuously occupied, or a switch left open within the limits on such track. If, for any reason, track specified is cleared before the time stated, track must not again be occupied, or fouled, without authority from the control operator.

**Rule 351-**is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. The third paragraph of Rule 351 is in effect.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

**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 between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

**Rule 408,** paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

**Rule 409-**is changed to read:

**409. OCCUPYING SAME LIMITS:** Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

**Rules 410 and 411-**modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

**Rule 413-**following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

**Rule 463-**is changed to read:

**463. VOIDING TRACK BULLETINS:** To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO \_\_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) **TRACK BULLETIN NO \_\_\_\_\_ OF (date) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

- (2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO \_\_\_\_\_ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) **THAT PART OF TRACK BULLETIN NO \_\_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) **TRACK BULLETIN NO \_\_\_\_\_ OF (date) IS VOID.**

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

**TRACK BULLETIN FORM D** 

No. \_\_\_\_\_ Date \_\_\_\_\_ 19\_\_\_\_

TO _____	AT _____
_____	AT _____
_____	AT _____
_____	AT _____



OK _____	COPIED BY _____	DISPATCHER _____
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Form 100-10-10 Revised 1-1-84

## 15. Safety Rules and General Rules Changes and Additions

**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-last paragraph is changed to read:**

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 cancelled. The rules contained in BN Form 16404 11-86, titled Intermodal/Automobile Facility Safety Rules and General Rules, govern all personnel whose duties are within the confines of a Burlington Northern Intermodal or Automobile facility including but not limited to employees of Burlington Northern Railroad Company, contractual personnel to Burlington Northern Railroad Company and/or their agents, and all other personnel entering onto properties of the Burlington Northern Railroad in the course of providing services, repair, etc.

**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 cancelled.**

**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 the superintendent.

**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 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.

**16. Intermodal/Automobile Facility Safety Rules and General Rules**

BN Form 16406 11-86, INTERMODAL / AUTOMOBILE FACILITY SAFETY RULES and GENERAL RULES replaces Rules 382 through 414 in BN SAFETY RULES AND GENERAL RULES book.

**Rule I-9 - changed to read:**

I-9. 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 I-16 - changed to read:**

I-16. Air line must be connected to the trailer/chassis and the brakes set before attempting to connect tractor to trailer. Trailer/chassis must be at proper height and brakes set, as necessary, to prevent movement, damage or injury.

**Rule I-19(a) - new rule added:**

I-19(a). When piggybacker is standing idle, the boom or arms must be locked in the up position and emergency brakes set.

**Rule I-19(b) - new rule added:**

I-19(b). Personnel are prohibited from walking or standing under the piggybacker boom for any reason other than maintenance.

**Rule I-22 - changed to read:**

I-22. Within an Intermodal or Automobile Facility, tracks must not be entered or rail cars coupled to or moved without authority of supervisor in charge of the Facility.

**Rule I-34 - new rule added:**

I-34. When a red stop sign or red light is displayed on a trailer, such equipment must not be coupled to until red signal has been removed.

Personnel working on or in a trailer not coupled to a tractor must establish protection by displaying red stop sign(s) by day and red light(s) by night. Such protection must also be placed on adjacent units parked within eight (8) feet of unit to be protected. Red signs or lights shall be removed only by same personnel who displayed them. Service vehicle may be used as a barrier in lieu of the stop sign or light if it prevents tractor coupling to the trailer.

**17. Automatic Cab Signals**

Cab signal equipment must be cut out on all portions of Burlington Northern Railroad except on suburban equipment on Lakes Division, 1st Subdivision.

**18. Helper Behind Caboose**

When necessary to use helper consist to assist a train, employees must not ride caboose ahead of helper consist.

**19. Trackman's Train Location Line-up**

In CTC or TWC territory, Individual Subdivision Special Instructions will specify if line-up must be obtained as required by Rule 35 of the Rules of the Maintenance of Way.

**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. Dumping Toilets**

Dumping of toilets is prohibited when:

- Passing through limits of Track Bulletin Form B
- Passing by any location where workmen are known to be present
- In tunnels and snowsheds
- Passing over bridges
- At stations
- At any location prohibited by law

Compliance with these instructions by employees on passenger trains may require that all "Waste Treatment System" circuit breakers on Superliner equipment be switched to OFF. On other equipment not so equipped, restrooms must be cleared and restroom doors secured within the above limits.

**22. Federal Railroad Administration Presumption of Impairment Notice**

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

"You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test." (See last paragraph for BN's policy.)

"If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

"A complete copy of the Federal regulations is available for your review at each Division Superintendent's office."

Burlington Northern rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not BN's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of Operating Rules or the Rules of the Maintenance of Way, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

**23. Procedures For State Drug and Alcohol Testing****BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING OF ITS EMPLOYEES WITHIN THE STATE OF MONTANA**

In the event that an employee is required to submit to urine testing under BN's Guidelines for the Enforcement of Rule G or Safety Rule 565, the following procedures will govern BN's testing program:

- The employee will provide a urine sample at a BN-designated medical facility prior to going off duty but not more than eight (8) hours after the occurrence.
- At this medical facility, the employee will sign an "Informed Consent and Release of Liability" (if required by the facility), will provide a sufficient quantity of specimen and will provide this specimen in the manner directed by the medical personnel at the facility. A determination that the specimen is authentic will be made by medical personnel.
- Authorized medical personnel will keep a sufficient amount of specimen to perform a drug screen, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and requisition form in the mailing container envelope and Express Mail to:

American Institute for Drug Detection, Inc.  
5515 Milton Parkway  
Rosemont, Illinois 60018

NOTE: For those employees requesting a blood test, the medical personnel will obtain, seal and handle the blood sample, in accordance with the instructions provided by AIDD, Inc. and the medical facility will Express Mail the sample to AIDD, Inc.

NOTE: For a test administered pursuant to Federal Railroad Administration ("FRA") regulations, the same procedure will be followed, but the specimen will be divided into a third for the medical facility, a third for American Institute for Drug Detection, Inc. ("AIDD, Inc.") and a third for the University of Utah, Center for Human Toxicology. The procedures for shipping the specimen to the University of Utah will be done in accordance with FRA regulations.

4. The medical facility will test the urine specimen submitted for at least alcohol and other substances of abuse, and the test results will be released only to the requesting BN official or the Chief Medical Officer of BN, or his designee.
5. The test results from AIDD, Inc. will be released only to the Chief Medical Officer of BN, or his designee, who will advise the requesting BN official.
6. The employee has the right to withhold the release of the test result from all persons except BN's requesting official and the Chief Medical Officer, or their authorized representatives.
7. A more complete description of the procedure and policy of BN's Enforcement of Rule G and Safety Rule 565 can be provided by your supervisor.

#### BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING IN PREEMPLOYMENT AND OTHER PHYSICAL EXAMINATIONS WITHIN THE STATE OF MONTANA

All applicants for employment and employees will have a drug and alcohol screen performed on the urine specimen collected at their physical examination. The following procedures will govern the BN Medical Department screening:

1. The urine specimen should be voided in the presence of the examining physician or the physician should be satisfied that the specimen is authentic.
2. Authorized medical personnel will keep a sufficient amount of specimen to perform the routine urinalysis, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and the requisition form in the mailing container envelope and mail to:

American Institute for Drug Detection, Inc.  
5515 Milton Parkway  
Rosemont, Illinois 60018

3. The test results from AIDD, Inc. are released only to the Chief Medical Officer of BN, or his designee.
4. The employee has the right to withhold the release of the test result from all persons except the Chief Medical Officer, or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

#### 24. 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.

#### 25. Roadway Signs

Except as shown, roadway signs have white background and black letters and/or numbers.



Yellow—Rules 10 & 10(D).  
Red—Rule 10(A) or  
Green—Rules 10 & 10(D)

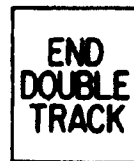
Track Flag



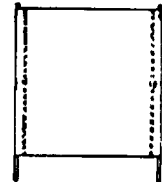
Junction  
Rule 98(B)



Yard Limit  
Rule 93



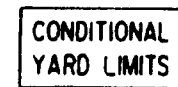
End Double Track



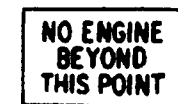
Track Flag



Railroad Crossing  
Rules 98 & 98(B)

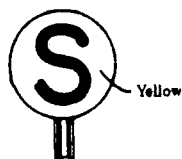


Conditional Yard Limits  
Rule 93

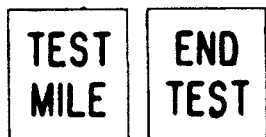


No Engine Beyond This Point





Spring Switch  
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle  
Rule 15(I)

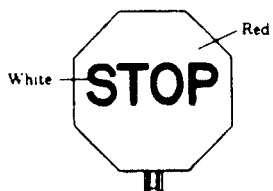
Numerals, when attached,  
denotes the number of  
crossings less than 1,320  
feet.



Derail  
Rule 104(L)



Fouling Point

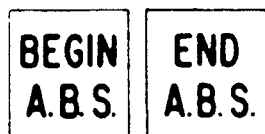


Stop  
Rules 98 and 98(B)

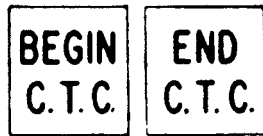


White letters on reflective red  
background, or black letters  
on white background.

Stop



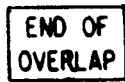
Begin and End ABS



Begin and End CTC



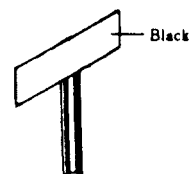
Signal Overlap  
Rule 303



End of Overlap  
Rule 303



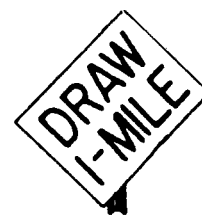
Westward Siding or  
Eastward Siding  
Rule 105(A)



Flanger



No Clearance



One Mile Draw Span  
Rule 98

**26. Tonnage Chart Profile**

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 01 198 27 27-FEB-87 08:02

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

b. STATION LDS MTYS TONS FEET

TOTALS 6 96 3882 6537 102 CARS 1 CABS 4 ENGS

c. 34 TONS/OP. BRAKE

d. TON

```

150 ....
140 ....
130 ....
120 ....
110 ....
100 EEEE
90 NNNN
80 GGGG
70 ....
60 ....
50 ....
40 ....
30 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
20 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
LEN
SPH

```

```

150
140
130
120
110
100
90 X
80 X
70 X
60 X
50 X
40 X
30 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX
20 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX

```

e. LEN  
f. SPH

C=CAU D=DAN E=EXP F=FCG 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 Special Instructions. Engines are not included.
- Tonnage indicator (20 to 150 tons) - cars are listed vertically using Xs to indicate amount of tonnage per car. For example: First car behind engine weighs 30 tons and the 63rd car weighs 130 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.**

CAU	Caution	MIC	Messenger in Charge
COM	Combustible Gas	MRE	Mechanical Refrigeration
DAN	Dangerous	NPR	No Placards Required
DEV	Loading Devices Required	PBC	Perishable in Box Car
DNH	Do Not Hump	POG	Poison Gas
DNS	Do Not Separate	RE	Rear Ender
EW	Excessive Weight	RIL	Rejected in Interchange
EXP	Explosive	RM	Radioactive
HFR	Home For Repairs	Sxx	Speed in Miles Per Hour (xx is MPH.)
HIV	High Value	SPD	Speed Restriction
HTR	Heater(s) in Car	UOS	Unload From One Side Only
HWI	High Wide	WI	Waive Inspection
IRM	Incentive Rate Movement	ZIP	Expeditor Trains Only
L01-L09	BN Local Yard Use Only		

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance from Linden- wood
				Office Calls	Rule 6(A)	
	92007		7.1	LI LINDENWOOD	BIJKY	0.0
			7.9	DT SHREWSBURY	Y	0.8
			11.8	U.P.	A	4.7
	92016		15.7	TC TREE COURT	X	8.6
	92018		17.9	VP EAST VALLEY PARK		10.8
			18.3	VP WEST 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	OK ROOK		36.9
6.613	92052		52.2	SE ST. CLAIR		45.1
7.644	92062		62.2	ON 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		94.8	RS ROSATI		87.7
7.129	92106		105.6	DI DILLON		98.5
7.001	92111	1002	110.6	RA ROLLA		103.5
	92113		112.7	SS SILLS		105.6
6.313	92119		119.1	NB NEWBURG	BK	112.0
	92121		121.5	BUNDY JCT.	T	114.4
	92123		122.7	AN ARLINGTON		115.6
	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
7.306	92174		174.1	ZZ SLEEPER		167.0
8.145	92191		190.5	HH HUBEN		183.4
6.979	92198		198.4	KW CONWAY		191.3
8.591	92207		206.9	NG NIANGUA		199.8
7.099	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 To Springfield Yard 2.5 To Bolivar 38.2 To Kissick 11.9		230.1

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

Train Dispatcher Calls-Lindenwood-81, Cuba-31,  
Newburg-41, Lebanon-51, Springfield Yard-81.

### 1. Speed Restrictions- Zone-Between

### Maximum Speeds Permitted

Freight trains over 100 tons/OB

MP 9.0 and MP 34.0	35 MPH.
MP 46.0 and MP 50.0	30 MPH.
MP 111.0 and MP 117.0 Westward trains	30 MPH.
MP 123.0 and MP 134.0	30 MPH.

Trains entering or leaving Lindenwood Yard

MP 7.5 and MP 10.5	35 MPH.
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MP 10.5 and MP 19.0	45 MPH.
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MP 22.9 and MP 26.9	55 MPH.
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MP 32.7 and MP 41.1	50 MPH.
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MP 41.1 and MP 43.0	40 MPH.
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MP 43.0 and MP 54.6	45 MPH.
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MP 54.6 and MP 57.3	50 MPH.
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MP 57.3 and MP 59.4	40 MPH.
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MP 59.4 and MP 70.7	50 MPH.
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MP 70.7 and MP 74.3	40 MPH.
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MP 74.3 and MP 80.8	50 MPH.
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MP 80.8 and MP 84.8	55 MPH.
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MP 84.8 and MP 88.2	50 MPH.
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MP 88.2 and MP 95.7	55 MPH.
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MP 95.7 and MP 106.7	50 MPH.
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MP 106.7 and MP 109.9	45 MPH.
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MP 109.9 and MP 120.7	40 MPH.
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MP 120.7 and MP 124.3	45 MPH.
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MP 124.3 and MP 130.5	50 MPH.
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MP 130.5 and MP 132.1	40 MPH.
-----------------------	---------

MP 132.1 and MP 134.3	50 MPH.
-----------------------	---------

MP 134.3 and MP 137.3	40 MPH.
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MP 137.3 and MP 142.3	45 MPH.
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MP 142.3 and MP 145.1	40 MPH.
-----------------------	---------

MP 145.1 and MP 149.8	45 MPH.
-----------------------	---------

MP 149.8 and MP 175.9	40 MPH.
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MP 175.9 and MP 181.2	55 MPH.
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MP 181.2 and MP 182.8 until engine thru limits	40 MPH.
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MP 182.8 and MP 188.5	45 MPH.
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MP 188.5 and MP 205.8	50 MPH.
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MP 212.8 and MP 216.8	50 MPH.
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MP 216.8 and MP 221.4	40 MPH.
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MP 221.4 and MP 223.9	55 MPH.
-----------------------	---------

MP 227.6 and MP 227.9	55 MPH.
-----------------------	---------

MP 233.5 and MP 235.1	55 MPH.
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MP 235.1 and MP 237.2 on North Yard Track	20 MPH.
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Through turnouts controlled sidings (Except West end Rolla)	20 MPH.
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Through sidings: Rook, Stanton, Cuba, Dillon, Rolla, Franks, Dixon, Jury, Swedeborg, Richland, Stoutland, Sleeper, Conway, Niangua, Marshfield, Northview and Strafford.	10 MPH.
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Springfield Yard-	
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Long 4 South	20 MPH.
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North and South Tracks Nichols MP 241.7 and Division Street MP 240.2	20 MPH.
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North and South Tracks Broadway Ave MP 238.1 and 43 Track MP 237.2	20 MPH.
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Old Memphis Passenger Main at Main, Campbell and Jefferson Streets until engine over crossing	5
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Old Memphis Passenger Main at Boonville, Sherman, National, Freemont and East Trafficway until engine over crossing	10 MPH.
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Old Passenger Main Nichols MP 198.2 to South Yard MP 201.1	20 MPH.
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West Belt at Chestnut Expwy. until engine over crossing	5 MPH.
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Lilly Tulip Track at Chestnut Expressway until engine over crossing	5 MPH.
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National Ave. MP 239.9 until engine over crossing	5 MPH.
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Sunshine Street MP 242.6 until engine over crossing	10 MPH.
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Springfield Yard to Bolivar-	
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MP 190.0 and MP 182.7	20 MPH.
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Between Willard MP 182.7 and Bolivar MP 153.0 is FRA Excepted Track - See All Subdivisions Item 6.	
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43 Track to Kissick-	
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MP 240.8 and MP 250.1	20 MPH.
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- 2. Bridge, Engine and Car Restrictions-** Cars loaded with company rock, chat or ballast in units of five (5) or more must move on head end only.

**Springfield Yard to Bolivar - and 43 Track to Kissick-** cars heavier than 263,000 lbs. not permitted. Locomotives in Groups G, H and I not permitted.

**3. Main Track Information and Block System and/or TWC Limits-**

Double track between MP 7.2 and MP 17.9 designated Eastward and Westward tracks.

ABS- MP 7.3 to MP 15.7 Westward track.  
MP 17.9 to MP 7.3 Eastward track.

CTC- MP 15.7 to MP 17.9 Westward track.  
MP 17.9 to MP 237.2

TWC- MP 9.1 to MP 15.7-Westward track  
MP 9.1 to MP 17.9-Eastward track

Train location line-up will be issued by train dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by Track Warrant Authority.

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

**Rule 82(A)-43 Track - Southward 4th Subdivision Trains-** Clearance from 4th Subdivision dispatcher will fulfill requirements for eastward movement from 43 Track.

**Rule 93-Yard Limit** in effect between MP 7.3 and MP 9.1.

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

**Rule 405-** In effect at Lindenwood, Cuba and Springfield Yard. When operators are on duty, they will deliver track bulletins and clearances or Track Warrants to train crew. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

**Rule 450-**In effect.

**5. Special Conditions-**

**St. Louis-** For yard operation in the St. Louis Area and train operation between Lindenwood and Machens refer to the Galesburg Division Timetable, 5th Subdivision.

**Lindenwood-** When moving within the limits of concrete pad at the Lindenwood Hub Center, all engines must have bell ringing and headlights on dim.

**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.

**Lindenwood Interlocking-** MP 7.3 Eastward Track controlled by Lindenwood Operator. Interlocking Rules govern.

**St James-**trains using team track protect public grade crossings by flagging from ground position.

**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 yard-master via radio.

**Springfield Yard to Bolivar -** Following crossings will be flagged from ground position unless automatic protective device is known to be operating for 23 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 125, 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.

**6. Track Side Warning Detectors protecting bridges, tunnels or other structures-None**

**Other Track Side Warning Detectors-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		

**7. Industrial Tracks and Other Tracks**

Name	Miles-Location	Capacity Cars	Switch Opens
92013 Kirkwood.....	5.6 west of Lindenwood .....	15	East
92074 Bourbon .....	2.9 east of Coffeyton .....	15	West
92099 Schundler .....	1.3 east of St. James .....	10	East
92100 St. James .....	5.6 west of Rosati .....	18	West
92147 Crocker .....	4.5 west of Jury .....	30	Both
92812 Lebanon .....	7.7 west of Sleeper .....	25	Both
Sho-Me-Spur .....	0.8 west of Huben .....	11	West
92239 Springfield Yard (MP 239.7) .....	2.5 west of 43 Track .....	Yard	
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 Yard		
95154 Bolivar (MP 153.6) .....	38.2 north of Springfield Yard		
43 Track to Kissick:			
92866 Galloway (MP 246.5) .....	9.3 south of 43 Track		
92869 Kissick (MP 249.1) .....	11.9 south of 43 Track		

# INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

## EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation, regulations applying to railroad operation, refer to tariff BOE 6000H (or subsequent issues) or B. E. Pamphlet 20.

### DEFINITIONS

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the placards depicted on the reverse side of this page.

"TRAIN" means 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.

### DOCUMENTATION

§ 174.24 Shipping Papers. (a) Except as provided in paragraph (b) of this section, no person may accept for transportation by rail any hazardous material which is subject to this subchapter unless he has received a shipping paper prepared in the manner specified in Subpart C of Part 172 of the regulations and as outlined in 174.25 (b) and (c). (b) Paragraph (a) does not apply to a material classed as an ORM-A, B, C, or D, unless it is a:

- (1) Hazardous substance or,
- (2) Hazardous waste.

§ 174.25 Additional Information on waybills, switching orders and other billing.

(a) Each waybill, switching ticket, switching order or other billing used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.

(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, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

- (1) The shipping description consisting of—
  - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
  - (ii) The hazard class specified for the material in the same table;
  - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
  - (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;
- (2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.
- (3) The placard notation.
- (4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.

(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 placard notation specified in the second column of the table in paragraph (a)(2) of this section followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Petroleum Naptha, Combustible liquid, UN 1255, Placarded: COMBUSTIBLE-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.

§ 174.26 Notice to train crews of placarded cars.

(a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVE A** or **POISON GAS**. 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 is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

(b) 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.

### NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train or switch list indicate loaded, placarded cars containing hazardous materials:

EXP — Explosive	POG — Poison Gas
RM — Radioactive	DAN — Dangerous

These codes correspond to the Placard Endorsement found near the upper left-hand corner of the waybill.

NPR — indicates a hazardous material which does not require placards or endorsement.

(c) 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 the information required by § 172.202 and 172.203 of this subchapter.

§ 172.205 Hazardous waste manifest.

(a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared in accordance with 40 CFR 262.20 and is signed, carried, and given as required of that person by this section.

(e) A copy of the manifest bearing all required dates and signatures must be:

- (2) Carried during transportation in the same manner as required by this subchapter for shipping papers,
- (3) Given to a person representing the designated facility receiving the waste,

(f) The requirements of paragraphs (d) and (e) of this section do not apply to a rail carrier when waste is delivered to a designated facility by railroad it:

- (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.

### PLACARDING

§ 174.59 Marking and placarding of rail cars. No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. 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 by those required by Part 172 of this subchapter or by those authorized under 171.12 (a).

Placards shall be displayed on each side and each end of:

- (1) Each rail car, trailer or container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material labeled **RADIOACTIVE YELLOW III**.
- (2) Each rail car, trailer or container containing 1000 lbs. or more of all other hazardous materials, and each tank car or tank container containing any amount of hazardous material.

### SWITCHING AND TRAIN PLACEMENT

Regulations for handling placarded cars in switching and placement in train are described in items 174.83 thru 174.93. These requirements are outlined by the chart on the reverse side of this form.

§ 174.8

### INSPECTION

(b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See § 174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of 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 § 174.26(b).

(c) For inspection requirements applicable to rail cars containing Class A explosives, see § 174.10 and 174.104.



# TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS


**§ 174.9 Inspection of tank cars.**

- (a) 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.
- (b) An empty 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 or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

**§ 174.10 Inspection of cars at interchange.**

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

- (b) 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 interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.

**IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:**

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
2. Determine status of train and promptly notify dispatcher (yardmaster in terminals). If fire or large vapor cloud is present, move to safety – generally upwind and to higher ground – and determine train's status from there. Take the shipping papers with you. Using waybills, wheel report and emergency response data, identify:
  - portion of train involved;
  - initial and number of cars involved;
  - name, hazard class, UN/NA number of commodities involved in accident;
  - any hazardous materials in proximity of accident;
  - precautions to take, to protect yourself and others.

**YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT**

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fuses. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

**BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION**

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, ½" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

5. Select a safe location, accessible to arriving emergency response personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise dispatcher and all crew members of this location.
6. Cooperate with response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.



## SPRINGFIELD DIVISION

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance from Springfield Yard	EASTWARD
					Office Calls	Rule 8(A)		
		92242		242.0	NS	To Springfield Yard 2.3 NICHOLS 5.2	J	2.3
	6,657	92247		247.2	BK	BROOKLINE 4.6		7.5
	8,489	92252		251.8	RP	REPUBLIC 5.5		12.1
	6,584	92257	1002	257.3	BZ	BILLINGS 5.0		17.6
	7,804	92262		262.3	LG	LOGAN 6.6		22.6
	7,039	92269		268.9	AU	AURORA 0.1		29.2
				269.0		U.P. 4.7	A	29.3
	8,145	92274		273.7	VE	VERONA 5.4		34.0
		92279		279.1	GB	GLOBE 1.9		39.4
		92281		281.0	XM	CROSSOVER "M" 1.0	X	41.3
		92282		282.0	MO	MONETT 0.2	BKT	42.3
				282.2	CD	C. D. JCT. 0.3	J	42.5
				282.5	LU	LOU 4.4		42.8
	9,240	96287		286.9	PC	PIERCE CITY 10.3	J	47.2
	6,450	96297		297.2	RY	RITCHEY 11.3		57.5
	5,696	96309		308.5	JF	JEFF 0.7		68.8
		96310		309.2		K.C.S. 0.6	AI	69.5
		96310		309.8	NH	NEOSHO 9.4		70.1
	6,319	96319		319.2	RC	RACINE 6.2	CTC	79.5
		96325		325.4	SX	SENECA 7.5		85.7
	7,084	96333		332.9	WY	WYANDOTTE 7.7		93.2
	6,939	96341		340.6	FL	FAIRLAND 5.8		100.9
		96348		346.4	F1	EAST AFTON 1.2		106.7
			1003	347.6	FJ	AFTON JCT. 0.3	J	107.9
				347.9	67	CROSSOVER 67 1.6	X	108.2
		96348		349.5	F2	WEST AFTON 4.1		109.8
	6,383	96354		353.6	TQ	TODD 6.0		113.9
				359.6		M.K.T. 0.1	AI	119.9
	7,896	96360		359.7	VN	VINITA 7.0		120.0
	7,600	96367		366.7	WO	WHITE OAK 7.3		127.0
	6,110	96374		374.0	CT	CATALE 1.6		134.3
		96375		375.6	PB	PEABODY SPUR 9.2		135.9
	7,600	96385		384.8	BC	BUSHYHEAD 11.6		145.1
	6,665	96396		396.4	DE	DEGROAT 0.6		156.7
				397.0		U.P. 0.6	AI	157.3
		96398		397.6	CM	CLAREMORE 6.7		157.9
	7,600	96404		404.3	VR	VERDIGRIS 4.7		164.6
		96409		409.0	CQ	CATOOSA 3.6		169.3
	7,600	96413		412.6	TG	TIGER 3.6	T	172.9
				416.2	DL	DOUGLAS 4.2		176.5
		96420		420.4	ET	EAST TULSA 2.6		180.7
				423.0	UR	URBAN 1.1	JX	183.3
				424.1	EC	EAST CHEROKEE To Cherokee Yard 2.8		184.4

Train Dispatcher Calls-Springfield Yard-86, Joplin-36, Miami-26, Catale-46, Claremore-56.

## 1. Speed Restrictions-

Zone-Between	Maximum Speeds Permitted
MP 250.1 and MP 252.2	45 MPH.
MP 255.2 and MP 255.5	55 MPH.
MP 260.5 Westward trains until engine through limits	45 MPH.
MP 263.5 and MP 264.4	45 MPH.
MP 267.4 and MP 267.5 Westward	45 MPH.
MP 268.7 and MP 269.1 Until engine through limits	40 MPH.
MP 273.0 and MP 274.9	50 MPH.
MP 280.0 and MP 280.9 Both tracks	50 MPH.
MP 280.9 and MP 282.5 Both tracks	45 MPH.
MP 281.0 through Crossover M	20 MPH.
MP 282.6 through turnout Main 2 (South)	25 MPH.
MP 282.8 and MP 283.2 Eastward trains until engine through limits	45 MPH.
MP 283.8 and MP 283.9 Westward trains	50 MPH.
MP 284.0 Eastward trains until engine through limits	55 MPH.
MP 287.3 over switch	50 MPH.
MP 292.7 and MP 309.6	45 MPH.
MP 309.6 and MP 310.3	25 MPH.
MP 310.3 and MP 313.1	35 MPH.
MP 313.1 and MP 314.3	55 MPH.
MP 325.0 and MP 326.0 Until engine through limits	30 MPH.
MP 330.9 and MP 331.7	45 MPH.
MP 337.3 and MP 338.0	45 MPH.
MP 346.4 and MP 349.6 Main 1 track only including turnouts	25 MPH.
MP 348.0 through crossover	25 MPH.
MP 350.8 and MP 354.3	55 MPH.
MP 359.1 and MP 360.7	30 MPH.
MP 364.3 and MP 365.7	45 MPH.
MP 369.9 and MP 371.3	45 MPH.
MP 375.8 and MP 378.8	40 MPH.
MP 378.8 and MP 379.6 Until engine through limits	30 MPH.
MP 392.5 and MP 392.9	50 MPH.
MP 397.1 and MP 397.8 Until engine through limits	30 MPH.
MP 406.6 and MP 408.4	55 MPH.
MP 408.4 and MP 411.9	45 MPH.
MP 411.9 and MP 417.3	55 MPH.
MP 417.3 and MP 420.5	40 MPH.
MP 420.4 through turnout for Eastward trains	40 MPH.
MP 420.5 and MP 423.3	30 MPH.
MP 423.1 through crossover	10 MPH.
MP 423.3 and MP 424.1	20 MPH.
Siding Brookline for unit coal trains	10 MPH.
Controlled siding Wyandotte	10 MPH.
Through turnouts controlled sidings	20 MPH.
Except turnout MP 279.1	50 MPH.
Through turnout Peabody Spur	25 MPH.
Peabody Spur	25 MPH.

## Springfield Yard-

Long 4 South	20 MPH.
North and South Tracks Nichols MP 241.7 and Division Street MP 240.2	20 MPH.
North and South Tracks Broadway Ave MP 238.1 and 43 Track MP 237.2	20 MPH.
Old Passenger Main Nichols MP 198.2 to South Yard MP 201.1	20 MPH.

## Cherokee Yard-

Static scale (no-hump)	5 MPH.
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## 2. Bridge, Engine and Car Restrictions-

Locomotives in Groups G, H and I not permitted on following tracks:

**Verona-** Syntex Agribusiness tracks.

Multiple locomotives in Groups G, H, and I not permitted on following tracks:

**Vinita-** Track nos. 2, 3 and 7.

**Chelsea-** Storage track No. 1 and Team Track.

Loaded unit coal and grain trains must not use sidings at:

Pierce City	Ritchey	Jeff
Racine	Wyandotte	

Between Claremore, MP 397.6, and Cherokee Yard employees are under the jurisdiction of the Fort Worth Division.

BN Radio Channel No. 2 in service on this Subdivision.  
BN Radio Channel No. 1 in service at Cherokee Yard

### 3. Main Track Information and Block System and/or TWC Limits-

**CTC**-In effect between MP 241.7 and MP 424.1.

Two main tracks designated as Main 1 (North) and Main 2 (South) between:

MP 279.1 and MP 282.5  
MP 346.4 and MP 349.5  
MP 420.5 and MP 424.1

**Interlockings**-The interlockings at MP 309.2 (Neosho), MP 359.6 (Vinita) and MP 397.0 (Claremore) are automatic interlockings and the interlocking signals are also CTC signals (which govern the block beyond) controlled by the train dispatcher. When stopped by a stop indication, first communicate with the train dispatcher for authority to proceed per Rule 312(1). If granted that authority, then comply with automatic interlocking Rule 312(3). Further instructions:

**Neosho**-Eastward trains, if signal does not clear at the expiration of the time release interval, crew member must remain at the crossing until engine passes signal and then proceed movement examining dual control switch, per Rule 315(A), before engine passes over switch.

**Vinita, Claremore**- A crew member must examine the dual control switch(es) per Rule 315(A) before operating time release and must remain at the crossing until engine passes signal.

**Claremore**- Eastward trains will stop clear of Will Rogers Blvd. (Highways #88 and #20).

### 4. General Code of Operating Rules-

#### Rule 82(A)-

**Aurora**- Rule 82(A) does not apply to Union Pacific trains originating at Aurora or Nichols. Union Pacific trains originating at Aurora must obtain Track Warrant showing Track Bulletins in effect.

**Afton Jct.**- Rule 82(A) does not apply to westward trains from 7th Subdivision that have already received a clearance from 2nd Subdiv. train dispatcher.

**Cherokee Yard**- Trains destined 7th and 3rd Subdivs. must secure a clearance at Cherokee Yard from 7th and 3rd Subdiv. train dispatcher.

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

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

MP 313.3 Ragland Mills  
MP 397.7 Dock Track  
MP 402.5 WR Steel  
MP 412.4 Elsworth Industries

**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

**Rule 405**- In effect at Springfield Yard, Aurora and Monett. When operators are on duty, they will deliver track bulletins and clearances or Track Warrants to train crew. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

**Rule 450**-In effect.

### 5. Special Conditions-

**Republic**- When white light displayed at indicator on siding near MP 251.6 the Eastward Absolute Signal MP 251.3 displays proceed indication.

**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**- When white light displayed at indicator on east leg of wye at Monett, the eastward absolute signal governing movement from A-MRR displays proceed indication.

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.

Yard limits in effect between CD Jct., MP 282.2, and Arkansas-Missouri Railroad MP 283.0.

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.

**Vinita**- Do not exceed five (5) MPH on the West MKT Connection and MKT Winders Siding.

**White Oak**- Before coupling onto standing cars at White Oak Mine, crews must ascertain that overhead loading and leveling device has been removed and that winch cable located near loading facility has been disconnected from cars. It must also be ascertained that mine employees are not working under or around cars. When loadout personnel are working, contact with them must also be made.

**Peabody Mine Spur**- 8.3 miles long, East end connecting. Cars must not be left within 4,000 ft. North of main track. Four tracks Peabody Mine, trainmen must ascertain car pushers are not coupled to track to be pulled. DO NOT COUPLE INTO CAR PUSHERS.

**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 424, First Street, Tulsa, for route to enter yard.

**Tulsa**- Spring switches are not equipped with a facing point lock.

### 6. Track Side Warning Detectors protecting bridges, tunnels or other structures-

Radio Reporter: Claremore MP 400.4.

Radio Tone: 409.3

#### Other Track Side Warning Detectors-

Radio Reporter: Logan MP 260.9, Pierce City MP 284.7, Belfast MP 314.6, Fairland MP 343.3 and Catale MP 370.6

### 7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
92239 Springfield Yard (MP 239.7) .....	2.3 east of Nichols .....	Yard	
96313 Ragland Mills .....	3.2 west of Neosho .....	10	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
96402 WR Steel .....	4.0 west of Claremore .....	8	West
96405 Williams .....	0.8 west of Verdigris .....	134	East
96408 Port Lead .....	4.3 east of Tiger .....	220	East
96409 Catoosa .....	3.5 east of Tiger .....	35	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	3rd Subdiv MAIN LINE STATIONS		Distance from Kansas City
				Office Calls	Rule 6(A)	
	25300	16	2.7	MU KANSAS CITY (Murray Yard)	BIJKRT	0.0
			1.6	1.1 USTICK TOWER	IJ	1.1
			0.4	1.2 K.C.T. R.R.	I	2.3
			0.0	0.4 19th Street To Harrisonville 45.2	Y	2.7
			2.0	2.0 K.C.T. (29th Street)	IY	4.7
			2.1	0.1 30 30th Street	Y	4.8
93004			3.9	1.8 RO ROSEDALE		6.6
			5.6	1.7 XB BRAVO	X	8.3
			16.5	10.9 XC CHARLIE	X	19.2
93025			26.5	10.0 BN BONITA		29.2
93036		1001	36.2	10.8 HC HILLSDALE		40.0
93043			42.9	6.7 PD PAOLA		46.7
			43.1	0.2 U.P.	AI	46.9
6.798	93048		48.3	5.2 HE HENSON		52.1
8.979	93054		54.2	5.9 FN FONTANA		58.0
7.434	93062		61.7	7.5 LC LaCYGNE		65.5
8.780	93074		74.0	12.3 PL PLEASANTON		77.8
7.026	93082		81.9	7.9 PS PRESCOTT		85.7
8.842	93092		91.7	9.8 HM HAMMOND		95.5
			98.0	6.3 M.K.T.	A CTC	101.8
93099		1001	98.6	0.6 FT FT. SCOTT	BK	102.4
93103			102.7	4.1 ED EDWARD	J	106.5
8.947	93116		116.9	14.2 AR ARCADIA		120.7
			118.4	1.5 K.C.S.	AI	122.2
			123.8	5.4 S.E.K.	A	127.6
8.947	93132		132.8	9.0 IA IANTHA		136.6
93139			138.7	5.9 LM LAMAR		142.5
			139.1	0.4 U.P.	A	142.9
8.920	93149		149.4	10.3 DZ DIX		153.2
7.054	93162		162.0	12.6 DK DUMBECK		165.8
9.125	93171	1001	170.6	8.6 PM PILGRIM		174.4
93176			175.9	5.3 EV EVERTON		179.7
9.133	93195		194.5	18.6 EO ELWOOD		198.3
92242			198.3	3.8 NS NICHOLS	J	202.1
				To Springfield Yard 2.3		

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, BN Timetable will govern except as modified in the Greater Kansas City Operating Rules.

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

Train Dispatcher Calls-Kansas City-75, Ft. Scott-45, Greenfield-25, Springfield Yard-85.

### 1. Speed Restrictions- Zone-Between

#### Maximum Speeds Permitted

Kansas City Terminal Highline Track Murray Yard	20 MPH.
MP 2.7 (Murray Yard) and MP 2.0 (Twenty-Ninth St.)	10 MPH.
MP 2.0 and MP 4.4 (Both Tracks)	20 MPH.
MP 4.4 and MP 7.9 (Both Tracks)	30 MPH.
MP 5.5 through crossover	30 MPH.
MP 7.9 and MP 9.8 (Main 1) (West)	40 MPH.
MP 7.9 and MP 11.5 (Main 2) (East)	40 MPH.
MP 9.8 and MP 11.5 (Main 1) (West)	50 MPH.
MP 11.5 and MP 12.9 (Both Tracks)	55 MPH.
MP 14.0 and MP 14.9 (Both Tracks)	50 MPH.
MP 15.8 and MP 15.9 (Both Tracks)	55 MPH.
MP 16.5 Charlie, through crossovers	35 MPH.
MP 20.2 and MP 21.4 Until engine through limits (Both Tracks)	40 MPH.
Through turnouts at end of two main tracks between Bonita and Paola at the following locations:	
MP 26.5, MP 37.2 and MP 41.8	35 MPH.
MP 30.0 and MP 30.3 until engine through limits	55 MPH.
MP 37.8 and MP 41.9 (Both Tracks)	50 MPH.
MP 41.9 and MP 43.4	40 MPH.
MP 54.9 and MP 59.9	50 MPH.
MP 66.8 and MP 67.2	50 MPH.
MP 73.2 and MP 74.4	55 MPH.
MP 81.7 and MP 82.0 until engine through limits	35 MPH.
MP 86.8 and MP 87.5	55 MPH.
MP 96.0 and MP 96.7	50 MPH.
MP 96.7 and MP 96.8	40 MPH.
MP 96.8 Through Turnout North Ft. Scott	25 MPH.
MP 96.8 and MP 97.9 (Both Tracks)	40 MPH.
Until engine through limits:	
MP 97.9 and MP 98.9 (Both Tracks)	20 MPH.
MP 98.9 and MP 100.9 (Both Tracks)	30 MPH.
MP 102.6 Through turnouts, Edward	25 MPH.
MP 102.6 and MP 106.7	40 MPH.
MP 114.4 and MP 120.9	45 MPH.
MP 123.5 and MP 124.5 Until engine through limits	45 MPH.
MP 128.7 and MP 128.9	50 MPH.
MP 137.6 and MP 139.1	45 MPH.
MP 139.1 and MP 142.3	55 MPH.
MP 151.0 and MP 151.2	55 MPH.
MP 158.4 and MP 167.0	45 MPH.
MP 167.0 and MP 167.9	35 MPH.
MP 167.9 and MP 173.1	45 MPH.
MP 173.1 and MP 176.1	40 MPH.
MP 176.1 and MP 180.1	50 MPH.
MP 179.0 and MP 182.0 Southward train over 100 tons/OB	30 MPH.
MP 180.1 and MP 180.5	40 MPH.
MP 180.5 and MP 186.5	50 MPH.
MP 193.7 and MP 194.0	50 MPH.
MP 198.1 and MP 241.5	25 MPH.
MP 198.3 Through crossover, Nichols	20 MPH.
Through turnouts controlled sidings	20 MPH.
Freight trains over 100 Tons/OB through sidings	10 MPH.

### 19th Street to Harrisonville-

19th Street and Harrisonville	20 MPH.
MP 9.5, 37th St., until engine or lead car over crossing	10 MPH.
MP 16.1 and MP 21.3	10 MPH.
MP 24.5 until engine over switch	15 MPH.
MP 25.9 until engine through limits	10 MPH.

### Springfield Yard-

Long 4 South	20 MPH.
North and South Tracks Nichols MP 241.7 and Division Street MP 240.2	20 MPH.
North and South Tracks Broadway Ave MP 238.1 and 43 Track MP 237.2	20 MPH.

### 2. Bridge, Engine and Car Restrictions-

Locomotives in Groups G, H and I not permitted on Greenfield Lead, O'Sullivan's Lead at Lamar, Back Track at Paola and all auxiliary tracks at Olathe.

**19th Street to Harrisonville-**

Cars heavier than 263,000 lbs. not permitted.

Between Leeds Jct. and Harrisonville each car heavier than 220,000 lbs. must be preceded and followed by cars not heavier than 177,000 lbs.

Locomotives in Groups G, H and I not permitted.

**3. Main Track Information and Block System and/or TWC Limits-**

CTC- MP 2.1 and MP 198.1.

**Two Main Tracks designated as Main 1 (West) and Main 2 (East) tracks between-**

MP 0.4 and MP 26.6,  
MP 37.3 and MP 41.7,  
MP 96.8 and MP 102.6

**Interlockings-** The interlockings at MP 43.1(Paola) and MP 118.4 (Arcadia) are automatic interlockings and the interlocking signals are also CTC signals (which govern the block beyond) controlled by the train dispatcher. When stopped by a stop indication, first communicate with the train dispatcher for authority to proceed per Rule 312(1). If granted that authority, then comply with automatic interlocking Rule 312(3). Further instructions:

**Arcadia-** Before operating the time release, examine the dual control switches per Rule 315(A).

**MKT Interlocking MP 98-** When absolute signal governing movements over MKT crossing, MP 98.0, displays Stop indication, and there is a train on adjacent BN track that fouls MKT 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 Rules-**

**Rule 82(A)-**

**Rosedale-** Southward MKT trains will secure clearance at Glen Park.

**Paola-** Northward MKT trains will secure BN clearance from MKT operator at Parsons.

**Ft. Scott-** Southward trains destined 7th Subdivision must secure a clearance at Ft. Scott from 3rd and 7th Subdivision train dispatcher. Southward trains destined 2nd Subdivision must secure a clearance at Ft. Scott from 2nd Subdivision train dispatcher. Northward trains from 7th Subdivision must secure a clearance at Ft. Scott.

**Edward-** Rule 82(A) does not apply to northward trains from the 7th Subdivision that have already received a clearance from the 3rd and 7th Subdivision train dispatcher.

**Rule 93-**Yard limits in effect MP 0.4 KCT RR to MP 2.2 near 30th Street.

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

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

Main 1	MP 4.9 Gard Oil
	MP 5.9 Coors Beer House
	MP 9.8 Meyers Lumber
	MP 18.1 Mission Lumber
	MP 20.4 #1 Olathe
	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
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 Spur
Lockwood	MP 158.7 AG Service Center Track
Greenfield	MP 165.7 House Track
Everton	MP 175.7 Old Everton Track
Nichols	MP 197.9 Midwest Fiber Track
Nichols	MP 198.0 Leprino Cheese Track

**Rule 405-** In effect at Kansas City, Lenexa, Ft. Scott and Springfield Yard. When operators are on duty, they will deliver track bulletins and clearances or Track Warrants to train crew. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

**Rule 450-** In effect.

**5. Special Conditions-**

**Murray Yard to 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 Inter-change.

**Murray Yard-**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 Missouri River (Hannibal) Bridge.

To avoid excessive entrain forces when stopping at Murray Yard, all inbound/outbound trains and yard transfers should use train line air brakes when stopping.

**19th Street-** Weigh in Motion Scale, MP 1.0 on Main #1, 19th Street is now in service. Green switch targets indicate movement over scales which is the normal traffic route. Do not power, brake or use sand on locomotive while passing over scales. When possible, avoid entrain forces while train is passing over scales. Maximum speed allowed over scale is 10 MPH.

**19th Street to Harrisonville-** Trains will use K.C.T. tracks between 25th St. Jct. and K.C. Belt Jct.; Greater Kansas City Area Operating Rules in effect. Trains will use Union Pacific tracks between BV Jct. and Dodson; Union Pacific Railroad Rules and Timetable govern.

**25th Street-** Flashing light signals 25th Street: Control circuit on main track starts 100 feet and on track 3 starts 300 feet north of crossing. Do not foul control circuit unless southward home signal Tower 4 displaying proceed indication. When southward train on circuit more than two minutes signals cease to operate. Crossing must be protected from ground position unless signal operating.

**30th Street-** Flashing light signals 30th Street, MP 2.1, equipped with automatic cutout feature (Rule 103(D)). When northward home signals 29th St. interlocking display stop indication, northward movements will stop short of 30th Street.

Northbound train crews notify Bowl Tower Yardmaster when receive proceed signal at 30th Street, Kansas City.

**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 and 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.

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 before crossing.

**Olathe-** Crew members must protect from ground position all street crossings on Connection Track to west side.

**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 15-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.

**Greenfield-** Crew members must protect from ground position all street and highway crossings on Greenfield Lead.

**6. Track Side Warning Detectors protecting bridges, tunnels or other structures-**

Radio Reporter: Fontana MP 50.8

Radio Tone: MP 47.7, MP 60.1 and MP 72.0

**Other Track Side Warning Detectors-**

Radio Reporter: Bonita MP 27.4, Prescott MP 78.9, Iantha MP 130.2, Golden City MP 154.7 and Everton MP 178.8.

**7. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
93008 Merriam .....	8.4 south of 19th Street Yard .....	154	Both
93014 Lenexa .....	13.9 south of 19th Street Yard .....	112	Both
93021 Olathe .....	6.0 north of Bonita .....	114	Both
93024 Moss .....	1.4 north of Bonita .....	92	Both
93030 Spring Hill .....	3.6 south of Bonita .....	32	Both
93109 Garland .....	6.4 south of Edward .....	100	Both
93124 Liberal .....	8.6 south of Arcadia .....	72	Both
93151 Golden City .....	1.5 south of Dix .....	25	Both
93159 Lockwood .....	9.2 south of Dix .....	60	Both
93166 Greenfield .....	3.5 south of Dumbeck .....	5	South
93183 Ash Grove .....	7.4 south of Everton .....	19	Both
92239 Springfield Yard (MP 200.6) .....	2.3 south of Nichols .....	Yard	
19th Street to Harrisonville:			
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. .....		
Leeds Jct. (MP 8.8) .....	3.1 east of KC Belt Jct. .....		
BV Jct. (MP 11.7) .....	2.9 east of Leeds Jct. .....		
95016 Dodson (MP 16.0) .....	4.3 east of BV Jct. .....		
95045 Harrisonville (MP 45.2) .....	29.2 east of Dodson .....		

FOR INFORMATION ONLY					
MAIN LINE STATIONS					
Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Distance from Ref. Points
				Rule 6(A)	
			483.1	SH SHELCO	Y 279.8
				0.5	
			483.6	(Kansas Ave.)	Y 280.3
				0.1	
			483.7	(Kentucky St.)	XY 280.4
				0.1	
			483.8	I.C.Q.	JUY 280.5
				1.6	
			485.4	(Neptune St.)	XY 282.1
				1.1	
			486.6	(Mclemore St.)	XY 283.2
				1.3	
			487.9	(North Yale)	XY 284.5
				1.6	
			489.5	(South Yale)	XY 286.1
				0.5	
			490.0	(Pendleton St.)	XY 286.6
				0.5	
			491.5	(Demo)	XY 287.1
				4.1	
			494.6	(North Tenn. Yd.)	BKPTY 291.2
				3.1	
			497.1	MEMPHIS	Y 294.3
				(South Tenn. Yd.)	

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

4th Subdiv					
MAIN LINE STATIONS					
Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Distance from Teed
				Rule 6(A)	
	92235		203.2	TD TEED	J 0.0
			206.2	WS W.S.	2.9
				12.8	
10,266	93219		219.0	RR ROGERSVILLE	15.7
8,844	93232		231.5	DG DIGGINS	28.2
				11.7	
8,653	93243		243.2	CG CEDAR GAP	39.9
				6.4	
	93249		249.6	MF MANSFIELD	46.3
				10.6	
8,000	93260		260.2	NR NORWOOD	56.9
				9.3	
9,405	93270		269.5	MT MOUNTAIN GROVE	66.2
				9.6	
8,380	93279		279.1	CA CABOOL	75.8
				14.2	
7,437	93293		293.3	WL WILLOW SPRINGS	90.0
				12.8	
9,046	93306		306.1	OL OLDEN	102.8
				8.3	
8,699	93314		314.4	WP WEST PLAINS	111.1
				16.4	
8,723	93331		330.8	KK KOSHKONONG	127.5
				9.0	
8,786	93340		339.8	TH THAYER	BK 136.5
				10.5	
7,742	93350	1001	350.3	KG KING	CTC 147.0
				12.7	
7,485	93363		363.0	BA BAKER	159.7
				17.7	
8,574	93381		380.7	IM IMBODEN	177.4
				17.3	
8,706	93398		398.0	HX HOXIE (U.P.)	AJ 194.7
				To Walport 4.4	
7,015	93406		406.1	SW SEDGWICK	202.8
				13.9	
10,528	93420		420.0	JB JONESBORO	BKT 216.7
				2.2	
			422.2	S.S.W.	A 218.9
				1.6	
			423.8	U.P.	A 220.5
				6.9	
5,857	93431		430.7	BB BAY	227.4
				9.2	
9,311	93440		439.9	CN COON	236.6
				9.7	
	93450		449.6	TX TYRONZA	246.3
				12.6	
8,598	93462		462.2	R1 TURRELL	T 258.9
				0.4	
	93462		462.6	RIVER JCT.	J 259.3
				8.4	
	93472		471.0	HV HARVARD	267.7
				3.0	
				MARION	
	93474	2MT	474.0	To Hulbert 5.8	270.7
				1.4	
	93475		475.4	CC CRITCO	272.1
				6.0	
			481.4	BRIDGE JCT. (U.P.)	A 278.1
				1.7	
	93483		483.1	SH SHELCO	Y 279.8
				0.7	
		2MT	483.8	I.C.	JUY 280.5
				12.6	
	93496		496.4	TY MEMPHIS	BKRTY 293.1
				(Tenn. Yard)	

BN Radio Channel No. 2 in service on this Subdivision.  
 Train Dispatcher Calls-Springfield-82, Cabool-32, Thayer-42,  
 Imboden-52, Jonesboro-62, Turrell-12.

## 1. Speed Restriction- Zone-Between

### Maximum Speeds Permitted

Teed and Thayer .....	55 MPH.
MP 235.1 Through turnout .....	35 MPH.
MP 203.1 and MP 206.7 .....	35 MPH.
MP 206.7 and MP 219.1 .....	40 MPH.
MP 228.6 and MP 231.4 .....	45 MPH.
MP 243.0 and MP 245.8 .....	35 MPH.
MP 245.8 and MP 251.5 .....	40 MPH.
MP 251.5 and MP 254.0 .....	35 MPH.
MP 254.0 and MP 260.0 .....	40 MPH.
MP 260.0 and MP 266.8 .....	45 MPH.
MP 266.8 and MP 281.3 .....	40 MPH.
MP 286.8 and MP 288.0 .....	45 MPH.
MP 288.0 and MP 291.7 .....	40 MPH.
MP 290.0 and MP 293.0 Southward trains over 100 tons/OB .....	30 MPH.
MP 291.7 and MP 295.2 .....	50 MPH.
MP 295.2 and MP 299.4 .....	45 MPH.
MP 299.4 and MP 299.9 .....	40 MPH.
MP 299.9 and MP 325.9 .....	45 MPH.
MP 325.9 and MP 326.2 .....	40 MPH.
MP 326.2 and MP 336.6 .....	45 MPH.
MP 332.0 and MP 337.0 Southward trains over 100 tons/OB .....	30 MPH.
MP 336.6 and MP 339.4 .....	35 MPH.
MP 339.4 and MP 340.0 .....	20 MPH.
MP 340.0 and MP 358.8 .....	35 MPH.
MP 358.8 and MP 364.6 .....	45 MPH.
MP 364.6 and MP 365.4 .....	35 MPH.
MP 365.4 and MP 372.2 .....	40 MPH.
MP 372.2 and MP 374.4 .....	35 MPH.
MP 374.4 and MP 385.8 .....	40 MPH.
MP 385.8 and MP 391.0 .....	45 MPH.
MP 398.0 Union Pacific Crossing .....	40 MPH.
MP 413.1 and MP 414.5 .....	50 MPH.
MP 419.2 and MP 420.6 Until engine through limits .....	20 MPH.
MP 422.2 S.S.W. Crossing .....	40 MPH.
MP 430.2 and MP 431.3 .....	45 MPH.
MP 436.6 and MP 436.7 Until engine through limits .....	45 MPH.
MP 447.0 and 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 and MP 481.4 .....	45 MPH.
Bridge Jct. and Shelco .....	25 MPH.
Shelco and Memphis (Tennessee Yard) .....	20 MPH.
Through crossover, Neptune St., McLemore St., North Yale, South Yale, Pendleton St., Democrat Road .....	20 MPH.
In motion scale, Tennessee Yard .....	10 MPH.
Through turnouts controlled sidings .....	20 MPH.
Controlled Siding Jonesboro .....	10 MPH.
Freight trains over 100 tons/OB through sidings .....	10 MPH.

The following track is FRA Excepted Track - See All Subdivisions Item 6:

- Hoxie to Walport end of track
- Memphis:
  - 1) Parkway Yard including all leads and back tracks from Island Main to Louisiana Street
  - 2) 1100 Park, all leads and back tracks
  - 3) 1300 Park, all leads and back tracks
  - 4) 1500 Park, all leads and back tracks
  - 5) 1700 Park, all leads and back tracks
  - 6) North and South Passenger Mains

## 2. Bridge, Engine and Car Restrictions-

Cars heavier than 263,000 lbs. not permitted between Marion and Hulbert.

Locomotives in Groups G, H and I not permitted on Pocahontas Lead, 200 feet beyond switch Valley Stone Track, all tracks Truman, all tracks except Old Pass at Marked Tree, or between Marion and Hulbert.

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	Maximum	Throttle Position	Speed
In Service			
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.

**Turrell-**Trains exceeding 100 tons O/B must not occupy wye track.

## 3. Main Track Information and Block System and/or TWC Limits- CTC- MP 203.2 to MP 496.4

## 4. General Code of Operating Rules-

### Rule 82(A)-

**Teed-** Southward trains must receive clearance at Springfield Yard instead of Teed.

**Thayer-** All trains must secure clearance at Thayer.

**River Jct.-** Rule 82(A) does not apply to southward trains from 6th Subdivision that have already received clearance from 6th Subdivision train dispatcher.

**Rule 93-** Yard limit in effect between:  
MP 483.1 and MP 496.4

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

**Rule 405-** In effect at Thayer, Jonesboro, West Memphis, and Memphis. When operators are on duty, they will deliver track bulletins and clearances or Track Warrants to train crew. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

**Rule 450-** In effect.

## 5. Special Conditions-

**Teed-** When white light displayed at indicator Cherry St. southward absolute signal MP 206.2 displays proceed indication.

**Rogersville-** Northward trains approaching Springfield Yard notify yardmaster via radio.

**Olden-** When white light displayed at indicator on siding Olden, MP 306.0, northward absolute signal MP 305.8 displays proceed indication.

**Koshkonong-** When white light displayed at indicator on siding Koshkonong, MP 330.8, southward absolute signal MP 331.0 displays proceed indication.

**Walport lead-** Highway 67 Crossing will be protected by crew member from ground position.

**Jonesboro-** When white light displayed at indicator MP 420.4, northward absolute signal MP 419.5 displays proceed indication.

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-** Trains will not set out on No. 9 Track unless otherwise instructed.

**Presley Jct.-** UP Railroad crossing MP 476.2 protected by gate; normal position is against BN.

### Memphis-

All yard movements over public street crossings, except those equipped with automatic crossing signals, will be protected by member of crew from ground position. Crew member will use lighted red fusee when protecting crossing.

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

After receiving track bulletins, waybills, and wheel reports, all 4th, 5th and 6th Subdivision 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.

At K.C. Jct. 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 tracks at Memphis will not be used without the authority of the Norfolk Southern's operator. Crews must then advise the Norfolk Southern operator when they are in the clear.

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.

Power operated switch located at south end of hump lead and middle track at south end of Memphis (Tennessee Yard), controlled by Hump Conductor, Memphis (Tennessee Yard). 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 Memphis (Tennessee Yard)

**a.** Obtain permission to operate switch by hand from Yardmaster, Memphis (Tennessee Yard).

**b.** Pull the ring on the outside of lever latch rod toward the handle of hand throw lever. At same time, raise the hand throw lever to horizontal position and release the ring.

**c.** Switch is now in hand operation and power operation removed. If hand lever not engaged, move lever to opposite position to engage lever.

**d.** Operate switch by hand as required.

**e.** Return switch machine to power operation by pulling the ring toward the handle of hand throw lever, allowing the lever to drop below horizontal position into the switch stand.

**f.** Release the ring and lock switch, inform the Yardmaster, Memphis (Tennessee Yard), power restored.

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

**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.

**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.

### 6. Track Side Warning Detectors protecting bridges, tunnels or other structures- None.

#### Other Track Side Warning Detectors-

Radio Reporter:

Diggins	MP 228.3	Williford	MP 368.4
Macomb	MP 255.2	Hoxie	MP 401.0
Dunn	MP 273.6	Bay	MP 427.1
Pomona	MP 303.5	Marked Tree	MP 445.2
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.

### 7. Industrial Tracks and Other Tracks-

Name	Mileage Location	Capacity Cars	Switch Opens
93227 Fordland .....	5.0 north of Diggins .....	8	North
93237 Seymour .....	5.1 south of Diggins .....	4	North
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
93776 Presley Jct. ....	0.8 west of Marion .....	7	Both
93778 W. Memphis .....	3.0 west of Marion .....	Yard	Both
93779 Hulbert .....	5.8 west of Marion .....	Yard	East



SOUTH WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Memp- his	NORTH WARD
					Office Calls	Rule 6(A)		
		93496		496.4	MP MEMPHIS (Tenn. Yd.)	BKRTY	0.0	
		93500		500.0	MW MINERAL WELLS	Y	3.6	
	10,590	93512		511.2	BH BYHALIA		14.8	
	8,875	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	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	JT	91.1	
				588.2	SR	AI	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	BJKTR	114.8	
	8,411	93621		620.3	JU JUDGE		123.9	
	6,554	93629	1001	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	N.S.R.R.	AI	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 To DeBardeleben 9.6		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	C.S.X. N.S. BS.	AI	232.7	
				729.3	PZ PRATT CITY		232.9	
	4,880	93730		730.6	WG WEST BIRMINGHAM		234.2	
		93731		731.1	THOMAS JCT.	J	234.7	
				731.3	B.S.	M	234.9	
		93732		732.1	BY BIRMINGHAM (East Thomas Yd.)	BKRTY	235.7	

BN Radio Channel No. 2 in service on this Subdivision.  
Train Dispatcher Calls-Holly Springs-14, Sherman-24, Amory-84,  
Guin-54, Jasper-64, Birmingham-74.

## 1. Speed Restrictions- Zone-Between

## Maximum Speeds Permitted

MP 513.8 and MP 514.0	50 MPH.
MP 520.1 and MP 528.1	45 MPH.
MP 528.1 and MP 528.5	30 MPH.
MP 528.5 and MP 530.6	45 MPH.
MP 530.6 and MP 534.6	50 MPH.
MP 534.6 and MP 538.1	45 MPH.
MP 543.4 Northward trains until engine through limits	55 MPH.
MP 550.4 and MP 550.6	50 MPH.
MP 560.5 and MP 560.6 Southward trains until engine through limits	45 MPH.
MP 561.3 and MP 562.3	50 MPH.
MP 562.3 and MP 562.6	30 MPH.
MP 562.6 and MP 574.0	45 MPH.
MP 574.0 and MP 575.7	50 MPH.
MP 586.4 and MP 587.4	45 MPH.
MP 587.4 and MP 588.6	20 MPH.
MP 610.6 and MP 612.2 Until engine through limits	20 MPH.
MP 613.8 Northward trains until engine through limits	50 MPH.
MP 619.5 and MP 620.0	55 MPH.
MP 620.0 and MP 624.9	45 MPH.
MP 649.1 and MP 649.9	50 MPH.
MP 649.9 and MP 650.2	40 MPH.
MP 654.3 and MP 667.8	45 MPH.
MP 667.8 and MP 668.1	40 MPH.
MP 668.1 and MP 688.7	45 MPH.
MP 688.7 and MP 688.8	40 MPH.
MP 688.8 and MP 692.4	45 MPH.
MP 692.4 and MP 693.0	30 MPH.
MP 693.0 and MP 699.3	45 MPH.
MP 699.3 and MP 699.7	40 MPH.
MP 699.7 and MP 701.3	45 MPH.
MP 701.3 and MP 708.2	30 MPH.
MP 708.2 and MP 715.0	35 MPH.
MP 715.0 and MP 724.8	30 MPH.
MP 724.8 and MP 728.1	35 MPH.
MP 728.1 and MP 729.1	30 MPH.
MP 729.1 and MP 731.2 Until engine through limits	20 MPH.
Through turnouts controlled sidings	
Trains up to 100 tons O/B	20 MPH.
Trains over 100 tons O/B	10 MPH.
Through siding Benoit	10 MPH.
Tennessee Yard-outside track from hump tower to South Tennessee Yard	20 MPH.
Between Dora and DeBardeleben is FRA Excepted Track - See All Subdivisions Item 6.	
Birmingham Terminal, all trains, transfers and cuts arriving and departing East Thomas Yard until last car passes by TV cameras located at:	
Highway 78 overpass and 16th St	5 MPH.
Static scales-Birmingham	5 MPH.

## 2. Bridge, Engine and Car Restrictions-

**Shari-Futorian**-Not more than one 4 axle locomotive may be operated on tracks 3, 4 or 5 or on lead north of No. 3 track switch.

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

**Between Winfield and Birmingham**-When have other type cars in train, empty flat cars 85 feet long or longer without multi-level racks, or flat cars 85 feet long or longer, loaded with empty trailers will be handled in rear half of train only, except when locomotive horsepower is 5,000 or less restriction does not apply.

**Glen Allen**-Locomotive cannot be operated under loading conveyor.

**Jasper**-Locomotive cannot be operated over unloading pit, Wilcut track.

**Between Dora and Debardeleben**- Cars heavier than 263,000 lbs. not permitted. Locomotives in Groups G, H, and I not permitted.

**Debardeleben**-Locomotive cannot be operated over unloading pit, Boren Explosive track.

Loaded unit coal or grain trains must not use sidings at:

Byhalia	Reese
Tours	Belden
Potts Camp	Plantersville
Peck	West Birmingham

### 3. Main Track Information and Block System and/or TWC Limits-

**CTC-** In effect between MP 497.9 and MP 730.2

**Interlockings-** The interlockings at MP 588.2 (Tupelo), MP 693.7 (Jasper) and MP 729.1 (Pratt City) are automatic interlockings and the interlocking signals are also CTC signals (which govern the block beyond) controlled by the train dispatcher. When stopped by a stop indication, first communicate with the train dispatcher for authority to proceed per Rule 312(1). If granted that authority, then comply with automatic interlocking Rule 312(3). Further instructions:

**Jasper-** Before operating the time release, examine the dual control switches per Rule 315(A).

### 4. General Code of Operating Rules-

**Rule 83- Amory-**Only originating trains will register.

**Rule 93-** Yard limit in effect between:

MP 496.4 and MP 500.0  
MP 730.2 and MP 732.1

**Rule 99-** When required to flag, distance will be 2 miles.

**Rule 405-** In effect at Memphis, Amory and Birmingham. When operators are on duty they will deliver track bulletins and clearances or Track Warrants to train crews. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

**Rule 450-** In effect.

### 5. Special Conditions-

**Following crossings must be protected from the ground position-**

Cordova-Dock Track, Highway 173.

Sumiton-Old Highway 78.

Between Dora and DeBardeleben crossing at MP 715.6.

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.

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

**Amory-** Trains or engines entering 5th Subdivision at south switch Amory from No. 1 Track must remain north of the No. 1 switch until absolute signal is cleared for movement to main track or permission received from dispatcher.

**Adamsville-**When white light displayed at indicator at MP 721.9, northward signal on siding at MP 721.7, displays proceed indication.

### Birmingham-

**East Thomas Yd.-**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.

### 6. Track Side Warning Detectors protecting bridges, tunnels or other structures-

Radio Tone: MP 699.7 and MP 704.6

#### Other Track Side Warning Detectors-

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

### 7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
93502 Olive Branch .....	5.3 south of Memphis .....	25	North
93548 Hickory Flat .....	7.0 south of Potts Camp .....	6	South
93559 Shari .....	1.6 north of Peck .....	94	Both
93577 Sherman .....	5.1 north of Beiden .....	60	North
93600 Nettleton .....	2.4 north of Arjay .....	18	South
93631 Sue Flynn .....	2.6 south of Gatman .....	11	North
93635 Sulligent .....	6.5 south of Gatman .....	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
93927 DeBardeleben .....	9.6 east of Dora Yard .....		Both
93717 Lindbergh .....	5.0 north of Adamsville .....	15	North

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from Lindenwood	NORTHWARD
				Office Calls	Rule 6(A)		
	92007		7.1	LI LINDENWOOD	BIJK	0.0	
				2.0			
	98008		9.1	MU MUTUAL	Y	2.0	
				3.4			
	98012		12.5	AF ALPHA		5.4	
				12.4			
8.600	98025		24.9	BI BYERS		17.8	
				13.8			
	98039		38.7	FS FESTUS		31.6	
				3.4			
7.111	98040		42.1	CX CRYSTAL CITY	J	35.0	
				7.6			
	98047		49.7	RI RUSH ISLAND		42.6	
				2.4			
	98054		52.1	EE BRICKEYS		45.0	
				14.4			
8.600	98065		66.5	SG STE GENEVIEVE	J	59.4	
				13.2			
8.600	98081		79.7	MB MCBRIDE		72.6	
				22.6			
8.600	98103		102.3	WB WITTENBERG		95.2	
				13.3			
5.040	98115		115.6	NE NEELYS		108.5	
				14.1			
8.600	98129		129.7	FZ FREEZE		122.6	
				2.3			
	98131		132.0	CP CAPE GIRARDEAU	BJK	124.9	
				5.0			
	98139		137.0	NX NASH		129.9	
				6.3			
9.150	98144		143.3	CF CHAFFEE (S.S.W.)	ABJ	136.2	
				6.7			
	98151	1025	150.0	ORAN (U.P.)	M	142.9	
				4.8			
7.600	98155		154.8	BR BROOKS		147.7	
				11.1			
	98166		165.9	SI SIKESTON (U.P.)	A	158.8	
				14.7			
8.263	98180		180.6	KA KEWANEE		173.5	
				5.6			
	98186		186.2	LILBOURN (S.S.W.)	JM	179.1	
				6.8			
10.583	98194		193.0	CR CONRAN		185.9	
				6.6			
	98199		199.6	PO PORTAGEVILLE		192.5	
				11.9			
	98211		211.5	TE TERRY		204.4	
				2.1			
	98213		213.6	HY HAYTI	T	206.5	
				To Kennett 17.8			
8.610	98224		225.4	ST STEELE		218.3	
				11.8			
	98235		235.7	NM NORBLY		228.6	
				10.3			
8.610	98237		238.1	BL BLYTHEVILLE	BKR	231.0	
				To Armorer 6.4			
	98249		248.2	LX LUXORA		241.1	
				10.1			
	98253		252.7	HO HAROLD		245.6	
				4.5			
	98254		254.9	OS OSCEOLA	T	247.8	
				10.6			
8.610	98264		265.5	WN WILSON		258.4	
				6.9			
	98272		272.4	JR JOINER		265.3	
				9.9			
8.610	93462		282.3	R2 TURRELL	T	275.2	
				1.2			
	93462		283.3	JG RIVER JCT.	J	276.4	

BN Radio Channel No. 2 in service on this Subdivision.  
 Train Dispatcher Calls-Lindenwood-87, Ste. Genevieve-27, Wittenberg-37,  
 Cape Girardeau-47, Portageville-57, Blytheville-67, Turrell-17,  
 Turrell (2nd Subdiv.)-12.

## 1. Speed Restrictions- Zone-Between

## Maximum Speeds Permitted

Lindenwood and Chaffee.....	50 MPH.
Chaffee and River Jct. ....	55 MPH.
MP 7.4 and MP 8.5.....	30 MPH.
MP 12.7 and MP 22.1 .....	45 MPH.
MP 22.3 and MP 23.8 .....	45 MPH.
MP 26.7 and MP 30.6 .....	45 MPH.
MP 35.5 and MP 38.7 .....	45 MPH.
MP 38.7 and MP 39.7 Until engine through limits.....	30 MPH.
MP 40.1 and MP 40.3 .....	40 MPH.
MP 44.6 and MP 44.8 .....	45 MPH.
MP 58.9 and MP 60.0 .....	45 MPH.
MP 64.8 and MP 65.0 .....	40 MPH.
MP 65.0 and MP 65.2 Until engine through limits.....	20 MPH.
MP 70.0 and MP 70.4 .....	45 MPH.
MP 83.2 and MP 83.6 .....	45 MPH.
MP 88.2 and MP 91.8 .....	45 MPH.
MP 96.0 and MP 100.6 .....	35 MPH.
MP 103.5 and MP 103.6 .....	30 MPH.
MP 103.6 and MP 105.8 .....	40 MPH.
MP 109.5 and MP 113.6 .....	45 MPH.
MP 118.2 and MP 119.6 .....	45 MPH.
MP 125.2 and MP 130.6 .....	45 MPH.
MP 130.6 and MP 131.7 .....	20 MPH.
MP 131.7 and MP 132.9 Until engine through limits .....	20 MPH.
MP 142.5 and MP 143.6 Until engine through limits .....	20 MPH.
MP 150.0 Union Pacific Crossing.....	20 MPH.
MP 164.3 and MP 166.3 Until engine through limits .....	20 MPH.
MP 185.5 and MP 186.6 Until engine through limits .....	20 MPH.
MP 198.6 and MP 199.0 Until engine through limits .....	30 MPH.
MP 212.2 and MP 213.4 Until engine through limits .....	20 MPH.
MP 224.2 and MP 224.8 Until engine through limits .....	20 MPH.
MP 227.0 and MP 227.6 Until engine through limits .....	30 MPH.
MP 229.0 and MP 236.3 .....	40 MPH.
MP 236.3 and MP 237.9 Until engine through limits .....	20 MPH.
MP 253.1 and MP 254.3 Until engine through limits .....	20 MPH.
MP 283.3 Through turnout River Jct.....	25 MPH.
Sidings: Wittenberg, Neelys, Freeze, Brooks, Kewanee, Conran, Blytheville, Wilson and Turrell.....	10 MPH.
Through turnouts and controlled sidings	
Trains up to 100 tons O/B .....	20 MPH.
Trains over 100 tons O/B .....	10 MPH.
Over south switch, No. 1 track UP connection at Crystal City.....	5 MPH.
Rush Island, Loop Track .....	8 MPH.
Rush Island over scale .....	4 MPH.

Between Hayti and Kennett is FRA Excepted Track - See All Subdivisions Item 6.

## 2. Bridge, Engine and Car Restrictions-

Cars heavier than 263,000 lbs. not permitted between:  
 Hayti and Kennett  
 Blytheville and Armorer

Between Hayti and Kennett cars heavier than 220,000 lbs. must have length of 50 ft. or more.

Loaded unit coal or grain trains must not use the sidings at:

Wittenburg	Conran
Neelys	Blytheville
Freeze	Wilson
Brooks	Turrell
Kewanee	

Locomotives in Groups G, H and I not permitted:

Crystal City on UP Connection Track  
 between Hayti and Kennett.

Not more than one locomotive in Group G, H and I permitted on:

Osceola product tracks  
 Paymaster lead from Wye Switch East.  
 Blytheville to Armorer

## 3. Main Track Information and Block System and/or TWC Limits-

ABS: In effect between MP 7.4 and MP 9.0

CTC: In effect between MP 9.0 and MP 283.3

**4. General Code of Operating Rules-****Rule 82(A)-**

**Cape Girardeau-** Coal trains destined Rush Island and return, between 2330 hours and 0730 hours, Conductor must get Track Bulletins and Clearance from Cape Girardeau office Fax machine.

**Chaffee-**Trains changing crews will compare train order and/or Track bulletin numbers as required and need not contact train dispatcher before proceeding.

**River Jct.-** Rule 82(A) does not apply for northward trains that have already received a clearance at Tenn. Yard.

**Rule 93-** Yard limit in effect Lindenwood to 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).

**Rule 99-**When required to flag, distance will be 2 miles.

**Rule 405-** In effect at Lindenwood, Crystal City, Cape Girardeau, Blytheville and Memphis. When operators are on duty, they will deliver track bulletins and clearances or Track Warrants to train crews. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

**Rule 450-** In effect.

**5. Special Conditions-**

**Following crossings must be protected from the ground positions:**

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.  
Norbly Siding-Moultrie St.  
Blytheville-Hoop Track, Ash St.  
Osceola-House Track, Union Avenue and Southwire Lead, Highway 61.

**Crossing Gates-**

Station	Mile Post	Intersecting Line	Normal Position
Oran	150.0	U.P.	Against U.P.
Lilbourn	185.7	S.S.W.	Against S.S.W.
Lilbourn	186.1	S.S.W.	Against S.S.W.

**St. Louis-** For yard operation in the St. Louis Area and train operation between Lindenwood and Machens refer to the Galesburg Division Timetable, 5th Subdivision.

**Lindenwood-** When moving within the limits of concrete pad at Lindenwood Hub Center, all engines must have bell ringing and headlights on dim.

**Lindenwood Interlocking-** MP 7.3 Eastward Track controlled by Lindenwood operator. Interlocking Rules govern.

**Between Festus and Crystal City-** whistle for PPG crossing at MP 39.9.

**Rush Island-** While unloading coal at MP 49.7, do not let any OFCX cars move off unloading pit with the doors open.

**Cape Girardeau-** When setting out between the hours of 2330 hours and 0730 conductor must place list and waybills in waybill box. Indicate on list time, date, and on what track cars were set out. Coal trains arriving from Rush Island between the hours of 2330 and 0730 must leave list in waybill box.

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

**Wilson-Dwarf** signal north end siding MP 264.5 governs movement to main track.

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

**6. Track Side Warning Detectors protecting bridges, tunnels or other structures-**

Radio Reporter: Brickeys MP 53.2

Radio Tone: MP 16.4, MP 21.8, MP 47.2, MP 135.3 and MP 141.5

**Other Track Side Warning Detectors-**

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		

**7. Industrial Tracks and Other Tracks-**

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 Horne	3.8 north of Festus	62	Both
98037 Ludwig	1.7 north of Festus	24	Both
98045 Selma	2.5 south of Crystal City	65	Both
98061 Duren	5.0 north of Ste. Genevieve	17	South
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 Girardeau	30	Both
98160 McMullin	5.9 north of Sikeston	10	North
98191 Marston	2.0 north of Conran	25	South
98174 Mathews	6.6 north of Kewanee	32	Both
98227 Holland	1.9 south of Steele	10	North
98494 Armored	6.4 east of Blytheville	135	Both
98244 Burdette	3.8 north of Luxora	57	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	7th Subdiv MAIN LINE STATIONS	Office Calls	Rule 6(A)	Distance from Edward	NORTHWARD
		93103		102.7	EW 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				
				136.7	S.E.K.	M		34.0	
	7.550	97141		140.7	SM SCAMMON		CTC	38.0	
		97148	1040	147.7	CB COLUMBUS (8th SUB)	ABJKT		45.0	
	7.420	97154		153.8	NU NEUTRAL			51.1	
		97159		159.0	BX BAXTER SPRINGS	T		56.3	
	7.600	97165		165.3	QP QUAPAW	T		62.6	
		97173		172.5	ME MIAMI	BK		69.8	
	7.577	97179		179.2	NI NARCISSA			76.5	
		96347		186.3	FJ AFTON JCT.	J		83.6	

BN Radio Channel No. 2 in service on this Subdivision.  
Train Dispatcher Calls-Joplin-35, Miami-25.

**1. Speed Restrictions-  
Zone-Between**

**Maximum Speeds Permitted**

Until engine through limits:  
 MP 124.2 and MP 125.3 ..... 20 MPH.  
 MP 135.6 and MP 136.7 ..... 35 MPH.  
 MP 140.3 and MP 140.9 ..... 35 MPH.  
 MP 146.6 and MP 148.5 ..... 30 MPH.  
 MP 159.2 and MP 160.2 ..... 35 MPH.  
 MP 171.7 and MP 173.2 ..... 35 MPH.  
 MP 186.1 and MP 186.3 ..... 25 MPH.  
 Through turnouts controlled sidings ..... 20 MPH.  
 Through turnout north Columbus ..... 15 MPH.  
 Pittsburg lead, MP 144.8 and MP 138.3, Highway 69 by-pass ..... 30 MPH.  
 Except at MP 142.3; Broadway Street MP 137.6 and Walnut Street MP 134.8 until engine through limits ..... 5 MPH.  
 Baxter Springs  
 North leg of wye from Main Track to Willow Street ..... 5 MPH.  
 Central Mill over Circle Track Switch and Circle Track ..... 5 MPH.  
 The following locations are FRA Excepted Track - See All Subdivisions Item 6:  
 Picher Lead  
 Central Mill Lead

**2. Bridge, Engine and Car Restrictions-**

Between Cherokee and Pittsburg and between Quapaw and Central Mill cars heavier than 263,000 lbs. not permitted.  
 Locomotives in Groups G, H and I not permitted: Girard yard tracks, Cherokee wye, Pittsburg lead, Columbus wye, Baxter Springs yard tracks and south wye (except: these locomotives ARE permitted on scale track, pass, and north wye; however, do not exceed two of these locomotives on north wye.), Central Mill lead, Picher lead, Quapaw wye, and Miami BFG lead. Not more than two of these locomotives are permitted between Baxter Springs and Riverton.

**3. Main Track Information and Block System and/or TWC Limits-**

CTC- In effect between MP 102.7 and MP 186.2

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

**Rule 82(A)-**

**Edward-** Southward trains from 3rd Subdivision must have secured a clearance from 7th Subdivision train dispatcher and will not require clearance at Edward.

**Afton Jct.-** Northward trains from 2nd Subdivision must have secured clearance from 7th Subdivision train dispatcher and will not require clearance at Afton Jct.

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

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

Baxter Springs  
MP 159.2 Co-op Track

**Rule 405-** In effect at Columbus. When operators are on duty, they will deliver track bulletins and clearances or Track Warrants to train crew. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

**Rule 450-** In effect.

**5. Special Conditions-**

**Pittsburg Lead: From Cherokee to Pittsburg-** Crew members must protect the following crossings from the ground position unless crossing warning signals are known to be operating for over 20 seconds:

MP 138.2 Highway #69 Bypass  
 MP 137.6 Broadway  
 MP 135.1 Elm  
 MP 134.9 Locust  
 MP 134.8 Broadway  
 MP 134.7 Walnut

**Baxter Springs-** Coal cars, loaded or empty, NOT permitted on south leg of wye, Storage track no. 1, or elevator track.

**Baxter Springs to Riverton-** Flag Highway 66 crossing from ground position unless flashers are known to be working.

**Riverton-** Track ends 1800 feet east of east switch.

**6. Track Side Warning Detectors protecting bridges, tunnels or other structures- None.**

**Other Track Side Warning Detectors-**

Radio Reporter: Girard MP 121.1, Quapaw MP 162.5

**7. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
97124 Girard	7.4 south of Farlington	60	Both
97237 Pittsburg	9.0 east of Cherokee	Yard	Both
97241 Sinclair	3.6 east of Cherokee	18	
97344 Riverton	4.1 east of Baxter Springs		
97169 Central Mill Spur	3.7 west of Quapaw (Wye)	Yard	

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS				Distance from Pierce City
				Office Calls	Rule 6(A)			
	96287	1003	286.9	PC	PIERCE CITY	J	CTC	0.0
					11.8			
3,713	95299		298.7		SARCOXIE			11.8
					12.3			
5,004	95311		311.0		MENK	Y		24.1
					1.6			
			312.6		U.P.	AJY		25.8
					0.6			
2,643	95313		313.2		CARTHAGE	Y		26.3
					13.9			
			327.1		K.C.S.	A		40.2
					1.1			
3,008	95328		328.2		CARL JCT.			41.2
					6.8			
			334.9		K.C.S.	M		48.0
					8.4			
2,399	97148		343.3	CB	COLUMBUS (5th SUB)	ABJKTY		56.6
					6.4			
			349.7		S.E.K.	M		62.8
					10.2			
3,019	95360		359.9		OSWEGO			73.0
					1.2			
			361.1		M.K.T.	AJ		74.2
					9.5			
2,218	95371		370.6		ALTAMONT			83.7
					6.2			
2,236	95377		376.8		MOUND VALLEY		TWC	89.9
					10.2			
	95387		387.0		CHERRYVALE (A.T.S.F.)	MJ		100.1
					14.5			
			401.5		U.P.	JMY		114.4
					0.1			
	95401		401.6	NA	NEODESHA	BKRY		114.5
					12.6			
3,506	95414		414.0		FREDONIA (A.T.S.F. & U.P.)	JMY		127.1
					12.4			
4,281	95426		426.4		FALL RIVER			139.5
					12.2			
1,205	95439	1004	438.6		SEVERY			151.7
					19.9			
2,789	95458		458.5		BEAUMONT	Y		171.6
					25.1			
			483.6		A.T.S.F.	IJY		196.7
					0.4			
	95484		484.0	AU	AUGUSTA	Y		197.1
					22.4			
			506.4		U.P.	AJY		219.5
					0.2			
			506.6		O.K.T.	AJY		219.7
					0.9			
	95508		507.5	WH	WICHITA	BKRTY		220.9
					7.1			
			514.6		A.T.S.F.	AJY		227.7
					23.2			
			537.8		A.T.S.F.	AJ		250.9
					9.4			
	95547		547.2		BUHLER	Y		260.1
					29.9			
			577.1	LY	LYONS	Y		290.2
					12.1			
			589.2		U.P.	MY		302.3
					4.9			
			594.1		LORRAINE	JY		307.2

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

#### 1. Speed Restrictions- Zone-Between

#### Maximum Speeds Permitted

Pierce City and Wichita.....	40 MPH.
MP 287.0 and MP 287.6 until engine through limits .....	15 MPH.
MP 287.6 and MP 288.8 .....	35 MPH.
MP 298.5 and MP 299.2 until engine through limits .....	20 MPH.
MP 311.5 and MP 314.2 until engine through limits .....	20 MPH.
MP 314.6 and MP 315.1 .....	30 MPH.
MP 327.1 until engine through interlocking .....	20 MPH.
MP 358.0 and 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 and MP 371.0 .....	30 MPH.
MP 383.5 and MP 383.8 .....	30 MPH.
MP 403.0 and MP 413.4 .....	30 MPH.
MP 413.4 and 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.
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#### Eastward trains over 100 Tons/OB

MP 447.0 and MP 452.0 .....	30 MPH.
MP 456.0 and MP 458.0 .....	25 MPH.
MP 472.7 and MP 473.2 Until engine through limits .....	25 MPH.
MP 482.5 and MP 484.2 Until engine through limits .....	10 MPH.
MP 493.4 and MP 493.5 Until engine through limits .....	30 MPH.
MP 500.4 and MP 501.4 .....	30 MPH.
MP 501.4 and MP 504.4 .....	10 MPH.
MP 504.4 and MP 506.7 Until engine through limits .....	10 MPH.

The following three locations are FRA Excepted Track - See All Subdivisions Item 6:

MP 510.0 and MP 577.0 .....	10 MPH.
MP 582.5 and MP 582.7 .....	10 MPH.
MP 586.0 and MP 594.1 .....	10 MPH.

#### Columbus to Webb City-

Columbus and Webb City .....	20 MPH.
MP 339.0 and MP 338.6 until engine through limits .....	10 MPH.
J. & G. Jct. (H Line) to K.C.S. Connection .....	5 MPH.
MP 334.9 and MP 330.3 .....	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. .... 5 MPH.  
Over static scales-Joplin .... 5 MPH.

#### 2. Bridge, Engine and Car Restrictions-

Cars heavier than 263,000 lbs. not permitted between Pierce City and Medora or between Columbus and Webb City.

Locomotives in Groups G, H and I not permitted between Neodesha and Lorraine or between Columbus and Webb City.

#### 3. Main Track Information and Block System and/or TWC Limits-

CTC- In effect between Pierce City and MP 287.3

TWC- In effect between MP 287.3 and Wichita.

Train location line-up will be issued by train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by Track Warrant Authority.

#### 4. General Code of Operating Rules-

Rule 93- Yard limit in effect between:

MP 311.0 and MP 314.1
MP 342.5 and MP 346.0
MP 400.7 and MP 403.6
MP 411.9 and MP 415.3
MP 457.0 and MP 460.0
MP 501.0 and MP 552.0
MP 577.1 and MP 594.1

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

Rule 405- In effect at Columbus, Neodesha and Wichita. When operators are on duty, they will deliver track bulletins and clearances or Track Warrants to train crew. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

#### 5. Special Conditions-

##### Columbus to Webb City-

Galena- Main Street (Carterville Track) and Main Street crossing must be protected from ground position between 0600 and 1800.

Joplin- Pennsylvania Avenue (track serving Joplin Warehouse building) must be protected from ground position.

Locomotives must not be operated over pit at Eagle Picher.

Joplin to Webb City- KCS Railroad crossing (MP 331.2) protected by gate; normal position for gate is against BN.

**Fredonia-** BN Trains and engines will use ATSF main track between connecting switch MP 152.1 and MP 150.0. ATSF 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-sigaled Territory with no First Class Trains scheduled on either Railroad.

**Augusta-** Trains switching ATSF Connection, must stop in circuit until crossing gates on Ohio Street are down before proceeding over crossing or flag protection provided.

**Wichita-** Westward engines approaching Murdock Street, from South leg of wye, must stop in circuit until crossing signals are operating before proceeding over crossing.

Following crossings will be protected from ground position, Waterman, Gilbert, Morris Streets, Central Avenue, First and Second Streets. Cars must not be kicked or dropped over these crossings.

**Burton-Burton Ave.** crossing must be protected from ground position.

**Lyons-Highway 96** crossing must be protected from ground position.

**6. Track Side Warning Detectors-** None.

**7. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
95293 Wentworth (MP 293.2)	6.3 west of Pierce City	15	East
95335 Military (MP 334.6)	6.4 west of Carl Jct.	50	East
95336 Crestline	7.1 east of Columbus	8	West
95352 Hallowell (MP 352.6)	7.3 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
94393 Andover (MP 493.5)	9.5 west of Augusta	25	Both
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 Burton (MP 537.9)	9.3 east of Buhler	10	Both
95552 Medora	4.3 west of Buhler	22	East
Columbus to Webb City: Columbus (MKT MP 419.1) Military (MKT MP 429.3)	10.2 south of Columbus		
97340 Galena (MKT MP 432.1, BN MP 339.8)	2.8 south of Military		
To Horn 1.8 (MKT MP 433.9)			
97338 Old Rock Mo. (MP 337.9)	1.9 south of Galena		
97331 Joplin (MP 333.8)	4.1 south of Old Rock		
97326 Webb City (MP 326.0)	7.8 south of Joplin		

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv MAIN LINE STATIONS		Distance from Cuba
				Office Calls	Rule 8(A)	
		1009	86.8	CU	CUBA	0.0
370	92818		95.1		8.3	8.3
2,014	92823		100.4		STEELVILLE	
					5.3	
1,580	92908		107.5		LEAD JCT.	13.6
					7.1	
1,260	92923	1010	122.9		CHERRYVILLE	20.7
					15.4	
2,358	92933		130.0		ST. JOE	36.1
					7.1	
					BUICK	43.2
					BTY	

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

**1. Speed Restrictions-  
Zone-Between**

**Maximum Speeds Permitted**

Cuba and Buick	30 MPH.
MP 87.1 (PP Highway) Until engine over crossing:	15 MPH.
MP 93.4 and MP 93.6	10 MPH.
MP 98.5 and MP 98.8	10 MPH.
MP 122.9 and MP 123.0	10 MPH.
MP 129.8 and MP 130.0	10 MPH.

**2. Bridge, Engine and Car Restrictions-**

Locomotives in Groups G, H and I not permitted.

When have other type cars in train, empty flat cars 85 ft. long or longer without multi-level racks, or flat cars 85 ft. long or longer, loaded with empty trailers will be handled in rear half of train only, except when locomotive horsepower is 5,000 or less restriction does not apply.

**3. Main Track Information and Block System and/or TWC Limits-**

**TWC-** In effect between Cuba MP 88.0 and Buick MP 129.0.

Train location line-up will be issued by train dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by Track Warrant Authority.

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

**Rule 93-** Yard limit in effect between-

MP 86.8 and MP 88.0
MP 129.0 and MP 130.0

**Rule 99-** When flagging is required, distance will be 1 mile.

**Rule 405-** In effect at Cuba. When operators are on duty, they will deliver track bulletins and clearances or Track Warrants to train crew. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

**5. Special Conditions-** None.

**6. Track Side Warning Detectors-** None.

**7. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
92923 Viburnum	1.4 of west St. Joe	4	East



## SPRINGFIELD DIVISION

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS			Distance from Pensa- cola
					Office Calls	Rule 6(A)		
		98915		915.4	PN	PENSACOLA 16.3	BJKRTY	0.0
	3.587	98898		899.1		CANTONMENT 25.7	JY	16.3
	3.493	98873		873.4		WALNUT HILL 10.5		42.0
	3.006	98863		862.9		ATMORE 25.3		52.5
	2.949	98838		837.6		GOODWAY 7.2		77.8
	4.038	98830		830.4		FRISCO CITY 16.3		85.0
	4.644	98814		814.1		FOUNTAIN 9.5	T	101.3
	3.535	98804		804.6		PRYOR 11.3		110.8
	1.238	98793		793.3		HYBART 9.6	J	122.1
				783.7		BRIDGE 783.7 4.2	M	131.7
		98780		779.5	MC	MACMILLAN 5.4	BKTY	135.9
				774.1		N.S.R.R. 0.1	A	141.3
	3.680	98774		774.0		KIMBROUGH 9.7	JY	141.4
		98764	1020	764.3	MG	MAGNOLIA 15.0	BKRY	151.1
	1.900	98749		749.3		LINDEN 0.6	J	166.1
				748.7		CSX 13.1	A	166.7
		98736		735.6		GREEN TREE 4.4	Y	179.8
		98731		731.2	DS	DEMOPOLIS 0.2	BJKY	184.2
				731.0		N.S. R.R. 2.1	AY	184.4
				728.9		BRIDGE 728.9 4.5		186.5
		98724		724.4		CENTRALA 16.2	T	191.0
				708.2		NS 0.1	A	207.2
	7.880	98708		708.1	BG	BOLIGEE To York 23.1 Via N.S. RR.	JY	207.3
						7.7		
	3.600	98700		700.4		MT. HEBRON 20.5		215.0
		98680		679.9	AL	ALICEVILLE 10.6	KY	235.5
	8.600	98669		669.3		PICKENSVILLE 16.1		246.1
	1.500	98653		653.2		WHITBURY 4.4		262.2
				648.8		SR 0.6	A	266.6
		98648		648.2	CO	COLUMBUS 0.9	JY	267.2
				647.3		C & G 8.5	A	268.1
	7.900	98639		638.8		AIRPORT 1.8		276.6
		98637		637.0		KOLOLA SPRINGS 6.1		278.4
		98631		630.9		HAMILTON 7.2		284.5
		98624		623.7		ABERDEEN 12.5	T	292.7
		93611		611.2	AY	AMORY	BJKRTY	304.2

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

Train Dispatcher Calls- Pensacola-13, Mule Crossing-23, Atmore-43, Frisco City-53, Fountain-63, Hybart-73, Magnolia-83, Demopolis-63, Boligee-53, Aliceville-43, Columbus-23, Amory-83, Amory (5th Subdiv.)-84.

### 1. Speed Restrictions- Zone-Between

#### Maximum Speeds Permitted

Pensacola and Amory .....	49 MPH.
Static Scale-Pensacola .....	5 MPH.
MP 910.0 and MP 894.0 .....	35 MPH.
MP 888.3 and MP 825.4 .....	35 MPH.
MP 825.4 and MP 810.0 .....	30 MPH.
Fountain:Alabama River Pulp Lead between main track and Ft. Claiborne Highway Crossing .....	10 MPH.
between Ft. Claiborne Highway Crossing and ARP Storage yard .....	20 MPH.
MP 810.0 and MP 809.7 .....	25 MPH.
MP 809.7 and MP 797.3 .....	35 MPH.
MP 797.3 and MP 796.4 .....	30 MPH.
MP 796.4 and MP 784.0 .....	35 MPH.
MP 784.0 and MP 781.7 .....	10 MPH.
MP 781.7 and MP 781.0 .....	35 MPH.
MP 777.7 and MP 777.4 .....	25 MPH.
MP 777.4 and MP 775.0 .....	35 MPH.
MP 774.0 until engine through interlocking .....	20 MPH.
MP 760.0 and MP 749.4 .....	30 MPH.
MP 749.4 and MP 749.2 until engine through limits .....	25 MPH.
MP 748.7 until engine through interlocking .....	20 MPH.
Green Tree Spur-Highway 21 Crossing until engine over crossing .....	5 MPH.
MP 731.5 and MP 730.9 .....	20 MPH.
MP 730.9 and MP 728.9 westward until engine through limits .....	10 MPH.
Bridge 728.9 over steel spans .....	10 MPH.
MP 728.9 and MP 726.9 eastward until engine through limits .....	15 MPH.
MP 725.0 and MP 724.0 .....	25 MPH.
MP 708.2 until engine through interlocking .....	20 MPH.
MP 648.8 and MP 647.3 .....	20 MPH.
Bridge 635.8 Trains handling pulpwood .....	25 MPH.
Aberdeen Spur from Wye and New Bridge .....	30 MPH.
Sidings .....	10 MPH.

### 2. Bridge, Engine and Car Restrictions-

Between Pensacola and Aliceville, and on Aberdeen Spur cars heavier than 263,000 lbs. not permitted.

Loaded unit coal or grain trains must not use sidings at Mt. Hebron, Pickensville and Whitbury.

Locomotives in Groups G, H and I not permitted on following tracks:

Pensacola to Boligee.  
Hamilton-Kerr McGee tracks.  
Airport Spur.  
Whitbury Spur.

Between Pensacola and Magnolia-

When have other type cars in train, empty automobile rack cars and empty or part load 85 feet long or longer cars operated in trains of greater than 5,500 trailing tons must have such cars placed in rear half of train, except when the locomotive horsepower is 5,000 or less, restriction does not apply.

### 3. Main Track Information and Block Systems and/or TWC Limits-

**TWC-** In effect between Pensacola and Amory.

Train location line-up will be issued by train dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by Track Warrant Authority.

**Between Boligee and York-** Trains will use Norfolk Southern RR track, and be governed by Norfolk Southern Railway Rules and Time Table.

### 4. General Code of Operating Rules-

**Rule 81-** York-Westward trains destined 10th Subdivision will secure a Track Warrant.

**Rule 93-** Yard limit in effect between-

MP 915.0 and MP 910.0	MP 764.3 and MP 763.0
MP 900.3 and MP 898.0	MP 736.5 and MP 730.5
MP 816.0 and MP 812.0	MP 709.5 and MP 705.0
MP 781.0 and MP 777.7	MP 682.0 and MP 677.5
MP 775.0 and MP 772.5	MP 649.7 and MP 646.0
MP 765.3 and MP 764.3	MP 613.0 and MP 612.4

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

**Rule 405-** In effect at Pensacola, MacMillan, Demopolis, Aliceville and Amory. When operators are on duty, they will deliver track bulletins and clearances or Track Warrants to train crew. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

**5. Special Conditions-**

**Pensacola-** Before movement made over following crossings, unless flagged from a ground position, flashers and/or gates must be operating:

Pace Blvd.  
Texar Drive.  
Barrancas Ave.

**Green Tree Spur-** Protect crossing from ground position at Highway 80.

**Drawbridge 728.9-** Instructions in release box apply when signal does not indicate proceed.

**Whitbury-** lead can be used for local service only.

**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.

**Airport Spur-** Protect crossing from ground position at Highway 45 and all crossings Columbus AFB.

**Amory-** Trains or engines arriving or leaving East Amory on 10th Subdivision must have permission from yardmaster or operator at Amory when northbound or southbound absolute signals give proceed indication.

**6. Track Side Warning Detectors protecting bridges, tunnels or other structures-** None.

**Other Track Side Warning Detectors-**

Radio Reporter: Troup MP 633.7  
Radio Tone: MP 697.9, MP 660.6

**7. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
98907 Edge.....	8.0 west of Pensacola.....	15	East
98906 Ensley.....	7.6 east of Cantonment.....	11	East
98866 Pine (MP 865.8).....	2.9 east of Atmore.....	31	West
98853 McCullough (MP 852.4).....	10.5 west of Atmore.....	8	East
98847 Huxford (MP 847.1).....	9.5 east of Goodway.....	5	West
98835 Megargel (MP 834.7).....	2.9 west of Goodway.....	12	East
98735 Stokley (MP 735.2).....	0.4 west of Green Tree.....	29	Both
98721 Forkland (MP 720.6).....	3.8 west of Centrala.....	5	East
98705 Crossroads of America Industrial Park (MP 705.2).....	2.9 west of Boligee.....	5	West
98695 West Greene (MP 694.7).....	5.7 west of Mt. Hebron.....	5	West
98661 Forrester (MP 660.8).....	7.6 east of Whitbury.....	45	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv MAIN LINE STATIONS			Distance from Mobile	EAST WARD ↑
					Office Calls	Rule 6(A)			
		95874	1021	873.5	MB	MOBILE	BKRY	0.0	
				870.6		THREE MILE CREEK	MY	2.9	
				868.6		N.S.R.R.	AY	4.9	
				868.5		TERMINAL JCT. To Chickasaw 1.0	JY	5.0	
2,956	95864			862.7		SARALAND		10.8	
	95858			858.1		GETTY		15.4	
	95845			844.8		MT. VERNON		28.7	
	95807			807.4		CHATOM		66.1	TWC
5,242	95794			795.5		MILLRY		78.0	
3,542	95781			780.1		SOUWILPA		93.4	
1,742	95768			767.9		BOGUELOOSA		105.6	
6,435	95756			756.4		POND		117.1	
				750.3		M. & B.	A	123.2	
1,616	95750			750.0		CROMWELL	JY	123.5	
	95732			731.1	YO	YORK	BJRY	142.4	

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

Train Dispatcher Calls- Mobile-75, Bucks-65, Tibbie-45, Cullomburg-35, Land-25, York-15.

#### 1. Speed Restrictions- Zone-Between

#### Maximum Speeds Permitted

Mobile and York..... 40 MPH.  
When handling 35 cars or more of grain, ore, coal or coke,  
or in combination ..... 30 MPH.  
All Tracks Terminal RR. Alabama State Docks..... 10 MPH.  
Over Three Mile Creek Bridge ..... 5 MPH.  
MP 868.6 until engine through interlocking ..... 20 MPH.  
Bridge 866.1 ..... 10 MPH.  
Bridge 840.1 ..... 30 MPH.  
MP 837.5 and MP 836.5 ..... 30 MPH.  
MP 823.5 and MP 822.9 ..... 30 MPH.  
MP 815.5 and MP 793.0 ..... 30 MPH.  
MP 760.0 and MP 742.0 ..... 30 MPH.  
MP 750.3 until engine through interlocking ..... 20 MPH.  
York main track west of depot ..... 10 MPH.  
Sidings ..... 10 MPH.

Blakely Island tracks are FRA Excepted Track -  
See All Subdivisions Item 6.

#### 2. Bridge, Engine and Car Restrictions-

Cars heavier than 263,000 lbs. not permitted.

Loaded grain trains not permitted on Getty Oil Spur.

Locomotives in groups G, H and I are permitted to operate only on main track and on the following sidings and/or tracks- Saraland, Reed Minerals, Getty, M&T Chemical, Millry, Pond, Cromwell, and York.

When have other type cars in train, empty automobile rack cars and empty or part load 85 feet long or longer cars operated in trains of greater than 5,500 trailing tons must have such cars placed in rear half of train, except when the locomotive horsepower is 5,000 or less, restriction does not apply.

#### 3. Main Track Information and Block System and/or TWC Limits-

TWC- In effect between MP 867.0 and MP 731.1.

Train location line-up will be issued by train dispatcher in accordance with Rule 35 of the Rules of MW.

#### 4. General Code of Operating Rules-

Rule 93- Yard limit in effect between-

MP 873.5 and MP 867.0

MP 751.0 and MP 749.4

MP 732.5 and MP 731.0

Rule 99- When required to flag, distance will be 2 miles.

Rule 405- In effect at Mobile. When operators are on duty, they will deliver track bulletins and clearances or Track Warrants to train crews. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

#### 5. Special Conditions-

York- Main track will hold a maximum of .90 cars west from the west switch of the north No. 1 track.

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

#### 6. Track Side Warning Detectors protecting bridges, tunnels or other structures- None.

Other Track Side Warning Detectors-

Radio Tone: MP 799.3

MP 749.8

#### 7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
95866 Blakely Island .....	Mobile .....	Yard	
95868 Chickasaw .....	1.0 west of Terminal Jct. ....	120	Both
95862 Mitternight .....	0.1 west of Saraland .....	10	East
95860 Reed Minerals .....	2.5 west of Saraland .....	20	Both
95852 M & T Chemical .....	8.3 east of Mt. Vernon .....	25	East
95838 Fairford .....	6.8 west of Mt. Vernon .....	15	West
95815 Tibbie .....	4.2 west of Seaboard .....	6	East
95785 Silas .....	4.6 east of Souwilpa .....	24	Both
95776 Gilbertown .....	8.5 east of Bogueloosa .....	6	West
95754 Lisman .....	1.8 west of Pond .....	5	East

## OPERATING RADIOS

Type Control	Location Base Station	Channel	Station Hours
D	St. Louis	2	Unattended
L	Lindenwood	2	24 Hours Attended
D	Rosati	2	Unattended
L	Cuba	2	Mon.-Fri. 0630-2330
D	Newburg	2	Unattended
D	Sleeper	2	Unattended
D	Springfield	2	Unattended
L	Springfield	1&2	24 Hours Attended
L	Monett	2	24 Hours Attended except Sun. 1500-2300
L	Vinita	2	Mon.-Fri. 0700-1600
D/L	Greenfield	2	Unattended
L	Columbus	2	Mon.-Sun. 0700-2300
L	Ft. Scott	2	24 Hours Attended
D	Pleasanton	2	Unattended
L	Paola	2	Unattended
L	Lenexa	2	Mon.-Fri. 0430-2030
D	Rosedale	2	Unattended
L	Kansas City	2	Unattended
L	No. Kansas City	1-2	24 Hours Attended
L	Joplin	2	Mon.-Fri. 0700-0100
D	Carthage	2	Unattended
D	Miami	2	Unattended
L	Wichita	2	Mon.-Fri. 0700-2300
L	Neodesha	2	Mon.-Fri. 0700-1600
D	St. Louis	2	Unattended
L	Crystal City	2	Mon.-Fri. 0730-1630
D	Ste. Genevieve	2	Unattended
D	Wittenberg	2	Unattended
D/L	Cape Girardeau	2	Unattended
L	Chaffee	2	24 Hours Attended
D	Portageville	2	Unattended
D/L	Blytheville	2	Mon.-Sat. 0700-1700
D	Turrell	2	Unattended
D	Cabool	2	Unattended
L	West Plains	2	Unattended
D/L	Thayer	2	24 Hours Attended
D	Imboden	2	Unattended
D/L	Jonesboro	2	Mon.-Fri. 0700-1800
L	Memphis	2	24 Hours Attended
L	West Memphis	2	Mon.-Sat. 0700-1600
D	Holly Springs	2	Unattended
D/L	Sherman	2	Unattended
D/L	Smithville	2	Unattended
L	Amory	2	24 Hours Attended
D/L	Gun	2	Unattended
D/L	Jasper	2	Mon.-Sat. 0700-1600
D	Pratt City	2	Unattended
L	Birmingham	2	24 Hours Attended
D/L	Columbus	2	Mon.-Sat. 0630-1430
D/L	Aliceville	2	Mon.-Sat. 0800-1700 & Mon.-Fri. 2359-0759
D	Boligee	2	Unattended
D/L	Demopolis	2	Mon.-Sat. 0700-1600
L	MacMillan	2	Mon.-Sun. 0700-1630 & Mon.-Sun. 2200-0600
L	Ala. River Br.	2	Attended for Trains
L	Fountain	2	Mon.-Fri. 0800-1700
D	Hybart	2	Unattended
D	Frisco City	2	Unattended
D	Atmore	2	Unattended
D	Mule Crossing	2	Unattended
L	Cantonment	2	Mon.-Sun. 0630-0030
D/L	Pensacola	2	24 Hours Attended
D/L	York	2	Unattended
D	Land	2	Unattended
D	Cullomburg	2	Unattended
D	Tibbie	2	Unattended
D	Bucks	2	Unattended
D/L	Mobile	2	Mon.-Fri. 24 Hours

Type Control: D = Dispatcher, L = Local

## TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
864-2224	Asst. Chief Dispatcher	(417) 864-2224
864-2246	1st, 4th, 9th	(417) 864-2246
864-2240	2nd	(417) 864-2240
864-2243	3rd, 7th	(417) 864-2243
864-2244	5th, 6th	(417) 864-2244
864-2595	8th, 10th, 11th	(417) 864-2595

## MOBILE PHONE RADIOS

Location of Base Station	Access Digit	Network To Car	Car To Car	Disconnect Digit
Ft. Scott	*2	864-2101	2222	#2
Joplin	*4	864-2113	2222	#4
Kansas City	*1	234-9287	-----	#1
Rosati	*2	864-2103	2222	#2
Sleeper	*3	864-2103	2222	#3
Springfield	*1	864-2100	2222	#1
St. Louis	*1	768-7044	-----	#1
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	334-4424	422	#3
Amory	*1	334-4423	422	#1
Jasper	*2	320-3655	690	#2
Birmingham	*1	320-3647	690	#1
St. Louis	*1	768-7044	-----	#1
Cape Girardeau	*3	864-2107	2222	#3
Hayti	*4	864-2108	2222	#4

## LINE SEGMENT NUMBERS

### YARD LINE SEGMENTS

Line Segment	Yard
465	Kansas City Murray Yard
842	Kansas City 10th Street Yard
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
16	Murray Yard to Clark	2.7 to 8.0
1002	Monett to MP 283	282.0 to 283.0
1005	19th Street to Harrisonville	0.0 to 45.2
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
1013	Hoxie - Walport	398.0 to 402.3
1014	Marion - Hulbert	474.0 to 479.4
1023	Dora - DeBardleben	708.3 to 717.9
1026	Hayti - Kennett	212.7 to 229.4
1029	Blytheville - End of Track	237.3 to 238.4
1030	Blytheville - Armored	237.3 to 243.4

## CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical and Safety Officer ..... Overland Park, Kansas  
 Dr. Hi. E. Newby, Associate Chief Medical Officer ..... Ft. Worth, Texas

## MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. Wm. T. Oakes ..... Amory  
 Dr. W. E. Yoe ..... Amory  
 \* Drs. J. L. Mathews/T. C. O'Connors ..... Birmingham  
 \* Thuss Clinic ..... Birmingham  
 Dr. R. D. Smith ..... Blytheville  
 \* Family Physicians Group ..... Cape Girardeau  
 Dr. Larry Thead ..... Demopolis  
 \* Drs. M. McKenna/S. Wolf ..... Ft. Scott  
 \* Drs. Nichols & Phelps & Parris ..... Ft. Scott  
 \* Holt-Krock Clinic ..... Ft. Smith  
 Dr. M. B. Hoge ..... Ft. Smith  
 Doctors Clinic of Hayti ..... Hayti  
 Dr. K. A. Carpenter ..... Jonesboro  
 Dr. Craig McDaniel ..... Jonesboro  
 Dr. Dennis W. Smith ..... Joplin  
 Dr. James Lally ..... Kansas City  
 Dr. Howard T. Akers ..... Memphis  
 Dr. Hugh Francis, Jr. .... Memphis  
 Dr. John R. Wills ..... Memphis  
 Dr. Crawford Allison ..... Mexia  
 \* N. E. O. Medical Center ..... Miami

Dr. Stiner Garrett ..... Mobile  
 Dr. S. Cruz ..... Monett  
 Dr. F. A. Moorhead ..... Neodesha  
 \* Industrial Clinic North Inc. .... N. Kansas City  
 Dr. Norman G. Marvin ..... Overland Park  
 Dr. H. L. Simpson, Jr. .... Pensacola  
 \* Barnes/Sutter Clinic ..... St. Louis  
 \* Macon Medical ..... St. Louis  
 \* Dr. A. A. Ancheta ..... Springfield  
 Dr. Peter H'Doubler ..... Springfield  
 Dr. H. A. Lowe ..... Springfield  
 Dr. Donald E. Menchetti ..... Springfield  
 Dr. E. L. Reyes ..... Springfield  
 Dr. Carle Schroff ..... Springfield  
 Dr. A. T. Walker ..... Thayer  
 \* Glass-Nelson Clinic ..... Tulsa  
 \* Hillcrest Occupational Medical Services ..... Tulsa  
 \* Surgical Services Inc. .... Tulsa  
 Burton Creek Clinic ..... West Plains  
 Dr. B. R. McMullen ..... Wichita

\* Indicates that two or more physicians are authorized to perform Burlington Northern industrial examinations.



**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

**TRACK BULLETIN FORM B**

The engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

Engineer will state: "Burlington Northern engineer, (train designation), calling foreman in charge of Track Bulletin Form B No \_\_\_\_\_, line No \_\_\_\_\_. My location is MP \_\_\_\_\_ on (specify track), over."

In granting verbal authority the following words will be used:

"This is Burlington Northern Foreman \_\_\_\_\_ (name) \_\_\_\_\_ (or Gang No. \_\_\_\_\_) using train order (track bulletin) No. \_\_\_\_\_ line No. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ on \_\_\_\_\_ Subdivision."

(a) To authorize train or engine 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) on (specify track) without stopping, over."

Train or engine 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.

(b) To authorize a train or engine to proceed at a speed greater 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.

(c) To require train or engine to move at a speed less than restricted speed, 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 employe in charge as prescribed by example

(a) above.