

**SPRINGFIELD DIVISION**

**A. J. Thompson—Division Superintendent, Springfield**

L. E. ELDRIDGE	Asst. Supt. Transportation	Springfield
J. P. KAY	Asst. Supt. Transportation	Springfield
R. C. WAGONER	Asst. Supt. Roadway Maintenance	Springfield
S. A. MILLSAP	Asst. Supt. Roadway Maintenance	Springfield
D. H. JETER	Chief Dispatcher	Springfield
J. R. BROWN	Chief Dispatcher	Hannibal
V. H. COPELAND	Chief Dispatcher	Cicero
C. C. LOFTEN	Trainmaster	St. Joseph
R. L. SPEER	Trainmaster	Springfield
J. B. VANHOUDEN	Trainmaster	Thayer
R. E. TOWNES	Trainmaster-General Agent	Joplin
B. J. MAYS	Trainmaster-General Agent	Ft. Scott
E. R. SMITH	Trainmaster-General Agent	Ft. Smith
B. E. MOORE	Road Foreman	Springfield
D. R. SLANKARD	Road Foreman	Springfield
W. L. DAWKINS	Road Foreman	Springfield
L. A. BROWER	Road Foreman	Ft. Scott
K. D. DUNN	Road Foreman	Kansas City
G. W. WILLIAMS	Terminal Superintendent	Springfield
J. E. KING	Asst. Terminal Superintendent	Springfield
F. W. COMBSKEY	Trainmaster	Springfield
J. A. BINGHAM	General Yardmaster	Springfield
N. R. LEBFRED	General Agent	Springfield
C. W. BASS	Asst. General Agent	Springfield
J. W. TOLBERT	Terminal Superintendent	Kansas City
C. E. DOGGETT	Asst. Terminal Superintendent	Kansas City
S. L. WEATHERLY	Terminal Trainmaster	Kansas City
D. L. PATTON	Terminal Trainmaster	Kansas City
M. HOOTEN	Terminal Trainmaster	Kansas City
O. E. PRYNE	Terminal Trainmaster	Kansas City
R. W. KEEPER	Terminal Trainmaster	Kansas City
R. I. CHERNER	Terminal Trainmaster	Kansas City
G. A. DREXEL	Asst. Terminal Trainmaster	Kansas City
L. E. FREEMAN	General Yardmaster	Kansas City
A. G. SQUIRES, JR.	General Agent	Kansas City
M. O. TRUE	Asst. General Agent	Kansas City

**MEMPHIS DIVISION**

**T. A. Griffith—Division Superintendent, Memphis**

W. F. DEATON	Asst. Supt. Transportation	Amory
T. D. RAINEY	Asst. Supt. Transportation	Chaffee
R. P. WESE	Asst. Supt. Roadway Maintenance	Memphis
J. L. BOWMAN	Asst. Supt. Roadway Maintenance	Amory
C. E. ENYART	Chief Dispatcher	Springfield
J. M. SANDERS	Trainmaster	Amory
J. G. HERRING	Trainmaster	Amory
C. W. CALDER	Trainmaster-General Agent	Mobile
R. W. SCHOTENBECK	Road Foreman	Chaffee
G. T. ALLISON	Road Foreman	Memphis
L. L. EDGEWORTH	Road Foreman	Amory
H. H. RAYNE	Terminal Superintendent	Memphis
R. E. CARR	Asst. Terminal Superintendent	Memphis
F. WEST	Terminal Trainmaster	Memphis
W. S. SMITH	Terminal Trainmaster	Memphis
F. E. THURSTON	Terminal Trainmaster	Memphis
D. F. KEHR	General Yardmaster	Memphis
L. D. STINNETT	Trainmaster-General Agent	Memphis
E. R. BULLOCK	Asst. General Agent	Memphis
D. K. SMITH	Asst. General Agent	Memphis
P. C. KEIM	Asst. Supt. Transportation	Birmingham
L. E. CARNER	Terminal Trainmaster	Birmingham
W. L. MARTIN	General Yardmaster	Birmingham
J. W. PARKER	General Agent	Birmingham

**TULSA DIVISION**

**J. K. Vaden—Division Superintendent, Tulsa**

T. L. SULLIVAN	Asst. Supt. Transportation	Sherman
L. L. BOURZIKAS	Asst. Supt. Transportation	Tulsa
B. M. LUTZENBERGER	Asst. Supt. Roadway Maintenance	Tulsa
R. G. STRONG	Asst. Supt. Roadway Maintenance	Sherman
R. L. DENT	Chief Dispatcher	Springfield
T. J. DAVIS	Trainmaster	Ada
G. L. TOMKEND	Trainmaster	Irving
A. W. RICKET	Trainmaster	Hugo
K. SEWELL	Trainmaster	End
J. D. DRESSLER	Trainmaster	Oklahoma City
R. D. STEVENS	Trainmaster	Vinita
R. E. RUST	Asst. Trainmaster-General Agent	Sherman
E. A. CHESTER	Asst. Trainmaster-Asst. General Agent	Irving
M. R. SURRIDGE	General Agent	End
R. K. GREGORY	General Agent-General Yardmaster	Oklahoma City
G. S. LANTRIP	Road Foreman	Sherman
D. R. HITCH	Road Foreman	Tulsa
R. E. DUNCLUM	Road Foreman	Oklahoma City
J. E. LUTZENBERGER	Road Foreman	End
L. E. MUELLER	Terminal Superintendent	Tulsa
R. D. SEDLACEK	Asst. Terminal Superintendent	Tulsa
W. P. MACKENZIE	Trainmaster	Tulsa
J. T. CAIN	Trainmaster	Tulsa
C. L. MALLONEE	Trainmaster-General Agent	Tulsa
E. M. BULGOZDY	General Yardmaster	Tulsa
J. M. HOVIS	Asst. Trainmaster	Tulsa
T. L. FRANKS	Asst. General Agent	Tulsa

Printed in U.S.A.

# BURLINGTON NORTHERN RAILROAD CO. SPRINGFIELD REGION

**SPRINGFIELD, TULSA AND  
MEMPHIS DIVISIONS**

# TIMETABLE AND SPECIAL INSTRUCTIONS NO. 2

**IN EFFECT AT 0001  
Central Standard Time**

**Saturday, January 1, 1983**

Vice President And General Manager <b>R. L. BUCHANAN</b>	Assistant General Manager <b>R. L. AKINS</b>
Vice President Transportation—System <b>T. C. WHITACRE</b>	

SPRINGFIELD DIVISION

WESTWARD		1st Subdivn MAIN LINE STATIONS Office Calls						EASTWARD		2nd Subdivn BRANCH LINE STATIONS Office Calls						
		Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Louis			Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cuba	
				92007		0.0	0.0					86.8	0.0	CU	CUBA	8.3
BJKTY				92007		7.1	7.1	DT	LI	LINDENWOOD	0.8	A95.1	8.3		STEELEVILLE	5.6
						7.9	7.9			SHREWSBURY	3.9	A100.7				
A						11.8	11.8			M.P.	3.9	A100.7	13.9		LEAD JCT.	22.1
				92016		15.7	15.7		TC	TREE COURT	2.2	AC122.8	36.0		ST. JOE	10.2
				92018		17.9	17.9		VP	VALLEY PARK	0.4	AC133.0	46.2		BURCK	32.3
						18.3	18.3		YP	CHRYSLER SPUR	8.9	A100.7	13.9		LEAD JCT.	26.1
	6,901	92027				27.2	27.2		EU	EUREKA	6.9	A126.8	40.0		SALEM	
	10,518	92034				34.1	34.1		PA	PACIFIC	9.9					
	6,542	92044				44.0	44.0		OK	ROCK	8.2					
	6,613	92052				52.2	52.2		SE	ST. CLAIR	10.0					
	7,644	92062				62.2	62.2		ON	STANTON	5.9					
		92068				68.1	68.1		OI	SULLIVAN	9.1					
	6,545	92077				77.2	77.2		OF	COFFEYTON	9.6					
BJK	6,371	92087				86.8	86.8		CU	CUBA	8.0					
	6,811	92095				94.8	94.8		RS	ROBATI	10.8					
	7,129	92106				105.6	105.6		OY	DILLON	5.0					
BK	7,001	92111				110.6	110.6		RA	ROLLA	2.1					
		92113				112.7	112.7		SS	SILLS	6.4					
BK	6,313	92119	1002			119.1	119.1		NB	NEWBURG	2.4					
JT		92121				121.5	121.5		BW	BUNDY JCT.	1.2					
		92123				122.7	122.7		AN	ARLINGTON	6.1					
	6,257	92129				128.8	128.8		KH	FRANKS	5.8					
	7,410	92135				134.6	134.6		DX	DIXON	7.4					
	6,730	92142				142.0	142.0		JY	JURY	10.5					
	6,443	92152				152.5	152.5		VG	SWEDENSBORG	7.3					
	5,819	92160				159.8	159.8		RN	NICHLAND	7.7					
	6,377	92168				167.5	167.5		QD	STOUTLAND	6.6					
	7,306	92174				174.1	174.1		ZZ	SLEEPER	7.7					
T	11,697	92182				181.8	181.8		LB	LEBANON	8.7					
	8,145	92191				190.5	190.5		HH	HUBEN	7.9					
	6,979	92198				198.4	198.4		YW	CONWAY	8.5					
	8,591	92207				206.9	206.9		NG	NIANGIA	6.4					
	7,099	92213				213.3	213.3		MH	MARSHFIELD	7.5					
	8,899	92220				220.8	220.8		NV	NORTHVIEW	6.9					
	7,570	92228				227.7	227.7		QF	STRAFFORD	7.4					
J		92235				235.1	235.1	2MT	TD	TEED	2.1					
						237.2	237.2			43 TRACK	2.5					
BKT		92239				239.7	239.7		SI	SPRINGFIELD YD						

WESTWARD		3rd Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD								
		Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From End of Track or Springfield Yd.									
				95154		153.0	0.0									
				95173	1005	153.6	0.6									
				95183		173.0	20.4									
Y				95183		182.7	29.7									
BJKRTY				92239		191.8	38.8									
Y				92866	1011	246.5	9.3									
Y				92869		249.1	11.9									
Y				92877		257.4	20.2									

WESTWARD		4th Subdivn MAIN LINE STATIONS Office Calls						EASTWARD						
		Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Springfield Yd.							
BKT				92239		239.7	0.0					SI	SPRINGFIELD YD.	2.3
J				92242		242.0	2.3					NS	NICHOLS	5.2
	6,657	92247				247.2	7.5					ZE	BROOKLINE	4.6
	8,489	92252				251.8	12.1					RJ	REPUBLIC	5.5
	6,584	92257				257.3	17.6					ZS	BILLINGS	5.0
	7,804	92262				262.3	22.6					JL	LOGAN	6.6
BJK	7,039	92269	1002			268.9	29.2					AU	AURORA	6.6
A						269.0	29.3					To Mt. Vernon	11.7	
	8,145	92274				273.7	34.0					M.P.	4.7	
		92279				279.1	39.4					VE	VERONA	5.4
		92281				281.0	41.3					GZ	GLOBE	1.9
BKTY		92282				282.0	42.3				2MT	CROSSOVER "M"	1.0	
J						282.2	42.5					MO	MOWETT	0.2
						282.5	42.8						C. O. JCT.	0.3
													LOU	

BETWEEN ST. LOUIS AND MP 25-26 EMPLOYEE6 ARE UNDER THE JURISDICTION OF THE GALESBURG DIVISION, CHICAGO REGION.

BN Radio Channel No. 2 in service on these Subdivisions.

SOUTHWARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Monett
BKTY		92282	1002	282.0	0.0
J				282.2	0.2
	6,752	92301		300.6	18.6
	2,515	92313		312.8	30.8
	6,727	92327		327.1	45.1
J				332.0	50.0
BKTY		92333		332.7	50.7
Y	2,260	92338		338.0	56.0
BKY		92343		343.1	61.1
BKTY		92352		352.4	70.4
	4,820	92358		357.8	75.8
	2,728	92367		367.0	85.0
	2,142	92375		374.7	92.7
	3,979	92386		386.1	104.1
Y	2,847	92408		408.3	126.3
AIY		92410		410.4	128.4
I				410.6	128.6
				412.1	130.1
M				414.1	132.1
BKRTY		92415		414.9	132.9

**5th Subdivn  
MAIN LINE  
STATIONS**  
Office Calls

MO	MONETT	0.2
	C.D. JCT.	18.6
	EXETER	12.2
	SELIGMAN	14.3
	AVOCA	4.9
	BENTONVILLE JCT. To Bentonville 6.7	0.7
RG	ROGERS	5.3
	LOWELL	5.1
SD	SPRINGDALE	9.3
FA	FAYETTEVILLE	5.4
	GREENLAND	9.2
	CLARY	7.7
	WINSLOW	11.4
	CHESTER	22.2
	COPP	2.1
	VAN BUREN (M.P.)	0.2
	BRIDGE 410.8	1.5
	N. FT. SMITH	2.0
	M.P.	0.8
FX	FORT SMITH	

WESTWARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Pierce City
BKTY		92282	1003	282.0	0.0

**7th Subdivn  
MAIN LINE  
STATIONS**  
Office Calls

MO	MONETT	
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EASTWARD

BETWEEN MONETT AND PIERCE CITY TULSA DIVISION FIRST SUBDIVISION TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Pierce City	Rule (A) Signs	Station Numbers	Line Segment	Mile Post Location	Distance From Pierce City
J		96287	1003	286.9	0.0	PC	PIERCE CITY			
	3,713	95299		298.7	11.8		SARCOXIE			
	5,004	95311		311.0	24.1		MENK			
A				312.7	25.8		M.P.			
BKY	2,643	95313		313.2	26.3	CJ	CARTHAGE			
A				327.1	40.2		K.C.S.			
JMTY	3,008	95328		328.1	41.2		CARL JCT.			
M				334.9	48.0		K.C.S.			
			1004							
ABJKTY	2,399	97148		343.5	56.6	CB	COLUMBUS (18th SUB)			
M				349.7	62.8		M.P.			
	3,019	95360		359.9	73.0		OSWEGO			
A				361.1	74.2		M.K.T.			
	2,218	95371		370.6	83.7		ALAMONT			
	2,236	95377		376.8	89.9		MOUND VALLEY			
M		95387		387.0	101.0		CHERRYVALE (A.T.S.F.)			
BKRY		95401		401.4	115.4	NA	NEODESHA			

SOUTHWARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Fort Smith
BKRTY		92415	1002	414.9	0.0
J				416.1	1.2
M				416.7	1.8
M				417.0	2.1
M				417.1	2.2
J				417.1	2.2
JTY		92429		429.3	14.4
	1,760	92437		436.6	21.7
JY		92445		443.6	28.7
A				443.6	28.7
M		92453		453.0	38.1

**6th Subdivn  
BRANCH LINE  
STATIONS**  
Office Calls

FX	FORT SMITH	1.2
	M.P. JCT.	0.6
	K.C.S.	0.3
	M.P.	0.1
	K.C.S.	0.0
	S.F. JCT.	12.2
	JENSON To Montreal 9.4	7.3
	CAMERON	7.0
	POTEAU	0.0
	K.C.S.	9.4
	WISTER (CMP)	

WESTWARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Carl Jct.
Y		97324	1007	H324.6	15.8
Y		97326		H326.0	14.4
M				H331.2	9.2
BKTY		97331		H331.5	8.9
JY				J332.3	8.1
				332.7	
M				332.7	7.7
JMY		95328	1006	J340.4	0.0
				J332.3	
J				J332.3	8.1
Y		97340	1007	H339.8	15.6
JY				H390.5	16.3
Y		97344		H343.8	19.6
BJKTY		97159		H347.9	23.7

**8th Subdivn  
BRANCH LINE  
STATIONS**  
Office Calls

RP	RED PLANT	1.4
	WEBB CITY	5.2
	K.C.S.	0.3
JO	JOPLIN	0.8
	J & G JCT.	0.4
	M.P.	7.7
	CARL JCT.	8.1
	J & G JCT.	7.5
	GALENA	0.7
	HORN JCT. To Horn 2.0	3.3
	RIVERTON	4.1
BX	BAXTER SPRINGS	

EASTWARD

BN Radio Channel No. 2 in service on these Subdivisions.

SPRINGFIELD DIVISION

WESTWARD		9th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD		
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Neodesha	
BKRY		95401	1004	401.4	0.0	NA NEODESHA 0.1
M				401.5	0.1	M.P. 12.5
M				414.0	12.6	A.T.S.F. & M.P. 0.0
Y	3,506	95414		414.0	12.6	FR FREDONIA 12.4
	4,281	95426		426.4	25.0	FALL RIVER 12.2
	1,205	95439		438.6	37.2	SEVERT 19.9
		95458		458.5	57.1	SEAUMONT 25.1
I				483.6	82.2	A.T.S.F. 0.4
Y		95484		484.0	82.6	AG AUGUSTA 22.4
A				506.4	105.0	M.P. 0.2
A			506.6	105.2	G.K.T. 1.2	
BKRTY		95508		507.8	106.4	WH WICHITA

WESTWARD		11th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD		
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Kansas City	
BIJKRT		25300	16	2.7	0.0	KD KANSAS CITY (Murray Yard) 1.5
IX				4.2	1.5	3MT BLOCK 4 2.0
				6.2	3.5	BLOCK 6 1.7
		28007		7.9	5.2	2MT CLARKE 8.6
	10,697	28016		16.5	13.8	WALDRON 7.4
JT	18,641	28024		23.9	21.2	EAST LEAVENWORTH 3.4
A				27.3	24.6	CNW 0.1
J		28027		27.4	24.7	BEVERLY 3.5
		28031		30.9	28.2	WESTON 2.8
				33.7	31.0	IATAN 1.1
	9,968	28035		34.8	32.1	SADLER 8.6
J	17,614	28043		43.4	40.7	ARMOUR 2.5
IJ				45.9	43.2	ATSF 3.7
	7,850	28051		49.6	46.9	HALLS 7.1
				56.7	54.0	FRENCH 3.7
BJKRTY		28060		60.4	57.7	2MT ST. JOSEPH

WESTWARD		10th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD		
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wichita	
BKRTY		95508	1004	507.8	0.0	WH WICHITA 6.8
A				514.6	6.8	A.T.S.F. 23.2
A				537.8	30.0	A.T.S.F. 9.2
		95547		547.0	39.2	BUHLER 4.5
A				551.5	43.7	S.S.W. 23.2
		95575		574.7	66.9	AMERICAN SALT CO. 0.1
M				574.8	67.0	M.P. 2.2
M				577.0	69.2	A.T.S.F. 0.1
				577.1	69.3	LY LYONS 12.1
M				589.2	81.4	M.P. 4.9
Y				594.1	86.3	LORRAINE 13.7
M				607.8	100	U.P. 0.1
Y		95608		607.9	100.1	EH ELLSWORTH

WESTWARD		12th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD		
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Armour	
JY	17,614	28043	80	0.0	0.0	ARMOUR 4.0
BKRY		76706		3.6	4.0	ATCHISON

WESTWARD		13th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD		
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From East Leavenworth	
JTY	18,641	28024	96	0.0	0.0	EAST LEAVENWORTH 2.2
JY		76602		2.2	2.2	BN JCT. 1.4

BETWEEN BN JCT. AND LEAVENWORTH CN&W RR TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

Y	76604	843	3.7	3.6	LEAVENWORTH
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WESTWARD		FOR INFORMATION ONLY MAIN LINE STATIONS Office Calls		EASTWARD		
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Birmingham	
IJ	2,417	25291	18	216.2	0.0	BIRMINGHAM 5.3
				221.6	5.3	2MT BLOCK 222 2.5
				234.0	7.8	BLOCK 224 1.2
BJKRTY		25300		234.6	9.0	KANSAS CITY (Murray Yard)

WESTWARD		14th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD		
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Birmingham	
IJY		25291	18	216.2	0.0	BIRMINGHAM 5.7
Y		76406		210.5	5.7	LIBERTY 11.4
Y		76416		199.1	17.1	KEARNEY

BETWEEN KANSAS CITY AND BIRMINGHAM CHICAGO REGION GALESBURG DIVISION SECOND SUBDIVISION TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

BN Radio Channel No. 1 in service on this Subdivision.

BN Radio Channel No. 2 in service on these Subdivisions.

WESTWARD		15th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Kansas City
BJKRTY		93001	1005	0.0	0.0
J				0.4	0.4
				KANSAS CITY (19th St.) 0.4 25th ST. JCT.	

BETWEEN 25th ST. AND KC BELT JCT. GREATER KANSAS CITY AREA OPERATING RULES IN EFFECT.

WESTWARD		15th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD	
J			1005	5.7	5.7
IJ				5.9	5.9
		95006		6.0	6.0
		95007		7.0	7.0
J				8.4	8.4
		95010		9.9	9.9
J				11.3	11.3
				K. C. BELT JCT. 0.2 SHEFFIELD JCT. 0.1 SHEFFIELD 1.4 CENTROPOLIS 1.4 LEEDS JCT. 1.5 LEEDS 1.4 B.V. JCT.	

BETWEEN BV JCT. AND DODSON Mo.Pac. RAILROAD RULES TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

WESTWARD		15th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD	
J		95016	1005	16.0	16.0
		95017		17.7	17.7
		95018		18.0	18.0
				20.0	20.0
		95023		22.7	22.7
		95028		28.2	28.2
M				44.8	44.8
		95045		45.2	45.2
		95052		51.8	51.8
				DODSON 1.7 FLINN 0.3 HOLMES 2.0 JEFFREYS 2.7 GRANDVIEW 5.5 BELTON 16.6 M.P. 0.4 HARRISONVILLE 6.6 EAST LYHNE	

WESTWARD		16th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Kansas City (Round-date)
BJKRTY		25300	16	2.7	
IJ				2.3	
				1.6	
				0.2	
				0.0	
I				1.6	
I				2.0	
BK		93004		3.9	0.0
				4.0	0.1
				15.4	11.5
		93025		26.5	22.6
		93036		36.2	32.3
		93043		42.9	39.0
AI				43.1	39.2
	6,798	93048		48.3	44.4
	8,979	93054		54.2	50.3
	7,434	93062		61.7	57.8
	8,780	93074		74.0	70.1
	7,026	93082		81.9	78.0
	8,842	93092	1001	91.7	87.8
A				98.0	94.1
BK		93099		98.6	94.7
J		93103		102.7	98.8
J				115.3	111.4
	8,947	93116		116.9	113.0
AI				118.4	114.5
A				123.8	119.9
	8,947	93132		132.8	128.9
		93139		138.7	134.8
A				139.1	135.2
	8,920	93149		149.4	145.5
	7,054	93162		162.0	158.1
	9,125	93171		170.6	166.7
		93176		179.0	175.1
	9,133	93195		194.5	190.6
				198.3	
J		92242	1002	198.3	194.4
BJKT		92239		200.6	196.7
				KD KANSAS CITY (Murray YD) 0.3 USTICK 1.1 K.C.T. R.R. 0.3 TWELFTH ST. 0.7 NINETEENTH ST. 1.6 K.C.T. (Twenty-fifth St.) 0.4 TWENTY-NINTH ST. 1.9 RO ROSEDALE 0.1 CROSSOVER B 11.4 CROSSOVER C 11.1 BN BOWTA 10.8 HC HILLSDALE 6.7 PD PAOLA 0.2 M.P. 5.2 HE HENSON 5.9 FN FONTANA 7.5 LC LACYGNE 12.3 PL PLEASANTON 7.9 PS PRESCOTT 9.8 HM HAMMOND 6.3 M.K.T. 0.6 FT FT. SCOTT 4.1 EW EDWARD 12.6 19TH SUB JCT. 1.6 AR ARCADIA 1.5 K.C.S. 5.4 M.P. 9.0 IA IANTHA 5.9 LM LAMAR 0.4 M.P. 10.3 DZ DIX 12.6 DK DUMBECK 8.6 PM PILGRIM 8.4 EV EVERTON 15.5 EO ELWOOD 3.8 NS NICHOLS 2.3 SY SPRINGFIELD YD	

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

BN Radio Channel No. 2 in service on these Subdivisions.

SPRINGFIELD DIVISION

SOUTHWARD ↓	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Springfield YD.	17th Subdivn MAIN LINE STATIONS Office Calls		SOUTHWARD ↓
	BJKT		92239	1002			SI	SPRINGFIELD YD.	
					239.7	0.0	2MT	2.5	
					237.2	2.5		43 TRACK	
					235.1	4.6		TD	TEED
	J	92235						2.9	
					206.2	7.5		WS	W.S.
					219.0	20.3		RR	ROGERSVILLE
		10,266	93219		231.5	32.8		DG	DIGGINS
		8,844	93232		243.2	44.5		YD	CEDAR GAP
		8,653	93243		249.6	50.9		MF	MANSFIELD
			93249		260.2	61.5		NR	NORWOOD
		8,000	93260		269.5	70.8		MR	MOUNTAIN GROVE
		9,405	93270		279.1	80.4		CA	CABOOL
		8,380	93279		293.3	94.6		WL	WILLOW SPRINGS To Winona 38.6
	J	8,517	93293		306.1	107.4		OL	OLDEN
		9,046	93306		314.4	115.7		WP	WEST PLAINS
		8,699	93314		330.8	132.1		KK	KOSHKONG
		8,723	93331		339.8	141.1		TH	THAYER
	BK	8,786	93340	1001	350.3	151.6		KG	KING
		7,742	93350		363.0	164.3		BA	BAKER
		7,485	93363		380.7	182.0		IM	IMBODEN
		8,574	93381		398.0	199.3		HX	HOXIE (MP) To Pocahontas
	ABJKT	8,706	93398		406.1	207.4		SW	BEDGWICK
		7,015	93406		420.0	221.3		JB	JONESBORO
	BKT	10,528	93420		422.2	223.5			S.S.W.
	A				423.8	225.1			M.P.
	A				430.7	232.0		BB	BAY
		5,857	93431		439.9	241.2		CD	COON
		9,311	93440		449.6	250.9		TX	TYRONZA
			93450		462.2	263.5		TR	TURRELL
	T	8,598	93462		462.6	263.9			RIVER JCT.
	J		93462						33.8

SOUTHWARD ↓	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ft. Scott	18th Subdivn MAIN LINE STATIONS Office Calls			NORTHWARD ↑
	BK		93099	1001	98.6	0.0	2MT	FT	FT. SCOTT	
									4.1	
BETWEEN FT. SCOTT AND EDWARD THE 18th SUBDIVISION TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.										
	J		93103		102.7	4.1		EW	EDWARD	
		7,550	97117		117.0	18.4		FG	FARLINGTON	
	A				124.2	25.6			A.T.B.F.	
	JT		97136		135.9	37.3		CH	CHEROKEE	
	M				136.7	38.1			M.P.	
		7,550	97141	1040	140.7	42.1		UC	SCAMMON	CTC
	ABJKT	3,471	97148		147.7	49.1		CB	COLUMBUS 7th SUB	
		7,420	97154		153.8	55.2		NU	NEUTRAL	
	BJKT		97159		159.0	60.4		BX	BAXTER SPGS.	
	T	6,653	97165		165.3	66.7		QP	QUAPAW	
	BK		97173		172.5	73.9		ME	MIAMI	
		6,990	97179		179.2	80.6		NI	NARCISSA	
	J		96347		186.7	88.1		KO	KAHOGA	

SOUTHWARD ↓	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Arcadia	19th Subdivn BRANCH LINE STATIONS Office Calls		NORTHWARD ↑
	JY		93116	1041			ARCADIA		
					115.5	0.0		4.5	
	Y		97220		120.0	4.5		MERTZ	
	J				124.0	8.5		4.0	
					136.6	18.9		K.C.S. JCT.	10.4
	Y		97237		136.7	19.0		PITTSBURG	0.1
	M				144.8	27.1		K.C.S.	8.1
					145.6	27.9		M.P.	0.8
	JTY		97136		170.6	52.9		CH	CHEROKEE
	Y		97271		170.6	52.9		25.0	
					170.7	53.0		PARSONS	0.1
	M							M.K.T.	

BETWEEN RIVER JCT. AND MEMPHIS, MEMPHIS DIVISION FIRST SUBDIVISION TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

SOUTHWARD ↓	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Memphis (Tenn. Yard)	CTC
	BKT		93496	1001	496.4	297.7	

BN Radio Channel No. 2 In service on these Subdivisions.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>				<b>12th Subdivision</b>			
92013 Kirkwood	5.6 miles west of Lindenwood	15	East	28009 Parkville	1.7 miles west of Clarke	10	East
92018 Valley Park	11.0 miles west of Lindenwood	Yard	Both	28021 Farley	4.5 miles west of Waldron	13	East
92068 Sullivan	5.9 miles west of Stanton	20	Both	28046 Rushville	2.7 miles west of Armour	20	East
92074 Bourbon	2.9 miles west of Coffeyton	15	West	76704 Winthrop	3.5 miles west of Armour	4	East
92099 Schundler	1.3 miles east of St. James	10	East	<b>15th Subdivision</b>			
92147 Crocker	4.5 miles west of Jury	30	Both	95025 Belvidere	2.6 miles south of Grandview	31	Both
92100 St. James	0.8 miles west of Huben	11	West	95033 Harrelson	4.6 miles south of Belton	36	Both
<b>2nd Subdivision</b>				95037 Peculiar	8.5 miles south of Belton	21	Both
92844 Howes	5.0 miles north of Salem	12	Both	<b>16th Subdivision</b>			
92923 Viburnum	1.4 miles south of St. Joe	4	East	93008 Merriam	8.4 miles south of Rosedale	154	Both
92908 Cherryville	6.7 miles south of Lead Jct. (Buick Br.)	16	Both	93014 Lenexa	13.9 miles south of Rosedale	112	Both
<b>4th Subdivision</b>				93021 Olathe	4.9 miles north of Bonita	114	Both
94881 Mt. Vernon	11.7 miles north of Aurora	75	Both	93024 Moss	0.6 miles north of Bonita	92	Both
92264 Marionville	1.3 miles west of Logan	14	East	93030 Spring Hill	4.7 miles south of Bonita	32	Both
<b>5th Subdivision</b>				93109 Garland	6.4 miles south of Edwood	148	Both
92290 Purdy	7.6 miles south of Monett	31	Both	93124 Liberal	7.2 miles south of Arcadia	72	Both
92307 Washburn	6.3 miles south of Exeter	42	Both	93151 Golden City	1.5 miles south of Dix	56	Both
Bentonville Lead	At Bentonville Jct.	Yd.	Both	93159 Lockwood	9.2 miles south of Dix	60	Both
94838 Bentonville	6.0 miles on Bentonville Lead	Yd.	Both	93166 Greenfield	3.5 miles south of Dumbeck	10	South
92354 Fayette Jct.	2.0 miles south of Fayetteville	Yd.	Both	93183 Ashgrove	4.3 miles south of Everton	28	Both
92363 West Fork	4.1 miles north of Clary	20	Both	<b>17th Subdivision</b>			
92390 Mountairburg	4.1 miles south of Chester	6	Both	93227 Fordland	5.0 miles north of Diggins	87	Both
92402 Ball	6.7 miles north of Copp	10	North	93237 Seymour	5.1 miles south of Diggins	76	Both
<b>6th Subdivision</b>				93750 Mountain View	16.4 miles east of Willow Springs	32	Both
92421 Bashe	6.1 miles south of Ft. Smith	12	Both	93762 Birch Tree	28.9 miles east of Willow Springs	33	Both
94931 Hackett	1.7 miles south of Jensen	Yd.	Both	93772 Winona	38.6 miles east of Willow Springs	23	Both
94939 Montreal	9.4 miles south of Jensen	25	Both	93298 Burnham	4.9 miles south of Willow Springs	4	North
<b>7th Subdivision</b>				Garnett	3.8 miles north of Koshkonong	8	North
95293 Wentworth	6.1 miles west of Pierce City	15	East	93342 Mammoth Springs	2.5 miles south of Thayer	33	Both
95293 Military	6.5 miles west of Carl Jct.	50	East	93358 Hardy	8.0 miles south of King	30	Both
95336 Crestline	7.3 miles east of Columbus	8	West	93375 Ravenden	5.5 miles north of Imboden	55	Both
95352 Hallowell	7.4 miles east of Oswego	30	Both	93384 Sloan	3.0 miles south of Imboden	15	South
<b>8th Subdivision</b>				93385 Valley Stone	3.8 miles south of Imboden	72	North
97338 Old Rock, Mo	6.4 miles west of Joplin	26	West	93390 Black Rock	9.2 miles south of Imboden	75	Both
97339 Old Rock, Kan	6.5 miles west of Joplin	8	West	93392 Portia	2.3 miles south of Black Rock	12	North
97404 Horn	2.0 miles west of Horn Jct.	2	West	93800 Walnut Ridge	1.5 miles east of Hoxie	29	Both
<b>9th Subdivision</b>				93802 Walport	4.4 miles east of Hoxie	20	West
95447 Piedmont	8.2 miles west of Severy	14	West	93809 Shannon	11.2 miles east of Hoxie	12	East
95473 Leon	11.2 miles east of Augusta	39	Both	93813 Pochontas	15.2 miles east of Hoxie	18	Both
95493 Andover	9.5 miles west of Augusta	25	Both	93412 Bono	6.0 miles south of Sedgwick	41	South
<b>10th Subdivision</b>				93424 Nettleton	3.8 miles south of Jonesboro	83	Both
95511 Wichita Heights	2.9 miles west of Wichita	20	Both	93437 Trumann	5.9 miles south of Bay	75	Both
95515 Valley Center	6.8 miles west of Wichita	30	Both	93447 Marked Tree	7.5 miles south of Coon	250	Both
95532 Patterson	15.0 miles east of Buhler	26	Both	<b>18th Subdivision</b>			
95538 Burrton	9.2 miles east of Buhler	124	Both	97124 Girard	7.4 miles south of Farlington	60	Both
95552 Medora	4.5 miles west of Buhler	22	East	97130 Beulah	6.3 miles north of Cherokee	115	Both
95570 Saxman	4.8 miles east of American Salt Co.	22	Both	97163 Semple	2.5 miles west of Quapaw	135	East
95584 Pollard	6.4 miles west of Lyons	20	Both	97169 Central Mill Spur	3.7 miles west of Quapaw (Wye)	Yd.	North
95590 Fredrick	4.9 miles east of Lorraine	114	Both				
<b>11th Subdivision</b>							
28006 Intercontinental	3.4 miles west of Block 4	16	East				
28003 Chambers Gas	0.1 miles west of Clarke	3	West				

## INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
<b>19th Subdivision</b>							
97219 Clemens No. 22 .....	1.0 miles north of Mertz ...	150	South	97257 McCune .....	11.2 miles south of Cherokee .....	32	Both
97239 Atlas .....	3.2 miles south of Pittsburg .....	47	North	97261 Strauss .....	9.8 miles north of Parsons..	18	Both
97241 Sinclair .....	3.6 miles north of Cherokee .....	13	Both	97267 Kan. Ordinance Plant .....	3.6 miles north of Parsons..	6	South

## LINE SEGMENT NUMBERS

## YARD LINE SEGMENTS

Line Segment	Yard
1103	Springfield Yards
1104	Fayetteville
1105	Ft. Smith
1106	Joplin
1107	Wichita
1108	Kansas City
1109	Lenexa
1110	Jonesboro

## OTHER ROAD SEGMENTS

Line Segment	Limits	Mileposts
17	Itan Electric Generating Station	0 to 7
1008	Horn Jct. to Horn	0 to 2.4
1012	Willow Springs-Winona	293.3 to 331
1013	Hoxie-Pocahontas	398.0 to 413
1050	Jenson-Central	429.2 to 444.0
1060	Bundy Jct.—Ft. Wood	121.4 to 141.3 Via U.S. Army R.R.

TULSA DIVISION

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Monett	1st Subdivn MAIN LINE STATIONS Office Calls		WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cherokee Yd	2nd Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
							Office Calls	Office Calls								Office Calls	Office Calls	
	BKT				282.0	0.0	2MT	MO MONETT 0.2			96427			426.9	0.0	TU CHEROKEE YD 18.9		
	J							C.D. JCT. 0.3		7,865	96046			445.8	18.9	VU MANFORD 23.5		
								LOU 4.4			96069			469.3	42.4	CASEY 2.3		
	J		96287		286.9	4.9		PC PIERCE CITY 10.3						471.6	44.7	A.T.S.F. 0.0		
		6,450	96297		297.2	15.2		ET RITCHEY 11.3			96072			471.6	44.7	CAMP 6.4		
		6,435	96309		308.5	26.5		JF JEFF 0.7		9,287	96078			478.0	51.1	PW PAWNEE 1.7		
	AI		96310		309.2	27.2		K.C.S. 0.6						479.7	52.8	A.T.S.F. 10.9		
			96310		309.8	27.8		NH NEOSHO 9.4		8,868	96091			490.6	63.7	MORRISON 12.1		
		6,319	96319		319.2	37.2		RC RACINE 6.2						502.7	75.8	A.T.S.F. 0.0		
			96325		325.4	43.4		SX SENECA 7.5			96103			502.7	75.8	BLACK BEAR 6.0		
		7,084	96333		332.9	50.9		WY WYANDOTTE 7.7						508.7	81.8	A.T.S.F. 0.1		
		6,939	96341		340.6	58.6		FQ FARLAND 6.4			96109			508.8	81.9	PERRY 16.9		
	J		96347		347.0	65.0	2MT	KO KAHOGA 1.1		8,048	96125			525.3	98.8	CALLAHAN 1.0		
			96348		348.1	66.1		AF AFTON 5.5			96127			526.7	99.8	COVINGTON 6.6		
		6,383	96354	1003	353.6	71.6		TQ TODD 6.1						533.3	106.4	A.T.S.F. 9.7		
	AI				359.7	77.7		M.K.T. 0.0						543.0	116.1	A.T.S.F. 0.1		
	T	7,896	96360		359.7	77.7		VN VINITA 7.0			96143	1047		543.1	116.2	STEEN 1.1		
		7,600	96367		366.7	84.7		WO WHITE OAK 7.3						544.2	117.3	O.K.T. 1.2		
		6,110	96374		374.0	92.0		EF CATALE 5.1			96145			545.4	118.5	EN ENID 2.8		
		5,060	96379		379.1	97.1		CS CHELSEA 5.7			96148			548.2	121.3	BLANTON 6.3		
		7,600	96385		384.8	102.8		ZF BUSHYHEAD 11.6			96155			554.5	127.6	CARRIER 8.3		
		6,665	96396		396.4	114.4		XD DEGROAT 0.6			96163			562.8	135.9	GOLTRY 6.5		
	AI				397.0	115.0		M.P. 0.6			96169			569.3	142.4	HELENA 5.1		
			96398		397.6	115.6		CW CLAREMORE 6.7			96174			574.4	147.5	McWILLIE 5.8		
		7,600	96404		404.3	122.3		VR VERDIGRIS 8.3						580.2	153.3	A.T.S.F. 0.3		
	T	7,600	96413		412.6	130.6		TG TIGER 7.8			96181			580.5	153.6	CARMEN 8.1		
			96420		420.4	138.4		EAST TULSA 2.6			96189			588.6	161.7	DACOMA 6.4		
	AI				423.0	141.0	2MT	A.T.-M.K.T. Xng. 3.9			96195			595.0	168.1	HOPETON 6.9		
	BJKRT		96427		426.9	144.9		TU CHEROKEE YD			96202			601.9	175.0	AV AVARD 10.6		

BETWEEN AVARD AND WAYNOKA TRAINS WILL USE A.T.S.F. TRACKS AND WILL BE GOVERNED BY CONSOLIDATED CODE RULES, BN TIMETABLE AND SPECIAL INSTRUCTIONS, EXCEPT AS MODIFIED IN SPECIAL INSTRUCTIONS PAGES 23 AND 24.

BKR	96205	612.5	185.6	WQ	WAYNOKA
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BN Radio Channel No. 2 in service on these Subdivisions.

SOUTHWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From End	3rd Subdivn MAIN LINE STATIONS Office Calls		WESTWARD
							EN	ENID	
	BJKRTY		96145	1051	585.7	0.0	EN	ENID 11.5	
			97597		597.2	11.5		DRUMMOND 9.5	
			97607		606.7	21.0		AMES 11.5	
			97618		618.2	32.5		OKEENE 0.8	
M					619.0	33.3		C.R.I.P. 10.4	
Y	97629				629.4	43.7	SU	SOUTHARD 28.7	
	97658				658.1	72.4		THOMAS 8.1	
J	97666				666.2	80.5		FOLLEY 2.2	
Y	2,820	97668			668.4	82.7		CUSTER CITY 10.6	
J	97679				679.0	93.3		EWING 0.7	
M					679.7	94.0		C.R.I.P. 0.9	
BKY	97681				680.6	94.9	CZ	CLINTON 9.4	
Y	97690				690.0	104.3		BESSIE 6.8	
	97697				696.8	111.1	CQ	CORDELL 20.0	
	97717				716.8	131.1		HOBART 27.3	
JY	96664				744.1	158.4	SN	SNYDER 19.3	
RY	97763				763.4	177.7		FREDERICK 0.5	
U					763.9	178.2		M.K.T. 10.3	
Y	97774			774.2	188.5		DAVIDSON		

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Oklahoma City	5th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
							OC	OKLAHOMA CITY	
	BJKRTY		96540	1003	539.5	0.0	OC	OKLAHOMA CITY 3.3	
	M				542.8	3.3		A.T.S.F. 11.1	
		4,199	96554		553.9	14.4		MUSTANG 13.6	
		5,138	96567		567.5	28.0		SOONER 13.0	
A					580.5	41.0		O.K.T. 0.3	
		2,073	96581		580.8	41.3	CC	CHICKASHA 24.2	
Y	4,160	96605			605.0	65.5	CR	CYRIL 20.5	
T	1,972	96626			625.5	86.0	FI	FORT BILL 4.2	
M					629.7	90.2		C.R.I.P. 0.5	
BKTY		96630			630.2	90.7	LT	LAWTON 13.7	
	4,283	96644			643.9	104.4		CACHE 20.5	
JY		96664			664.4	124.9	SN	SNYDER 22.8	
	1,695	96687			687.2	147.7	AS	ALTUS 0.9	
A					688.1	148.6		A.T.S.F. 21.3	
	1,585	96709			709.4	169.9		ELDORADO 13.9	
ABJKRTY		96723			723.3	183.8		QUANAH	

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cherokee Yd.	4th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
							TU	CHEROKEE YD.	
	BJKRT		96427	1141	426.9	0.0	TU	CHEROKEE YD. 10.3	

BETWEEN CHEROKEE YD. AND SAPULA 6TH SUBDIVISION TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cherokee Yd.	6th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
							SQ	SAPULPA	
	JTY		96438	1003	437.2	10.3	SQ	SAPULPA 21.8	ABS
		7,240	96459		459.0	32.1		BRISTOW 7.6	
			96467		466.6	39.7		DEPEW 10.9	
Y	3,621	96478			477.5	50.6		STROUD 5.5	
	5,596	96483			483.0	56.1		BINKLEY 2.4	
		96485			485.4	58.5		DAVENPORT 8.5	
		96494			493.9	67.0		CHANDLER 15.9	
	6,066	96510			509.8	82.9		HIBSAW 14.4	
	3,898	96524			524.2	97.3		JONES 11.6	
A					535.8	108.9		O.K.T.-A.T.S.F. 3.7	
BJKRTY		96540			539.5	112.6	OC	OKLAHOMA CITY	

BN Radio Channel No. 2 in service on these Subdivisions.

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cherokee Yd.	6th Subdivn MAIN LINE STATIONS Office Calls	
		BJKRT		96427		426.9	0.0	2MT
			96431	1003	430.5	3.6		NO NORRIS 5.0
			96436		435.5	8.6		OM OMA 1.7
	JT		96438		437.2	10.3	2MT	SQ SAPULPA 5.0
		5,844	94442		442.2	15.3		KF KIEFER 14.0
		8,651	94456		456.2	29.3		ZB BEGGS 11.0
		6,176	94467		467.2	40.3		ZU BUTLER 1.4
	T		94469		468.6	41.7		OG OKMULGEE 7.6
		8,678	94476		476.2	49.3		QC SCHULTER 5.9
		5,079	94482		482.1	55.2		HN HENRYETTA 12.6
		8,580	94495		494.7	67.8		WK FRED (WELEETKA) 9.7
			94504		504.4	77.5		WM WETUMKA 8.6
		8,078	94513		513.0	86.1		YG YEAGER 6.6
	A				519.6	92.7		O.K.T. 5.4
		6,392	94525		525.0	98.1		UP SPAULDING 14.1
		9,251	94539		539.1	112.1		FC FRANCIS 9.1
	BK		94548		548.2	121.3		AD ADA 10.0
		8,633	94558		558.2	131.3		FH FITZUGH 12.8
		8,713	94571		571.0	144.1		UJ SCULLIN 8.3
			94580		579.3	152.4		ML MILL CREEK 12.5
		8,777	94592		591.8	164.9		RV RAVIA 11.6
	BK	5,958	94603	1046	603.4	176.5		MA MADILL 7.2
		8,577	94610		610.6	183.7		KT KINGSTON 9.6
	J		94620		620.2	193.3		LK LAKESIDE 4.6
		8,801	94625		624.8	197.9		ZY BARRY 6.3
	I		94631		631.1	204.2		IT STALEY 0.3
	IJ				631.4	204.5		M.K.T. JCT. 1.1
		9,310			632.5	205.6		JOE 4.0
			94637		636.3	209.6		DN DENISON 0.1
	J				636.6	209.7		S.P. JCT. 7.4
					644.0	217.1		NO. SHERMAN JCT. 0.6
	BKT		94644		644.6	217.7		SK SHERMAN 1.1
	IY				645.7	218.8		TOWER 16 (MP) 0.6
	M				646.3	219.4		S.S.W. 1.5
	JY		94648		647.8	220.9		FRISCO JCT. 2.1
	JY		94650		649.9	223.0		BO SHERMAN JCT. 7.8
		8,661	94658		657.7	230.8		ORCHESTER 7.1
			94665		664.8	237.9		GUNTER 8.8
			94674		673.6	246.7		CELINA 6.1

NORTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cherokee Yd.	6th Subdivn Cont. MAIN LINE STATIONS Office Calls	
				94674		673.6	246.7	
		8,761	94680		679.7	252.8		PROSPER 5.9
			94686		685.6	258.7		FRISCO 14.3
		4,432	94700	1046	699.9	273.0		BLISS 0.6
			94701		700.5	273.6		CARROLLTON 0.0
	A				700.5	273.6		M.K.T.-S.S.W. 3.7
	Y		94704		704.2	277.3		GRIBBLE 6.5
	BKRTY	2,497	40312		710.7	283.8		IR IRVING

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hope	7th Subdivn MAIN LINE STATIONS Office Calls	
		BKY		92806		805.5	0.0	
	M				805.4	0.1		M.P. 32.0
	M				773.4	32.1		G.M.A. 0.1
	JTY		92773		773.3	32.2		AW ASHDOWN 0.4
	A				772.9	32.6		K.C.S. 15.6
	Y		92757	1048	757.3	48.2		FO FOREMAN 6.2
			92751		751.1	54.4		ARKINDA 23.1
	Y		92728		728.0	77.5		ID IDABEL 17.8
	TY		92710		710.2	95.3		VA VALLIANT 0.2
	M				710.0	95.5		T.O.E. 9.8
			92700		700.2	103.3		FORT TOWSON 15.3
	BJKRTY		92559		684.9	120.6		HU HUGO 17.4
	Y		92542	1002	541.6	138.0		ANTLERS
	BJKRTY		92559		559.0	120.6		HU HUGO 24.8
	BRY		92584		583.8	145.40		PARIS
	BJKRTY		92559		684.9	120.6		HU HUGO 24.1
		8,310	92661	1048	660.8	144.7		BO 22.0
		8,106	92639		638.8	166.7		PYRTLE 5.9
	A				632.9	172.6		M.K.T. 0.4
	Y		92633		632.5	173.0		DURANT 12.3
	J		94620		620.2	185.3		LK LAKESIDE

BN Radio Channel No. 2 in service on these Subdivisions.



SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Louis	1st Subdivn MAIN LINE STATIONS Office Calls		
				92007	1002	0.0	0.0	ST. LOUIS 7.1	
				7.1					
BJKTY			92007	7.1		7.1		LI LINDERWOOD 2.0	ABS
Y			98008	9.1		9.1		XM MUTUAL 3.4	
			98012	12.5		12.5		KX ALPHA 12.4	
	8,600		98025	24.9		24.9		JX BYERS 13.8	
			98039	38.7		38.7		IS FESTUS 1.3	
M				40.0		40.0		P.P.G 2.1	
	7,315		98040	42.1		42.1		CX CRYSTAL CITY 7.6	
			98049	49.7		49.7		RH RUSH ISLAND 2.4	
			98054	52.1		52.1		EE BRICKEYS 14.4	
	8,600		98065	66.5		66.5		SG STE. GENEVIEVE 13.2	
	8,600		98081	79.7		79.7		VV MCBRIDE 22.6	
	8,600		98103	102.3		102.3		UR WITTENBERG 13.3	
	5,040		98115	115.6		115.6		NP NEELYS 14.1	
	8,600		98129	129.7		129.7		FZ FREEZE 2.5	
	5,032		98131	132.0		132.0		CP CAPE GIRARDEAU 1.1	
M				133.1		133.1		M.P. 3.9	
			98137	137.0		137.0		NX NASH 4.8	
A				141.8	141.8		S.B.W. 1.5		
BK	9,150		98144	143.3	143.3		CF CHAFFEE 6.7		
M				150.0	150.0		M.P. 4.8	CTC	
	7,600		98155	154.8	154.8		BF BROOKS 11.1		
A	3,756		98166	165.9	165.9		SI SIKESTON (M.P.) 14.7		
	8,263		98180	180.6	180.6		KA KEWANEE 5.1		
M				185.7	185.7		S.B.W. 0.5		
M				186.2	186.2		S.B.W. 6.8		
	10,583		98194	193.0	193.0		JD CONRAN 6.6		
			98199	199.6	199.6		PO PORTAGEVILLE 11.9		
			98211	211.5	211.5		TE TERRY 2.1		
BJKT			98213	213.6	213.6		HY HAYTI 11.8		
	8,610		98224	225.4	225.4		UE STEELE 10.3		
			98235	235.7	235.7		NM NORBLY 2.4		
BJK	8,610		98237	238.1	238.1		BLTYTHEVILLE To Amoret 6.4 10.1		
			98249	248.2	248.2		LU LUXORA 4.5		
			98253	252.7	252.7		MD HAROLD 2.2		
T			98254	254.9	254.9		OS OSCEOLA 10.6		
	8,610		98264	265.5	265.5		WS WILSON 6.9		
			98272	272.4	272.4		JR JOINER 9.9		

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Louis	1st Subdivn Cont. MAIN LINE STATIONS Office Calls	
				98272	1025	272.4	272.4	JR JOINER 9.9
T	8,610	93462		282.3		282.3	TR TURRELL 1.2	
J		93462		283.5		283.5	JG RIVER JCT. 9.3	
			93472	1001	471.9	292.8	HV HARVARD 1.7	2MT
J		93474			473.6	294.5	VO MARION To Hulbert 5.8 1.8	
		93475			475.4	296.3	GG CRITCO 6.0	
AI					481.4	302.3	M.P. 1.7	2MT
			93483		483.1	304.0	SH MEMPHIS (Shelco) 0.7	
U					483.8	304.7	I.C.G. 12.6	
BKT			93496		496.4	317.3	MH MEMPHIS (Tenn. Yard)	

BETWEEN ST. LOUIS AND MP 9-02 EMPLOYEES ARE UNDER THE JURISDICTION OF THE GALESBURG DIVISION CHICAGO REGION.

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ref. Points	FOR INFORMATION ONLY MEMPHIS TERMINAL	
					1001	483.1	304.0	SH MEMPHIS (Shelco) 0.5
				483.6		304.5	(Kansas Ave.) 0.1	
				483.7		304.6	(Kentucky St.) 0.1	
U				483.8		304.7	I.C.G. 1.6	
				485.4		306.3	(Neptune St.) 1.1	
				486.6		307.5	(McIntore ST.) 1.3	
				487.9		308.8	(North Yale) 1.6	CTC
				489.5		310.4	(South Yale) 0.5	
				490.0		310.9	(Pendleton St.) 0.5	
BKT						491.5	311.4	(Demo) 4.1
					494.6	315.5	(North Tenn. Yd.) 3.1	
					497.1	318.0	MEMPHIS (South Tenn. Yd.)	

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hayti	2nd Subdivn BRANCH LINE STATIONS Office Calls	
		Y		98520	1027	219.8	7.1	CARUTHERSVILLE 7.1
				212.7				
BJKTY			98213	1026	212.7	0.0	HY HAYTI 9.4	
			98322		222.1	9.4	BRAGG CITY 8.4	
JTY			98330		230.5	17.8	KENNETT 12.0	
Y			98432	1028	242.5	29.8	HOLCOMB	
JTY			98330		230.5	17.8	KENNETT 9.1	
Y			98420		239.6	26.9	BENATH	

BN Radio Channel No. 2 In service on these Subdivisions.

SOUTHWARD		3rd Subdivn MAIN LINE STATIONS Office Calls						NORTHWARD		4th Subdivn MAIN LINE STATIONS Office Calls						NORTHWARD								
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Memphis			Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Amory			Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Amory			
BKT		93496		496.4	0.0	MH	MEMPHIS (Tenn. Yd.) 3.6	BJKRTY		93611		611.2	0.0	AY	AMORY 12.5									
		93499		500.0	3.6	NL	MINERAL WELLS 11.2	T		98624		623.7	12.5		ABERDEEN 6.8									
	10,498	93512		511.2	14.8	BH	BYHALIA 16.0			98631		630.5	19.3		HAMILTON 6.1									
	8,613	93528		527.2	30.8	TO	TOURS 1.1			98637		636.6	25.4		KOLOLA SPRINGS 2.3									
I		93529		528.3	31.9	HS	HOLLY SPRINGS 12.7		8,600	98639		638.8	27.7		AMFORT 8.4									
	8,600	93541		541.0	44.6	PQ	POTTS CAMP 11.1	A				647.3	36.1		C. & G. 1.0									
	9,329	93552		552.1	55.7	MY	MYRTLE 9.2	Y		98648		648.3	37.1	CO	COLUMBUS 0.5									
	6,559	93561		561.3	64.9	PE	PECK 1.0	A				648.8	37.6		I.C.G. 4.1									
AI				562.3	65.9		I.C.G. 0.7			8,600	98669		652.9	41.7		WHITBURY 17.2								
		93562		563.0	66.6	NY	NEW ALBANY 8.4			98680		670.1	58.9		PICKENSVILLE 9.4									
	7,338	93571		571.4	75.0	RE	REESE 11.0	BKY		98700	1020	679.5	68.3	AL	ALICEVILLE 20.8									
	7,201	93582		582.4	86.0	BD	BELDEN 5.1		3,630	98700		700.3	89.1		MT. HEBRON 7.7									
T		93588		587.5	91.1	TU	TUPELO 0.7	JYR	7,487	98708		708.0	96.8	BG	To York 23.1 Via Sou. RR. 0.2									
AI				588.2	91.8		I.C.G. 3.4	A				708.2	97.0		A.G.S. 16.5									
	8,250	93592		591.6	95.2	PV	PLANTERSVILLE 11.1	T		98724		724.7	113.5		CENTRALA 4.2									
	6,828	93603		602.7	106.3	AJ	ARJAY 8.5					728.9	117.7		BRIDGE 728.9 2.1									
BJKT		93611		611.2	114.8	AY	AMORY 9.1	A				731.0	119.8		SOU. 0.2									
	8,414	93621		620.3	123.9	JU	JUDGE 8.1	BKY		98731		731.2	120.0	DS	DEMOPOLIS 4.4									
	6,518	93629		628.4	132.0	GM	GATMAN 12.8	Y		98736		735.6	124.4		GREEN TREE 13.1									
	7,600	93642		641.2	144.8	BV	BEAVERTON 13.4	A				748.7	137.5		L. & N. 1.1									
BJK	8,600	93655	1001	654.6	158.2	WD	WINFIELD To Brilliant 9.2 14.6		1,793	98749		749.8	138.6		LINDEN 14.5									
	5,487	93669		669.2	172.8	EL	ELDRIDGE 5.9	BKRY		98764		764.3	153.1	MG	MAGNOLIA									
	8,305	93675		675.1	178.7	CK	CARBON HILL 7.1																	
	7,600	93683		682.2	185.8	TW	TOWNLEY 11.5																	
AI				693.7	197.3		SOU. 0.1																	
BK	4,302	93694		693.8	197.4	JS	JASPER 4.6																	
	7,600	93698		698.4	202.0	AM	ALMA 5.1																	
	6,234	93704		703.5	207.1	BE	BEHOIT 3.9																	
J		93707		707.4	211.0	DO	DORA To DeBardeleben 9.8 4.8																	
	8,600	93713		712.2	215.8	QT	QUINTON 10.1																	
	6,729	93722		722.3	225.9	AI	ADAMSVILLE 2.7																	
	7,953	93725		725.0	228.6	OO	OAKWOOD 4.1																	
AI				729.1	232.7		LAN SOULES. 0.2																	
J				729.3	232.9	PZ	PRATT CITY To Beesomer 10.8 1.3																	
	4,880	93730		730.6	234.2	WG	WEST BIRMINGHAM 0.5																	
J		93731		731.1	234.7		THOMAS JCT. 0.2																	
M				731.3	234.9		B.B. 0.8																	
BKTY		93732		732.1	235.7	BY	BIRMINGHAM																	

BETWEEN BLOGEE AND YORK SOUTHERN R.R. RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

SOUTHWARD		5th Subdivn MAIN LINE STATIONS Office Calls						NORTHWARD							
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Magnolia			Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Magnolia		
BKRY		98764		764.3	0.0	MG	MAGNOLIA 9.4								
Y	3,680	98774		773.7	9.4		KEMBROUGH 0.4								
A				774.1	9.8		SOU. 5.2								
BKTY		98780		779.3	15.0	MC	MACMILLAN 4.4								
M				783.7	19.4		BRIDGE 783.7 9.5								
	1,238	98793		793.2	28.9		HYBART 11.4								
	3,535	98804	1020	804.6	40.3		PRYOR 9.6								
T	4,644	98814		814.2	49.9		FOUNTAIN 15.9								
	4,038	98830		830.1	65.8		FRISCO CITY 7.4								
	2,949	98838		837.5	73.2		GOODWAY 25.0								
	3,006	98863		862.5	98.2		ATMORE 10.9								
	3,493	98873		873.4	109.1		WALNUT HILL 25.3								
Y	3,587	98898		898.7	134.4		CANTONMENT 16.3								
BKRY		98915		915.0	150.7	PN	PENSACOLA								

BN Radio Channel No. 2 in service on these Subdivisions.

SOUTHWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From York	6th Subdivn MAIN LINE STATIONS Office Calls		NORTHWARD
	BKRY			95732	1021	731.1	0.0	YO	
Y	1,616	95750		750.0		18.9		18.9	CROMWELL
A				750.3		19.2		0.3	M. & B.
	6,435	95756		756.4		25.3		6.1	POND
	1,742	95768		767.9		36.8		11.5	BOGUELOOSA
		95776		776.4		45.3		8.5	GILBERTOWN
	3,542	95781		780.1		49.0		3.7	SOUWILPA
		95785		784.7		53.6		4.6	SILAS
	3,242	95794		795.5		64.4		10.8	MILLRY
		95807		807.4		76.3		11.9	CHATOM
	2,670	95820		819.3		88.2		11.9	SEABOARD
		95845		844.8		113.7		25.5	MT. VERNON
		95858		858.1		127.0		13.3	GETTY
	2,956	95864		862.7		131.6		4.6	SARALAND
JY				868.5		137.4		5.8	TERMINAL JCT.
A				868.6		137.5		0.1	SOU.
M				870.6		139.5		2.0	THREE MILE CREEK
BKRY		95874		873.5		142.4		2.9	MOBILE

LINE SEGMENT NUMBERS		
YARD LINE SEGMENTS		
Line Segment	Yard	
1121	Memphis Back Tracks	
1122	Tennessee Yard	
1123	Amory	
1124	Birmingham	
1125	Cantonment	
1126	Pensacola	
1127	Mobile	
OTHER ROAD SEGMENTS		
Line Segment	Limits	Mileposts
1014	Marion — Hulbert	471.9 to 473.6
1022	Winfield — Brilliant	655.6 to 664.8
1023	Dora — DeBardleben	708.3 to 717.9
1024	Pratt City — Bessemer	729.2 to 740.1
1029	Blytheville — End of Track	237.3 to 239.7
1030	Blytheville — Armourle	237.3 to 243.4

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

## INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens		
<b>1st Subdivision</b>				93638	Crews	3.0 miles north of Beaverton	14	South	
98009	Koberman	2.7 miles south of Lindenwood	5	North	93649	Guin	6.1 miles north of Winfield	52	Both
98010	Hydraulic	1.0 miles south of Mutual	64	Both	93910	Brilliant	9.9 miles east of Winfield	11	North
98011	Gravois	1.5 miles north of Alpha	103	Both	93660	Glen Allen	4.4 miles north of Eldridge	120	Both
98016	LeMay	3.1 miles south of Alpha	3	South	93663	Bazemore	6.2 miles north of Eldridge	55	Both
98021	Ten Brook	4.1 miles north of Byers	28	South	93702	Cordova	2.0 miles north of Benoit	255	Both
98027	Imperial	1.7 miles south of Byers	12	South	93927	DeBardeleben	9.6 miles east of Dora	Yard	Both
98029	Barnhart	3.7 miles south of Byers	24	Both	93717	Lindbergh	5.0 miles north of Adamsville	15	North
98035	Horine	3.8 miles north of Festus	41	N/S	93930	Ensley	1.2 miles west of Pratt City	59	Both
98037	Ludwig	1.7 miles north of Festus	20	Both	93937	Woodward	7.3 miles west of Pratt City	48	Both
98045	Selma	2.5 miles south of Crystal City	Yard	Both	93940	Bessemer	10.8 miles west of Pratt City	108	Both
98057	Coral	4.5 miles south of Brickeys	72	Both	<b>4th Subdivision</b>				
98061	Duren	5.0 miles north of Ste. Genevieve	17	South	98661	Forreston	8.0 miles south of Whitbury	45	Both
98074	St. Marys	5.5 miles north of McBride	30	N/S	98695	West Greene	5.5 miles north of Mt. Hebron	10	North
98088	Menfro	8.5 miles south of McBride	7	North	98721	Forkland	4.1 miles north of Centrala	8	South
98095	Seventy-Six	6.9 miles north of Wittneberg	12	North	98735	Stokely	0.4 miles north of Green Tree	41	Both
98134	Marquette	2.0 miles south of Cape Girardeau	Yard	N/S	<b>5th Subdivision</b>				
98151	Oran	3.9 miles north of Brooks	35	Both	98785	Sheppard	7.9 miles north of Hybart	6	North
98160	McMullin	5.9 miles north of Sikeston	39	South	98835	Megargel	2.7 miles north of Goodway	12	South
98174	Matthews	7.0 miles north of Kewanee	55	N/S	98845	Koppers	2.0 miles north of Huxford	110	South
98186	Lilbourn	5.1 miles south of Kewanee	61	N/S	98847	Huxford	9.4 miles south of Goodway	5	North
98191	Marston	2.0 miles north of Conran	40	South	98853	McCullough	5.6 miles south of Huxford	8	South
98227	Holland	1.9 miles south of Steele	20	North	98866	Pine	3.2 miles south of Atmore	31	North
98494	Armored	6.4 miles east of Blytheville	135	Both	98906	Ensley	7.6 miles south of Cantonment	11	South
98244	Burdette	3.8 miles north of Luxora	85	Both	98907	Edge	8.0 miles north of Pensacola	15	South
98259	Rotan	4.4 miles south of Osceola	15	South	<b>6th Subdivision</b>				
98261	Driver	4.8 miles north of Wilson	14	North	95740	Ward	9.1 miles south of York	4	South
98267	Delpo	1.3 miles south of Wilson	46	Both	95773	Toxey	7.2 miles north of Gilbertown	28	Both
93779	Hulbert	5.8 miles south of Marion	Yard	Both	95784	Marathon	1.9 miles north of Silas	13	North
93796	Presley Jct.	0.8 miles south of Marion	7	Both	95784	Bolinger	0.9 miles north of Silas	12	South
93798	W. Memphis	3.0 miles south of Marion	Yard	Both	95815	Tibbie	4.2 miles north of Seaboard	6	South
<b>2nd Subdivision</b>				95827	Sims Chapel	7.9 miles south of Seaboard	12	Both	
98412	Irl	1.9 miles south of Kennett	21	N/S	95838	Fairford	6.8 miles north of Mt. Vernon	15	North
<b>3rd Subdivision</b>				95868	Cbickasaw	1.0 miles north of Terminal Jct.	120	Both	
93502	Olive Branch	1.7 miles south of Mineral Wells	25	North	95866	Blakely	At Mobile	Yard	Both
93559	Shari	1.6 miles north of Peck	94	Both					
93560	Glenfield	1.0 mile north of Peck	4	North					
93577	Sherman	5.1 miles north of Belden	60	North					
93600	Nettleton	2.4 miles north of Arjay	18	South					
93631	Sue Flynn	2.6 miles south of Gatman	11	North					
93635	Sulligent	6.5 miles south of Gatman	85	Both					

**ALL SUBDIVISIONS**

**1. Speed Restrictions— Maximum Speeds Permitted**

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

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

Freight trains up to 100 Tons/OB\* ..... 60 MPH.  
 Freight trains over 100 Tons/OB\* ..... 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.

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.

Unless otherwise provided, maximum speed on tracks other than main tracks ..... 10 MPH.

**Unless otherwise provided—**

Loaded unit ore, ballast and potash trains ..... 40 MPH.  
 Loaded unit coal and grain trains ..... 45 MPH.  
 Empty unit coal trains ..... 50 MPH.  
 Engines running light or with caboose only ..... 50 MPH.

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise ..... 15 MPH.

When temperatures are below zero degrees fahrenheit the following speed restrictions apply:

	<b>Psgr. Trains</b>	<b>Frt. Trains</b>
Zero degrees to 10 below zero .....	65 MPH	50 MPH
11 degrees below zero and colder .....	60 MPH	45 MPH

	<b>Main Line</b>	<b>Branch Line</b>
<b>Equipment</b>		
Ore cars .....	45 MPH	20 MPH
Scale test cars EXCEPT WO 3, 4, 5, BN 979019, 979020, 979021, 979022 and FWD S780 .....	35 MPH	20 MPH
Air dump cars (loaded) .....	35 MPH	20 MPH
Log cars not equipped with permanent steel side stakes .....	30 MPH	15 MPH
Ribbon rail cars (loaded) .....	35 MPH	25 MPH

**250 TON DERRICKS WILL BE MOVED ONLY AS AUTHORIZED BY THE CHIEF DISPATCHER. TRAINS HANDLING COMPANY OWNED EQUIPMENT LISTED IN ITEMS (a) and (b) WILL BE HANDLED NOT EXCEEDING SPEED AS SHOWN IN TABLE:**

<b>Maximum Speed</b> .....	<b>Reduce To:</b>
50 MPH or more .....	35 MPH.
45 MPH .....	30 MPH.
40 MPH .....	25 MPH.
35 MPH .....	20 MPH.
30 MPH .....	20 MPH.
25 MPH .....	15 MPH.
20 MPH .....	15 MPH.
15 MPH or less .....	10 MPH.

(a) Work Equipment moving on own wheels: Bridge crane, Loco. crane, Spreader-Ditcher, Snow plow, Rotary plow, Pile driver, Clamshell, Wrecking derricks.

Except SLSF 99020 M. of W. Bridge Crane, B.C. 2, (100 Ton Derrick) move only in local service, if available, with boom trailing just ahead

of caboose. When maximum speed 30 MPH or more movement must not exceed 25 MPH; where maximum speed 29 MPH or less movement must not exceed 10 MPH.

(b) Work Equipment, loaded on cars from point of loading to nearest location of car inspectors: Bull Dozers, Rail Layers, Cranes, Shovels, Dumpsters, Speed Swing, Motor Graders, Track Cleaners, Tractor Ditchers and Scrapers, Wheel Tractors with attachments.

(When moving after inspection by carmen, may be handled without restrictions unless otherwise instructed.)

Revenue equipment of above types loaded on cars will be handled as oversize loads when applicable.

Movements of locomotives on revenue billing must be approved by Superintendent Transportation.

Except on Main Lines as shown in timetables, diesel engines, wrecking cranes 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.

\*Continuous Rail: Rail either welded or bolted together to make a length of rail spanning two or more cars.

Ribbon rail cars loaded with continuous\* rail must be handled by trains that are not handling any other cars except those necessary to load or unload continuous rail and huffer cars, unless otherwise authorized by the Chief Dispatcher.

Buffer cars must be used between continuous\* rail and engine or caboose except when loading or unloading as directed by foreman in charge.

Partially loaded tank cars (contents less than 85% of gallon capacity). Move on authority of Chief Dispatcher, near head end of train not to exceed 45 MPH.

**Maximum Speed—**  
 Locomotives with friction bearings ..... 35 MPH

**1A. Control of Harmonic Rocking—**

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking of cars. Where specified by Individual Subdivision Special Instructions or bulletin, the following restrictions will apply:

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

**2. Restrictions on Diesel Units—**

The number of diesel units coupled together in train operation, either working, idle, or dead in tow, must not exceed seven. When the operating diesel units on head end of train exceed 18 powered axles, Individual Subdivision Special Instructions or bulletin must be referred to in determining if any restrictions are in effect governing trailing tonnage. Maximum tonnages expressed in Individual Subdivision Special Instructions for head end power are extreme limits under ideal conditions and superintendents will establish lower limits as required.

In the event diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed not less than 5 cars or more than 15 cars behind the lead units.

When an SW 1500 or MP 15 switch unit is being handled dead in a train, dynamic brakes must not be used on the locomotive consist handling the train if the consist is working power on more than 14 axles.

When an SW 1500 or MP 15 switch unit is operating in a road unit consist, the following restrictions must be observed: The SW 1500 or MP 15 unit must be the lead unit except if an MP 15 unit has coupler stop blocks applied in the position to restrict coupler side action it may be used as lead or second unit. Operating speed restrictions for the unit involved must not be exceeded. Dynamic brakes on the road units in the consist must not be used.

Diesel units not equipped with alignment control couplers when dead in tow in freight trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine.

**Exception**—Trains of 5 cars or less may handle not more than three such diesel units coupled dead in tow to the working consist.

When an engine consist of more than 3 units in service includes diesel unit or units not equipped with alignment control couplers, only the three rear units will be allowed to work power when the train is to make a back-up movement. Other units must be isolated.

Diesel units NOT equipped with alignment control couplers:

All switcher units

Road and road switcher diesel units: 1400-1436, 1556-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1955-1962, 1964-1980, 6000-6059, 6070-6089, 6100-6206, 6215-6237

### 3. Manned Helper Operations—

Locomotives not equipped with alignment control couplers (See Item 2) must not be operated in manned helper consists unless equipped with bolster stops.

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

1400-1436, 1556-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1968-1980, 1990-1997

**Exception**—Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotive units including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

When cars listed in first sentence of Item 4 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed twenty-four powered axles. Head end consists in helper trains will not exceed twenty-four powered axles.

Head end consists in helper trains which are unit coal trains, equipped entirely with Type E or F couplers cast in Grade E steel, may have up to thirty-six powered axles. Helpers up to twenty-four powered axles may shove on the rear of such trains except that helpers with twenty-four powered axles must be cut in ahead of caboose.

**Note**—The following 100-ton coal cars are not equipped with Grade E steel, type E or F couplers:

BN 513900-513999 (GN 70400-70499)  
 BN 514100-514199 (NP 73600-73699)  
 BN 514300-514499 (CBQ 160000-160199)  
 BN 520000-520599 (NP 73000-73599)  
 BN 520658-520699 (NP 74958-74999)  
 BN 522000-522699  
 BN 523000-523399  
 BN 524000-525299 (CBQ 160200-161499)  
 BN 540000-540210 (CBQ 163000-163209)

Helpers of more than twelve powered axles must be cut into train. 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.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, helper may be operated on head end, providing the combined head end and helper units do not exceed seven.

**Exceptions to Item 3**—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

### 3A. Diesel Unit Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.

Group	Types	Unit Numbers	Weight (000)
A	SW-1	70, 80-97.	198-200
B	SW-1 NW-5 GP-5 GP-7	102. 987-995. 1350-1365. 1553-1555, 1558-1561, 1565, 1566, 1569, 1570, 1572, 1575, 1582, 1586, 1588, 1590, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1616, 1619, 1621, 1623, 1670, 1671, 1673.	216-260
	GP-9	600-604, 1723-1760, 1808-1830, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971-1972, 1979, 1980.	
	GP-18	1991-1997.	
C	SW-8 SW-900 SW-12 SW-7 SW-9 SW-10 NW-2	98, 99, 101. 100. 106, 162-166, 170-259. 75-79, 108-134, 137-142. 146-161, 167-169, 260-269. 375-394, 427-449, 574-585. 400-406, 410-425, 488-498, 517-573, 586-595.	232-251
D	NW-12 SW-7 NW-2 GP-7	1, 5, 14, 19. 135, 136, 143-145. 451-487, 500-516. 1524-1552, 1557, 1562-1564, 1567, 1568, 1571, 1573, 1574, 1578, 1579, 1581, 1584, 1585, 1589, 1591, 1593-1595, 1598-1602, 1604, 1605, 1608, 1611, 1613, 1617, 1618, 1622, 1626-1640.	243-262
	GP-9 SW-7 MP-15	1761-1807, 1896, 1890, 1959, 1965, 1970. 107. 1000-1004.	
E	SW-1500 SW-15 GP-15-1 GP-10 GP-9	20-65. 300-324. 1375-1399. 1400-1438. 1700-1722, 1831-1883, 1892-1901, 1973-1978. 2001-2071.	255-276
	GP-20 GP-38 GP-38-2 GP-30 GP-35 GP-39-2 GP-40 U-28B U-30B B-30-7 GP-40-2 GP-50 B-30-7A	2072-2077, 2110-2138, 2600. 2078-2109, 2150-2154, 2255-2369, 2601. 2200-2254. 2500-2545, 2550-2582. 2700-2739. 3000-3039. 5450-5459. 5470-5484, 5770-5799. 5485-5492. 3040-3064. 3100-3109. 4000-4062.	
F	SD-7	6048-6059.	297-298

Group	Types	Unit Numbers	Weight (000)
G	SD-7 SD-9	6023-6047, 6070-6089. 6127-6206, 6215-6237.	316-326
H	SD-7 SD-9 SD-24 E-9	6000-6022. 6100-6126. 6240-6255. 9900-9925.	330-347
I	C-30-7 U-23C U-30C U-33C SD-40 SD-40-2 SD-45 F-45 SD-38-2	5000-5141, 5500-5599. 5200-5208. 4500, 5300-5394, 5396-5399, 5800-5944. 5700-5765. 6300-6324, 6335-6347, 6394-6399. 6325-6334, 6348-6385, 6700-8181. 6400-6599, 6650-6696. 6600-6645. 6260-6263.	369-423

**4. Restrictions on Placing Cars in Trains—**

Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of Chief Dispatcher:

- Outfit cars
- Scale test cars (next ahead of caboose) EXCEPT WO-3, 4, 5, BN 979019, 979020, 979021, 979022, FWD S780.
- Pile drivers
- Locomotive cranes
- Rotary snowplows, wedge plows, dozers
- Jordan spreaders
- Former FRISCO or SLSF empty ribbon rail cars
- Rear end only cars.

**Handling 80 Foot 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 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 foot or longer loaded cars must be regarded the same as an 80 foot or longer empty car:

- Cars weighing less than 50 tons, gross weight
- Flat cars with one loaded trailer
- Flat cars with empty trailers
- Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

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

**Exception—**Trains consisting entirely of cars 80 foot 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.

**5. Repeater Relay Air Car Operation—**

When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

**6. 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 900.
- 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 train order 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
<b>ALPHA</b>	<b>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</b> Handle cautiously through yards enroute. 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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 11 ft. 6 in. wide loads.
<b>BRAVO</b>	<b>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</b> Handle cautiously through yards enroute. 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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. wide loads.
<b>CHARLIE</b>	<b>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</b> Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.
<b>DELTA</b>	<b>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</b> Handle cautiously through yards enroute. 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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. 8 in. wide loads.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
<b>ECHO</b>	<b>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</b> Handle cautiously through yards enroute. 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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. wide loads.	<b>NOVEMBER</b>	cannot be done, pass or meet is permitted with train or cars on adjacent curved tracks 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 train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching if necessary.
<b>FOXTROT</b>	<b>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</b> Handle cautiously through yards enroute. 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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 4 in. wide loads.	<b>OSCAR</b>	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks. Do not pass loads wider than _____ on adjacent parallel tracks.
<b>GOLF</b>	<b>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</b> Handle cautiously through yards enroute. 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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 8 in. wide loads.	<b>PAPA</b>	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
<b>HOTEL</b>	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.	<b>QUEBEC</b>	Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.
<b>INDIA</b>	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.	<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>JULIET</b>	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.	<b>SANDWICH</b>	The above restrictions apply to load/loads of wire mesh that is/are securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
<b>KILOGRAM</b>	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.	<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>LIMA</b>	Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent tracks 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 train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.	<b>UNIFORM</b>	Shipment urgently required at destination. See given best possible handling consistent with safety and restrictions. See not set out if safe to move.
<b>MIKE</b>	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 pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this	<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, train and engine crews handling.
		<b>7. Train Inspection and Failed Equipment Detector Instructions—</b>	
			Except in emergency, radios must not be used while train is within 150 feet of failed equipment detector and/or until entire message is received from that detector site.
			Conductors of freight trains will determine when train is required to reduce speed or stop to afford proper inspection when:
			a. Conditions restrict visibility to the point that proper running inspection cannot be made.
			b. Notified that a failed equipment detector is out of service.
			c. Failed equipment detector may be ineffective account blowing snow.
			Inspection intervals must not exceed 35 miles which includes those made by crew or employees on the ground.
			Crews will inspect train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.
			The location of failed equipment detectors which protect bridges, tunnels or other structures is shown under Individual Subdivision Special Instructions.

When notified a failed equipment detector is out of service, the requirements of operating rules or instructions will be suspended for the defective equipment indicator associated with such failed equipment detector.

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train and location of failed equipment detector which failed to detect the hot bearing, with a copy of the wire to AVP Engineering, St. Paul. Train dispatchers will arrange inspection of the detector by the signal maintainer in all such instances and notify the communication and signal supervisors and the superintendent of signals.

**Failed Equipment Wayside Display—**

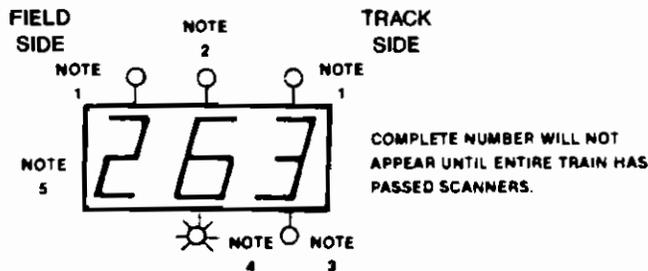
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise train dispatcher reason for delay by first available means of communication.

**FAILED EQUIPMENT DISPLAY**  
AS VIEWED FROM PASSING TRAIN



Note 1—Hot bearing indicator light. When illuminated hot bearing detected. The hot bearing is located on right side of train when right light is illuminated, and on left side when left light is illuminated.

Note 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

Note 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected.

Note 4—Flashing train inspection light. When flashing, train is being checked for hot bearing and dragging equipment. After rear of train has passed, if train inspection light is not flashing while numbers are displayed, stop and inspect train.

Note 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least eight (8) axles both directions from indicated number.

All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on failed equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

**Failed Equipment Radio Reporter—**

Failed Equipment detectors at locations shown under Individual Subdivision Special Instructions convey information to train crews by Burlington Northern radio.

Each radio message from these devices will contain the site identification such as: "Burlington Northern (Town, State)".

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

This type of device must be monitored by the train crew and they must be governed by the information conveyed immediately after the train has passed.

Detector Status Message	Train Crew Response
" . . . No defects"	Proceed
" . . . Integrity failure"	Stop train for inspection
" . . . First hot box right side XXX"	Stop train for inspection near indicated axle
" . . . First dragging equipment near axle XXX"	Stop train for inspection near indicated axle
" . . . First hot wheel near axle XXX"	Stop train for inspection near indicated axle
" . . . (No detector status message)"	Stop train for inspection*

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"

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

XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least eight (8) axles both directions from indicated number.

\*When incomplete message or no message is received stop train for inspection.

Train must not move beyond failed equipment sign unless a proceed message is received from the detector site or until inspection is completed.

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

**Failed Equipment Alarm Indicator—**

Alarm Indicator Assembly employing radio for defect location.

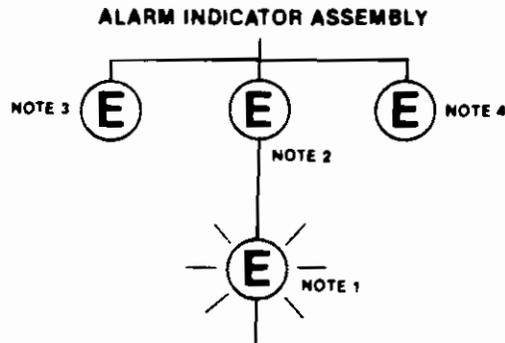
This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond Failed Equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated, engine crew must be notified to stop train for inspection. A walking inspection must be made of both sides of entire train and also a walking inspection must be made if there is evidence of dragging equipment. Advise train dispatcher reason for delay by first available means of communication.

Rules 501S and 501T are in effect.



Note 1—Failed equipment indicator light. When illuminated continuously or when not illuminated, stop train and inspect for hot bearing or dragging equipment. When flashing, no defect has been detected.

Note 2—Dragging equipment indicator light. When illuminated, stop train and inspect for dragging equipment.

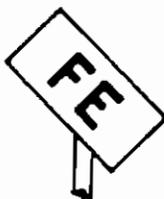
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

Note 4—Right hot bearing indicator light. When illuminated, defect is on right side of train.

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member bearing a continuous radio tone should immediately start to count telephone poles or signs from 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.

#### FAILED EQUIPMENT SIGN—



Failed Equipment (FE) signs are located 13,500 feet beyond the failed equipment detector site.

#### 8. 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 train order. This does not modify the requirement to move as required in Rule 93.

#### 9. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring site switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

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.

#### 10. Commodities Insulating Track in CTC and ABS—

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting 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.

#### 11. Rules Changes and Modifications—

##### Continental Time

Not applicable Springfield Eleventh, Twelfth, Thirteenth and Fourteenth Subdivisions.

Continental Central Standard Time will be used in Train Orders, Train Sheets, Line ups, and preparation of all reports and records.

Continental Central Standard Time is a 24 hour system of keeping time, with the day starting at midnight. Four numerals are used to indicate the time, with the first digits indicating hours and the last two digits representing minutes. The hour of midnight is expressed

two ways: 0000 to indicate the start of the day, and 2400 to indicate the end of the day. Each succeeding hour, starting at midnight, is increased by 100 (0000, 0100, 0200, etc), until 2400 is reached when a new day starts. 2400 will not be used in Train Orders, Train sheets and Line ups. 2359 and 0001 will be used.

Below are examples of how Central Standard Time is converted to Continental Time:

#### CENTRAL STANDARD TIME

1:00AM  
10:00AM  
8:00PM  
11:15PM

#### CONTINENTAL CENTRAL STANDARD TIME

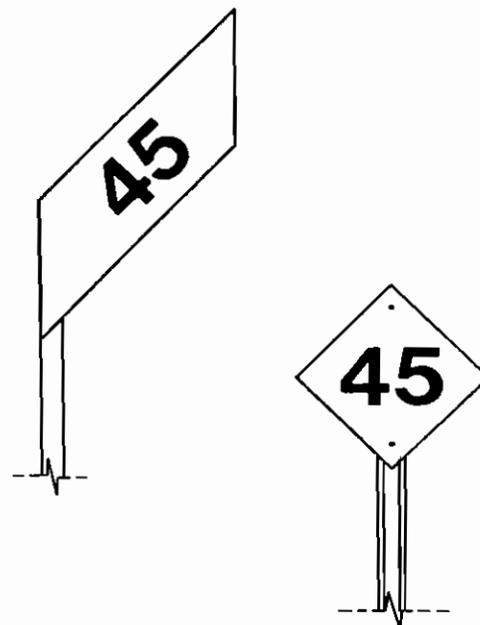
0100 - Zero One Hundred  
1000 - Ten Hundred  
2000 - Twenty Hundred  
2315 - Twenty Three Fifteen

To convert time on a 12-Hour clock the hours from midnight to noon present no problem. From noon to midnight, simply add 12 hours to the time indicated.

**Consolidated Code Rule 27 Addition As Last Paragraph—**  
If a block signal fails to display its most restrictive indication when a block is occupied or when a switch connected with block signal system is changed from its normal position, it must be regarded as displaying a Stop indication. A member of the crew must be left at signal and he must stop all trains moving in the direction governed by that signal and inform them of false-proceed indication. Flagman must remain there until relieved by an employe of Signal Department or by instructions from Chief Dispatcher.

**Consolidated Code Rule 240-W Revised (Applicable only on Former SLSF R.R. Trackage)—**

#### SPEED SIGNS IN EFFECT ON FORMER SLSF RAILROAD TRACKAGE.



Signs will be placed three-fourths mile in advance of the point where restrictions as designated by special instructions or by bulletin become effective. The maximum speed of trains on track protected by signs will be shown on the face thereof.

**Consolidated Code Rule 103(C) is modified for State of Missouri—**

On tracks within the State of Missouri, the minimum distance for the storage of railroad rolling stock on railroad owned sidings shall be 250 feet from the near edge of crossings with the following exceptions:  
(1) Cars placed for loading or unloading or awaiting removal after

loading or unloading, (2) Bad order cars set out from trains, (3) Rolling stock stored on yard tracks, (4) At crossings protected by automatic flashing light signals, rolling stock may be stored a minimum of one hundred (100) feet from near edge of crossing.

Consolidated Code of Operating Rules 200 and 83(B) and other rules pertaining to signature on train orders and clearances are modified to permit them to be issued over the signature of the train dispatcher.

The first paragraph of Consolidated Code Rule 271(A) and Rules of the Maintenance of Way Department Rule 271(A) is changed to read as follows:

271(A). Track and time limits per Rule 271 may be issued to Maintenance of Way employees or equipment when they are to work in the same or overlapping limits with train(s) or engine(s) which must also be authorized by track and time limits.

**Consolidated Code Rule 275(A) Revised—**

When necessary to operate a dual control switch by hand the following will apply:

**Selector Lever Type:**

- (1) Place selector lever in "HAND" position.
- (2) Operate hand throw lever until switch points are seen to move with movement of lever.
- (3) Line the switch for the route to be used.
- (4) After leading wheels of movement have moved onto switch points restore selector lever to "POWER" position and lock.

**Hand Crank type:**

- (1) Unlock and remove hand crank from crank holder located in telephone booth.
- (2) Unlock hasp on switch machine, insert crank on shaft and turn until switch is in desired position and as far as crank will turn. See switch points fit properly. Remove crank from shaft but do not restore crank to crank holder.
- (3) After leading wheels of movement have moved onto switch points, lock crank hasp, return crank to crank holder, secure with switch lock.

**Consolidated Code Rule 276 Revised—**

When necessary to perform switching over a dual control switch, permission must first be obtained from the control operator. The period of time the switch may be used must be clearly stated.

After complying with paragraphs (1), (2) and (3) of Rule 275 (A), selector lever must be left in "HAND" position or crank removed from crank holder until all movements over the switch have been completed.

Indications of Stop signals governing movements over the switch are to be considered suspended while the selector lever is in "HAND" position or crank removed from crank holder, but movements must be made at restricted speed.

After final movement has been made over the switch, selector lever must be restored to "POWER" position or crank returned to crank holder, locked and control operator notified. Thereafter, movement beyond the switch must not be made except by signal indication or authority of control operator.

Consolidated Code of Operating Rule 718 and BN Safety Rule 592 are modified 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.

BN Safety 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.

**Modifications of rules in the Consolidated Code of Operating Rules, edition of 1980 for trains and engines using A.T.S.F. tracks between—**

- (1) Avarad and Waynoka Tulsa Second Subdivision.
- (2) Birds and Belt Jct. Tulsa Sixth Subdivision.
- (3) Santa Fe Jct. and Dallas Tulsa Sixth Subdivision.

**Rule 11—**

A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile.

**Rule 14—**

Example Form U, Stop and Speed limit order.

Eight naught one 801AM until five naught one 501 PM approach (gang No. \_\_\_\_\_) between 15 poles west of MP 10 and MP 11 between D and E to stop short of men and machines fouling track until proper proceed signal received or notified verbally by (title and name of employee in charge and gang number) that track is clear of men and machines.

Trains and engines, within the limit of this order must approach gangs prepared to stop, and stop short of men and machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light is received or if notified verbally by employee named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men and machines.

**Rule 240-W—**

Permanent slow signs, yellow with numerals, will be located not less than 2500 feet (when practicable) in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains. Where only one number is shown it shall govern the speed of both passenger and freight trains. Indicated speed must not be exceeded until rear of train has passed a permanent resume speed sign.

There may be more than one permanent slow sign in advance of a permanent resume speed sign, in which case the reduced speed shown on each permanent slow sign must be observed in succession until rear of train has passed the permanent resume speed sign.

**Block and Interlocking Signals.**

Signal aspect—Yellow over yellow or flashing yellow:

Name—Approach Medium.

Indication—Proceed—approach next signal not exceeding 40 MPH and be prepared to enter diverging route at the prescribed speed.

Signal aspect—Red over flashing yellow.

Name—Approach medium.

Indication—Proceed through diverging route at prescribed speed through turnout. Approach next signal prepared to stop, if exceeding 40 MPH immediately reduce to 40 MPH.

Signal aspect—Flashing red or, red over yellow.

Name—Restricting.

Indication—Proceed at restricted speed.

Signal aspect—Red signal with mast not equipped with a number plate or any other marking.

Name—Stop (Controlled signal).

Indication—Train must not proceed unless authorized by dispatcher or control operator and then at restricted speed to next governing signal.

**Rule 250—**

Consolidated Code rule 250 not applicable on A.T.S.F. Each signal indication governs use of entire block.

**Rule 269—**

Second and third paragraphs of Consolidated Code Rule 269 is not applicable on A.T.S.F.

**Rule 269(A)—**

Consolidated Code rule 269 (A) not applicable on A.T.S.F.

**General Rules—**

1. During snow and ice storms trains must approach all power switches making a full use of the engine whistle to warn men

cleaning switches of their approach. When visibility is poor, the whistle should be kept wide open from 400 to 500 feet before reaching the switch until after engine has passed over it.

2. Before the engine controlling the air brakes on freight equipment is detached or angle cock closed, the engineman must make a 20 pound brake pipe service reduction with the automatic brake valve. The angle cock must be left open on the cars or the detached portion of train left standing to cause an emergency application on that portion when the separation is made.
3. A complete and detailed report must be made by wire to the ATSF Chief dispatcher at Amarillo, Texas, Ft. Worth, Texas or Newton, Kansas, covering bad order cars set out, all accidents at grade crossings, personal injuries, unusual or defective track, signal or any other condition that would affect the movement of a train or engine on the Joint Trackage.

#### 12. Air Brake and Train Handling Rules—

BN Air Brake and Train Handling Rules, Form 15338, are in effect. Employees whose duties are in any way affected by these rules must have a current copy of this book available while on duty.

#### 13. Automatic Cab Signals—

Cab signals on any engine unit, so equipped, must not be used on any other portion of Burlington Northern except on suburban equipment only on Chicago Division, First Subdivision.

#### 14. Helper Behind Caboose—

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

#### 15. Clearance Provisions and Exceptions Rule 83(B)—

At intermediate locations in CTC Territory, Rule 83(B) will not apply when so authorized by train dispatcher.

#### 16. Hazardous Materials—

Employees governed by the Consolidated Code of Operating Rules must have BN Form 15907 3/82, Instructions For Handling Hazardous Materials, in their possession while on duty and must be conversant with and obey instructions contained therein.

All loaded tank cars placarded "flammable gas", "non-flammable gas" or "chlorine" and all tank carloads of compressed gasses bearing Canadian placards must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars nor shall such cars be coupled to with more force than is necessary to complete the coupling. Employees must be informed of the presence of these cars and instructed to handle them in accordance with the above requirements.

17. Except as modified by Individual Subdivision Special Instructions, Rules 501 S and 501 T do not apply.

Failed equipment is indicated by oscillating red light or flashing yellow light and radio tone. Oscillating red light or white light above flashing yellow light indicates dragging equipment. White light illuminated on either side of flashing yellow indicates side of train where defect is located. Illuminated white light located on track side of detector house indicates detector is operating, when not illuminated detector is not operating and train dispatcher must be notified by first available means of communication.

18. When trains are detoured over another railroad, the engineer that is an employee of the railroad's train being detoured will operate the engine, unless otherwise instructed by an officer of the railroad over which detour movement is being made. The pilot will keep him informed as to superior trains, speed restrictions, signals, sidings, water and fuel station and other physical characteristics of the road necessary for safe operation. **UNLESS OTHERWISE INSTRUCTED, FOREIGN LINE RULES WILL GOVERN WHEN USING FOREIGN LINE TRACKS.**

**SPRINGFIELD DIVISION**

(St. Louis to Springfield Yd.)

**FIRST SUBDIVISION**

**1. Speed Restrictions— Maximum Speeds Permitted**

**Freight Trains . . . . . 55 MPH.**

Trains identified as No. 31, 32, 34 and 437 between:

MP 18-28 to MP 22-38	
MP 26-42 to MP 32-34	
MP 223-38 to MP 233-20	60 MPH.

All trains entering and leaving Lindenwood yard . . . . . 10 MPH.

MP 7-18 to MP 10-20	Both tracks	35 MPH.
MP 13-17 to MP 13-7	Eastward track	50 MPH.
MP 14-25 to MP 13-30	Eastward track	45 MPH.
MP 16-17 to MP 16-1	Eastward track	45 MPH.
MP 13-30 to MP 14-24	Westward track	50 MPH.
MP 16-00 to MP 16-27	Westward track	45 MPH.
MP 17-39	through turnout	50 MPH.
MP 18-23 to MP 18-27		45 MPH.
MP 33-47 to MP 34-25		50 MPH.
MP 37-09 to MP 41-06		50 MPH.
MP 41-06 to MP 41-38		45 MPH.
MP 41-38 to MP 43-00		40 MPH.
MP 44-39 to MP 45-09		45 MPH.
MP 45-09 to MP 46-33		50 MPH.
MP 46-33 to MP 47-33		45 MPH.
MP 47-33 to MP 48-42		50 MPH.
MP 50-14 to MP 51-06		50 MPH.
MP 51-06 to MP 54-23		45 MPH.
MP 55-16 to MP 56-17		50 MPH.
MP 57-13 to MP 59-17		40 MPH.
MP 60-23 to MP 65-04		50 MPH.
MP 70-00 to MP 70-27		50 MPH.
MP 70-27 to MP 71-12		40 MPH.
MP 73-21 to MP 74-10		40 MPH.
MP 76-07 to MP 78-00		50 MPH.
MP 80-14 to MP 80-33		50 MPH.
MP 84-30 to MP 84-38		50 MPH.
MP 87-41 to MP 88-09		50 MPH.
MP 95-29 to MP 96-04		50 MPH.
MP 97-35 to MP 98-21		50 MPH.
MP 100-37 to MP 102-28		50 MPH.
MP 106-19 to MP 106-28		45 MPH.
MP 106-28 to MP 107-38		50 MPH.
MP 109-35 to MP 119-30		40 MPH.
MP 119-30 to MP 120-11		45 MPH.
MP 120-11 to MP 120-30		40 MPH.
MP 120-30 to MP 124-10		45 MPH.
MP 124-28 to MP 126-08		50 MPH.
MP 130-18 to MP 131-19		45 MPH.
MP 131-19 to MP 132-02		40 MPH.
MP 132-29 to MP 134-02		50 MPH.
MP 134-11 to MP 137-12		40 MPH.
MP 138-23 to MP 139-05		50 MPH.
MP 140-00 to MP 142-15		45 MPH.
MP 142-15 to MP 145-03		40 MPH.
MP 145-04 to MP 147-02		50 MPH.
MP 147-25 to MP 149-31		45 MPH.
MP 149-38 to MP 153-01		40 MPH.
MP 153-03 to MP 155-29		50 MPH.
MP 155-30 to MP 156-34		45 MPH.
MP 156-34 to MP 157-15		40 MPH.
MP 157-17 to MP 160-31		45 MPH.
MP 160-31 to MP 170-29		40 MPH.
MP 170-29 to MP 172-19		45 MPH.
MP 172-19 to MP 172-35		40 MPH.
MP 172-35 to MP 175-38		45 MPH.
MP 181-06 to MP 182-30	Until engine through limits	40 MPH.
MP 182-30 to MP 188-19		45 MPH.
MP 191-17 to MP 197-38		50 MPH.

MP 202-03 to MP 202-30	50 MPH.
MP 205-18 to MP 205-32	50 MPH.
MP 212-30 to MP 214-30	50 MPH.
MP 215-26 to MP 215-36	50 MPH.
MP 216-34 to MP 218-05	40 MPH.
MP 220-10 to MP 221-17	40 MPH.
MP 227-26 to MP 227-34	55 MPH.
MP 235-03 to MP 237-10	North track . . . . . 20 MPH.
MP 235-04 Through Turnout	35 MPH.
MP 238-05 Broadway Ave. until engine over crossing	20 MPH.

<b>Loaded unit trains</b>	
MP 9-00 to MP 34-00	35 MPH.
MP 46-00 to MP 50-00	30 MPH.
MP 123-00 to MP 134-00	30 MPH.

Through turnouts controlled sidings . . . . . 25 MPH.

(Except West end Rolla, East end St. Clair)

Controlled Sidings . . . . . 20 MPH.

Springfield Terminal North and South Tracks between Nichols Street and Division and between Broadway Avenue and 43 Track; Old Passenger Main Nichols MP 198-10 to South Yard MP 201-03 and all long tracks . . . 20 MPH.

Any train with average gross weight of all cars in train in excess of 80 tons per car.  
 MP 50-00 to MP 46-00 Eastward trains . . . . . 30 MPH.  
 MP 111-00 to MP 117-00 Westward trains . . . . . 30 MPH.  
 MP 134-00 to MP 124-00 Eastward trains . . . . . 30 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- 315,000 lbs. or less, minimum length 52 ft.

East leg of wye at Lebanon cannot be used by multiple units nor units with more than two axle trucks.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)**

Trains originating at Chrysler Spur will contact operator Lindenwood for instructions and train orders, if any, before entering main track and will not require clearance.

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

**6. Double track between MP 17-37 and 7-10 designated Eastward & Westward tracks.**

Two main tracks between MP 235-02 and MP 237-10 designated North and South tracks.

ABS, Rules 251-254,	MP 7-18 to MP 15-28	Westward track.
	MP 17-37 to MP 07-35	Eastward track.
CTC, Rules 261-264,	MP 17-37 to MP 237-10.	
	MP 15-28 to MP 17-37	Westward track.
	MP 7-10 to MP 7-35	Eastward track.

When white light displayed at indicator MP 18-24 Eastward Absolute Signal at MP 18-11 displays proceed indication.

When white light displayed at indicator MP 182-4 1/2 Eastward Absolute Signal governing movement from siding East Lebanon indicates proceed.

Power crossover MP 235-15 designated "Crossover A". Switch point derails permanently installed both ends siding Niangua and Pacific.

Eastward trains stopped at absolute signal MP 7-35 must contact control operator Lindenwood and be governed by his instructions.

Dwarf Signal MP 7-35 governs westward movement on eastward track. Westward trains and engines on eastward track must have train order authority or permission of train dispatcher before passing this signal.

- 7. Rule 93—in effect MP 9-2 and Eastward.
- 8. Failed Equipment Detectors protecting bridges, tunnels or other structures—None

**Other Failed Equipment Detectors—**

MP 29-22	MP 101-14	MP 177-00
MP 57-08	MP 120-33	MP 193-33
MP 78-34	MP 150-22	MP 215-19

**SPRINGFIELD DIVISION**

(Cuba to Salem and Lead Junction to Buick)

**SECOND SUBDIVISION**

- 1. **Speed Restrictions— Maximum Speeds Permitted**  
 Freight trains . . . . . 30 MPH.  
 Until engine over crossing:  
 MP A93-13 to MP A93-20 . . . . . 10 MPH.  
 MP A98-15 to MP A98-25 . . . . . 10 MPH.
- 2. **Bridge, Engine and Heavy Car Restrictions—**  
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:  
 220,000 lbs. or less, minimum length 38 ft.  
 263,000 lbs. or less, minimum length 44 ft.  
 315,000 lbs. or less, minimum length 52 ft.  
 except between Lead Jct. and Salem cars heavier than 263,000 lbs. not permitted.  
 Diesel units in Groups F, 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. **Train Register Exceptions—None.**
- 4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
- 5. **Rule 99—**When flagging is required distance will be 1 mile.
- 6. **Rule 93—in effect** Cuba to MP A88-00  
 MP A119-00 to Salem  
 MP AC122-00 to Buick
- 7. Rule of the Maintenance of Way Department Rule 14 Exception applies.

**SPRINGFIELD DIVISION**

(Bolivar to Ozark and Springfield Yd.)

**THIRD SUBDIVISION**

- 1. **Speed Restrictions— Maximum Speeds Permitted**  
 Freight trains . . . . . 25 MPH.  
 MP 182-05 to MP 189-01 . . . . . 10 MPH.  
 North and South tracks Nichols to Division Street  
 MP 240.02 . . . . . 20 MPH.  
 All Long Tracks . . . . . 20 MPH.

- North and South Tracks Broadway Ave. MP 238-08 to 43 track . . . . . 20 MPH.
- Old Passenger Main Nichols MP 198-10 to South Yard MP 201-03 . . . . . 20 MPH.
- West Belt at Chestnut Expressway until engine over crossing . . . . . 05 MPH.
- Old Memphis Passenger Main at Main Ave. and Campbell Ave. until engine over crossing . . . . . 05 MPH.
- National Ave. MP 240-05 until engine over crossing . . . . . 05 MPH.  
 MP 240-05 to MP 249-05 . . . . . 20 MPH.
- Glenstone Ave. MP 241-22 until engine over crossing . . . . . 05 MPH.
- Sunshine Street MP 242-24 until engine over crossing . . . . . 10 MPH.  
 MP 249-05 to MP 257-04 . . . . . 10 MPH.
- Cars heavier than 220,000 lbs., over Bridge 165.8 . . . . . 10 MPH.

- 2. **Bridge, Engine and Heavy Car Restrictions—**  
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:  
 220,000 lbs. or less, minimum length 38 ft.  
 263,000 lbs. or less, minimum length 44 ft.  
 Diesel units in Groups F, G, H and I not permitted.  
 Trains operating between Kissick and Ozark will operate with no more than one (1) unit.
- 3. **Train Register Exceptions—None.**
- 4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
- 5. **Rule 99—**Unless otherwise provided, protection against following trains is not required between End of Track and Ozark. When flagging is required, distance will be 1 mile.
- 6. **Rule 93—in effect** Springfield Yd. to Willard and MP 237-10 to Ozark.
- 7. **CTC—**Power crossover MP 235-15 designated crossover "A"  
 Two main tracks between MP 235-2 and MP 237-10 designated North and South Main Track.  
 CTC begins both main tracks for Eastward Movements MP 237-10.  
 CTC begins both main tracks for Westward Movements MP 241-18.

**SPRINGFIELD DIVISION**

(Springfield Yd. to Monett)

**FOURTH SUBDIVISION**

- 1. **Speed Restrictions— Maximum Speeds Permitted**  
 Freight trains . . . . . 55 MPH.  
 Trains identified as No. 31, 32, 34, 437, OBX, BTX, QLA, & CTB . . . . . 60 MPH.  
 All controlled sidings . . . . . 20 MPH.  
 MP 250-05 to MP 252-10 . . . . . 45 MPH.  
 MP 260-21 to MP 260-22 Westward . . . . . 45 MPH.  
 MP 263-26 to MP 264-17 . . . . . 45 MPH.  
 Until engine through limits:  
 MP 267-16 to MP 267-17 Westward . . . . . 45 MPH.  
 MP 268-30 to MP 269-04 . . . . . 40 MPH.  
 MP 272-40 to MP 274-37 . . . . . 50 MPH.  
 MP 279-39 to MP 280-35 Both tracks . . . . . 50 MPH.  
 MP 280-35 to MP 282-19 Both tracks . . . . . 45 MPH.  
 Through turnouts controlled sidings . . . . . 25 MPH.  
 Except turnout MP 279-03 . . . . . 50 MPH.

- Mt. Vernon lead track . . . . . 30 MPH.
- Mt. Vernon lead track MP 269-10 to MP 269-20 . . . . . 10 MPH.
- Mt. Vernon Highway "Y" until engine over crossing . . . 05 MPH.

**SPRINGFIELD DIVISION**

(Monett to Ft. Smith)

**FIFTH SUBDIVISION**

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
  - 263,000 lbs. or less, minimum length 44 ft.
  - 315,000 lbs. or less, minimum length 52 ft.
- except between Aurora and Mt. Vernon cars heavier than 263,000 lbs. not permitted.

Diesel units in Groups F, G, H and I not permitted between Aurora and Mt. Vernon.

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. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

Westward Tulsa Division Interdivisional trains departing Springfield Yd. will secure Springfield Fourth Subdivision and Tulsa First Subdivision clearances.

Westward Fifth Subdivision Interdivisional trains departing Springfield Yd will secure Fourth and Fifth Subdivision clearances.

Springfield Fifth and Tulsa First Subdivision Interdivisional trains will not require clearance at Monett unless train order signal displays Stop.

Missouri Pacific trains using Fourth Subdivision will secure clearance at Carthage and Springfield Yd. and will not require clearance at Aurora.

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

**6. CTC—MP 241-18 to MP 282-22 MP 282-02 (C. D. Jct.) to MP 283-00 Fifth Subdivision.**

Two main tracks between Globe MP 279-03 and Lou MP 282-22 designated North and South tracks Controlled crossover MP 281-00 identified as "Crossover M".

Track and Time limits and CTC Track Permits must be obtained from both Springfield Fourth Subdivision and Tulsa First Subdivision train dispatcher when using North track between "Crossover M" and "Lou" and when using South track between "C. D. Jct." and "Lou."

When white light displayed at indicator MP 282-13; Fifth Subdivision the Eastward Absolute Signal governing movement from Fifth Subdivision displays proceed indication.

When white light displayed at indicator on siding near MP 251-24 the Eastward Absolute Signal MP 251-12 displays proceed indication.

**7. Missouri Pacific trains operating on Fourth Subdivision will be governed by Uniform Code of Operating Rules as modified and BN timetable and special instructions.**

**8. Failed Equipment Detectors protecting bridges, tunnels or other structures—None**

**Other Failed Equipment Detectors—MP 260-40.**

**1. Speed Restrictions—**

**Maximum Speeds Permitted**

Freight trains . . . . .			49 MPH.
MP 282-05 to MP 282-20 . . . . .			20 MPH.
MP 283-00 to MP 288-00 . . . . .			40 MPH.
MP 300-06 to MP 301-00 . . . . .		Until engine through crossings . . . . .	35 MPH.
MP 316-00 to MP 326-15 . . . . .			40 MPH.
MP 327-05 to MP 328-19 . . . . .			35 MPH.
MP 331-25 to MP 335-20 . . . . .			20 MPH.
MP 341-30 to MP 352-21 . . . . .			35 MPH.
MP 352-21 to MP 352-22 . . . . .		Until engine through crossings . . . . .	10 MPH.
MP 352-22 to MP 354-23 . . . . .			35 MPH.
MP 359-00 to MP 374-24 . . . . .			35 MPH.
MP 374-24 to MP 375-22 . . . . .			20 MPH.
MP 375-22 to MP 407-20 . . . . .			35 MPH.
MP 410-24 to MP 410-37 . . . . .			10 MPH.
MP 410-37 to MP 414-37 . . . . .			25 MPH.

Bentonville lead . . . . . 30 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups F, 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. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

Fifth Subdivision Interdivisional trains will not require clearance at Monett unless train order signal displays "Stop".

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

**6. Rule 93—in effect at Monett, Van Buren and Ft. Smith.**

Rule 93—in effect between MP 330-08 and MP 356-25 from 0600 until 2100.

**7. Rogers—Highway 62 on Bentonville lead crew member must protect crossing from ground position.**

Fayetteville—Highway 12 (North Street) on other than main track, crew member must protect crossing from ground position.

Ft. Smith—North "P" street between 0700 - 0830 and 1530 - 1700, except Saturday and Sunday, crew member must protect crossing from ground position.

**8. ABS—MP 374-03 to MP 375-18.**

CTC—MP 410-20 to MP 412-03.

Trains stopped at absolute signal on Arkansas River Bridge 410.6 will be governed by instructions posted in trainmens box adjacent to signal.

**9. Interlockings—When signal at interlocking MP 410.4 displays "Stop" indication, a member of train crew will communicate with train dispatcher per Rule 269 before operating time release as required in Rule 613.**

**10. Failed Equipment Detectors protecting bridges, tunnels or other structures—**

MP 374-00 and MP 380-35.

Other Failed Equipment Detectors—None.

**SPRINGFIELD DIVISION**

(Ft. Smith to Wister)

**SIXTH SUBDIVISION**

1. **Speed Restrictions—**                      **Maximum Speeds Permitted**  
 Freight Trains ..... 30 MPH.  
 MP 428-00 to MP 428-10 ..... 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:  
 220,000 lbs. or less, minimum length 38 ft.  
 263,000 lbs. or less, minimum length 44 ft.  
 except cars heavier than 220,000 lbs. not permitted between Poteau and Wister.  
 Diesel units in Groups F, G, H and I not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**Unless otherwise provided, protection against following trains is not required between Poteau and Wister. When flagging is required, distance will be 2 miles.
6. **Rule 93—**In effect Poteau, Jenson and Ft. Smith.
7. **Ft. Smith—**Highway 45 and 271 must be flagged from ground position. North I Street to Garrison Avenue inclusive must be flagged from ground position unless crossing signals operating.

**SPRINGFIELD DIVISION**

(Pierce City to Neodesha)

**SEVENTH SUBDIVISION**

1. **Speed Restrictions—**                      **Maximum Speeds Permitted**  
 Freight trains ..... 40 MPH.  
 Until engine through limits  
 (Tulsa First Subdivision) between 0800 and 0900 and  
 1500 and 1600:  
 MP 286-20 to MP 287-25 ..... 15 MPH.  
 MP 287-12 to MP 288-32 ..... 35 MPH.  
 MP 298-21 to MP 299-07 Until engine through  
 limits ..... 20 MPH.  
 MP 311-22 to MP 314-07 Until engine through  
 limits ..... 20 MPH.  
 MP 314-23 to MP 315-04 ..... 30 MPH.  
 MP 327.1 Until engine through interlocking .. 20 MPH.  
 MP 343.5 Until engine through interlocking .. 20 MPH.  
 MP 358-01 to MP 360-05 ..... 30 MPH.  
 MP 361.1 Until engine through limits  
 Interlocking ..... 20 MPH.  
 MP 370-05 to MP 371-00 ..... 30 MPH.  
 MP 383-15 to MP 383-25 ..... 30 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:  
 220,000 lbs. or less, minimum length 38 ft.  
 263,000 lbs. or less, minimum length 44 ft.  
 Diesel units in Groups F, G, H and I not permitted.

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups F, G, H and I not permitted.

3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 Trains will secure clearance at Springfield and/or Monett authorizing movement west from Pierce City and will not require clearance at Pierce City unless train order signal displays "Stop".  
 Eastward interdivisional trains departing Neodesha or Seventh Subdivision points will secure clearance from Seventh Subdivision and Fourth Subdivision train dispatchers. Trains entering CTC at Pierce City will not require clearance.  
 Seventh Subdivision trains will use Tulsa First Subdivision between Monett and Pierce City, and will secure clearance at Monett.
5. **Rule 99—**When flagging is required distance will be 2 miles.
6. **Mound Valley—**Do not operate locomotive or cars beyond First Switch of Co-op Track.

**SPRINGFIELD DIVISION**

(Red Plant to Baxter Springs and J. & G. Jct. to Carl Jct.)

**EIGHTH SUBDIVISION**

1. **Speed Restrictions—**                      **Maximum Speeds Permitted**  
 Freight trains ..... 25 MPH.  
 Highway 171 crossing, MP H326-30, Wehb City ..... 20 MPH.  
 MP H328-22 to MP H334-26 ..... 10 MPH.  
 Over crossings, Pennsylvania Avenue, Main, Joplin, and  
 Wall Streets (Carterville Track) and will be flagged  
 from ground position unless automatic protective device  
 is operating. .... 05 MPH.  
 J. & G. Jct. (H Line) to K.C.S. Connection ..... 05 MPH.  
 Until engine through limits:  
 MP H332-14 to MP H332-38 ..... 10 MPH.  
 MP H332-38 to MP H334-35 ..... 15 MPH.  
 MP H338-27 to MP H339-00 ..... 10 MPH.  
 MP H339-35 to MP H340-15 ..... 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:  
 220,000 lbs. or less, minimum length 38 ft.  
 263,000 lbs. or less, minimum length 44 ft.  
 Diesel units in Groups F, G, H and I not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**When flagging is required distance will be 1 mile.
6. **Rule 93—**in effect on entire subdivision.
7. **Joplin—**Following crossing will be flagged from ground position, Penn. Avenue track serving Joplin warehouse building.  
 Do not operate engines over pit Eagle Picher Joplin. Engines must not be operated beyond clearance point on track serving Moore's Mfg. Co., Joplin and cars must not be ridden beyond clearance points.
8. **Galena—**Following crossing will be protected from ground position, Main Street (Carterville Track) and Main Street crossing between 0600 and 1800.

**SPRINGFIELD DIVISION**

(Neodesha to Wichita)

**NINTH SUBDIVISION**

**1. Speed Restrictions— Maximum Speeds Permitted**

Freight trains . . . . .	40 MPH.
MP 403-0 to MP 413-20 . . . . .	30 MPH.
MP 413-20 to MP 414-06 . . . . .	20 MPH.
MP 414-06 to MP 420-0 . . . . .	30 MPH.
MP 438-20 Until engine over crossing . . . . .	25 MPH.

Any train with average gross weight of all cars in train in excess of 100 Tons/OB per car will restrict maximum speed as follows for Eastward trains:

MP 447-00 to MP 452-00 . . . . .	30 MPH.
MP 456-00 to MP 458-00 . . . . .	25 MPH.
MP 472-23 to MP 473-06 Until engine through limits . . . . .	25 MPH.
MP 483-23 to MP 484-08 Until engine through limits . . . . .	10 MPH.
MP 493-15 to MP 493-18 Until engine through limits . . . . .	30 MPH.
MP 500-14 to MP 501-15 . . . . .	30 MPH.
MP 501-15 to MP 504-13 . . . . .	10 MPH.
MP 504-13 to MP 504-14 Until engine through limits . . . . .	05 MPH.
MP 504-14 to MP 506-25 Until engine through limits . . . . .	10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.  
263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups F, G, H and I not permitted.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—None**

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

**6. 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.**

**7. 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.

**8. 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 412-01. BN Trains and engines will be governed by Consolidated Code of Operating Rules, BN Time Table and Special Instructions. ATSF Trains and engines will be governed by ATSF Ry. Co. Rules Operating Department and Special Instructions. Within the limits as indicated, Rule 93 (Yard Limits) are in effect; non-signal Territory with no First Class Trains scheduled on either Railroad.**

**SPRINGFIELD DIVISION**

(Wichita to Ellsworth)

**TENTH SUBDIVISION**

**1. Speed Restrictions— Maximum Speeds Permitted**

Freight trains . . . . .	30 MPH.
MP 510-0 to MP 577-0 . . . . .	10 MPH.
MP 582-15 to MP 582-20 . . . . .	10 MPH.
MP 586-0 to MP 608-0 . . . . .	10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.  
263,000 lbs. or less, minimum length 44 ft.  
except cars heavier than 220,000 lbs. not permitted between Lorraine and Ellsworth, nor between Medora and Lyons.

Diesel units in Groups F, G, H and I not permitted.

American Salt Company—Do not operate engines over #2 scale track.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

ATSF trains will secure clearance at Lyons and will not require a clearance at Lorraine.

**5. Rule 99—Unless otherwise provided, protection against following trains is not required between Wichita and Lyons and between Lorraine and Ellsworth. When flagging is required, distance will be 1 mile.**

**6. Burrton—Burrton Avenue protect crossing from ground position.**

**7. Lyons and Lorraine—ATSF trains operating between Lyons and Lorraine will be governed by the ATSF Operating Rules, except as modified by BN Timetable and Special Instructions.**

**SPRINGFIELD DIVISION**

(Kansas City (Murray Yard) to St. Joseph)

**ELEVENTH SUBDIVISION**

**1. Speed Restrictions— Maximum Speeds Permitted**

Freight Trains . . . . .	55 MPH.
MP 0.4 and east end Missouri River Bridge . . . . .	10 MPH.
East end Missouri River bridge and Ustick . . . . .	15 MPH.
Ustick and Block 4 . . . . .	20 MPH.
Turnout end of two main tracks Clarke . . . . .	50 MPH.
On Armour Atchison Advance track MP 43.5 to MP 45.38 . . . . .	20 MPH.
Through turnout MP 45.38 . . . . .	30 MPH.
Through turnout advance freight lead MP 56.7 . . . . .	30 MPH.
Curve MP 60.0 . . . . .	20 MPH.
Between MP 60.4 and MP 64.0 . . . . .	20 MPH.
St. Joseph—Lake, Missouri and Illinois Avenues . . . . .	20 MPH.
In Hannibal yard (St. Joseph) between MP 61.9 and 600 feet north of Monterey Street, and on yard lead between highway circuit signs Monterey Street . . . . .	10 MPH.

On Old Hannibal passenger main (St. Joseph) between MP 205.1 and 400 feet west of Tenth Street . . . . . 10 MPH.  
 Waldron, East Leavenworth, Sadler, Armour, and Hall, siding turnouts . . . . . 30 MPH.  
 St. Joseph, Florence yard through puzzle switches . . . . 10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:  
 220,000 lbs. or less, minimum length 38 ft.  
 263,000 lbs. or less, minimum length 44 ft.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—None.**

**5. Rule 99—When flagging is required, distance will be 1.5 miles.**

**6. Kansas City—Interlocking in effect between MP 0.4 and begin CTC sign MP 4.3 Block 4.**

Hand operated crossover MP 3.5. Permission must be obtained from control operator at Ustick before using this crossover and control operator must be informed upon completion of movement and switches properly lined and locked.

Between MP 4.2 and MP 6.2 there are three tracks. Eastern most track will be designated as North Main Track and western most track will be designated as South Main Track and the center or middle track will be designated as The Hump Lead.

Two main tracks MP 6.2 to MP 7.9 are designated as North and South Tracks.

Two Main Tracks MP 56.7 to MP 58.9 designated as North Track and South Track.

**7. Automatic Interlocking not Indicated at Station—**

ATSF crossing 2.7 miles west of Armour is a manual interlocking on BN and an automatic interlocking on ATSF. Signals governing movement through interlocking limits also govern movement into CTC territory.

If Stop signal encountered, Rules 269, 606(C) and instructions posted in the release box must be complied with.

**8. Parkville—Engine or Lead Car must not exceed 15 MPH over street crossings.**

**9. St. Joseph—Florence St. Crossing MP 60.2 must be protected by crew member from ground position.**

**10. Test Mile Location—**

Westward—MP 12 - MP 13  
 Eastward—MP 51 - MP 50

**11. Failed Equipment Detectors—**

Radio Reporter—Weston MP 30.8

263,000 lbs. or less, minimum length 44 ft.

Between Armour and Atchison bridge derrick 975501 must not operate.

Diesel Units in group F, G, H and I not permitted.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

Armour—Clearance received at St. Joseph or Kansas City will clear train at Armour.

Atchison—Trains must receive BN clearance from Missouri Pacific operator.

Train order signal at Atchison governs eastward Missouri Pacific trains enroute to the Fifth Subdivision. When aspect per Rule 222(F) is displayed, BN clearance must be obtained from operator at Atchison. When aspect per Rule 222(H) is displayed, BN clearance not required.

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

**6. Atchison, Kansas—Missouri River Bridge**

Movement of trains and engines over this bridge and tracks will be handled by a system of signals, indication of which will govern movements. Signals are of the two position color light type. Normal position will be stop.

**Color Indication Name**

Red	Stop	Stop Signal
Lunar	Restricting	Restricting Signal

Clearing section is that portion of track between signals and yellow paint mark on rails in advance of all signals located near east and west ends of bridge. Trains on BN after entering clearing section, will be governed by signal indication.

Trains on ATSF will enter clearing sections, and if there is no conflicting movement being made, reverse junction switch, then be governed by signal indication.

Trains on depot track No. 5, will, after entering clearing section, be governed by signal indication.

Trains from depot No. 3 will enter clearing section, and if there is no conflicting movement being made, reverse junction switch, then be governed by signal indication.

Junction switch must be restored to normal position after being used.

Trains on Missouri Pacific connection will, if there is no conflicting movement being made, reverse junction switch, then be governed by signal indication.

Junction switch must be restored to normal position after being used.

Should a train be standing in clearing section and is desired for another train to move first, it will be necessary for train first named to back out of clearing section.

Should signals fail to indicate Restricting after waiting five minutes; and if evident there is no conflicting movement being made, a train may proceed to the opposite signal when preceded by a flagman of that train.

**SPRINGFIELD DIVISION**

(Armour to Atchison)

**TWELFTH SUBDIVISION**

**1. Speed Restrictions— Maximum Speeds Permitted**  
 Armour to Atchison . . . . . 10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:  
 220,000 lbs. or less, minimum length 38 ft.

**SPRINGFIELD DIVISION**

(East Leavenworth to Leavenworth)

**THIRTEENTH SUBDIVISION**

**1. Speed Restrictions— Maximum Speeds Permitted**  
 East Leavenworth to Leavenworth . . . . . 10 MPH.

Missouri River bridge . . . . . 8 MPH.

Trains or engines must approach crossings at Second, Third, Fourth, Fifth, Sixth and Seventh Streets Leavenworth not to exceed three miles per hour.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.

**Exception—**Cars with gross weight exceeding 220,000 lbs. must not be handled over Bridge 0.55B at Seventh Street, nor over Three Mile Creek bridge on the six yard tracks serving joint BN-C&NW freight house.

**Between East Leavenworth and Leavenworth—**Bridge derrick 975501 must not operate.

**Leavenworth—**Engines must not operate over bridge on the six yard tracks, including scale track, west of Seventh Street, and south of freight house, also must not operate over bridge on Barnsdall track over Seventh Street.

Diesel Units in group F, G, H and I not permitted.

**3. Train Register Exceptions—None**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

**East Leavenworth—**Clearance at St. Joseph or Kansas City will clear train at East Leavenworth.

**Leavenworth—**C&NW trains receiving BN clearance at Kansas City will not require clearance at Leavenworth.

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

**6. BN Jct.—Leavenworth Automatic Signal Protection—**

Automatic protection signals are operated between BN Jct. (MP 26.3) and west end Leavenworth bridge (MP 25.3).

All trains and engines will run between BN Jct. and Leavenworth bridge expecting to find main track occupied and unprotected, or draw span of Leavenworth bridge open.

BN westward trains or engines before entering on C&NW tracks at BN Jct. will first make certain there are no C&NW trains approaching and then may operate the switch and be governed by signal aspect. If signal does not immediately clear, after waiting five minutes the movement may proceed following flagman through the block.

BN eastward trains or engines will be governed by indications of signal located at west end of Missouri River bridge as per signal aspect. If signal does not clear, movement may proceed following flagman through block.

**7. Leavenworth—**Trains or engines must not occupy Third, Fourth, Fifth, Sixth and Seventh Street crossings until flashing signals and bells are operating, unless crossing is protected by a member of the crew.

**8. Between BN Jct. and East Leavenworth—**Is continuous yard, Rule 93 in effect.

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- 315,000 lbs. or less, minimum length 52 ft.

Diesel Units in group F, G, H and I not permitted.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

**Birmingham—**Clearance received at Kansas City clears train at Birmingham.

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

**6. Rule 93—**In effect entire subdivision.

**SPRINGFIELD DIVISION**

(Kansas City, 19th St. Yd. to East Lynne)

**FIFTEENTH SUBDIVISION**

**1. Speed Restrictions— Maximum Speeds Permitted**

Freight trains . . . . .	20 MPH.
MP 9-22, 37th St., until engine or lead car over crossing	10 MPH.
MP 16-03 to MP 21-10 . . . . .	10 MPH.
MP 24-15 until engine over switch . . . . .	15 MPH.
MP 25-28 to MP 25-29 Until engine through limits . . . . .	10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- except between Leeds Jct. and East Lynne each car heavier than 220,000 lbs. must be preceded and followed by cars not heavier than 177,000 lbs.

Diesel units in Groups F, G, H and I not permitted.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

Trains will not require clearance Kansas City (Rosedale).

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

**6. Rule 93—**in effect on entire subdivision.

**7. Kansas City Terminal Area—**

Trains will use K.C.T. tracks between 25th St. Jct. and K.C. Belt Jct. Trains will use Missouri Pacific tracks between B. V. Jct. and Dodson.

**SPRINGFIELD DIVISION**

(Birmingham to Kearney)

**FOURTEENTH SUBDIVISION**

**1. Speed Restrictions— Maximum Speeds Permitted**

Birmingham to Kearney . . . . .	20 MPH.
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**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

**SPRINGFIELD DIVISION**

(Kansas City (Murray Yd.) to Springfield Yd.)

**SIXTEENTH SUBDIVISION**

**1. Speed Restrictions— Maximum Speeds Permitted**

Freight trains . . . . .	55 MPH.
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Trains identified as... KCX, DNM, MDN, FSE, NWF, PBF, MSP, HPS, SPH, and 69 between Rosedale and Ft. Scott . . . . . 60 MPH.

Trains identified as: KCX, DNM, MDN, FSE, NWF, PBF, MSP, between Ft. Scott and Springfield . . . . . 60 MPH.

Any train with average gross weight of all cars in train in excess of 100 tons per car, through sidings and yard tracks . . . . . 10 MPH.

MP 2-00 to MP 4-00 (Both Tracks) . . . . . 20 MPH.

Crossover "B", through crossovers, MP 4.0 . . . . . 30 MPH.

MP 4-00 to MP 7-46 (East Track) . . . . . 30 MPH.

MP 7-46 to MP 9-43 (West Track) . . . . . 40 MPH.

MP 7-46 to MP 11-24 (East Track) . . . . . 40 MPH.

MP 11-30 to MP 12-45 (East Track) . . . . . 50 MPH.

MP 14-00 to MP 14-45 (East Track) . . . . . 40 MPH.

Crossover "C", through crossovers, MP 15.4 . . . . . 35 MPH.

MP 15-31 to MP 15-45 (East Track) . . . . . 50 MPH.

MP 20-11 to MP 21-22 Until engine through limits (Both Tracks) . . . . . 40 MPH.

Maximum authorized speed through turnouts at end of two main tracks Bonita, Hillsdale and Paola . . . . . 35 MPH.

MP 37-41 to MP 38-10 (Both Tracks) . . . . . 55 MPH.

MP 39-14 to MP 39-24 (Both Tracks) . . . . . 50 MPH.

MP 39-46 to MP 40-09 (Both Tracks) . . . . . 55 MPH.

MP 41-50 to MP 43-20 . . . . . 25 MPH.

MP 49-27 to MP 49-42 . . . . . 55 MPH.

MP 54-48 to MP 55-22 . . . . . 55 MPH.

MP 55-28 to MP 56-02 . . . . . 50 MPH.

MP 58-16 to MP 58-30 . . . . . 50 MPH.

MP 58-52 to MP 59-20 . . . . . 55 MPH.

MP 59-25 to MP 59-48 . . . . . 50 MPH.

MP 66-31 to MP 67-11 . . . . . 50 MPH.

MP 73-10 to MP 74-17 . . . . . 45 MPH.

MP 86-35 to MP 87-19 . . . . . 55 MPH.

MP 96-01 to MP 96-12 . . . . . 50 MPH.

MP 96-31 to MP 96-35 . . . . . 40 MPH.

MP 96-35 Through Turnout North Ft. Scott . . . . . 25 MPH.

MP 96-35 to MP 97-37 (Both Tracks) . . . . . 40 MPH.

Until engine through limits:

MP 97-37 to MP 98-35 (Both Tracks) . . . . . 20 MPH.

MP 98-37 to MP 100-33 (Both Tracks) . . . . . 30 MPH.

MP 102.7 Through turnouts, Edward . . . . . 25 MPH.

MP 102-25 to MP 106-30 . . . . . 40 MPH.

MP 114-17 to MP 115-04 . . . . . 50 MPH.

MP 115-15 to MP 116-19 . . . . . 45 MPH.

MP 116-19 to MP 120-40 . . . . . 50 MPH.

MP 123-22 to MP 124-21 Until engine through limits . . . . . 45 MPH.

MP 128-28 to MP 128-37 . . . . . 50 MPH.

MP 137-24 to MP 139-04 . . . . . 45 MPH.

MP 139-04 to MP 142-12 . . . . . 55 MPH.

MP 151-00 to MP 151-08 . . . . . 55 MPH.

MP 159-02 to MP 165-02 . . . . . 50 MPH.

MP 165-02 to MP 167-00 . . . . . 45 MPH.

MP 167-00 to MP 167-38 . . . . . 35 MPH.

MP 167-38 to MP 168-27 . . . . . 45 MPH.

MP 168-27 to MP 173-03 . . . . . 50 MPH.

MP 173-03 to MP 176-06 . . . . . 40 MPH.

MP 176-06 to MP 180-03 . . . . . 50 MPH.

Any train with average gross weight of all cars in train in excess of 100 tons per car:

MP 179-00 to MP 182-00 (Southward Trains) . . . . . 30 MPH.

MP 180-03 to MP 180-20 . . . . . 40 MPH.

MP 180-20 to MP 186-20 . . . . . 50 MPH.

MP 193-29 to MP 194-00 . . . . . 50 MPH.

MP 198-06 to MP 241-24 . . . . . 25 MPH.

MP 198.3 Through crossover, Nichols, . . . . . 25 MPH.

Through turnouts controlled sidings . . . . . 25 MPH.

Kansas City Terminal Highline Track Murray Yard . . . . . 20 MPH.

All controlled sidings . . . . . 20 MPH.

Springfield Terminal North and South Tracks between Nichols Street and Division and between Broadway Avenue and 43 Track; Old Passenger Main Nichols MP 198-10 to South Yard MP 201-03 on all long tracks . . . . . 20 MPH.

## 2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

Diesel units in Groups F, G, H and I not permitted on Greenfield Lead.

## 3. Train Register Exceptions—None.

## 4. Clearance Provisions and Exceptions Rule 83(B)—

Southward MKT trains will secure clearance Rosedale.

Northward MKT trains will secure BN clearance from MKT operator at Parsons. Trains originating Kansas City destined Tulsa and trains originating Tulsa destined Kansas City will secure clearances from Springfield Sixteenth and Eighteenth Subdivision and Tulsa First Subdivision train dispatchers and will not require clearance at Ft. Scott or Kahoga.

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

## 6. CTC—MP 2-03 to MP 198-05.

Two Main Tracks designated as East and West tracks between—

MP 0.0 and MP 26-27,  
MP 37-17 and MP 41-39,  
MP 96-34 and MP 102-25

## 7. Kansas City (Rosedale)—

CTC—Mile Post 2-03 to Mile Post 3-39 controlled by Control operator located at "OX" office Rosedale.

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.

Flashing light signals located on Santa Fe Street at Union Ave., St. Louis Ave. and 8th St., between 0800 and 1600, manually operated. Crossing will be protected by trainman from ground position 1600 to 0800, and on Saturdays and Sundays.

Flashing light signals 30th Street, MP 2-05, 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.

Whenever workmen are performing work on either the East or West Track between Southwest Boulevard and 30th Street and necessary to make a movement on the adjacent main track this will be done under the following conditions:

The "OX" Operator will advise trains or engines before entering these limits that workmen are performing services on one of the main tracks (east or west Track). Movements made on the adjacent track must not exceed 5 MPH, looking out for workman, ringing bell continuously and whistling frequently.

A warning device has been installed at International Bakerage Company, account close clearance. All yard crews and engine crews use extreme care and safety while performing switching at this industry.

Do not attempt to set automobile canopy cars inside Rosedale Rip Shed.

## 8. Lenexa—It will not be permissible to stop any train at Lenexa that will result in the hockage of Noland Road, MP 13-30, or Pflumm Road, MP 13-45. 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.

- 9. **Crossover "C"**—When white light displayed at indicator near MP 15-13, southward absolute signal MP 15-14 governing southward movements on east main track displays proceed indication.
- 10. **Olathe**—All street crossings on connection track to west side must be protected by crew member from the ground.
- 11. **Ft. Scott**—Dwarf Signal North End Lead MP 98-03½ governs movement from yard tracks to West Main Track. After switch lined, if Signal does not display proceed indication be governed by Rule 613.  
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 501 L, and then proceed without member of crew operating the time release. If no train on adjacent BN track, Rule 613 governs.
- 12. **Liberal**—Trains approaching pedestrian walkway MP 124-00 must sound whistle signal per Rule 15-L and bell, until engine or lead car over walkway.
- 13. **Greenfield**—All street and highway crossings on Greenfield Lead must be protected by crew member from ground position.
- 14. **Interlockings**—When signal at interlocking MP 43.1 or MP 118.4 displays Stop indication, a member of train crew must communicate with train dispatcher per Rule 269 before operating time release as required in Rule 613.
- 15. **Failed Equipment Detectors protecting bridges, tunnels or other structures**—None.  
**Other Failed Equipment Detectors**—  
MP 47-38, MP 50-44, MP 60-03 and MP 71-40, MP 27-19, MP 78-29, MP 130-08, MP 154-27 and MP 178-31.

**SPRINGFIELD DIVISION**  
(Springfield Yd. to River Jct.)

**SEVENTEENTH SUBDIVISION**

- 1. **Speed Restrictions**— **Maximum Speeds Permitted**  
Freight trains . . . . . 55 MPH.  
Trains identified as QLA, DNM, MDN, NWF, FSE, CTB, OBX, BTX, PBF, MSP, between Thayer and River Jct. . . . . 60 MPH.  
Any train with average gross weight of all cars in train in excess of 100 tons per car through sidings and yard tracks . . . . . 10 MPH.  
MP 235-03 to MP 237-10-North Track . . . . . 20 MPH.  
MP 235-04 Through turnout . . . . . 35 MPH.  
MP 238-05 Broadway Ave. until engine over crossing . . . . . 20 MPH.  
MP 203-03 to MP 206-03 . . . . . 35 MPH.  
MP 206-30 to MP 208-05 . . . . . 40 MPH.  
MP 208-05 to MP 212-20 . . . . . 45 MPH.  
MP 212-20 to MP 213-28 . . . . . 40 MPH.  
MP 213-28 to MP 215-00 . . . . . 45 MPH.  
MP 217-04 to MP 218-07 . . . . . 50 MPH.  
MP 218-36 to MP 219-03 Until engine through limits . . . . . 40 MPH.  
MP 228-25 to MP 229-35 . . . . . 50 MPH.  
MP 229-35 to MP 230-06 . . . . . 45 MPH.  
MP 230-06 to MP 231-18 . . . . . 50 MPH.  
MP 243-00 to MP 244-16 . . . . . 40 MPH.

MP 244-16 to	MP 245-31	35 MPH.
MP 245-31 to	MP 247-00	45 MPH.
MP 247-00 to	MP 251-22	40 MPH.
MP 251-22 to	MP 254-00	35 MPH.
MP 254-00 to	MP 259-34	45 MPH.
MP 259-34 to	MP 260-02	40 MPH.
MP 260-02 to	MP 266-33	45 MPH.
MP 266-33 to	MP 269-06	40 MPH.
MP 269-06 to	MP 269-29	Until engine through limits . . . . . 20 MPH.
MP 269-29 to	MP 274-35	45 MPH.
MP 275-39 to	MP 276-11	50 MPH.
MP 278-18 to	MP 281-12	40 MPH.
MP 286-32 to	MP 287-08	45 MPH.
MP 287-08 to	MP 288-01	50 MPH.
MP 288-01 to	MP 291-27	40 MPH.
MP 291-27 to	MP 295-06	50 MPH.
MP 295-06 to	MP 295-28	45 MPH.
MP 295-28 to	MP 299-14	50 MPH.
MP 299-14 to	MP 299-34	40 MPH.
MP 299-34 to	MP 309-37	45 MPH.
MP 310-23 to	MP 311-28	50 MPH.
MP 313-20 to	MP 315-15	Until engine through limits . . . . . 45 MPH.
MP 319-11 to	MP 319-21	45 MPH.
MP 319-21 to	MP 323-19	50 MPH.
MP 323-19 to	MP 325-37	45 MPH.
MP 325-37 to	MP 326-07	40 MPH.
MP 326-07 to	MP 332-18	50 MPH.
MP 332-18 to	MP 336-26	45 MPH.
MP 336-26 to	MP 339-14	35 MPH.
MP 339-14 to	MP 340-00	20 MPH.
MP 340-00 to	MP 358-00	35 MPH.
MP 358-28 to	MP 364-21	45 MPH.
MP 364-21 to	MP 365-13	35 MPH.
MP 365-13 to	MP 367-28	45 MPH.
MP 369-09 to	MP 372-07	45 MPH.
MP 374-13 to	MP 377-21	45 MPH.
MP 377-28 to	MP 382-16	45 MPH.
MP 385-29 to	MP 391-00	45 MPH.
MP 398.0	Missouri Pacific Crossing	40 MPH.
MP 413-05 to	MP 414-17	50 MPH.
MP 419-06 to	MP 420-22	Until engine through limits . . . . . 20 MPH.
MP 422.2	S.S.W. Crossing	40 MPH.
MP 430-07 to	MP 431-10	45 MPH.
MP 436-22 to	MP 436-24	Until engine through limits . . . . . 45 MPH.
MP 447-00 to	MP 448-00	Until engine through limits . . . . . 45 MPH.

- Through turnouts controlled sidings . . . . . 25 MPH.
- Except:
- North end Willow Springs . . . . . 15 MPH.
- South end Thayer . . . . . 20 MPH.
- Any train with average gross weight of all cars in train in excess of 80 tons per car:

  - MP 206 to MP 209 Southward trains . . . . . 35 MPH.
  - MP 213 to MP 216 Northward trains . . . . . 35 MPH.
  - MP 232 to MP 263 Northward trains . . . . . 35 MPH.
  - MP 261 to MP 264 Southward trains . . . . . 35 MPH.
  - MP 270 to MP 279 Southward trains . . . . . 35 MPH.
  - MP 289 to MP 293 Southward trains . . . . . 30 MPH.
  - MP 298 to MP 314 Southward trains . . . . . 35 MPH.
  - MP 325 to MP 331 Southward trains . . . . . 35 MPH.
  - MP 332 to MP 339 Southward trains . . . . . 30 MPH.

- Springfield Terminal— North and South Tracks between Nichols Street and Division and between Broadway Avenue and 43 Track; Old Passenger Main Nichols MP 198-10 to South Yard MP 201-03, and all long tracks . . . . . 20 MPH.

All Controlled Sidings . . . . . 20 MPH.  
 EXCEPT: Siding Jonesboro . . . . . 10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.  
 263,000 lbs. or less, minimum length 44 ft. (except 45 ft. at Mississippi River Bridge).  
 315,000 lbs. or less, minimum length 52 ft. (except 55 ft. at Mississippi River Bridge).

Except cars heavier than 220,000 lbs. not permitted between Walport and Pocahontas.

Diesel units in Groups F, G, H and I not permitted on Winona Lead, Pocahontas Lead, or 200 feet beyond switch Valley Stone Track.

On the Mississippi River Bridge certain 6-axle locomotives are permitted only in specific combinations where separated by lighter units. See Memphis Division, First Subdivision Special Instructions.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

River Jet.—Rule 83 (B) does not apply.

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

**6. CTC—MP 237-10 to MP 462-17**

When white light displayed at indicator Cherry St. southward absolute signal MP 206-08 displays proceed indication.

When white light displayed at indicator on siding Willow Springs, MP 293-12, northward absolute signal MP 293-10 displays proceed indication.

When white light displayed at indicator on siding Olden, MP 306-00, northward absolute signal MP 305-33 displays proceed indication.

When white light displayed at indicator on siding Koshkonong, MP 330-33, southward absolute signal MP 331-01 displays proceed indication.

When white light displayed at indicator MP 420-17, northward absolute signal MP 419-18 displays proceed indication.

Bridge detectors on Bridges 436.3 and 436.8 connected with CTC. When southward absolute signals at Bay, southward "Stop and Proceed" signal, MP 436-05 and northward absolute signals at North Coon display "Stop" indication, observe CTC rules and if signals remain at "Stop", examine bridges and know to be safe. CTC rules govern.

**7. Winona Lead—Highway 60, MP 326-19, crew member must protect crossing from ground position unless crossing signals are operating.**

**8. Jonesboro—American Handle Co. track must not be used beyond private crossing approximately 300 feet from end of track.**

**9. Failed Equipment Detectors protecting bridges, tunnels or other structures—None.**

**Other Failed Equipment Detectors—**

MP 228-11    MP 344-31  
 MP 255-09    MP 368-15  
 MP 273-23    MP 401-02  
 MP 303-19    MP 427-06  
 MP 325-12    MP 445-09½

**Other Failed Equipment Detectors—**

Rule 501S and 501T apply:  
 MP 248-12    MP 286-18  
 MP 251-33    MP 300-10  
 MP 252-10    MP 322-03  
 MP 254-35

**SPRINGFIELD DIVISION**

(Edward to Kahoga)

**EIGHTEENTH SUBDIVISION**

**1. Speed Restrictions—                      Maximum Speeds Permitted**

Freight trains . . . . . 55 MPH.

Until engine through limits:

MP 124-09 to MP 125-13	20 MPH.
MP 135-23 to MP 136-27	20 MPH.
MP 146-23 to MP 148-19	20 MPH.
MP 158-34 to MP 160-23	20 MPH.
MP 171-23 to MP 173-06	20 MPH.
MP 186-02 to MP 186-20	35 MPH.

Through power switch turnouts . . . . . 25 MPH.

All Controlled Sidings . . . . . 20 MPH.

Baxter Springs—Picher Lead Between West End Hartley and Highway 69 Picher . . . . . 20 MPH.

Quapaw—Central Mill Lead Between East End Belt No. 1 and Loop Track Switch . . . . . 20 MPH.

Except at Central Mill over Circle Track Switch and 500 feet east of Circle Track Switch . . . . . 05 MPH.

Miami—B. F. Goodrich Lead Between Main Street and B. F. Goodrich Gate . . . . . 20 MPH.

Until engines over crossings Central Mill Spur (Quapaw). . . . . 10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.  
 263,000 lbs. or less, minimum length 44 ft.  
 315,000 lbs. or less, minimum length 52 ft.  
 except cars heavier than 263,000 lbs. not permitted between Baxter Springs and Picher nor between Quapaw and Central Mill.

Not more than Two Diesel Units in Groups F, G, H and I permitted beyond following points:

**Baxter Springs—**  
 Ballard Lead . . . . . First Bridge  
 Picher Lead . . . . . West End Hartley

**Quapaw—**  
 Central Mill Lead . . . . . West End Belt No. 1

**Miami—**  
 B. F. Goodrich Lead . . . . . West Switch No. 1

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

Trains will use Springfield Sixteenth Subdivision, between Ft. Scott and Edward and will secure clearance at Kansas City or Ft. Scott authorizing movement from Edward and will not require clearance at Edward.

Trains originating Kansas City destined Tulsa and trains originating Tulsa destined Kansas City will secure clearances from Springfield Sixteenth and Eighteenth Subdivision and Tulsa First Subdivision train dispatchers and will not require clearance at Ft. Scott or Kahoga.

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

**6. CTC—MP 102-30 to MP 186-04**

**7. Interlockings—When signal at interlocking MP 147.7 displays Stop indication, a member of train crew will communicate with train dispatcher per rule 269 before operating time release as required in rule 613.**

8. **Failed Equipment Detectors protecting bridges, tunnels or other structures—None.**

**Other Failed Equipment Detectors—**

MP 121-06      MP 162-16

**SPRINGFIELD DIVISION**

(Arcadia to Parsons)

**NINETEENTH SUBDIVISION**

**1. Speed Restrictions—                      Maximum Speeds Permitted**

Freight trains . . . . . 20 MPH.  
MP 115-05 to MP 124-00 . . . . . 10 MPH.

**Until engine through limits Pittsburgh:**

All grade crossings (except as noted) . . . . . 10 MPH.  
Walnut Street MP 134-30 . . . . . 05 MPH.  
Broadway MP 137-24 . . . . . 05 MPH.

**Until engine through limits:**

MP 142-11 . . . . . 05 MPH.  
MP 145-21 to MP 158-00 . . . . . 10 MPH.  
MP 160-30 to MP 161-00 . . . . . 10 MPH.

**Parsons:**

All Tracks inside gate at Kansas  
Army Ammo Plant . . . . . 20 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.  
263,000 lbs. or less, minimum length 44 ft.  
except cars heavier than 220,000 lbs. not permitted between Straus and Parsons.

Diesel units in Groups F, G, H and I not permitted except: not more than Two Diesel Units in Groups F, G, H, and I are permitted between Eighteenth Subdivision Jct. and Missouri Pacific Crossing, Cherokee.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

Rule 83(B) does not apply.

**5. Rule 90—When flagging is required, distance will be 1 mile.**

**6. Rule 93—In effect on entire subdivision.**

**7. Parsons—Sixteenth Street, Appleton Ave. and Main Street must be protected from ground position, unless it is known signal lights operating.**

**TULSA DIVISION**  
(Monett to Cherokee Yard)

**FIRST SUBDIVISION**

<b>1. Speed Restrictions—</b>		<b>Maximum Speeds Permitted</b>
Freight Trains .....		55 MPH.
<b>Trains identified as No QLA, 31, 32, 34, CTB, HPS, SPH, and 437</b>		
MP 282-25	through turnout .....	60 MPH.
MP 282-32 to MP 283-09	Eastward trains until engine through limits .....	25 MPH.
MP 283-34 to MP 283-35	Westward trains .....	45 MPH.
MP 285-20 to MP 287-13	Westward trains .....	50 MPH.
South track .....		45 MPH.
Eastward trains until engine by MP 284-01 .....		55 MPH.
MP 285-18	through turnout .....	25 MPH.
MP 286-30 to MP 287-06	Until engine through limits .....	30 MPH.
MP 287-13	.....	50 MPH.
MP 292-27 to MP 309-24	.....	45 MPH.
MP 309-24 to MP 310-11	Until engine over crossing .....	25 MPH.
MP 310-11 to MP 313-05	.....	35 MPH.
MP 313-37 to MP 314-14	.....	50 MPH.
MP 325-00 to MP 325-40	Until engine through limits .....	30 MPH.
MP 330-30 to MP 331-25	.....	45 MPH.
MP 337-12 to MP 338-00	.....	45 MPH.
MP 346-13 to MP 349-21	.....	25 MPH.
<b>Through turnouts (North track)</b>		
MP 346-13	.....	25 MPH.
MP 347-23	.....	25 MPH.
MP 349-21	.....	25 MPH.
<b>Until engine through limits (North track Kahoga to Afton)</b>		
MP 186-02 to MP 186-20	.....	35 MPH.
MP 348-00 through crossover .....		25 MPH.
MP 350-27 to MP 354-10	.....	55 MPH.
MP 359-20 to MP 360-11	Until engine through limits .....	30 MPH.
MP 364-11 to MP 364-22	.....	45 MPH.
MP 364-36 to MP 365-26	.....	50 MPH.
MP 370-00 to MP 370-21	.....	55 MPH.
MP 375-31 to MP 377-18	.....	40 MPH.
MP 378-30 to MP 379-22	Until engine through limits .....	25 MPH.
MP 392-19 to MP 397-08	.....	50 MPH.
MP 397-03 to MP 397-31	Until engine through limits .....	30 MPH.
MP 406-24 to MP 408-14	.....	55 MPH.
MP 408-14 to MP 411-35	.....	45 MPH.
MP 411-35 to MP 417-13	.....	55 MPH.
MP 417-13 to MP 420-20	.....	40 MPH.
MP 420-20 through turnout .....	.....	40 MPH.
MP 420-20 to MP 425-02	.....	20 MPH.
MP 423-02	through crossover .....	10 MPH.
17th Street until engine over crossing .....		10 MPH.
Through turnouts controlled sidings .....		20 MPH.
All sidings .....		20 MPH.
Catale Peabody Spur .....		30 MPH.
<b>Cherokee Yard</b>		
R&D tracks, Freight Lead, Middle Hump and Old Passenger Main .....		20 MPH.
Classification Track .....		15 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**  
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.  
263,000 lbs. or less, minimum length 44 ft.  
315,000 lbs. or less, minimum length 52 ft.

Do not operate six-axle units on MKT connection Vinita, Oklahoma, beyond 2nd Street on east connection and Wilson Street on west connection.

3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Train order signal Pierce City governs Springfield Division trains only.  
Trains originating Kansas City destined Tulsa and trains originating Tulsa destined Kansas City will secure clearances from Springfield Sixteenth and Eighteenth Subdivision and Tulsa First Subdivision train dispatchers and will not require clearance at Ft. Scott or Kahoga.  
Interdivisional trains operating between Springfield Yard and Cherokee Yard will require clearance from Springfield Division Fourth Subdivision train dispatcher and Tulsa Division, First Subdivision dispatcher and will not require clearance at Monett unless train order signal displays Stop.
5. **Rule 99—**When flagging is required, distance will be 2 miles.
6. **CTC—MP 282-22 to MP 425-02.**  
Two main tracks between MP 285-18 and MP 287-13 designated as North track and South track.  
Two main tracks between MP 346-33 and MP 349-56 designated as North track and South track.  
Two main tracks between MP 420-19 and MP 425-02 designated as North track and South track.
7. **Narcissa—**Track and time limits and CTC track permits between South Narcissa and Kahoga must be obtained from Springfield Division Eighteenth Subdivision train dispatcher.  
**Kahoga—**Track and time limits and CTC track permits for use between Kahoga and South Narcissa must be obtained from Tulsa Division, First Subdivision train dispatcher.
8. **Chelsea—**When white light displayed on indicator MP 379-01, westward absolute signal on siding displays proceed.
9. **Catale-Mine Spur—**8.3 miles long, East end connecting. Cars must not be left within 4,000 ft. North of main track. Four tracks Catale Mine, trainmen must ascertain car pushers are not coupled to track to be pulled. **DO NOT COUPLE INTO CAR PUSHERS.**
10. **Interlockings—**When signal at interlocking MP 309.2, MP 359.7, MP 397.0, or MP 423.6 displays Stop indication, a member of train crew will communicate with train dispatcher per rule 269 before operating time release as required in rule 613.
11. **Failed Equipment Detectors protecting bridges, tunnels or other structures—**MP 400-17, MP 409-12.  
**Other Failed Equipment Detectors—**MP 284-27, MP 314-24, MP 343-10 and MP 370-24.

**TULSA DIVISION**

(Cherokee Yard to Waynoka)

**SECOND SUBDIVISION**

<b>1. Speed Restrictions—</b>		<b>Maximum Speeds Permitted</b>
Freight trains .....		49 MPH.
MP 425-20 to MP 432-00	.....	40 MPH.
MP 438-32 to MP 439-10	.....	40 MPH.
MP 458-14 to MP 459-04	.....	45 MPH.

MP 460-00 to MP 469-00	40 MPH.
MP 465-24 to MP 466-12	45 MPH.
MP 471-16 to MP 472-00	40 MPH.
MP 473-05 to MP 473-15	45 MPH.
MP 474-17 to MP 474-36	40 MPH.
MP 475-30 to MP 476-36	45 MPH.
MP 477-09 to MP 478-18	Until engine through limits
	30 MPH.
MP 478-38 to MP 480-26	40 MPH.
MP 479.7	Until engine through interlocking
MP 502-35 to MP 503-10	25 MPH.
	45 MPH.
MP 507-20 to MP 509-20	Until engine through limits
	20 MPH.
MP 508-25 to MP 508-34	20 MPH.
MP 519-04 to MP 519-32	40 MPH.
MP 533.3	Until engine through interlocking
MP 537-00 to MP 543-04	40 MPH.
	25 MPH.
MP 543-04 to MP 545-28	Until engine through limits
	20 MPH.
MP 545-28 to MP 548-30	Until engine through limits
	25 MPH.
MP 546-26	Until engine over switches
MP 548-04	Until engine over switches
MP 601-13 to MP 602-03	20 MPH.
	20 MPH.
	35 MPH.
Turn out to ATSF RY Avard	35 MPH.

**Cherokee Yard**

R&D tracks, Freight Lead, Middle Hump and Old Passenger Main	20 MPH.
Classification Tracks	15 MPH.

All sidings EXCEPT Pawnee	20 MPH.
	10 MPH.

**ATSF SPEED RESTRICTIONS**

MP 342.4 to MP 346.9	65 MPH.
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**Curves:**

MP 343.3 to MP 343.9	60 MPH.
MP 345.2 to MP 346.9	55 MPH.

**Switches and Auxiliary Tracks.**

Maximum speed permitted through turnout of other than main track switches	10 MPH.
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Each end of sidings between Avard and Waynoka (except those listed below)	40 MPH.
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Other than main track switches (except those listed below)	15 MPH.
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Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

**Waynoka—**

East end extension track	40 MPH.
Turnout east end two tracks MP 342.4	40 MPH.
South track to Yard MP 342.5	15 MPH.
East crossover MP 345.1	30 MPH.
West crossover MP 345.1	15 MPH.
South track to Yard MP 345.2	15 MPH.
Turnout west end two tracks MP 346.9	40 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.

**3. Train Register Exceptions—**

ATSF trains will operate as an extra between Enid and Blanton and will not register at Enid.

**4. Clearance Provisions and Exceptions Rule 83(B)—**

Trains will secure ATSF clearance at Waynoka for movement Waynoka to Avard.

ATSF trains operating between Enid and Blanton will not require clearance at Enid or at Blanton.

Westward trains will retain train orders at Waynoka for eastward movement Avard to Enid when required by train order.

Eastward trains arriving Avard will contact operator Enid for instructions and train orders, if any, authorizing movement Avard to Enid and will not require clearance at Avard.

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

**6. CTC—**In effect on main tracks Avard to Waynoka, on ATSF siding Avard and extension track Waynoka.

Two main tracks between ATSF MP 342.4 and MP 346.9 designated North track and South track.

**ABS—**MP 601-13 to ATSF Westward Absolute Signal located at MP 602-2. White light indicator and telephone to ATSF dispatcher located MP 601-25. When white light indicator is illuminated, ATSF westward home signal displays proceed. If white light indicator is not illuminated and westward movement desired, communicate with ATSF train dispatcher.

**BN trains Enid-Blanton—**Between Enid, MP 546-02, and Blanton, MP 548-03, movement of trains will be as prescribed by Rules 261 through 264. Trains finding signals displaying stop indication after waiting 5 minutes may proceed through the block when preceded by a flagman a sufficient distance to ensure full protection against opposing trains.

**ATSF Trains Enid to Blanton—**

ATSF trains will use BN tracks between Enid and Blanton. Rule 93 will govern between connecting track Enid and BN MP 546-02. Be governed by block signal indication at MP 546-02 and MP 548-03. Maximum speed 20 MPH. A proceed indication will authorize trains as Extras between Enid and Blanton. At Blanton, crew members must observe block indicator at the switch entering BN tracks. If block indicator indicates "block occupied", trains will wait five minutes, then if no train is approaching, open the switch and be governed by signal indication.

**Blanton or Enid—**If signals fail to display a proceed indication after waiting five minutes, train may proceed and must provide flag protection ahead of the movement between MP 546-02 and MP 548-03 as required by Rule 99.

ATSF trains enroute Blanton using Avard storage track, crew members must observe block indicator located at MP 546-19. If indication is "block clear", train may enter main track and proceed. If the indication is "block occupied", train must wait five minutes and provide flag protection ahead as required by Rule 99.

**7. Rule 93 in effect—**MP 425-21 to MP 428-00  
MP 537-00 to MP 542-00 except between 1400 and 1800  
MP 542-00 to MP 547-20  
MP 600-32 to MP 602-00

**8. Failed Equipment Detectors protecting bridges, tunnels or other structures—**None.

**Other Failed Equipment Detectors—**MP 448-14, MP 467-31, MP 494-01, MP 516-24, MP 573-03 and ATSF MP 339.3 (Counter at MP 337.3 and MP 340.9. If white light rotating approaching detector indicates detector bad order, disregard indication.)

**TULSA DIVISION**

(Enid to Davidson)

**THIRD SUBDIVISION**

**1. Speed Restrictions— Maximum Speeds Permitted**

Freight trains . . . . .	35 MPH.
Until engine through limits:	
MP 588-00 to MP 592-10 . . . . .	25 MPH.
MP 618-00 to MP 618-15 . . . . .	25 MPH.
MP 628-25 to MP 629-18 . . . . .	25 MPH.
MP 657-23 to MP 658-07 . . . . .	25 MPH.
MP 666-00 to MP 679-00 . . . . .	30 MPH.
MP 744-00 to MP 774-10 . . . . .	10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.  
263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups, F, G, H and I not permitted.

**3. Trains Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

Southward ATSF trains will secure BN clearance at ATSF station Thomas and will not require clearance at Foley.

Northward ATSF trains will secure BN clearance at Clinton and will not require clearance at Ewing.

**5. Rule 99—When flagging is required, distance will be 1.5 miles.**

**6. Okeene—BN trains will operate over CRIP tracks at Okeene CRIP MP 36-15 to CRIP MP 38-15 and will not exceed 10 MPH.**

**7. Rule 93 in effect—Clinton to Bessie Snyder to Davidson.**

MP 503-30 to MP 505-33 . . . . .	45 MPH.
MP 514-33 to MP 515-20 . . . . .	45 MPH.
MP 519-01 to MP 522-11 . . . . .	45 MPH.
MP 523-17 to MP 526-21 . . . . .	Until engine through limits . . . . . 25 MPH.

Jones, through turnout east end siding . . . . . 10 MPH.

MP 527-16 to MP 530-22 . . . . .	Until engine through limits . . . . . 50 MPH.
MP 530-22 to MP 531-08 . . . . .	45 MPH.
MP 531-08 to MP 535-28 . . . . .	50 MPH.

MP 535.8 ATSF Interlocking Greig . . . . .	30 MPH.
MP 535-28 to MP 537-33 . . . . .	45 MPH.
MP 537-33 to MP 539-06 . . . . .	25 MPH.

MP 538-20 Oklahoma City, through turnout . . . . . 25 MPH.

MP 539-06 Until engine over crossing . . . . . 10 MPH.

All sidings . . . . . 20 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without the authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.  
263,000 lbs. or less, minimum length 44 ft.  
315,000 lbs. or less, minimum length 42 ft.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

Trains will secure clearance at Cherokee Yard for movement from Sapulpa and will not require clearance at Sapulpa unless train order signal displays Stop indication.

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

**6. Sapulpa—Time in train orders will apply at the end of two main tracks. Train crews operating between Cherokee Yard and Sapulpa will be responsible for identifying superior trains.**

No. 2 track Bartlett-Collins protected by signals. If signal indicates Stop, contact Bartlett-Collins employee.

**7. Failed Equipment Detectors protecting bridges, tunnels or other structures—None.**

**Other Failed Equipment Detectors—MP 450-13, MP 472-09, MP 500-31 and MP 526-29.**

**TULSA DIVISION**

(Sapulpa to Oklahoma City)

**FOURTH SUBDIVISION**

**1. Speed Restrictions— Maximum Speeds Permitted**

Freight trains . . . . .	55 MPH.
MP 436-33 to MP 438-09 . . . . .	25 MPH.
MP 438-09 to MP 439-24 . . . . .	50 MPH.
MP 439-24 to MP 439-36 . . . . .	45 MPH.
MP 439-36 to MP 441-04 . . . . .	50 MPH.
MP 441-04 to MP 442-25 . . . . .	45 MPH.
MP 447-33 to MP 458-25 . . . . .	45 MPH.
Bristow, through turnout west end siding . . . . .	25 MPH.
MP 458-25 to MP 460-8 . . . . .	Until engine through limits . . . . . 20 MPH.
MP 459-15 to MP 461-28 . . . . .	50 MPH.
MP 461-28 to MP 472-01 . . . . .	45 MPH.
MP 476-00 to MP 479-14 . . . . .	45 MPH.
MP 477-02 to MP 477-29 . . . . .	Until engine through limits . . . . . 25 MPH.
MP 479-14 to MP 487-23 . . . . .	50 MPH.
MP 487-33 to MP 492-32 . . . . .	45 MPH.
MP 492-30 to MP 493-32 . . . . .	Until engine through limits . . . . . 25 MPH.
MP 493-32 to MP 495-28 . . . . .	45 MPH.
MP 498-25 to MP 499-19 . . . . .	45 MPH.

**TULSA DIVISION**

(Oklahoma City to Quanah)

**FIFTH SUBDIVISION**

**1. Speed Restrictions— Maximum Speeds Permitted**

Freight trains . . . . .	40 MPH.
MP 539-25 to MP 544-25 . . . . .	25 MPH.
Over Bridge G-557.9 . . . . .	30 MPH.
MP 691-25 to MP 722-00 . . . . .	30 MPH.

Until engine through limits:	
MP 580-15 to MP 582-11 . . . . .	20 MPH.
MP 628-31 to MP 635-22 . . . . .	25 MPH.
MP 686-10 to MP 687-17 . . . . .	30 MPH.
MP 688-03 to MP 688-04 . . . . .	20 MPH.

Sidings at Sooner and Mustang . . . . . 20 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.  
 263,000 lbs. or less, minimum length 44 ft.  
 Diesel units in Groups F, G, H and I not permitted.

3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
5. **Rule 99**—When flagging is required, distance will be 2 miles.
6. **Rule 93**—in effect Oklahoma City to Wheatland  
 MP 628-23 to MP 638-10  
 Quanah to MP 722-00
7. **Crew member must protect crossing from ground position at following locations**—Oklahoma City—S.W. 29th Street on Dayton Lead  
 Highway 152 on F.A.A. Lead  
 Altus—Highway 62 on Air Base Lead  
 Quanah—Highway 283 (Main Street crossing).
8. **Failed Equipment Detectors protecting bridges, tunnels or other structures**—None.  
 Other Failed Equipment Detectors—MP 565-08 and MP 590-28.

**TULSA DIVISION**

(Cherokee Yd. to Irving)

**SIXTH SUBDIVISION**

1. **Speed Restrictions— Maximum Speeds Permitted**  
 Freight trains Cherokee Yd. to Sherman . . . . . 55 MPH.  
 Sherman to Irving . . . . . 49 MPH.  
 17th Street until engine over crossing . . . . . 10 MPH.  
 through turnout MP 428-27 . . . . . 25 MPH.  
 MP 428-31 to MP 429-03 East track . . . . . 40 MPH.  
 MP 428-39 to MP 429-35 Until engine through limits West track . . . . . 20 MPH.  
 Norris, through turnout . . . . . 50 MPH.  
 MP 432-17 to MP 432-26 . . . . . 45 MPH.  
 Oma, through turnout . . . . . 50 MPH.  
 MP 436-6 to MP 436-33 Until engine through limits . . . . . 25 MPH.  
 MP 436-33 to MP 437-17 . . . . . 25 MPH.  
 MP 437-17 to MP 438-9 Until engine through limits . . . . . 25 MPH.  
 MP 438-09 to MP 440-07 . . . . . 45 MPH.  
 MP 441-25 to MP 442-30 Until engine through limits . . . . . 30 MPH.  
 MP 457-25 to MP 458-04 . . . . . 45 MPH.  
 MP 468-20 to MP 469-10 Until engine through limits . . . . . 25 MPH.  
 MP 471-12 to MP 471-28 . . . . . 45 MPH.  
 MP 478-17 to MP 479-06 . . . . . 45 MPH.  
 MP 480-06 to MP 482-25 Until engine through limits . . . . . 40 MPH.  
 MP 483-17 to MP 485-05 . . . . . 45 MPH.  
 MP 492-01 to MP 492-18 . . . . . 45 MPH.  
 MP 494-15 to MP 494-26 . . . . . 45 MPH.  
 MP 498-24 to MP 498-34 . . . . . 50 MPH.  
 MP 504-01 to MP 504-17 Until engine through limits . . . . . 25 MPH.  
 MP 506-00 to MP 506-12 . . . . . 50 MPH.  
 MP 506-33 to MP 507-08 . . . . . 45 MPH.  
 MP 509-31 to MP 510-11 . . . . . 45 MPH.  
 MP 511-19 to MP 511-26 . . . . . 50 MPH.  
 MP 516-12 to MP 518-17 . . . . . 45 MPH.  
 MP 518-17 to MP 520-22 . . . . . 25 MPH.

- |              |                            |   |
|--------------|----------------------------|---|
| MP 520-30 to | MP 521-26                  | 50 MPH.                                       |
| MP 526-18 to | MP 526-26                  | 50 MPH.                                       |
| MP 529-07 to | MP 529-20                  | 45 MPH.                                       |
| MP 531-33 to | MP 532-10                  | 45 MPH.                                       |
| MP 532-10 to | MP 532-26                  | 50 MPH.                                       |
| MP 533-23 to | MP 534-28                  | 45 MPH.                                       |
| MP 535-26 to | MP 536-18                  | 50 MPH.                                       |
| MP 539-05    | Until engine over crossing | 30 MPH.                                       |
| MP 539-19 to | MP 540-06                  | 45 MPH.                                       |
| MP 542-33 to | MP 545-25                  | 45 MPH.                                       |
| MP 547-07 to | MP 548-29                  | Until engine through limits . . . . . 20 MPH. |
| MP 548-36 to | MP 549-14                  | 50 MPH.                                       |
| MP 550-26 to | MP 552-03                  | 45 MPH.                                       |
| MP 554-26 to | MP 555-25                  | 45 MPH.                                       |
| MP 555-25 to | MP 556-20                  | 40 MPH.                                       |
| MP 559-09 to | MP 559-31                  | 50 MPH.                                       |
| MP 569-01 to | MP 569-10                  | 50 MPH.                                       |
| MP 574-08 to | MP 577-11                  | 50 MPH.                                       |
| MP 581-13 to | MP 583-19                  | 45 MPH.                                       |
| MP 589-07 to | MP 589-23                  | 45 MPH.                                       |
| MP 596-00 to | MP 600-00                  | 45 MPH.                                       |
| MP 602-06 to | MP 604-06                  | 45 MPH.                                       |
| MP 603-07 to | MP 603-17                  | Until engine through limits . . . . . 25 MPH. |
| MP 605-15 to | MP 605-23                  | 45 MPH.                                       |
| MP 621-16 to | MP 623-24                  | 50 MPH.                                       |
| MP 630-03 to | MP 630-36                  | 30 MPH.                                       |

- Staley-M.K.T. Junction, turnouts Red River Bridge . . . 15 MPH.  
 MP 633-06 to MP 634-31 . . . . . 45 MPH.  
 MP 634-31 to MP 634-33 . . . . . 30 MPH.  
 MP 635-10 to MP 636-20 . . . . . 20 MPH.

- Through turnouts controlled sidings between Sapulpa and Denison . . . . . 25 MPH.  
 Sherman, over derail switch . . . . . 10 MPH.  
 MP 644-15 to MP 647-00 . . . . . 10 MPH.  
 MP 673-18 to MP 674-00 Until engine through limits . . . . . 25 MPH.  
 MP 694-15 to MP 701-23 Until engine through limits . . . . . 20 MPH.  
 MP 702-23 to MP 703-20 . . . . . 40 MPH.  
 MP 709-24 to MP 710-28 . . . . . 15 MPH.

- Dallas, within the limits of The Dallas Right of Way District:  
 No. Jct. to No. Tower . . . . . 15 MPH.  
 No. Tower to So. Tower . . . . . 10 MPH.  
 So. Tower to Double Track Jct. Cadiz Street . . . . . 15 MPH.  
 Double Track Jct. to ATSF . . . . . 25 MPH.  
 Through crossovers and turnouts . . . . . 10 MPH.  
 Depot and Shed Tracks . . . . . 08 MPH.  
 No. Ft. Worth, through connecting track . . . . . 10 MPH.  
 Ft. Worth, over street crossings . . . . . 18 MPH.  
 Belt Jct., north leg of wye . . . . . 10 MPH.  
 Belt Jct., south leg of wye . . . . . 10 MPH.  
 Ft. Worth—Hemphill St. and Windsor St., until engine or lead car over crossing . . . . . 10 MPH.  
 Sherman Yards, when handling 70 ft. or longer cars . . . 05 MPH.  
 Cars heavier than 263,000 lbs., on Bridges 457.7, 475.0, 495.0 and 535.8 . . . . . 20 MPH.  
 All sidings . . . . . 20 MPH.

- Cherokee Yard**  
 R&D Tracks, Freight Lead, Middle Hump and Old Passenger Main . . . . . 20 MPH.  
 Classification Track . . . . . 15 MPH.

2. **Bridge, Engine and Heavy Car Restrictions**—  
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:  
 220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.  
315,000 lbs. or less, minimum length 55 ft., Cherokee Yd. to Sherman only.

250 ton wrecking derrick not permitted, North Ft. Worth to Dallas without authority from O.K. & T. Railroad.

**The following restrictions placed on Brockway Glass Company Track, Ada, Oklahoma—**

Maximum gross weight of cars, 263,000 lbs.

**Do not operate six-axle units on following tracks—**

Francis	No. 3 Track
Ada	All former ATSF tracks
Mill Creek	Runaround Track at Sand Plant Team Track North of Highway Crossing
Ravia	Team Track North of Highway Crossing
Kingston	Team Track South of Main Street
Denison	Main Street Lumber Spur
Gunter	Mill and Industry Tracks
Celina	House Track, MP 673-25 to North End of Track
Prosper	House Track and Mill Track
Frisco	Gould Battery Tracks and Old Siding Spur
Hebron	Team Track
Dallas	NCTR Cadiz Street Yard
Mill Creek:	Old sand plant track cannot operate more than one six axle unit

**11. Southern Pacific tracks—**

BN trains will use Southern Pacific track between S.P. Jct., Denison, and Tower 16 and between Frisco Jct. and So. Sherman Jct. and are governed by SP rules and timetable/special instructions.

**12. Trains and engines using OKT Railroad tracks between North Ft. Worth and North Junction, Dallas, will be governed by OKT Timetable, Special Instructions and the Consolidated Code of Operating Rules, Edition of 1980 except as modified here-in:**

Will continue to use OKT clearance forms and train order forms.

**Definitions—**

**Restricted Speed—**Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined.

**Low Speed—**A speed that will permit stopping short of train, engine, obstruction, or switch not properly lined and looking out for broken rail, but not exceeding 20 Miles Per Hour.

**General Orders and Special Instructions—**General Orders will be numbered consecutively beginning with January first of each year; will be issued and cancelled by the Superintendent or other designated Officer, and will expire with the calendar year.

**Form X Train Order (example 3) (Approach Order)**

835am to 535 pm approach.....gang between MP 18 and MP 20 prepared to stop and proceed on hand signal given with yellow flag or yellow light or verbal permission. After receiving proceed signal or verbal permission do not exceed.....MPH within limits of this order. (Or after receiving proceed signal maximum speed may be resumed).

Trains and engines must enter limits of order prepared to stop, and stop will be made before entering gang unless proceed signal given with a yellow flag or yellow light or verbal permission is received.

When proceed signal is given with a yellow flag or yellow light or verbal permission is received, speed may be increased as stated in order. In event gang is not encountered train or engine will proceed prepared to stop until outer limit of order is passed.

Two or more employees will constitute a gang.

**Form X Train Order (example 4) (Stop Order)**

701 am until 401 pm stop before passing over Bridge 1365 MP 136 pole 20 between.....and.....(or before passing over track MP 210 to MP 211 pole 15 between.....and.....) and do not proceed until orally authorized by foreman in charge.

Red Flags or red lights must be placed in both directions, 400 feet from restricted track or structure.

Trains and engines must stop before reaching red flag or red light and will not proceed until orally authorized by employe in charge.

Under Examples (3) and (4), temporary speed restriction and resume speed signs as required by Rule 12 must be placed. Exception—where the maximum speed is 45 MPH or less, such signs will be placed one mile, or farther if necessary, from the point where the restricted track begins.

**Rule 15-L—**Approaching public crossings at grade. Signal must begin at least 20 seconds before reaching crossing. To be prolonged or repeated until crossing occupied. When whistle sign is displayed, signal must begin before reaching sign. This signal must also be frequently sounded to warn trackmen and other employes when view is restricted by weather, obscure curves, or other unusual conditions, and when approaching tunnels.

**Uniform Code of Operating Rules, Rule 352—**Passing Stop and Proceed Signals — Except as provided by Rule 104 (h) (Spring Switches), a train may pass, without stopping, a Stop, Then Proceed at Low Speed indication—

(1) At Low Speed to enter siding or yard track when track is seen to be clear from signal to the switch.

(2) At Low Speed to continue on main track at a meeting point when opposing train is seen to be entering siding and track is seen to be clear to switch used by train to be met.

**3. Train Register Exceptions—**

Irving—trains register by register ticket.

**4. Clearance Provisions and Exceptions Rule 83(B)—**

Northward trains require two clearances at Irving, one for movement Irving to Denison and second one for movement Denison to Madill. Southward trains require OKT clearance at Irving from BN operator. All trains require a clearance at Madill.

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

**6. Rule 93 in effect—**Tower 16 to Frisco Jct.  
So. Sherman Jct. to MP 651.0 from 0700 until 1700  
MP 702-20 to MP710-28

**7. Two Main tracks between Cherokee Yard MP 428-25 and Norris and between Oma and Sapulpa are designated as East track and West track.**

**8. CTC—**MP 428-25 to MP 636-22

Bridge 503.4 protected by detector connected with CTC. When northward Absolute Signal MP 503-15 displays "STOP" or southward signal 501-5 displays "STOP AND PROCEED" observe signal rules and know that bridge safe.

Stop signals and dual control switch MP 633-04 controlled by BN train dispatcher. BN CTC rules govern.

Stop signals and dual control switch on MKT Track controlled by MKT Operator Ray Yard. MKT Rules govern.

**9. Missouri Pacific Tracks**

BN trains will use Missouri Pacific tracks between Cherokee yard and Muskogee. Missouri Pacific Time Table, Special Instructions and Uniform Code of Operating Rules will govern.

**10. MKT Tracks**

BN trains will use MKT tracks between Staley and MKT Junction.

When stopped at interlocking signal, in addition to securing permission to proceed from MKT operator, a member of train crew must also secure permission from BN train dispatcher per rule 269 before proceeding.

- (3) In CTC territory only, at Low Speed to continue on main track after having moved from Stop indication of an Absolute Signal, under provisions of Rule 350, where verbal advice has been received in words: "There is no opposing train in the block".

**Rule 275(A)**—When necessary to operate a dual control switch by hand the following will apply:

- (1) Place selector lever in "HAND" position.
- (2) Operate hand throw lever until switch points are seen to move with movement of lever.
- (3) Line the switch for the route to be used.
- (4) After movement over the switch has been completed, restore lever to power position and lock.

**Rule 10.—TORPEDO Signals**—Torpedoes must be placed on the rail 150 feet apart on engineer's side. They must not be placed on public crossings, nor left at places where they may cause injury. The explosion of two torpedoes is a signal to immediately reduce speed and proceed for a safe flagging distance at Restricted Speed. The explosion of one torpedo will indicate the same as two, but the use of two is required.

**Rule 11.—FUSEE Signals**—A train or engine finding a fusee burning on or near its track must stop. After stopping, train or engine will then proceed at Restricted Speed for a safe flagging distance. Where there is sufficient sight distance, or where there are torpedoes or other restrictive signals a sufficient distance in advance, stop must be made before leading wheels pass the burning fusee and movements must not be made over burning fusee.

**Rule 12.**—Where the maximum speed is 45 MPH or less, yellow flag or yellow light will be placed one mile, or farther, from the point of restriction. Speed restriction specified by train order or general order must be complied with until rear of train or engine has passed green flag, or train or engine has cleared limits of the restriction when green flag is not properly displayed.

When yellow flag is displayed and speed restriction is not specified by train order or general order, speed must be reduced to not exceed 10 MPH until rear of train or engine has passed a green flag or has passed a point four (4) miles from the yellow flag.

**Rule 21.—Train Signals—White**—Extra trains will display two white lights in the places provided for that purpose on the front of the engine. (Note this requires signals be displayed in CTC and Rule 251 and 261 territory).

**Rule S-89(a)**—Precautions at Meeting and Passing Points: When a train holding the main track at a station is restricted for the arrival of an opposing train, the train holding the main track must stop at least 500 feet from the clearance point of the switch to be used by the opposing train, unless the opposing train is in clear and switch properly lined. At meeting and passing points, a train on siding awaiting the arrival of another train must, if practicable, stop at least 500 feet from clearance point of facing point switch over which the expected train will pass. Identification of trains must be made at meeting and passing points, when required.

**Rule 102(b)**—Second sentence changed to read as: "Two torpedoes will be placed not less than 20 car lengths in advance of the rear portion of the train to warn engineman returning."

**Rule 105**—(First paragraph) Trains and engines using a siding, or any track other than a main track, must proceed at restricted speed, but not exceeding 5 miles per hour.

**Stopping After Passing Proceed Indication**—When a train or engine, having passed a proceed indication of a "STOP" Signal, stops less than one car length beyond such signal, it must not again proceed without complying with the requirements of Rule 269 and 269(A) unless signal can be seen to be displaying a proceed indication.

13. **Dallas Right of Way District**—BN trains use Dallas Right of Way District tracks between No. Jct. and Santa Fe. Jct., Dallas Uniform Code of Operating Rules will govern.
14. **ATSF tracks**—BN trains use ATSF tracks between Santa Fe Jct. and East Dallas and between Belt Jct. and Birds, Ft. Worth.

Consolidated Code of Operating Rules edition of 1980, BN Timetable and Special Instructions will govern except as Modified in Special Instructions on Pages 23 and 24.

Centralized Traffic Control (Traffic Control System-TCS) in effect on ATSF tracks between Birds and Belt Junction; between Santa Fe Jct., MP 51.8 and SP crossing, MP 52.5, and on Southern Pacific main track Dallas, between MP 51.7 and MP 52.7.

Yard limits East Dallas between MP 52.5 and MP 53.7. Maximum speed 20 MPH on joint facilities main tracks at Belt Junction. Switch connecting ATSF to BN north leg of wye (Santa Fe east wye switch) is a spring switch, maximum turnout speed 10 MPH.

15. **SSW tracks**—BN trains use SSW tracks between junction of BN and SSW track at No. Ft. Worth and point near N.E. 29th Street opposite Temple Grain Company and will move at restricted speed.

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

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

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

17. **Carrollton**—Northward trains approach the first street crossing south of interlocking prepared to stop clear unless home signal to interlocking displays proceed indication.

18. **Dallas**—When handling automobiles in tri-level cars going to or coming from Dallas, movement must be made on main track under Houston Street overpass Dallas OKT main track.

19. **Irving**—North wye Switch will be left lined as last used.

20. **No. Ft. Worth**—SSW end of connecting track No. Ft. Worth equipped with spring switch. Signal governing facing points movements over this switch will display—

Yellow indication lined for SSW main track.  
Lunar indication lined for connecting track.  
Spring Switch may be left as last used.

21. **Ft. Worth**—Protect crossings from ground position for movements on auxiliary tracks, over public crossings protected by automatic crossing signals, unless signals are operating.

22. **Henryetta**—Highway 75 must be flagged from ground position when switching P&K coal mine.

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

24. **Interlockings**—When signal at interlocking MP 309.2, MP 359.7, MP 397.0 or MP 423.0 displays Stop indication, a member of train crew will communicate with train dispatcher per rule 269 before operating time release as required in rule 613.

25. **Failed Equipment Detectors protecting bridges, tunnels or other structures**—MP 592-14, MP 601-05, MP 613-24 and MP 623-05.

**Other Failed Equipment Detectors**—MP 446-27, MP 474-25, MP 496-31, MP 516-05, MP 542-19, MP 565-27, MP 587-06, MP 666-07 and MP 690-20. Defects will be indicated by oscillating red light on signal pole these locations.

**TULSA DIVISION**

(Hope to Lakeside) (Antlers to Paris)

**SEVENTH SUBDIVISION****1. Speed Restrictions— Maximum Speeds Permitted**

Freight trains . . . . .	35 MPH.
Loaded Unit Trains . . . . .	30 MPH.
All tracks MP 804-20 to end of track . . . . .	10 MPH.
MP 793-10 to MP 793-20 . . . . .	10 MPH.
MP 793-20 to MP 804-20 . . . . .	30 MPH.
Ashdown to MP 793-10 . . . . .	30 MPH.
MP 710-00—TO&E Crossing . . . . .	20 MPH.
Trains handling pulpwood Bridges 670.8 and 693.0 . . . .	25 MPH.
MP 630-31 to MP 633-04 . . . . .	20 MPH.
MP 620-2 through turnout . . . . .	25 MPH.
Antlers to Hugo . . . . .	30 MPH.
MP 572-20 to MP 573-00 . . . . .	10 MPH.
MP 581-00 to MP 583-10 . . . . .	10 MPH.
Bo and Pyrtle sidings . . . . .	20 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.  
263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups, F, G, H and I not permitted, except on mine track and sidings between MP 620-2 and MP 697-0.

**3. Train Register Exceptions—None.****4. Clearance Provisions and Exceptions Rule 83(B)—Clearance not required at Lakeside.****5. Rule 99—When required to flag distance will be 1.5 miles between Hope and Lakeside and 2 miles between Antlers and Paris. Between Hope and Ashdown and between Antlers and Paris, unless otherwise provided, protection against following trains is not required.****6. Rule 93 in effect—MP 572-20 to MP 584-12  
MP 541-00 to MP 543-00.****7. Crew member must protect crossing from ground position at the following locations—**

Arco—Highway 32 over both legs of wye  
Paris—Bonham and Graham Streets  
Antlers—Main Street.

**MEMPHIS DIVISION**

(St. Louis to Memphis)

**FIRST SUBDIVISION**

**1. Speed Restrictions— Maximum Speeds Permitted**

Lindenwood to Chaffee	50 MPH.
Chaffee to Memphis (Shelco)	55 MPH.
Trains identified as QLA, PBF, MSP, MDN, FSE, DNM, TCM, MTC, CTB, OBX and BTX between River Jct. and Memphis (Shelco) . . . . . 60 MPH.	
Memphis (Shelco) to Memphis (Tennessee Yard)	20 MPH.
MP 07-15 to MP 08-20	30 MPH.
MP 12-30 to MP 23-35	45 MPH.
MP 26-30 to MP 30-25	45 MPH.
MP 35-20 to MP 37-30	45 MPH.
MP 38-29 to MP 39-30	Until engine through limits . . . . . 30 MPH.
MP 39-30 to MP 40-08	Until engine through limits . . . . . 20 MPH.
MP 44-25 to MP 44-35	45 MPH.
Loop Track, Rush Tower	08 MPH.
Over Scale, Rush Tower	04 MPH.
MP 58-35 to MP 60-00	45 MPH.
MP 64-35 to MP 65-02	40 MPH.
MP 65-02 to MP 65-09	Until engine through limits . . . . . 30 MPH.
MP 70-00 to MP 70-15	45 MPH.
MP 83-10 to MP 83-20	45 MPH.
MP 88-10 to MP 91-35	45 MPH.
MP 96-00 to MP 100-28	35 MPH.
MP 103-20 to MP 103-25	30 MPH.
MP 103-25 to MP 105-35	40 MPH.
MP 109-20 to MP 113-25	45 MPH.
MP 118-10 to MP 119-25	45 MPH.
MP 125-10 to MP 125-25	45 MPH.
MP 128-35 to MP 129-25	45 MPH.
MP 130-25 to MP 131-30	20 MPH.
MP 131-30 to MP 132-40	Until engine through limits . . . . . 20 MPH.
MP 142-14 to MP 144-00	Until engine through limits . . . . . 20 MPH.
MP 150.0, Missouri Pacific Crossing	20 MPH.
MP 150-01 to MP 159-15	50 MPH.
MP 164-10 to MP 166-10	Until engine through limits . . . . . 20 MPH.
MP 181-16 to MP 181-27	50 MPH.
MP 185-15 to MP 186-20	Until engine through limits . . . . . 20 MPH.
MP 190-31 to MP 191-07	50 MPH.
MP 194-20 to MP 196-00	50 MPH.
MP 198-11 to MP 199-08	Until engine through limits . . . . . 30 MPH.
MP 212-07 to MP 213-15	20 MPH.
Both legs of Wye, Hayti	10 MPH.
MP 217-00 to MP 224-09	50 MPH.
MP 224-09 to MP 224-29	Until engine through limits . . . . . 20 MPH.
MP 224-29 to MP 227-00	50 MPH.
MP 227-00 to MP 227-20	Until engine through limits . . . . . 30 MPH.
MP 227-20 to MP 236-09	50 MPH.
MP 236-09 to MP 237-30	Until engine through limits . . . . . 20 MPH.
MP 253-02 to MP 254-10	Until engine through limits . . . . . 20 MPH.
Through turnouts controlled sidings	25 MPH.
MP 471-00 & MP 475-17	Through turnouts . . . . . 35 MPH.
MP 473-11, Through crossovers	25 MPH.
Harvard to Critco (West Trk.)	35 MPH.
Hulbert lead, Marion	10 MPH.
MP 480-3 to MP 480-35	45 MPH.

MP 481.4, Missouri Pacific Crossing	30 MPH.
Mississippi River Bridge	25 MPH.
Sidings, Byers, Crystal City, McBride, Chaffee, Brooks, Kewanee, Steele, Blytheville and Wilson	20 MPH.
Paymaster Lead	25 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 177,000 lbs. or less, minimum length 31 ft.
- 220,000 lbs. or less, minimum length 39 ft.
- 263,000 lbs. or less, minimum length 44 ft. (Except 45 ft. at Mississippi River Bridge.)
- 315,000 lbs. or less, minimum length 55 ft., except cars heavier than 263,000 lbs. not permitted between Lindenwood and River Jct., between Blytheville and Armorer and between Marion and Hulbert.

Diesel units in Groups F, G, H and I not permitted as follows:

- Horine - MP interchange track.
- Crystal City - on MP connection track beyond depot.
- Blytheville to Armorer.
- Marion to Hulbert.

Diesel units in Group I are not permitted over Mississippi River bridge except in special combinations where separated by lighter weight units, as shown below.

On the Mississippi River Bridge certain 6-axle locomotives are permitted only in specific combinations where separated by lighter units. Qualifying 4-axle Separator units must be at least 50 feet long, and not heavier than 5000 pounds per foot of length. The following do not qualify as Separator Units...SW-1, SW-7, SW-8, SW-9, SW-900, SW-10, SW-12, SW-15, SW-1500, NW-2, NW-12, and MP-15.

Restricted 6-axle units as follows:

- C30-7, U-30C & U33C types, weighing 390,000 to 418,000 pounds
- U25C and U28C types, weighing 375,000 to 392,000 pounds
- SD40-2 types, weighing 400,000 to 422,000 pounds
- SD45 & SD40 types, weighing 382,000 to 395,000 pounds

Restricted Units permitted as indicated by "6" in following combinations, where separated by Qualifying 4-axle Separator Units indicated by "4":

6-4-6-4-6-4-6-4-6-4-6-4-6-4\*—Train

6-6-4-4-6-6-4-4-6-6-4-4\*—Train

Lighter Weight Restricted Units (Union Pacific, Southern, etc.) may be handled in additional combinations; i.e. SD40, SD45, U30C and U33C types, not heavier than 395,000 pounds, as follows (nothing permissible ahead of 3 - "6"s):

6-6-6-4-4-4-6-6-4-4\*—Train

6-6-6-4-4\*—Train

\*Between Restricted Units and Train, light weight cars may be substituted for designated 4-axle Separator Units (Cars at least 54 feet long, not heavier than 263,000 pounds).

Wherever Restricted 6-axle units are used in consists with less restricted or unrestricted 6-axle units, the more severe restriction shall apply to all 6-axle units in the consist.

To get desired combinations, the combinations shown may be modified as follows:

1. Additional "4"s may be inserted any place in consist. (except ahead of 3 - "6"s).
2. Restricted Units ("6"s) may be deleted from any place in combinations shown.
3. Any number of units may be deleted from head end of combinations shown.

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

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

Following maximum throttle positions govern:

Horsepower In Service	Maximum Throttle Position	Speed
3500 and under 3501 - 5250	8th	0-25
	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 HP engine, or below 15 MPH. with over 7000 HP engine in service, power must be shut off and be governed by the following:

**SOUTHWARD TRAIN:** If engine stops on restricted section, train will be backed off bridge, using light throttle, if necessary, to start train.

**NORTHWARD TRAIN:** If engine stops on 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.

**Selma**—Engines cannot be operated over unloading pit Coal Spur, River Cement or over scales, USS Agri-Chemical Plant. Box cars cannot be moved beyond loading platform No. 2 Nitrate Track, USS Agri-Chemical Plant.

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

**Sikeston**—Cars over 61 ft. in length cannot be handled on the Compress Lead or the West spur.

**Osceola**—Cars over 61 ft. in length cannot be handled on the Compress track. Cars must not be kicked or dropped against other cars standing on curves American Greeting Card spur or Ration Plant track. Engine cannot be moved beyond West end Pine Bluff warehouse or Ration Plant track. Engine cannot be operated over scale at Cargill Plant at Paymaster.

**Wilson**—Engines or cars cannot be operated or moved on Gin Track beyond close clearance sign.

**West Memphis**—Spear and Wood track cannot be used beyond entrance to building.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

**River Jct.**—Rule 83 (B) does not apply.

**5. Rule 99—When required to flag distance will be 2 miles.**

**6. ABS: MP 07-18 to 09-02**

**CTC: MP 09-02 to 283-05**

MP 462-17 to 483-32

MP 483-34 to 494-18

Two main tracks between Harvard and Critco designated as East and West Tracks.

**Wilson**—Dwarf signal north and siding MP 264-16 governs movement to main track.

At north and south absolute signals Neelys a train or engine authorized by track and time limits per Rule 271 receiving signal aspect 501 N, after complying with that signal indication, may consider signal aspect 501 L suspended while switch is reversed during switching operations.

**Rule 93**—In effect at Lindenwood to MP 9-02.

Trains finding northward signal MP 09-02 displaying stop indication will communicate with control operator at Lindenwood and be governed by his instructions. If cannot contact Lindenwood, be governed by Rule 509.

**7. Memphis**—Two main tracks between Memphis (Shelco) and Memphis (Tennessee Yard) designated as East and West Tracks.

CTC from MP 483-1 Memphis (Shelco) to 494-18 (Memphis North lead Tennessee Yard) controlled by Train Director Tennessee Yard under direction of Yardmaster.

Electric locks in service on following switches located on East Track, at:

MP 485-31

At K.C. Jct. trains desiring to enter BN east main track must communicate with train director and be governed by his instructions. Crossover switch on M.P. track must not be reversed until electric lock is unlocked and BN main track crossover switch is reversed.

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.

Southward absolute signal, located just north of Riverside Drive, and northward absolute signal, located just north of Kroehler Lead switch at Presidents Island.

Movements of trains between Riverside Drive and Presidents Island on the Harbor Lead Track will be as prescribed by Rules 261 to 264. Trains finding signals at stop, after occupying the short approach clearing section to the signal and no opposing movement is evident, member of crew will operate push button release located at the signal and wait three minutes for signal to clear. If signal does not clear, trains may proceed through the block when preceded by a flagman sufficient distance to insure protection against opposing trains.

"Train Meet" sign, located 250 feet north of Riverside Drive and adjacent to Incline Track, Southward trains moving on Incline Track will stop just north of sign if Southward signal does not clear, to meet opposing train.

The crossover switch in the southern portion of the Incline Track will be left lined and locked for the through movement on this track. This crossover switch is located approximately 325 feet from the spring switch at the junction switch of the Harbor Lead Track and the Incline Track.

Southern Railroad tracks at Memphis will not be used without authority of Southern Yardmaster at Forrest Yard (phone 324-1871). This includes delivery to the Missouri Pacific Railroad. All switches must be lined back to normal position after using.

Blue light signals are located in the Ralston-Purina Company, Spot No. 422, on tracks 1 and 2. Signals are located on west edge of shed over tracks about 325 feet east of switch to their track 1 and 2. Yardmasters at Yale will call Ralston-Purina Company when engine is sent to switch Ralston-Purina Company and request that signals be turned off. Yard crews will not couple to cars on either track until blue lights are extinguished. If ready to switch tracks and lights are illuminated, contact employee of Ralston-Purina Company who will arrange to clear their employees from track area and turn off blue lights.

Hump Conductor will advise engineer the number of cars and car lengths in train before engine departs RD Yard (or any other track) to get into humping position.

When kicking off tracks at south end of class yard at Tennessee Yard, trainmen will know all drawbars and knuckles lined up and fit properly before kicking track.

Immediately before starting to hump cars, engine foreman of crew in charge of such cars will sound one long blast on siren as a warning to employees concerned that humping is about to begin.

An engine at north end of classification yard will not enter classification tracks until authorized by yardmaster.

Skates must be placed on rails, not less than five car lengths from clearance point at north end of classification tracks except when removed to pull or shove a track. Unless otherwise provided the crew removing skates will be responsible for reskating track. Rail should be sanded for a distance of not less than 10 feet north of skates.

Car retarder operator will not leave control room unless authorized by yardmaster who will advise as to position to leave control levers.

Retarders must be kept in the closed position when not in use, except when engines are moving in track where retarder is located.

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.

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

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.

When operating on ICG tracks—Consolidated Code of Operating Rules will govern, except as follows:

Maximum Authorized Speed on all ICG tracks:

A speed prepared to stop within one-half the range of vision not to exceed 10 MPH.

Multiple track extends from Broadway to East Junction. ABS is in effect from South Yard Junction to East Junction. Entire Territory within Yard Limits - Rule 93 applies.

Before occupying main track permission must be obtained from Yardmaster at South Yard or "A" Yard.

8. Following crossings must be protected from the ground positions:

Oran—House Track, Highway W.

Kewanee—House Track, Highway Y.

Hayti—No. 1 Track, Highway 84.

Blytheville—Highway 61, Hoop Track, Ash St.

Osceola—House (TOFC) Track, Union Avenue and Southwire Lead, Highway 61.

Wilson—Gin and Scale Tracks, Highway 14.

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. Flagman will use lighted red fusee.

9. Crossing Gates—

Station	Mile	Intersecting Line	Normal Position
Presley Jct. Memphis	476.2	M.P. M.P.	Against BN Against BN
		Keystone Track	

10. After receiving train orders, waybills, and wheel reports, all Springfield Division, Seventeenth Subdivision, and Memphis Division, First Subdivision, rearend train crews will be hauled to the north end of Tennessee Yard and will board the caboose at this location.

The conductor will arrange to have his train inspected on both sides as his train departs Tennessee Yard.

Callers should arrange transportation of crews when ready.

As a result, it will not be necessary for a member of the headend crew to pick up clearance of train orders before going to the diesel shop.

11. Interlocking—When signal at interlocking MP 481.4 displays Stop indication, a member of train crew will communicate with train dispatcher per rule 269 before operating time release as required in rule 613.

12. Failed Equipment Detectors protecting bridges, tunnels or other structures—

MP 16-18, MP 21-30, MP 31-17, MP 47-09, MP 53-08, MP 135-13 and MP 141-19.

Other Failed Equipment Detectors—

MP 77-05, MP 104-16, MP 126-38, MP 162-10, MP 189-17, MP 217-01, MP 241-08, MP 268-19 and MP 468-15.

MEMPHIS DIVISION

(Caruthersville to Senath)

SECOND SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Caruthersville to Bragg City	10 MPH.
Bragg City to Kennett	30 MPH.
Kennett to Holcomb	10 MPH.
Kennett to Senath	10 MPH.
Kennett (both legs of Wye)	10 MPH.
Cars heavier than 220,000 lbs. as follows:	
Between Hayti and MP 222.6	10 MPH.
Over bridge 225.4	10 MPH.
Between Holcomb and Senath	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
  - 263,000 lbs. or less, minimum length 44 ft.
- except cars heavier than 220,000 lbs. must have length of 50 ft. or more between Hayti and Kennett and between Holcomb and Senath.
- Diesel units in Groups F, G, H and I not permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

5. Rule 99—When required to flag distance will be 1.5 miles.

6. Kennett—First, Second and Fourth Street, and Highway EE, West Side Lead, crew member must protect crossing from ground position.

Hayti—Highway 84, Lincoln Street and Broadway Street, crew member must protect crossings from ground position.

- 7. **Rule 93**—in effect Caruthersville to Hayti  
Kennett to Holcomb  
Kennett to Senath
- 8. Track between Highway EE Bypass, MP 231-02 between Kennett and Holcomb, out of service and cannot be used unless authorized by Agent Hayti.  
  
Track between first bridge south of Monsanto Chemical Company Bridge, MP 233-03 between Kennett and Senath, out of service and cannot be used unless authorized by Agent Hayti.  
  
Agent Hayti will furnish crew message over Agent's signature authorizing movement between these locations.

MP 701-15 to MP 708-10	30 MPH.
Bridge 702.5 Trains handling pulpwood,	25 MPH.
MP 708-10 to MP 715-00	35 MPH.
MP 715-00 to MP 722-00	30 MPH.
MP 722-00 to MP 724-10	35 MPH.
MP 724-10 to MP 724-35	30 MPH.
MP 724-35 to MP 728-05	35 MPH.
MP 728-05 to MP 729-05	30 MPH.
MP 729-07 to MP 731-07	Until engine through limits 20 MPH.
Through turnouts controlled sidings (except)	25 MPH.
North end siding Jasper	15 MPH.
Sidings Byhalia, Tours, Potts Camp, Myrtle, Peck, Reese, Belden, Plantersville, Arjay, Judge, Beaverton, Winfield, Eldridge, Carbon Hill, Townley, Alma, Quinton, Adamsville and Oakwood	20 MPH.

**MEMPHIS DIVISION**  
(Memphis to Birmingham)

**THIRD SUBDIVISION**

1. Speed Restrictions—	Maximum Speeds Permitted
Freight trains	55 MPH.
Train Identification QLA, PBF and FSE	60 MPH.
MP 513-23 to MP 514-01	50 MPH.
MP 520-02 to MP 520-24	50 MPH.
MP 520-24 to MP 523-02	45 MPH.
MP 523-02 to MP 525-19	50 MPH.
MP 525-19 to MP 528-03	45 MPH.
MP 528-03 to MP 528-17	30 MPH.
MP 528-17 to MP 530-22	45 MPH.
MP 531-28 to MP 532-11	50 MPH.
MP 534-21 to MP 538-05	45 MPH.
MP 543-13, Northward engine by	55 MPH.
MP 550-15 to MP 550-24	50 MPH.
MP 560-21 to MP 560-22	Until engine through limits, Southward 45 MPH.
MP 561-11 to MP 563-05	50 MPH.
MP 562-11 to MP 562-22	30 MPH.
MP 563-05 to MP 574-00	45 MPH.
MP 575-10 to MP 575-26	50 MPH.
MP 586-15 to MP 588-05	45 MPH.
MP 588-05 to MP 588-13	30 MPH.
MP 587-16 to MP 588-21	Until engine through limits 20 MPH.
MP 589-22, Northward engine by	55 MPH.
Bridge 609.0 Trains handling pulpwood	25 MPH.
MP 610-21 to MP 612-09	Until engine through limits 20 MPH.
MP 613-26, Northward engine by	50 MPH.
MP 619-18 to MP 620-00	55 MPH.
MP 620-00 to MP 624-30	50 MPH.
MP 634-09 to MP 634-30	55 MPH.
MP 649-05 to MP 649-33	50 MPH.
MP 649-33 to MP 650-07	40 MPH.
MP 654-10 to MP 667-27	45 MPH.
MP 667-27 to MP 668-02	40 MPH.
MP 668-02 to MP 688-25	45 MPH.
Any train with average gross weight of all cars in train in excess of 80 tons per car will restrict maximum speed as follows for Northward trains:	
MP 665-00 to MP 668-00	35 MPH.
MP 688-25 to MP 688-30	40 MPH.
MP 688-30 to MP 692-15	45 MPH.
MP 692-15 to MP 693-02	30 MPH.
MP 693-02 to MP 699-15	45 MPH.
MP 694-28 to MP 694-30	Until engine through limits, Northward 30 MPH.
MP 699-15 to MP 699-30	40 MPH.
MP 699-30 to MP 701-15	45 MPH.

Birmingham:	
Until engine or lead car over crossing	
16th Street North (Jasper Road)	10 MPH.
9th Avenue and 31st Street North	10 MPH.
10th Avenue and 28th Street North	10 MPH.
10th Avenue and 15th Street North	10 MPH.
10th Avenue and 16th Street North	10 MPH.
10th Avenue and 17th Street North	10 MPH.
10th Avenue and 18th Street North	10 MPH.

Track No. 1, 27th St. Corridor, Norwood Hill Route, between 21st Avenue North and 10th Avenue North . . . 10 MPH.

In Birmingham Terminal, all trains, transfers and cuts arriving and departing East Thomas Yard will be reduced to 10 MPH until last car passes by TV cameras located at following locations:  
Highway 78 overpass at northend of East Thomas Yard.  
16th Street on the southend of East Thomas Yard.  
This speed will be maintained by these locations unless otherwise instructed by Yardmaster.

2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:  
220,000 lbs. or less, minimum length 38 ft.  
263,000 lbs. or less, minimum length 44 ft. except cars heavier than 263,000 lbs. not permitted: Winfield to Brookside, Dora to Debardeleben, Pratt City to Bessemer.  
315,000 lbs. or less, minimum length 52 ft.  
394,500 lbs. gross weight permissible for cars CELX 6400-6438, CELX 10400-10438, DUPX 29400-29439 and DUPX 29500-29666.  
Diesel units in Groups F, G, H and I not permitted on following:  
Winfield to Brookside.  
Dora to Debardeleben.  
Pratt City to Bessemer.

**Shari-Futorian**—Not more than one four axle unit will 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.  
**Glen Allen**—Engine cannot be operated under loading conveyor.  
**Jasper**—Engine cannot be operated over unloading pit, Wilcut track.

**Between Winfield and Birmingham**—When have other type cars in train, empty flat cars 85 foot long or longer without multi-level racks, or flat cars 85 foot 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. **Train Register Exceptions—None.**

4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Southward ICG trains will secure clearance at Haleyville and will not require clearance Jasper unless train order signal displays "Stop" indication.

- 5. **Rule 99**—When required to flag distance will be 2 miles.
- 6. **CTC**—MP 497-30 to MP 731-1  
**Adamsville**—When white light displayed at indicator, MP 721-40, northward signal, MP 721-28, displays proceed indication.  
 At north absolute signal Tupelo a train or engine authorized by track and time limits per Rule 271 receiving signal aspect 501 N, after complying with that signal indication, may consider signal aspect 501 L suspended while switch is reversed during switch operations.

**Birmingham**—

Automatic Interlocking: L&N Vinita Jct.  
 Manual Interlocking: Sou 1st Ave. & 13th St.  
                                   Sou 23rd Ave. North & 27th St.  
                                   BN 23rd Ave. North & 18th St.

Track No. 1, 27th St. Corridor, Norwood Hill Route, between 21st Avenue North and 10th Avenue North. Rules 261 through 264 apply.

- 7. Following crossings must be protected from the ground position:  
**Winfield**—Brilliant Branch, Highway 78.  
**Cordova**—Dock Track, Highway 173.  
**Sumiton**—Old Highway 78.  
**Bessemer**—18th St. and 24th Avenue North.  
**Birmingham**—All street crossings Roberts Field Industrial Park.  
 8th Avenue North & 30th St. — Over Hill Lead.  
 9th Avenue North & 15th St. — 9th Avenue Lead.  
 9th Avenue North & 16th St. — 9th Avenue Lead.  
 27th Avenue North near 24th St. — ACIPCO Route.  
 27th Avenue North near 25th St. — ACIPCO Route.  
 27th Avenue North near 35th St. — No. Birmingham.  
 1st Avenue South & 14th St. — Southside.

- 8. **Interlockings**—When signal at interlocking MP 562.3, MP 588.2, MP 693.7 or MP 729.1 displays Stop indication, a member of train crew will communicate with train dispatcher per rule 269 before operating time release as required in rule 613.

- 9. **Blue lights govern movement on all tracks at Jim Dandy Co., Birmingham.** Rule 26 will govern. Controls for the blue signals are located in loading Foreman's Office.  
**Barrier cable, across 18th Street Elevator Track, at Jim Dandy Company, will be up from Friday Noon until Monday morning 0600, and on days Jim Dandy Company is closed, such as holidays. This cable is equipped with BN switch lock.**

**American Cast Iron Pipe Company**—Switches must be left as found. Track No. 5 (Scale Track) must be left clear.

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.

Outbound trains ready to depart Thomas Yard must not leave yard track until permission is granted from Yardmaster.

Engines or cars on BN Main Track, Thomas Yard, must not foul tank lead until switch at east end of Track No. 1 inbound is lined for No. 1 inbound.

BN crews will stay in the clear of Birmingham Southern main track at Freight Yard Junction, 12th Street, or anytime main track is used 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 12th Street, Freight Yard Junction, or Birmingham Southern Interchange Track when BS main track is used. 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.

- 10. Bessemer Branch out of service between Bridge 735.4 and Bessemer.
- 11. **Failed Equipment Detectors protecting bridges, tunnels or other structures**—MP 699-32 and MP 704-31 (Rules 501S and 501T apply both locations).

**Other Failed Equipment Detectors—**

MP 519-12, MP 545-03, MP 577-21, MP 597-28, MP 631-31, MP 651-19, MP 678-03 and MP 696-21.

**Other Failed Equipment Detectors—**

Rules 501S and 501T apply: MP 707-00, MP 710-01, MP 714-22, MP 716-05, MP 720-00, MP 723-43 and MP 728-04.

**MEMPHIS DIVISION**

(Amory to Magnolia)

**FOURTH SUBDIVISION**

**1. Speed Restrictions— Maximum Speeds Permitted**

MP 611-00 to MP 618-15	40 MPH.
MP 618-15 to MP 657-00	49 MPH.
MP 657-00 to MP 680-00	40 MPH.
MP 680-00 to MP 708-00	45 MPH.
MP 708-00 to MP 764-00	35 MPH.

Aberdeen Spur from Wye to New Bridge . . . . . 30 MPH.  
 Bridge 635.8 Trains handling pulpwood, . . . . . 25 MPH.

MP 647.3	Until engine through interlocking	20 MPH.
MP 647-29 to MP 648-07	Until engine through limits	20 MPH.

MP 648.8	Until engine through interlocking	20 MPH.
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MP 708.2	Until engine through interlocking	20 MPH.
MP 724-00 to MP 725-00		25 MPH.
MP 726-26 to MP 728-26	Until engine south through limits	15 MPH.

Bridge 728.9 Over steel spans . . . . . 10 MPH.

MP 728-28 to MP 730-27	Until engine north through limits	10 MPH.
MP 730-29 to MP 731-14	Until engine through limits	25 MPH.

MP 731.0	Until engine through interlocking	20 MPH.
MP 748.7	Until engine through interlocking	20 MPH.
MP 750-00 to MP 758-30		30 MPH.

Until engine over crossing Highway 21 Green Tree Spur 05 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
  - 263,000 lbs. or less, minimum length 44 ft.
  - 315,000 lbs. or less, minimum length 52 ft.
- except cars heavier than 263,000 lbs. not permitted between Aliceville and Magnolia, and on Aberdeen Spur.

Diesel units in Groups F, G, H and I not permitted on following:  
 Boligee to Magnolia.  
 Aberdeen Spur.  
 Hamilton—Kerr McGee tracks.  
 Airport Spur.  
 Whitbury Spur.

**3. Train Register Exceptions—**

**Boligee**—Register station for Southward trains only.

- 4. **Clearance Provisions and Exceptions Rule 83(B)**—  
Fourth Subdivision trains will use AGS track between York and Boligee, will secure clearance York and will not require clearance Boligee unless train order signal displays "Stop" indication.
- 5. **Rule 99**—When required to flag distance will be 2 miles MP 611 to MP 708. 1.5 miles MP 708 to MP 764.
- 6. **Drawbridge 728.9**—Instructions in release box apply when signal does not indicate proceed.
- 7. **Following crossings must be protected from the ground position**—  
**Green Tree Spur**—Highway 82.  
**Airport Spur**—Highway 45, and street crossings, Columbus AFB.
- 8. Fourth Subdivision trains between York and Boligee will use AGS track, and be governed by Southern Railway Rules, Time Table, and Special Instructions.
- 9. **Rule 93**—In effect—MP 612-11 to MP 615-00  
MP 646-00 to MP 649-20  
MP 678-00 to MP 682-00  
MP 705-10 to MP 709-15  
MP 763-00 to MP 765-10

**Rule 93**—In effect 0600 to 1810 from MP 730-15 to MP 736-15

- 10. Whitbury lead can be used for local service only.
- 11. **Failed Equipment Detectors protecting bridges, tunnels or other structures**—None.  
**Other Failed Equipment Detectors**—  
Mile 633.7  
Mile 660.6  
Mile 697.9

**MEMPHIS DIVISION**  
(Magnolia to Pensacola)

**FIFTH SUBDIVISION**

- 1. **Speed Restrictions**— **Maximum Speeds Permitted**  
MP 764-00 to MP 915-00 ..... 35 MPH.  
MP 774.0 Until engine through interlocking .. 20 MPH.  
MP 777-12 to MP 777-18 ..... 25 MPH.  
Bridge 783.7 ..... 10 MPH.  
MP 796-11 to MP 797-09 ..... 30 MPH.  
MP 809-21 to MP 810-00 ..... 25 MPH.  
MP 810-00 to MP 825-11 ..... 30 MPH.  
Fountain: Alabama River Pulp lead between main track and Ft. Claiborne Highway Crossing ..... 10 MPH.  
From Fr. Claiborn Highway Crossing to ARP Storage yard ..... 30 MPH.
- 2. **Bridge, Engine and Heavy Car Restrictions**—  
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:  
220,000 lbs. or less, minimum length 38 ft.  
263,000 lbs. or less minimum length 44 ft.  
Diesel units in Groups F, G, H and I not permitted.  
When handling 250 ton Wrecking Derrick over Bridge 783.7 it must be separated from engine by at least 4 cars not heavier than 100,000 lbs.  
When have other type cars in train, empty automobile rack cars and empty or part load 85 ft. 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. **Train Register Exceptions**—None.
- 4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
- 5. **Rule 99**—When required to flag distance will be 1.5 miles MP 764-00 to MP 893-00. 2 miles MP 893-00 to MP 915-00.
- 6. **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.
- 7. **Rule 93**—In effect—MP 772-15 to MP 775  
MP 777-20 to MP 781  
MP 898 to MP 900-10  
MP 910 to MP 915

**MEMPHIS DIVISION**  
(York to Mobile)

**SIXTH SUBDIVISION**

- 1. **Speed Restrictions**— **Maximum Speeds Permitted**  
Freight trains ..... 40 MPH.  
MP 750.3 Until engine through interlocking .. 20 MPH.  
MP 793-00 to MP 793-15 ..... 35 MPH.  
MP 795-15 to MP 796-00 ..... 35 MPH.  
MP 798-15 to MP 799-00 ..... 35 MPH.  
MP 801-00 to MP 801-15 ..... 35 MPH.  
MP 801-15 to MP 805-00 ..... 30 MPH.  
MP 809-00 to MP 811-00 ..... 35 MPH.  
MP 815-00 to MP 815-15 ..... 35 MPH.  
MP 823-00 to MP 823-15 ..... 35 MPH.  
MP 836-15 to MP 837-15 ..... 35 MPH.  
Over Bridge 866.1 ..... 25 MPH.  
All Tracks Terminal Ry. Alabama State Docks ..... 10 MPH.  
MP 868.6 Until engine through interlocking .. 20 MPH.  
Over Three Mile Creek Bridge ..... 05 MPH.
- 2. **Bridge, Engine and Heavy Car Restrictions**—  
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:  
220,000 lbs. or less, minimum length 38 ft.  
263,000 lbs. or less, minimum length 44 ft.  
Diesel units in Group I not permitted.  
When have other type cars in train, empty automobile rack cars and empty or part load 85 ft. 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. **Train Register Exceptions**—None.
- 4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
- 5. **Rule 99**—When required to flag distance will be 2 miles.
- 6. **Sixth Subdivision trains**—Will use Terminal Railway Alabama State Docks tracks between Terminal Jct. and Mobile. Consolidated Code Rules, edition of 1980 will apply.



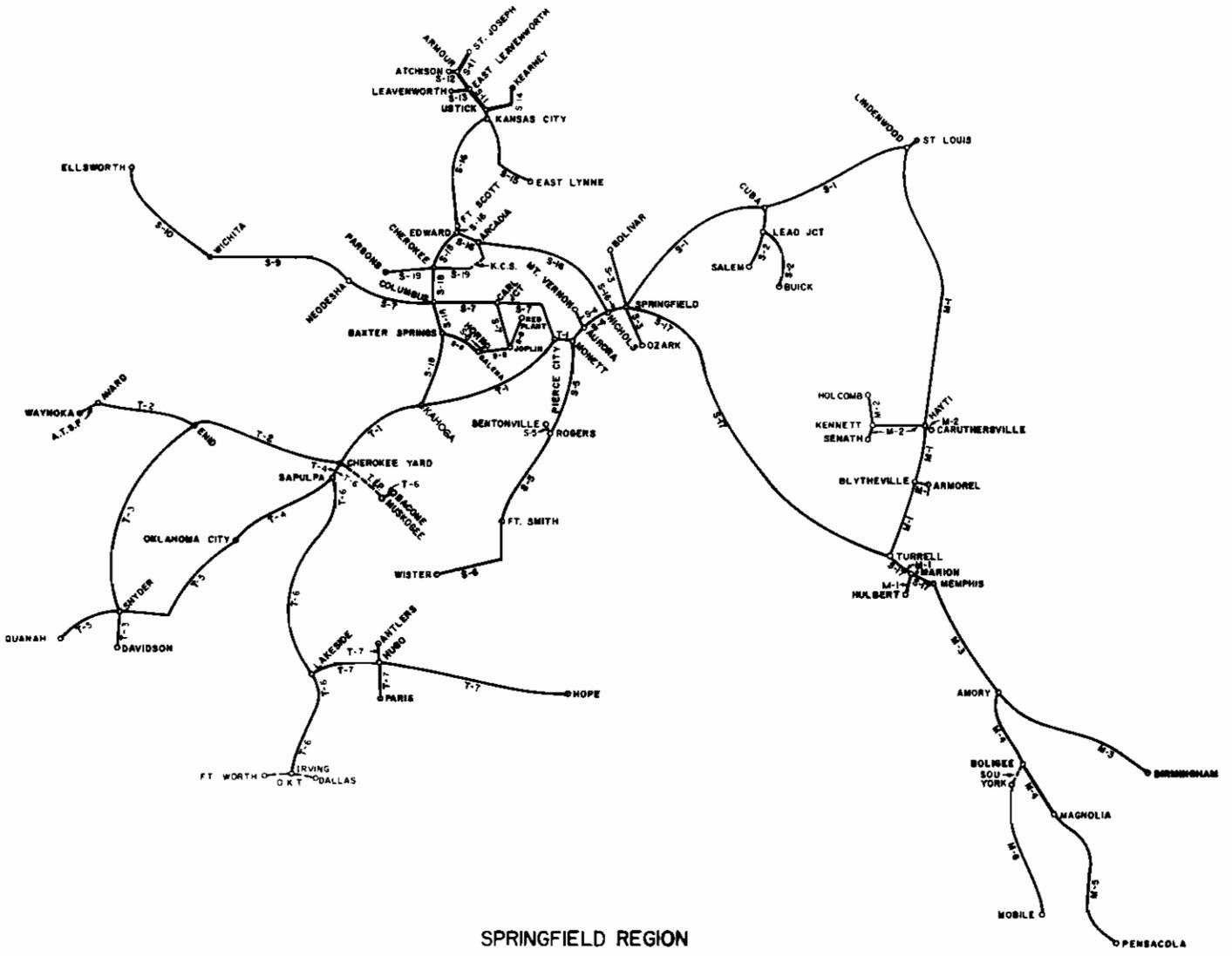
TULSA DIVISION			MEMPHIS DIVISION		
Base Stations	Channel	Hours in Operation	Base Stations	Channel	Hours in Operation
Chelsea, OK	2	Mon. thru Fri. 0800-1700, Sat. 1000-1400	Crystal City	2	Mon. thru Fri. 0700-1730
Durant, OK	2	Mon. thru Fri. 0700-1600	Cape Girardeau Chaffee	2 2	Continuous Mon. thru Fri. 0700-1500
Pawnee, OK	2	Mon. thru Fri. 0700-1600	Sikeston	2	Mon. thru Fri. 0700-1600
Perry, OK	2	Mon. thru Fri. 0700-1600	Hayti	2	Mon. thru Fri. 0700-1600
Enid, OK	2	Continuous	Blytheville	2	Mon. thru Fri. 0700-2000
Helena, OK	2	Mon. thru Fri. 0700-1600	Memphis	2	Continuous
Avard, OK	2	Continuous thru Enid	Holly Springs	2	Mon. thru Fri. 0630-1530
Southard, OK	2	Mon. thru Fri. 0715-1515, 2100-0500, Sat. 0900-1300, 2100-0100	New Albany	2	Mon. thru Fri. 0630-1530, Sat. 0900-1100
Clinton, OK	2	Mon. thru Fri. 0800-1800, 2300-0700	Tupelo	2	Mon. thru Fri. 0630-1700
Stroud, OK	2	Mon. thru Fri. 0745-1645, Sat. 1000-1200	Amory Winfield	2 2	Continuous Mon. thru Sat. 0630-1430
Chandler, OK	2	Mon. thru Fri. 0700-1600	Jasper	2	Mon. thru Fri. 0630-1700, Sat. 0900-1800
Oklahoma City, OK	2	Continuous except Holidays	Birmingham	2	Continuous
Chickasha, OK	2	Mon. thru Fri. 0800-1600	Columbus	2	Mon. thru Fri. 0630-1430
Cyril, OK	2	Mon. thru Fri. 0730-1630	Aliceville	2	Mon. thru Sat. 0630-1430, 0630-1430 Sun.
Lawton, OK	2	Mon. thru Sat. 0700-1600	Boligee	2	Sun. thru Fri. 2230-0700
Snyder, OK	2	Mon. thru Fri. 0730-1630	Demopolis	2	Mon. thru Sat. 0600-1500
Altus, OK	2	Mon. thru Fri. 0700-1700	Magnolia	2	Mon. thru Fri. 0800-1700, Daily 2200-0700
Quanah, TX	2	Continuous	MacMillan	2	Mon. thru Fri. 0800-2300, Sat. 0800-1700, Sat. & Sun. 2300-0600, Sun. 1100-2000
Muskogee, OK	2	Mon. thru Fri. 0630-2300, Sat. & Holidays 0630-1530	Fountain	2	Mon. thru Fri. 0800-1700
Okmulgee, OK	2	Mon. thru Sat. & Holidays 0600-1500	Atmore	2	Mon. thru Fri. 0630-1530
Henryetta, OK	2	Mon. thru Sat. & Holidays 0600-1500	Cantonment	2	Daily 0400-2200
Holdenville, OK	2	Mon. thru Fri. 0700-1600	Pensacola	2	Sat. thru Thurs. Continuous, Fri. 0700-2300
Ada, OK	2	Continuous	York	2	Daily 0800-1430 & 1500-2230
Mill Creek, OK	2	Mon. thru Fri. 0700-1600	Chatom	2	Mon. thru Fri. 0800-1600
Madill, OK	2	Continuous	Mobile	2	Continuous
Sherman, TX	2	Mon. thru Fri. 0600-1500, Sat., Sun., & Holidays 1600-0100			
Irving, TX	2	Continuous			
Fort Worth, TX	2	Continuous			
Hugo, OK	2	Sun. thru Fri. Continuous; Sat. 0001-0759, 1100-1300, & 1559-2359; Holidays None			
Paris, TX	2	Mon. thru Sat. 0630-1530, Sun. & Holidays None			
Ashdown, AR	2	Fri. thru Mon. 0700-1600, Tue. thru Thurs. 0700-0100			
Tulsa, OK	2	Continuous			
Sapulpa, OK	2	Mon. thru Fri. 0700-1600			
Vinita, OK	2	Mon. Thru Sat. 0700-1600			
Dispatcher Controlled With Call In					
Tulsa	2	Manned continuously			
Catale	2	Manned continuously			

Dr. Thomas V. Mears, Chief Medical Officer ..... St. Paul, Mn.  
 Dr. Robert D. Hart, Asst. Chief Medical Officer ..... St. Paul, Mn.

## MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. David C. Ramsey .....	Ada	Dr. Howard T. Akers .....	Memphis
Dr. B. O. Moore .....	Amory	Dr. John R. Willis .....	Memphis
Dr. Wm. T. Oaks .....	Amory	Dr. C. G. Oswalt .....	Mobile
Dr. James D. Nettles .....	Arlington	Dr. Stiner Garrett .....	Mobile
Dr. James H. Isobe .....	Birmingham	Dr. S. Cruz .....	Monett
Dr. Chauncey B. Thuss .....	Birmingham	Dr. L. M. White .....	Oklahoma City
Dr. R. D. Smith .....	Blytheville	Dr. J. P. Myers .....	Okmulgee
Dr. D. L. Parsons .....	Cape Girardeau	Dr. Clarence Temple .....	Paris
Dr. D. D. Washburn .....	Enid	Dr. Donald R. Lewis .....	Paris
Dr. Michael McKenna .....	Ft. Scott	Dr. William R. Phillips .....	Paris
Drs. Nichols & Phelps .....	Ft. Scott	Dr. C. E. Miller .....	Pensacola
Dr. M. B. Hoge .....	Ft. Smith	Dr. H. L. Simpson, Jr. ....	Pensacola
Dr. Samuel Landrum .....	Ft. Smith	Dr. L. A. Martin .....	Sapulpa
Dr. R. E. Snyder .....	Ft. Worth	Dr. Elliott O'Reilly .....	St. Louis
Dr. Wm. Patrick Higgins, Jr. ....	Ft. Worth	Dr. Arthur H. Stein, Jr. ....	St. Louis
Dr. Wm. O. Bryant .....	Hayti	Dr. E. H. Schaper .....	St. Louis
Dr. F. L. Waters .....	Hugo	Dr. Tom Miller .....	Sherman
Dr. Robert Lloyd .....	Irving	Dr. C. H. Sisco .....	Springdale
Dr. Bernard Richmond .....	Irving	Dr. Peter H'Doubler .....	Springfield
Dr. Mark A. Judge .....	Joplin	Dr. H. A. Lowe .....	Springfield
Dr. Dennis W. Smith .....	Joplin	Dr. Donald E. Menchetti .....	Springfield
Dr. James Lally .....	Kansas City	Dr. Carle Schroff .....	Springfield
Dr. Joe L. Potter .....	Madill	Dr. John Williams (Oculist) .....	Springfield
Dr. Hugh Francis, Jr. ....	Memphis	Dr. A. T. Walker .....	Thayer
Dr. William Battle Malone .....	Memphis	Surgical Staff Glass-Nelson Clinic .....	Tulsa
Dr. J. Don Johnson .....	Memphis	Dr. Doyle Schrader (Oculist) .....	Wichita

Other physicians in the above offices are authorized to perform examinations.



SPRINGFIELD REGION

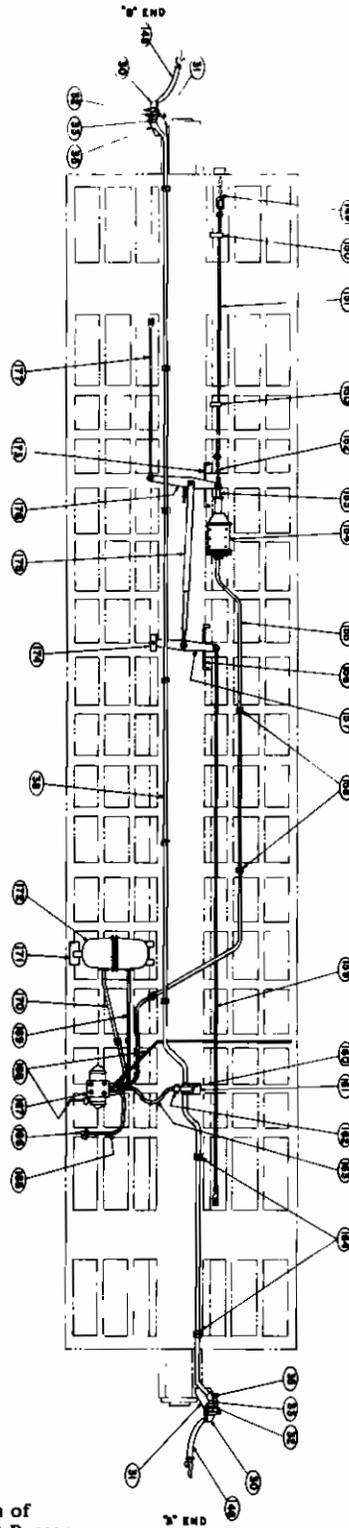
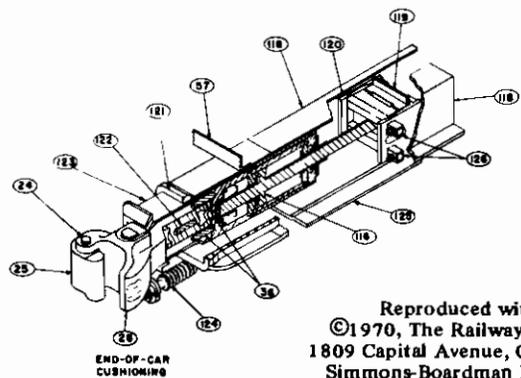
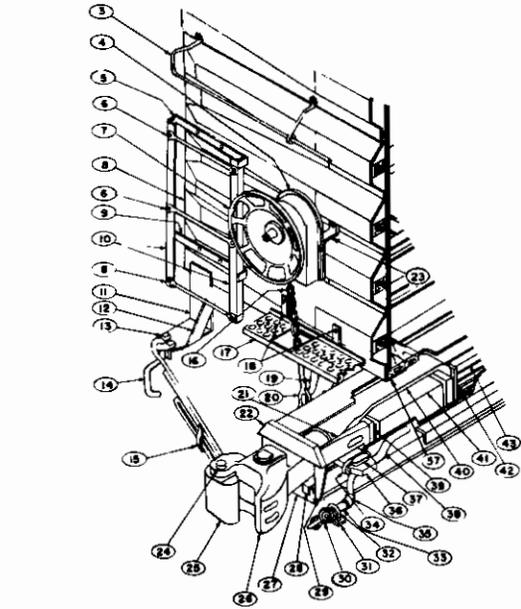
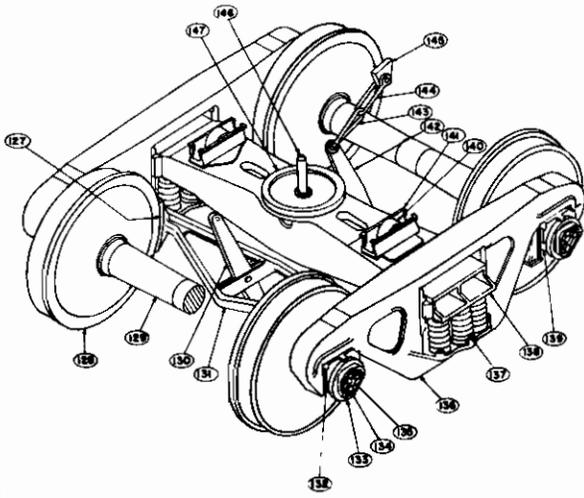
LEGEND

- SPRINGFIELD DIVISION - - - S-1
- TULSA DIVISION - - - T-1
- MEMPHIS DIVISION - - - M-1

FOR INFORMATION PURPOSES ONLY

NOVEMBER 1982

# CAR CHART



3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Tand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 3/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 3/4"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/2"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 3/4"
170. Emergency reservoir pipe, 3/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

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**Attach Form 15907, Instructions for Handling Hazardous Materials, to this page.**

**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

**MAINTENANCE OF WAY  
CONDITIONAL STOP**

(Form Y Train Order)

The following forms of oral authorization by the foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "Burlington Northern foreman calling Extra 232 East about Order No. (Form Y Train Order No.), over."

Engineer must respond, identifying his train as: "This is Burlington Northern engineer, Extra 232 East, over."

When engineer has answered as above, the foreman will state: "Extra 232 East may pass red signal at (M.P. Location and specify track involved) without stopping, over."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed on \_\_\_\_\_ track at \_\_\_\_\_ MPH, over," or "Proceed on \_\_\_\_\_ track at normal speed, over."

The engineer must repeat back to the foreman the instructions that are given him.