

REGION TRANSPORTATION

M. L. Holsteen-Director Transportation, Denver

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D. H. JETER	Chief Dispatcher	Springfield
G. D. HOPKINS	Chief Dispatcher	Springfield
L. J. BYBEE	Chief Dispatcher	Springfield
T. N. BISSEN	Superintendent Transportation	Galesburg
W. J. DICK	Mgr. Transportation Services	Galesburg
K. MAIDEN	Mgr. Transportation Services	Galesburg
K. C. WILKOWSKI	Mgr. Transportation Services	Galesburg
R. W. JOHNSON	Mgr. Transportation Services	Galesburg
J. S. SARVER	Chief Dispatcher	Galesburg

DIVISION OPERATIONS

M. A. Kotter-Superintendent Operations, Springfield

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

J. B. Wright-Superintendent Operations, Memphis

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

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

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

R. R. Stimart-Superintendent Terminal Operations, Memphis

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

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

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

Printed in U.S.A.



SOUTHERN REGION

SPRINGFIELD DIVISION

TIMETABLE NO. 2

IN EFFECT AT 0001
Continental Central Time

**Sunday
October 29, 1989**

Region Vice President

R. S. HOWERY

Division General Manager



H. H. PAYNE

Vice President Service Design

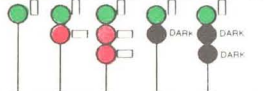

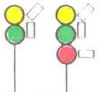

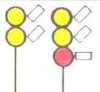

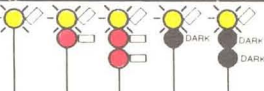

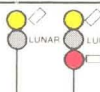

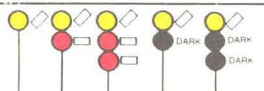

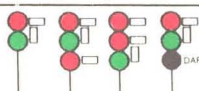

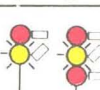

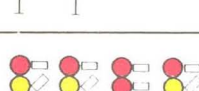

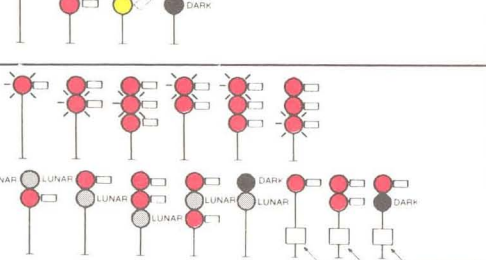

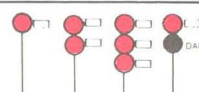

W. A. HATTON

SIGNAL ASPECTS AND INDICATIONS

DISTANT SIGNALS

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




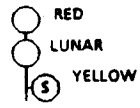



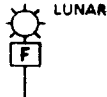
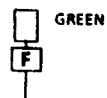
BLOCK AND INTERLOCKING SIGNALS

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

SPECIAL INSTRUCTIONS

3

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

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

GENERAL SIGNAL INSTRUCTIONS


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


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

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

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

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate flashing light;

 To indicate color light signal head;

 To indicate position of semaphore arm.

ALL SUBDIVISIONS

1. Speed Restrictions

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

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

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

Maximum Speeds Permitted	
Freight trains up to 100 Tons/OB	60 MPH
Trains over 100 Tons/OB	45 MPH
Empty coal trains	50 MPH

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

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

Maximum Speeds Permitted:

On sidings	20 MPH.
On tracks other than main tracks and sidings	10 MPH.
Locomotives equipped with friction bearings	35 MPH.
Light locomotive consist or caboose hop	50 MPH.
Trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions	12 MPH.

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99949	45 MPH	20 MPH
All other ore cars	40 MPH	20 MPH
Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026-979036	35 MPH	20 MPH
Air dump cars (loaded)	45 MPH	45 MPH
Wedge plow or dozer (hailed in tow)	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH
Clay cars, BAP 3801-4199	45 MPH	45 MPH
Empty bulkhead flat cars except BN 961302-961361, BN 965846-965945 and cars with center bulkheads	45 MPH	45 MPH
Empty flat cars: NP 62300-62949 NP 66100-66249	45 MPH	45 MPH

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

Maximum Speed of Locomotives

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

1A. Control of Harmonic Rocking

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

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

2. Restrictions on Locomotives

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

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

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

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

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist to ensure brakes release. If other placement is required, release of the brakes must be ensured.

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

Trains of more than 15 cars-

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

Trains of 15 cars or less-

No placement restrictions.

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

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

3. Manned Helper Operations

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

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

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

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

Unless otherwise provided in Individual Subdivision Special Instructions:

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

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

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

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

The following 100-ton coal cars are not equipped with Grade E steel couplers:

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

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

3A. Locomotive Group Chart

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

Group	Model	Locomotive Numbers
A	SW-1	70.
B	GP9B*	600-602, 604.
	GP-5	1355-1356, 1358, 1364-1365.
	GP-9	1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980.
	GP-18	1991, 1993, 1995-1997.
C	SW-12	162-166, 170-174, 176-177, 179-181, 183-184, 186, 188-189, 192-199, 201, 205-207, 209-214, 222-226, 228, 230-231, 233-255, AMTK 565.
	SW-9	169.
	SW-10	375-394, 427-449, 574-577, 579-585.
D	NW-12	5, 14.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1403, 1406-1411, 1413-1414, 1416-1420, 1422, 1426, 1436, 1438.
	GP-9	1702-1703, 1706-1707, 1709, 1711-1713, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1896, 1898, 1900, 1965, 1970, 1977-1978.
	GP-20	2030-2031, 2044, 2048-2049, 2054, 2057-2058, 2063.
	GP-20-C	2000-2005, 2007-2010.
	GP-30	2222, 2225, 2232.
	GP-39-2	2700-2739, HL 403.
E	SW-15	20-65, 300-324.
	GP-38E	EMD 741, EMD 743, EMD 745, EMD 747-748, EMD 752-753, EMD 756, EMD 758-763, EMD 767, EMD 770-771, EMD 775-776, EMD 778-783, EMD 785, EMD 787, EMD 790-793, EMD 797-800, EMD 802, EMD 804-806, EMD 808-810, EMD 813, EMD 816, EMD 822, EMD 824, EMD 826-827, EMD 834, EMD 838.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-X	2155-2189.
	GP-38-2	2078-2109, 2136, 2150-2154, 2255-2314, 2316-2369, HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.
	GP-30	2215, 2253.
	GP-35	2511, 2514, 2516, 2518, 2522-2524, 2526, 2528-2534, 2537, 2540-2543, 2551, 2555-2557, 2559-2560, 2570, 2572, 2576, 2579.
	GP-38-2B*	2601.
	GP-39-E	2750-2758, 2925-2940.
	GP-39-M	2800-2832, 2875-2880.
	GP-40	3000-3001, 3008-3012, 3019, 3022-3023, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.
	GP-40-G	3075-3084.
	GP-40-M	3500-3523.

Group	Model	Locomotive Numbers
E	GP-40-2	3040-3064.
	GP-50	3100-3162.
	B-30-7A*	4000-4050, 4052-4119.
	U-30-B	5782-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	AMTK 200-409.
	B-39-8	GEEX 8000-8001, LMX 8500-8599.
F		None.
G	SD-9	6127, 6131, 6133-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6174, 6176-6179, 6181, 6183-6185, 6190-6200, 6202, 6204, 6217-6219, 6221, 6223-6228, 6230-6237, 6240, HL 504-505.
H	SD-9	6100-6103, 6107-6110, 6113-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5306, 5318, 5320-5322, 5325-5326, 5330-5334, 5339-5362, 5364-5394, 5800-5801, 5806-5811, 5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5928, 5935, 5939-5944.
	SD-9	6241-6247.
	SD-38-2	6260-6263, GATX 1237-1245.
	SD-40	6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.
	SD-40-2	6325-6334, 6346-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900, 6905, 6907-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-40-2B*	7500-7502.
	SD-40-G	7300-7309.
	SD-60	OWY 9000-9099.
		*Cabless.

4. Restrictions on Cars

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

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026-979036.

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

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

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

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

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

DODX 40000-40100- Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

4A. Handling 80 Feet or Longer Cars

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

SPECIAL INSTRUCTIONS

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

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

4B. Multi-Platform and Stack Intermodal Cars

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

Special Instructions All Subdivisions Item 4A pertaining to Handling 80 Feet or Longer Cars does not apply to multi-platform or stack cars.

Description: Multi-Platform Cars

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

Sill steps and hand holds are located on each side at the A and B ends.

5-Platform cars are 237 feet long and have six 2-axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks. These cars are designated BN 637500 through 637503.

10-Platform cars are 467 feet long and have eleven 2-axle trucks. Air brakes are provided on all trucks except the A and B end trucks. Two hand brakes, one each on the A and B ends, activate the brakes on three articulated trucks adjacent to each hand brake. These cars are designated BN 637100 through 637107.

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

Description: Stack Cars

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

Sill steps and hand holds are located on each side at the A and B ends.

Stack cars range from 265 to 270 feet long. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks.

Yard Operation

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

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

Train Operation

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

5. Car Weight and Length Restrictions

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

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

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. Federal Railroad Administration (FRA) Excepted Track

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

- a. Maximum speed is 10 MPH;
- b. Revenue passenger trains are not permitted; and,
- c. No more than five cars, required to be placarded by Hazardous Materials Regulations, may be handled in a freight train.

7. Air Repeater Operation

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

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

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

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

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

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

8. Dimensional and Special Shipment Restrictions

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

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

c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 625 of the General Code of Operating Rules.

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

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

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

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

SPECIAL INSTRUCTIONS

7

RESTRICTIONS APPLICABLE TO CODE WORDS ALPHA THROUGH MIKE INCLUSIVE

Handle cautiously through yards.

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

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

9. Trackside Warning Detector

Train Inspection

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

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

200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals. **EXCEPTION:** When available, 163 degree Fahrenheit heat-indicating crayons may be used to test temperature of roller bearing journals when the outside temperature is below 32 degrees Fahrenheit.

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

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

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

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

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

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

Track Side Warning Detector-Radio Reporter

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

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

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

Detector Status Message	Train Crew Response
"... No defects"	Proceed.
"... Integrity failure"	Detector out of service.
"... First hot box right side XXX"	Stop train; inspect near indicated axle.
"... First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
"... First hot wheel near axle XXX"	Stop train; inspect near indicated axle.
"... (No message or incomplete message)"	Stop and inspect entire train.
"... Excessive Alarms"	Stop and inspect entire train.

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

- "... First hot box left and right side XXX"
- "... First hot wheel near axle XXX"
- "... Second hot box right side XXX"
- "... Third hot box left side XXX"

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

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

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

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

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

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

Track Side Warning Detector-Radio Tone-

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

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

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

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

11. Commodities Insulating Track in CTC and ABS

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

12. Rule Books in Effect on Burlington Northern Railroad

General Code of Operating Rules, SECOND EDITION, effective October 29, 1989.

Air Brake and Train Handling Rules, Form 15338, Revised 10/29/89.

Train Dispatcher's Manual, Form 51545, Revised 10/29/89.

Operator's Manual, Form 15472, Revised 10/29/89.

Maintenance of Way Rules, Form 15125, Revised 10/29/89.

Safety Rules and General Rules, Form 15001, Revised 8/81.

Rules Governing the Handling of Hazardous Materials, effective October 29, 1989.

13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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

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

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

Definition-Restricted Speed-is changed to read:

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

Rule G- is changed to read:

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

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

Rule 2

CONTINENTAL TIME will be used for operating purposes.

Rule 3

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

Rule 6- explanation of characters:

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

Rule 10(E)- following paragraphs are added:

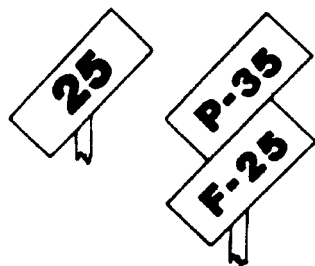
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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

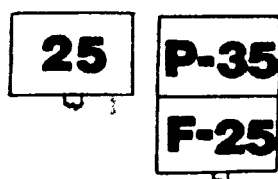
At the end of a reduced speed zone, a train or engine will be governed by a "Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign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

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

ADVANCE WARNING SIGN



SPEED SIGN



Green

RESUME SPEED SIGN



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

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

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all trains.

Rule 82. The following last paragraph is added:

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

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

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

Rule 102- the following new last paragraph is added:

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

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

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

Rule 153- following paragraph is added:

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

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

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

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

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

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

Rule 351(C)- cancel second paragraph reading:

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

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

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

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

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No. _____		Date _____ 19__	
TO _____	AT _____	TO _____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____

OK _____	COPIED BY _____	DISPATCHER _____
----------	-----------------	------------------

Printed in U.S.A.

Rule 620-is changed to read:

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

Rule 627(5)-is changed to read:

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

14. Maintenance of Way Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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

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

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

Rule 3

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

Rule 6-explanation of characters:

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

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

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

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No. _____		Date _____ 19__	
TO _____	AT _____	TO _____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____

OK _____	COPIED BY _____	DISPATCHER _____
----------	-----------------	------------------

Printed in U.S.A.

15. Safety Rules and General Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

Rule 181-is modified as follows:

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

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

WORKMEN:

(No change)

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

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

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

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

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

Rule 299-following paragraph is added:

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

Rule 336 m-added:

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

Rule 345-following paragraph is added:

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

Rules 382 through 411-are cancelled. BN Intermodal/Automobile Facility Safety Rules and General Rules, Form 16404 June 1, 1989, govern personnel whose duties require them to be within the confines of a BN Intermodal or Automobile facility. This book is available at Material Department Stores. Burlington Northern Railroad employees are governed by the following rules from this publication.

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

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

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

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

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

To prevent access to the Facility:

a. Each switch providing direct access must be lined against movement into the Facility and secured with a private lock under control of the supervisor in charge of the Facility; or

b. If "a" is not practicable, a derail capable of restricting access, must be placed in derailing position 150 feet from the Facility, if distance permits, and locked with a private lock under control of the supervisor in charge. Derail must not be placed on a main track.

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

Rule 564-following paragraph is added:

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

Rule 565-is changed to read:

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

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

Rule 566-is cancelled.

Rule 572-is changed to read:

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

Rule 575(A)-added:

575(A). The Company's communication system is for handling Company business, but may be used for messages relating to personal affairs of employees in cases of illness or accident.

Commercial telephones on Company property, except pay telephones, are not to be used without permission from proper authority and long distance or message unit calls are not to be made unless specifically authorized.

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

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

Rule 592-is changed to read:

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

Rule 597-is changed to read:

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

16. Automatic Cab Signals

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

17. Helper Behind Caboose

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

18. Trackman's Train Location Line-up

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

19. Certificate of Rules Examination

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

20. Dumping Toilets

Dumping of toilets is prohibited when:

- Passing through limits of Track Bulletin Form B
- Passing by any location where any person is known to be present on railroad right of way
- In tunnels and snowsheds
- Passing over bridges
- At stations
- At any location prohibited by law

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

21. Federal Railroad Administration Presumption of Impairment Notice

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3. The test results from AIDD, Inc. are released only to the Chief Medical Officer of BN, or his designee.

4. The employee has the right to withhold the release of the test result from all persons except the Chief Medical Officer, or his authorized representative.

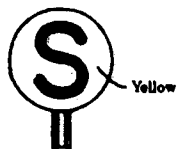
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

23. Physical Examinations

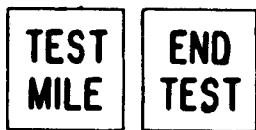
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

24. **Roadway Signs-** Except as shown, roadway signs have white background and black letters and/or numbers.

ROADWAY SIGNS



Spring Switch
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle
Rule 15(I)

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



Derail
Rule 104(L)



Fouling Point



Stop
Rules 98 and 98(B)

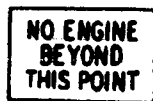


Stop

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



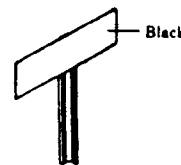
Begin and End ABS



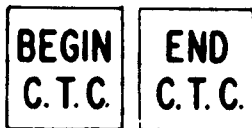
No Engine Beyond This Point



Westward Siding or
Eastward Siding
Rule 105(A)



Flanger



Begin and End CTC



No Clearance



One Mile Draw Span
Rule 98



Signal Overlap
Rule 303

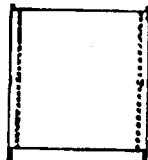


End of Overlap
Rule 303



Track Flag

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



Track Flag



Junction
Rule 98(B)



Railroad Crossing
Rules 98 & 98(B)



Yard Limit
Rule 93



End Double Track

SPECIAL INSTRUCTIONS

25. Tonnage Chart Profile

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

TONNAGE CHART PROFILE OF TRAIN 01 198 27 27-FEB-87 08:02

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

b. STATION LDS MTYS TONS FEET

TOTALS 6 96 3882 6537 102 CARS 1 CABS 4 ENGS

c. 34 TONS/OP. BRAKE

d. TON

150

140

130

120

110

100 EEEE

90 NNNN

80 GGGG

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

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Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS	Office Calls	Rule 6	Distance from Burlington/Lindenwood
10,243	26027	14	26.9	MACHENS			190.4
				6.5			
10,620	26020		20.4	WEST ALTON	CTC		196.9
				5.6			
8,924	26015		14.9	SPANISH LAKE			202.5
				5.4			
	26009		9.4	BADEN	J		207.9
				2.2			

ON TRRA BELT BETWEEN BADEN AND GRAND AVENUE, TRAA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

26007	14	7.2	NORTH ST. LOUIS	BJKT	210.1
			3.0		
26004		4.2	NORTH MARKET	IJ	213.4
			5.1		

BETWEEN NORTH MARKET AND GRAND AVENUE TRRA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

		2.1	GRAND AVENUE	IJY	219.1
	92007	7.1	LI LINDENWOOD	BIJKY	224.1
		7.2	0.2		
		7.9	S. E. JCT.	IJY	0.2
		11.8	0.6		
			SHREWSBURY	Y	0.8
			3.9		
			U.P.	A	4.7
			3.9		
92016		15.7	TC TREE COURT		8.6
			2.2		
92018		17.9	VP EAST VALLEY PARK		10.8
			0.4		
		18.3	VP WEST VALLEY PARK	T	11.2
			8.9		
6,901	92027	27.2	EU EUREKA		20.1
			6.9		
10,518	92034	34.1	PA PACIFIC		27.0
			9.9		
6,542	92044	44.0	RK ROK		36.9
			8.2		
6,613	92052	52.2	SE ST. CLAIR		45.1
			10.0		
7,644	92062	62.2	SN STANTON		55.1
			5.9		
	92068	68.1	SV SULLIVAN		61.0
			9.1		
6,545	92077	77.2	OF COFFEYTON		70.1
			9.6		
6,371	92087	86.8	CU CUBA	BJK	79.7
			8.0		
6,811	92095	94.8	RS ROSATI		87.7
			10.8		
7,129	92106	105.6	DI DILLON		98.5
			5.0		
7,001	92111	110.6	RA ROLLA		103.5
			2.1		
	92113	112.7	SS SILLS		105.6
			6.4		
6,313	92119	119.1	NB NEWBURG		112.0
			2.4		
	92121	121.5	BUNDY JCT.	T	114.4
			1.2		
	92123	122.7	AN ARLINGTON		115.6
			6.1		
	92129	128.8	FK FRANKS		121.7
			5.8		
7,410	92135	134.6	DX DIXON		127.5
			7.4		
6,730	92142	142.0	JY JURY		134.9
			10.5		
6,443	92152	152.5	SB SWEDEBORG		145.4
			7.3		
5,819	92160	159.8	RN RICHLAND		152.7
			7.7		
6,377	92168	167.5	SD STOUTLAND		160.4
			6.6		
6,942	92174	174.1	ZZ SLEEPER		167.0
			16.4		
8,145	92191	190.5	HU HUBEN		183.4
			7.9		

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	(Con'd 1st) Subdiv MAIN LINE STATIONS	Office Calls	Rule 6	Distance from Burlington/Lindenwood
6,979	92198		198.4	CW CONWAY			191.3
				8.5			
8,591	92207		206.9	NG NIANGUA			199.8
				6.4			
7,099	92213		213.3	MH MARSHFIELD			206.2
				7.5			
8,899	92220	1002	220.8	NV NORTHVIEW			213.7
				6.9			
7,570	92228		227.7	SF STRAFFORD			220.6
				7.4			
	92235		235.1	TD TEED	JX		228.0
				2.1			
			237.2	43 TRACK (To Springfield Yard 2.5) (To Bolivar 38.2) (To Kissick 11.9)			230.1

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

Galesburg Train Dispatcher Call: West Alton-31.

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

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Lindenwood East-

Loaded unit trains, except intermodal between

Machens and North St. Louis	30 MPH.
Grand Ave. Interlocking	10 MPH.
MP 3.9 and MP 4.7	10 MPH.
MP 4.7 and MP 8.1	30 MPH.
Prospect Hill-Water Works Track	5 MPH.
MP 8.1 and MP 21.0	45 MPH.
Curve MP 18.4	25 MPH.
Curve MP 20.3	10 MPH.
Machens-Union Electric Power tracks loaded trains	5 MPH.

Lindenwood West-

MP 7.5 and MP 10.5	35 MPH.
MP 10.5 and MP 19.0	45 MPH.
MP 22.9 and MP 26.9	55 MPH.
MP 32.7 and MP 41.1	50 MPH.
MP 41.1 and MP 43.0	40 MPH.
MP 43.0 and MP 54.6	45 MPH.
MP 54.6 and MP 57.3	50 MPH.
MP 57.3 and MP 59.4	40 MPH.
MP 59.4 and MP 70.7	50 MPH.
MP 70.7 and MP 74.3	40 MPH.
MP 74.3 and MP 80.8	50 MPH.
MP 80.8 and MP 84.8	55 MPH.
MP 84.8 and MP 88.2	50 MPH.
MP 88.2 and MP 95.7	55 MPH.
MP 95.7 and MP 106.7	50 MPH.
MP 106.7 and MP 109.9	45 MPH.
MP 109.9 and MP 120.7	40 MPH.
MP 120.7 and MP 124.3	45 MPH.
MP 124.3 and MP 130.5	50 MPH.
MP 130.5 and MP 132.1	40 MPH.
MP 132.1 and MP 134.3	50 MPH.
MP 134.3 and MP 137.3	40 MPH.
MP 137.3 and MP 142.3	45 MPH.
MP 142.3 and MP 145.1	40 MPH.
MP 145.1 and MP 149.8	45 MPH.
MP 149.8 and MP 175.9	40 MPH.
MP 175.9 and MP 181.2	55 MPH.
MP 181.2 and MP 182.8	40 MPH.
MP 182.8 and MP 188.5	45 MPH.
MP 188.5 and MP 205.8	50 MPH.
MP 212.8 and MP 216.8	50 MPH.
MP 216.8 and MP 221.4	40 MPH.
MP 221.4 and MP 223.9	55 MPH.
MP 227.6 and MP 227.9	55 MPH.

MP 233.5 and MP 235.1	55 MPH.
MP 235.1 and MP 237.2 on North Yard Track.....	20 MPH.
Freight trains over 100 tons/OB:	
MP 46.0 and MP 50.0 Eastward trains.....	30 MPH.
MP 111.0 and MP 117.0 Westward trains.....	30 MPH.
MP 123.0 and MP 134.0 Eastward trains	30 MPH.
Through turnouts controlled sidings (Except West end Rolla)	20 MPH.
Through sidings: Rook, Stanton, Cuba, Dillon, Rolla, Franks, Dixon, Jury, Swedeborg, Richland, Stoutland, Sleeper, Conway, Niangua, Marshfield, Northview and Strafford.	10 MPH.
Springfield Yard-	
Long 4 South	20 MPH.
North and South Tracks Nichols MP 241.7 and Division Street MP 240.2	20 MPH.
North and South Tracks Broadway Ave MP 238.1 and 43 Track MP 237.2	20 MPH.
Old Memphis Passenger Main at Main, Campbell and Jefferson Streets until engine over crossing	5 MPH.
Old Passenger Main Nichols MP 198.2 to South Yard MP 201.1	20 MPH.
West Belt at Chestnut Expwy. until engine over crossing.....	5 MPH.
Lilly Tulip Track at Chestnut Expressway until engine over crossing	5 MPH.
Springfield Yard to Bolivar-	
MP 190.0 and MP 173.0	20 MPH.
Between Walnut Grove MP 173.0 and Bolivar MP 153.0 is FRA Excepted Track - See All Subdivisions Item 6.	
43 Track to Kissick-	
MP 240.8 (St. Louis St.) and MP 246.5 (Galloway)	20 MPH.

2. Bridge, Engine and Car Restrictions-

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

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

Lindenwood West -

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

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

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

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

4. General Code of Operating Rules-

Rule 93-Yard Limit in effect west of Grand Avenue between MP 2.1 and MP 9.1.

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

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

MP 5.1	PVO Track
MP 34.5	Pacific Lumber
MP 35.1	Jefferson Smurfit
MP 35.6	Dailey Industrial Lead
MP 54.1	M.F.A. Plant Food
MP 68.0	Merimac Industries
MP 71.3	Sho-Me Power
MP 74.3	House Track
MP 98.6	Manchester Packing
MP 100.6	Team Track
MP 107.6	Kan-Tex Industry
MP 191.3	Sho-Me Power
MP 212.2	Sho-Me Power
MP 214.3	Wayne's Metal

Rule 405- At North St. Louis, Lindenwood, Cuba and Springfield Yard, when operators are on duty, they will deliver track warrant and track bulletins to train crew. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

Rule 450-

Machens (for westward movement)- Track warrant from Galesburg or West Quincy showing track bulletins will fulfill requirement for track warrant at initial station.

43 Track - Southward 4th Subdivision Trains- Track warrant from 4th Subdiv dispatcher will fulfill requirements for eastward movement from 43 Track.

5. Special Conditions-

Machens- Trains must stop and provide flag protection over crossing at MP 28.1 unless crossing flashers are working.

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

Prospect Hill- Water works track restricted to two axle truck locomotives.

Between Baden and Kirkwood- Inclusive, do not sound crossing whistle signal as prescribed by Rule 15(L) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.

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

ACT, North St. Louis, after dumping loaded coal train, will cut off coal train power and caboose north of the coal shed lead, just outside the entrance to the shed. Under normal operating conditions, outbound road crews will receive authority to run through the shed by either a green signal at the entrance or verbal permission from an ACT crewman in order to double out their train on the outside (runaround) track. On weekends and other occasions, if the shed entrance door is closed, BN crews must use the outside (runaround) track to get around the shed to make up their outbound train.

CM & W Railroad between Bridge Jct. and WR Tower- Prior to departing Venice, Illinois, on ICG-BN coal trains, crews must receive permission for use of track between Bridge Jct. and WR Tower from CM&W Supervisor of Operations either by radio or telephone; telephone number for the Supervisor of Operations is 274-4180 and the radio call number for the same is "352".

Upon contacting the CM&W Supervisor of Operations, crews operating such trains must also request and will receive any and all additional information concerning slow orders, restrictions, close clearances, track equipment and/or men on track, between Bridge Jct. and WR Tower. All slow orders or track restrictions between WR Tower and Alton will be given to the train crew by train order from the Operator at WR Tower.

When returning to Venice, IL. before proceeding beyond WR Tower, BN crews must obtain permission to use Tracks No. 1 or No. 2 from the CM&W Supervisor of Operations and also receive any additional information concerning slow orders and track conditions.

ICG Rule 93 is in effect between Bridge Jct. and WR Tower. ICG Rule 93 reads:

"Within yard limits, the main track may be used without authority conferred by timetable schedule or Track Permit.

Within yard limits, trains or engines must not be moved against the current of traffic unless authorized by person in charge of yard who will make provision for protection of the movement, and such movement will be made prepared to stop within one-half the range of vision, not exceeding 20 MPH.

Within yard limits, flag protection is not required against other trains or engines, but all trains or engines must move prepared to stop within one-half the range of vision, not exceeding 20 MPH, unless the main track is known to be clear in block signal territory when block signals contain a green light as its aspect or part of its aspect. When a main track is not known to be clear by block signal indication, trains or engines must be prepared to stop within one-half the range of vision, in addition to observing speed requirements of such block signal indication.

Within yard limits, trains or engines will keep informed of the expected time of arrival of passenger trains to avoid delaying them."

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

(Bulletin order or special instructions will read, as example: "Conditional yard limits are in effect (station) between MP _____ and MP _____ (time) until (time) daily Monday through Friday (daily except Sunday) or specify days of the week only, if in effect 24 hours per day.")

TRRA Railroad St. Louis- Trailing tonnage restriction between North Market and Grand Ave. Westward trains must handle all cars 80 feet or longer in rear two-thirds of train. Where length of train is not sufficient, cars must be handled in rear portion of train.

Between Grand Avenue and Tower Grove Avenue - Track #32 between Grand Avenue and Tower Grove Avenue within manual interlocking limits. Rule 317 applies. All movements within these limits including use of hand throw switches must be authorized by Gratiot Street Control Operator.

St. Louis- St. Louis Lindenwood Yardmaster and Operator will monitor BN radio Channel 1 instead of Channel 2. Trains arriving and departing Lindenwood should remain on Channel 1 within the St. Louis Terminal complex, and when necessary to communicate with the Dispatcher, use Channel 2.

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

S. E. Jct- MP 7.3 Eastward Track controlled by Lindenwood Operator. Interlocking Rules govern.

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

Rolla- MP 109.6: Maggi Spur cannot be used by multiple units nor units with more than two axle trucks.

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

Between Springfield Yard and Valley Park- Empty auto racks must be handled on rear of train when more than five are coupled together in group and trailing tonnage behind this group exceeds 1500 tons.

Springfield- Crossing on Pass adjacent to Old Memphis Psgr. Main at East Trafficway must be protected from ground position unless stop is made and flashers are known to be working.

Radio communications to Tower Yardmaster from yard and road crews, or between yard and road crews within the terminal, will be conducted on Yard Channel only. Yard Channel for the following radio equipment is as follows:

- Yard Engine - Channel One (1)
- Yard Crew Packsets - Channel One (1)
- Road Locomotives - Channel One (1)
- Road Crew Packsets - Channel Two (2)

SY Operator will continue to use Road Channel.

Between Springfield Yard and Bolivar - Following crossings will be flagged from ground position unless automatic protective device is known to be operating for 23 seconds -- account rusty rail:

- Kearney St., Springfield MP 188.8
- Highway O (Oscar), Willard MP 182.7
- Highway Z (Zebra), Willard MP 182.4
- Highway 125, Morrisville MP 166.7
- Highway 13, Bolivar MP 155.5

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

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

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

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

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

Spanish Lake MP 14.9 West Alton MP 22.7

Other Track Side Warning Detectors-Radio Reporter:

Allenton	MP 29.5	Swedeborg	MP 150.5
Anaconda	MP 57.2	Sleeper	MP 177.0
Leasburg	MP 78.8	Phillipsburg	MP 193.8
St. James	MP 101.3	Marshfield	MP 215.4
Newburg	MP 120.8		

7. Industrial Tracks and Other Tracks

Name	Miles-Location	Capacity Cars	Switch Opens
26013 Larimore	1.7 west of Spanish Lake	4	East
26010 Prospect Hill	4.5 west of Spanish Lake	47	Both
92013 Kirkwood	5.6 west of Lindenwood	15	East
92074 Bourbon	2.9 east of Coffeyton	15	West
92099 Schundler	1.3 east of St. James	10	East
92100 St. James	5.6 west of Rosati	18	West
92147 Crocker	4.5 west of Jury	30	Both
92182 Lebanon	7.7 west of Sleeper	25	Both
Sho-Me-Spur	0.8 west of Huben	11	West
92239 Springfield Yd (MP 239.7)	2.5 west of 43 Track	Yard	
Springfield Yard to Bolivar:			
92239 Springfield Yd. (MP 191.8)		Yard	
95183 Willard (MP 182.7)	9.1 North of Springfield Yard		
Walnut Grove (MP 173.0)	18.8 north of Springfield Yd.		
95154 Bolivar (MP 153.6)	38.2 north of Springfield Yd.		
43 Track to Kissick:			
92866 Galloway (MP246.5)	9.3 south of 43 Track		
92869 Kissick (MP 249.1)	11.9 south of 43 Track		

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance from Spring- field Yard	↑ EAST WARD
					Office Calls	Rule 6		
		92242		241.7	NS NICHOLS	J	2.0	
	6,657	92247		247.2	BK BROOKLINE		7.5	
	8,489	92252		251.8	RP REPUBLIC		12.1	
	6,584	92257	1002	257.3	BZ BILLINGS		17.6	
	7,804	92262		262.3	LG LOGAN		22.6	
	7,039	92269		268.9	AU AURORA		29.2	
				269.0	U.P.	A	29.3	
	8,145	92274		273.7	VE VERONA		34.0	
		92279		279.1	GB GLOBE		39.4	
		92281		281.0	XM -CROSSOVER "M"	X	41.3	
		92282		282.0	MO MONETT	BKT	42.3	
				282.2	CD C. D. JCT.	J	42.5	
				282.5	LU LOU		42.8	
	9,240	96287		286.9	PC PIERCE CITY	J	47.2	
	6,450	96297		297.2	RY RITCHIE		57.5	
	5,696	96309		308.5	JF JEFF		68.8	
		96310		309.2	K.C.S.	A	69.5	
		96310		309.8	NH NEOSHO		70.1	
	6,319	96319		319.2	RC RACINE	CTC	79.5	
		96325		325.4	SX SENECA		85.7	
	7,084	96333		332.9	WY WYANDOTTE		93.2	
	6,939	96341		340.6	FQ FAIRLAND		100.9	
		96348		346.4	F1 EAST AFTON		106.7	
			1003	347.6	FJ AFTON JCT.	J	107.9	
				347.9	67 CROSSOVER 67	X	108.2	
		96348		349.5	F2 WEST AFTON		109.8	
	6,383	96354		353.6	TQ TODD		113.9	
				359.6	M.K.T.	A	119.9	
	7,896	96360		359.7	VN VINITA		120.0	
	7,600	96367		366.7	WO WHITE OAK		127.0	
	6,110	96374		374.0	CT CATALE		134.3	
		96375		375.6	PB PEABODY SPUR		135.9	
	7,600	96385		384.8	BC BUSHYHEAD		145.1	
	6,665	96396		396.4	DE DEGROAT		156.7	
				397.0	U.P.	A	157.3	
		96398		398.0	CM CLAREMORE		158.3	
	7,600	96404		404.3	VR VERDIGRIS		164.6	
		96409		409.0	CQ CATOOSA		169.3	
	7,600	96413		412.6	TG TIGER	T	172.9	
				416.2	DL DOUGLAS		176.5	
		96420		420.4	ET EAST TULSA		180.7	
				423.0	UR URBAN	JX	183.3	
				424.1	EC EAST CHEROKEE (To Cherokee Yard 2.8)		184.4	

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

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

MP 250.1 and MP 252.2	45 MPH.
MP 255.2 and MP 255.5	55 MPH.
MP 260.5 Westward trains until engine through limits	45 MPH.
MP 263.5 and MP 264.4	45 MPH.
MP 267.4 and MP 267.5 Westward	45 MPH.
MP 268.7 and MP 269.1 Until engine through limits	40 MPH.
MP 273.0 and MP 274.9	50 MPH.
MP 280.0 and MP 280.9 Both tracks	50 MPH.
MP 280.9 and MP 282.5 Both tracks	45 MPH.
MP 281.0 through Crossover M	20 MPH.
MP 282.6 through turnout Main 2 (South)	25 MPH.
MP 282.8 and MP 283.2 Eastward trains until engine through limits	45 MPH.
MP 283.8 and MP 283.9 Westward trains	50 MPH.
MP 284.0 Eastward trains until engine through limits	55 MPH.
MP 287.3 over switch	50 MPH.
MP 292.7 and MP 309.6	45 MPH.
MP 309.6 and MP 310.3	35 MPH.
MP 310.3 and MP 313.1	35 MPH.
MP 313.1 and MP 314.3	55 MPH.
MP 325.0 and MP 326.0 Until engine through limits	45 MPH.
MP 330.9 and MP 331.7	45 MPH.
MP 337.3 and MP 338.0	45 MPH.
MP 346.4 and MP 349.6 Main 1 track only including turnouts	25 MPH.
MP 348.0 through crossover	25 MPH.
MP 350.8 and MP 354.3	55 MPH.
MP 359.1 and MP 360.7	30 MPH.
MP 364.3 and MP 365.7	45 MPH.
MP 369.9 and MP 371.3	45 MPH.
MP 375.8 and MP 378.8	40 MPH.
MP 378.8 and MP 379.6 Until engine through limits	30 MPH.
MP 392.5 and MP 392.9	50 MPH.
MP 395.7 and MP 399.2 Until engine through limits	30 MPH.
MP 406.6 and MP 408.4	55 MPH.
MP 408.4 and MP 411.9	45 MPH.
MP 411.9 and MP 417.3	55 MPH.
MP 417.3 and MP 420.5	40 MPH.
MP 420.4 through turnout for Eastward trains	40 MPH.
MP 420.5 and MP 423.3	30 MPH.
MP 423.1 through crossover	10 MPH.
MP 423.3 and MP 424.1	20 MPH.
Siding Brookline for unit coal trains	10 MPH.
Controlled siding Wyandotte	10 MPH.
Through turnouts controlled sidings	20 MPH.
Except turnout MP 279.1	50 MPH.
Through turnout Peabody Spur	25 MPH.
Peabody Spur:	
Absolute signal and marker number 34 Westward trains	25 MPH.
Marker number 34 and marker number 9 Eastward trains	25 MPH.
Marker number 9 and absolute signal eastward trains	20 MPH.

Cherokee Yard-

Static scale (no-hump) 5 MPH.

Howard Branch (MP 418.8), all tracks, is FRA Excepted Track - See All Subdivisions Item 6.

2. Bridge, Engine and Car Restrictions-

Verona- Syntex Agribusiness tracks: Locomotives in Groups G, H, and I not permitted.

Chelsea- Storage track No. 1 and Team Track: Multiple locomotives in Groups G, H, and I not permitted.

Howard Branch (MP 418.8)- Only one locomotive allowed when switching.

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

Pierce City Ritchey Jeff
Racine Wyandotte

Between Claremore, MP 398.0, and Cherokee Yard employees are under the jurisdiction of the Fort Worth Division.

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

BN Radio Channel No. 1 in service at Cherokee Yard

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

CTC-In effect between MP 241.7 and MP 424.1.

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

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

Interlockings-The interlocking signals at MP 309.2 (Neosho), MP 359.6 (Vinita) and MP 397.0 (Claremore) are also controlled signals. When stopped by a Stop indication, comply with Rule 312(3). If the signal does not change to a more favorable indication, in addition to complying with Rule 312(3), authority per Rule 312(1) must also be obtained from control operator. Further instructions:

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

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

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

When stopped by a Stop Indication at the automatic interlockings at MP 269.0 (Aurora) be governed by Rule 312(3). Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

4. General Code of Operating Rules-

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

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

MP 242.2 Payless Cashways
MP 258.0 Billings Lumber
MP 282.0 Aggieville (Main 1)
MP 313.3 Ragland Mills
MP 397.7 Dock Track
MP 402.5 WR Steel
MP 412.4 Elsworth Industries

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

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

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

Rule 450-

Nichols- Track warrant will be received at Springfield Yard.

Afton Jct.- Westward trains from 7th Subdivision must have secured a track warrant from 2nd Subdiv. train dispatcher and will not require a track warrant at Afton Jct.

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

5. Special Conditions-

Nichols- For all operation east of Nichols refer to 1st Subdiv.

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

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

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

The Arkansas-Missouri Railroad Main Track begins at the Arkansas-Missouri Railroad MP 283.0. Authority must be obtained before occupying the Arkansas-Missouri Railroad Main Track.

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

Cars A&M 200 to 224 inclusive will be interchanged between the Burlington Northern Railroad and Arkansas & Missouri Railroad at Monett, Missouri. These cars are to be handled at Monett only, and are restricted from movement on Burlington Northern Main Track, EXCEPT for Monett proper.

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

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

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

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

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

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

Radio Reporter: Claremore MP 400.4.
Radio Tone: 409.3

Other Track Side Warning Detectors-

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

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
96313 Ragland Mills	3.2 west of Neosho	10	East
96375 New Storage	1.0 west of Catale	65	Both
96379 Chelsea	5.7 east of Bushyhead	55	Both
96392 Sequoyah	4.8 east of DeGroat	117	Both
96402 WR Steel	4.0 west of Claremore	8	West
96405 Williams	0.8 west of Verdigris	134	East
96408 Port Lead	4.3 east of Tiger	220	East
96414 Garnett	1.4 west of Tiger	60	Both
96426 Cherokee Yard (MP 426.9)	2.8 west of East Cherokee	Yard	

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Kansas City
				Office Calls	Rule 6	
	25300	16	2.7	MU KANSAS CITY (Murray Yard)	BIJKT	0.0
			1.6	1.1 USTICK TOWER	IJ	1.1
			0.4	1.2 K.C.T. R.R.	IY	2.3
			0.0	0.4 19th Street (To BV Jct. 11.7)	Y	2.7
			2.0	2.0 K.C.T. (29th Street)	IY	4.7
			2.1	0.1 30th Street	Y	4.8
	93004		3.9	2MT RO ROSEDALE		6.6
			5.6	1.7 XB BRAVO	X	8.3
			16.5	10.9 XC CHARLIE	X	19.2
	93025		26.5	10.0 BN BONITA		29.2
	93036	1001	36.2	2MT HC HILLSDALE		40.0
	93043		42.9	6.7 PD PAOLA		46.7
			43.1	0.2 U.P.	A	46.9
6,798	93048		48.3	5.2 HE HENSON		52.1
8,979	93054		54.2	5.9 FN FONTANA		58.0
7,434	93062		61.7	7.5 LC LaCYGNE		65.5
8,780	93074		74.0	12.3 PL PLEASANTON		77.8
7,026	93082		81.9	7.9 PS PRESCOTT		85.7
8,842	93092		91.7	9.8 HM HAMMOND		95.5
			96.8	5.1 N. FORT SCOTT	CTC	100.6
		2MT	98.0	1.2 U. P.	A	101.8
	93099		98.6	0.6 FT FORT SCOTT	BK	102.4
			98.9	0.3 S. FORT SCOTT		102.7
	93103		102.7	3.8 ED EDWARD	J	106.5
8,947	93116		116.9	14.2 AR ARCADIA		120.7
			118.4	1.5 K.C.S.	A	122.2
			123.8	5.4 S.E.K.	A	127.6
8,947	93132		132.8	9.0 IA IANTHA		136.6
	93139		138.7	5.9 LM LAMAR		142.5
			139.1	0.4 U.P.	A	142.9
8,920	93149		149.4	10.3 DZ DIX		153.2
7,054	93162		162.0	12.6 DK DUMBECK		165.8
9,125	93171		170.6	8.6 PM PILGRIM		174.4
	93176		179.0	8.4 EV EVERTON		179.7
9,133	93195		194.5	15.5 EW ELWOOD		198.3
	92242		198.3	3.8 NS NICHOLS	J	202.1

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

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

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

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

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

19th Street to BV Jct.-

19th Street and BV Jct.	20 MPH.
MP 9.5, 37th St., until engine or lead car over crossing	10 MPH.

2. Bridge, Engine and Car Restrictions-

Locomotives in Groups G, H and I not permitted on O'Sullivan's Lead at Lamar, and all auxiliary tracks except No. 8 at Olathe.

19th Street to BV Jct.-

Cars heavier than 263,000 lbs. not permitted.

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

Locomotives in Groups G, H and I not permitted.

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

CTC- MP 2.1 and MP 198.1.

Two Main Tracks designated as Main 1 (west) and Main 2 (east) tracks between-

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

Interlockings- The interlocking signals at MP 43.1 (Paola) and MP 118.4 (Arcadia) are also controlled signals. When stopped by a Stop indication, comply with Rule 312(3). If the signal does not change to a more favorable indication, in addition to complying with Rule 312(3), authority per Rule 312(1) must also be obtained from control operator. Further instructions:

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

When stopped by a Stop Indication at the automatic interlockings at MP 98.0 (Fort Scott), MP 123.8 (Liberal) or MP 139.1 (Lamar) be governed by Rule 312(3). Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal. Further instructions:

UP Interlocking MP 98.0 (Fort Scott)- When absolute signal governing movements over UP crossing, MP 98.0, displays Stop indication, and there is a train on adjacent BN track that fouls UP main track within the interlocking limits, train must stop in compliance with Rule 242, and then proceed without member of crew operating the time release. If no train on adjacent BN track, Rule 312(3) governs.

4. General Code of Operating Rules-

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

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

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

Main 1	MP 4.9 Gard Oil
	MP 5.9 Coors Beer House
	MP 8.1 West Team Track
	MP 9.8 Meyers Lumber
	MP 18.1 Mission Lumber
	MP 20.4 # 1 Olathe
	MP 22.1 Dillards Spur
	MP 22.5 Standard Homes
Main 2	MP 4.6 Suburban Propane
	MP 4.8 Sweet Lumber
	MP 9.2 American Cast Iron Pipe
	MP 12.9 Payless Lumber
	MP 13.1 GM Switch
	MP 20.2 Sutherland Lumber
	MP 21.8 Cement Plant
	MP 25.2 Bonita Elevator Track
Arcadia	MP 115.3 Arcadia House Track
Iantha	MP 131.5 Iantha Spur
Lamar	MP 138.5 House Track
Golden City	MP 150.8 Rice's Spur
Lockwood	MP 158.5 Meek Lumber Spur
Lockwood	MP 158.7 AG Service Center Track
Greenfield	MP 165.7 House Track
Everton	MP 175.7 Old Everton Track
Nichols	MP 197.9 Midwest Fiber Track
Nichols	MP 198.0 Leprino Cheese Track

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

Rule 450-

Rosedale- Southward UP trains will secure track warrant at Glen Park.

Paola- Northward UP trains will secure BN track warrant from UP operator at Parsons.

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

Edward- Northward trains from the 7th Subdivision must have secured a track warrant from the 3rd Subdiv. train dispatcher and will not require track warrant at Edward.

Nichols- Track warrant will be received at Springfield Yard.

5. Special Conditions-

Murray Yard to 30th Street- When handling shipments more than 11' wide and also 60' long, use Main Track 1 or 2 between Murray Yard and 30th Street if possible. If unable to use Main Track 1 or 2 between 30th Street and Murray Yard, observe shipment from ground position at Old Tower 4 and Switch 57 on KCT Main Line 3 Inter-change.

Murray Yard-Rule 104(R), Switch Point Indicator, is modified as follows:

Aspect	Indication
Yellow	Switch points fit properly for normal movement
Red	Switch points fit properly for reverse movement
Dark	Stop and inspect switch points

Ustick Tower control operator controls the signals at Murray Yard-Highline track, AS&B Bridge and Missouri River (Hannibal) Bridge.

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

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

19th Street to BV Jct.- Trains will use K.C.T. tracks between 25th St. Jct. and K.C. Belt Jct.; Greater Kansas City Area Operating Rules in effect.

25th Street- Flashing light signals 25th Street: Control circuit on Main Track starts 100 feet and on tracks 1 and 2 starts 300 feet north of crossing. Do not foul control circuit unless southward home signal Tower 4 displaying proceed indication. When southward train on circuit more than two minutes signals cease to operate. Crossing must be protected from ground position unless signal operating.

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

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

Lenexa- It will not be permissible to stop any train at Lenexa that will result in the blockage of Noland Road, MP 13.6, or Pflumm Road, MP 13.9. When setting out or picking up at Lenexa, allow enough room north of Noland Road to clear the crossing. Undesirable emergencies resulting in blockage of above crossings should be reported to the Lenexa Police Department.

Automatic flasher in service over Santa Fe St. crossings west of Main 1 MP 14.6, MP 14.7 and MP 15.1. When making movement over these crossings, stop in circuit at insulated joint 100 feet both sides of street and allow flashers to activate.

Highway Grade Crossing Warning System on Santa Fe Trail Drive west of Main 1, MP 16.4. When making movement over this crossing, stop in circuit at insulated joint (approximately 100 feet both sides of street) and allow warning system to activate before crossing.

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

Pleasanton- Cars longer than 60 feet not permitted north of first crossing on Elevator track.

Liberal- Trains approaching pedestrian walkway MP 124.0 must sound whistle signal per Rule 15-L and bell, until engine or lead car over walkway.

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

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

Nichols- For all operation south of Nichols refer to 1st Subdiv.

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

Radio Reporter: Fontana MP 50.8

Radio Tone: MP 47.7, MP 60.1 and MP 72.0

Other Track Side Warning Detectors-

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

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
93008 Merriam	8.4 south of 19th Street Yard	154	Both
93014 Lenexa	13.9 south of 19th Street Yd.	112	Both
93021 Olathe	6.0 north of Bonita	114	Both
93024 Moss	1.4 north of Bonita	92	Both
93030 Spring Hill	3.6 south of Bonita	32	Both
93109 Garland	6.4 south of Edward	100	Both
93124 Liberal	8.6 south of Arcadia	72	Both
93151 Golden City	1.5 south of Dix	25	Both
93159 Lockwood	9.2 south of Dix	60	Both
93166 Greenfield	3.5 south of Dumbleck	5	South
93166 Greenfield Lead	3.6 south of Dumbleck	2.8 mi.	North
93183 Ash Grove	7.4 south of Everton	19	Both
92239 Springfield Yard (MP 200.6)	2.3 south of Nichols	Yard	
19th Street to BV Jct.:			
25th Street Jct. (MP 0.4)	0.4 east of 19th Street		
KC Belt Jct. (MP 5.7)	5.3 east of 25th Street Jct.		
Leeds Jct. (MP 8.8)	3.1 east of KC Belt Jct.		
BV Jct. (MP 11.7)	2.9 east of Leeds Jct.		

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	FOR INFORMATION ONLY		Distance from Ref. Points
				Office Calls	Rule 6	
			483.1	SH SHELCO	Y	279.8
			483.6	(Kansas Ave.)	Y	280.3
			483.7	(Kentucky St.)	XY	280.4
			483.8	I.C.	JUY	280.5
			485.4	(Neptune St.)	XY	282.1
			486.6	(McLemore St.)	XY	283.3
		1001	487.9	(North Yale)	XY	284.6
			489.5	(South Yale)	XY	286.2
			490.0	(Pendleton St.)	XY	286.7
			491.5	(Demo)	XY	288.2
			494.6	N. TY	Y	291.3

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv		Distance from Teed
				Office Calls	Rule 6	
	92235		203.2	TD TEED	J	0.0
			206.2	WS W.S.		2.9
10.266	93219		219.0	RR ROGERSVILLE		15.7
8.844	93232		231.5	DG DIGGINS		28.2
8.653	93243		243.2	CG CEDAR GAP		39.9
	93249		249.6	MF MANSFIELD		46.3
8.000	93260		260.2	NW NORWOOD		56.9
9.405	93270		269.5	MT MOUNTAIN GROVE		66.2
8.380	93279		279.1	CA CABOOL		75.8
7.437	93293		293.3	WL WILLOW SPRINGS		90.0
9.046	93306		306.1	OL OLDEN		102.8
8.699	93314		314.4	WP WEST PLAINS		111.1
8.723	93331		330.8	KK KOSHKONONG		127.5
8.786	93340		339.8	TH THAYER	BK	136.5
7.742	93350	1001	350.3	KG KING		147.0
7.485	93363		363.0	BA BAKER		159.7
8.574	93381		380.7	IM IMBODEN		177.4
8.706	93398		398.0	HX HOXIE (U.P.)	AJ	194.7
				(To Walport 4.4)		
7.015	93406		406.1	SW SEDGWICK		202.8
10.528	93420		420.0	JB JONESBORO	BKT	216.7
			422.2	S.S.W.	A	218.9
			423.8	U.P.	A	220.5
5.857	93431		430.7	BB BAY		227.4
9.311	93440		439.9	CN COON		236.6
	93450		449.6	TX TYRONZA		246.3
8.598	93462		462.2	R1 TURRELL	T	258.9
	93462		462.6	RIVER JCT.	J	259.3
	93472		471.0	HV HARVARD		267.7
	93474		474.0	MR MARION		270.7
	93475		475.4	(To Hulbert 5.8)		
			481.4	CC CRITCO		272.1
			481.4	BRIDGE JCT. (U.P.)	A	278.1
	93483		483.1	SH SHELCO	Y	279.8
			483.8	I.C.	JUY	280.5
			494.6	N. TY	Y	291.3
				(To Tenn. Yd. 1.8)	BKT	293.1

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

**1. Speed Restriction-
Zone-Between**

Maximum Speeds Permitted

Teed and Thayer	55 MPH.
MP 235.1 Through turnout	35 MPH.
MP 203.1 and MP 206.7	35 MPH.
MP 206.7 and MP 219.1	40 MPH.
MP 228.6 and MP 231.4	45 MPH.
MP 243.0 and MP 245.8	35 MPH.
MP 245.8 and MP 251.5	40 MPH.
MP 251.5 and MP 254.0	35 MPH.
MP 254.0 and MP 260.0	40 MPH.
MP 260.0 and MP 266.8	45 MPH.
MP 266.8 and MP 281.3	40 MPH.
MP 286.8 and MP 288.0	45 MPH.
MP 288.0 and MP 291.7	40 MPH.
MP 290.0 and MP 293.0 Southward trains over 100 tons/OB.....	30 MPH.
MP 291.7 and MP 295.2	50 MPH.
MP 295.2 and MP 299.4	45 MPH.
MP 299.4 and MP 299.9	40 MPH.
MP 299.9 and MP 325.9	45 MPH.
MP 325.9 and MP 326.2	40 MPH.
MP 326.2 and MP 336.6	45 MPH.
MP 332.0 and MP 337.0 Southward trains over 100 tons/OB.....	30 MPH.
MP 336.6 and MP 339.4	35 MPH.
MP 339.4 and MP 340.0	20 MPH.
MP 340.0 and MP 358.8	35 MPH.
MP 358.8 and MP 364.6	45 MPH.
MP 364.6 and MP 365.4	35 MPH.
MP 365.4 and MP 372.2	40 MPH.
MP 372.2 and MP 374.4	35 MPH.
MP 374.4 and MP 385.8	40 MPH.
MP 385.8 and MP 391.0	45 MPH.
MP 398.0 Union Pacific Crossing.....	40 MPH.
MP 413.1 and MP 414.5	50 MPH.
MP 419.2 and MP 420.6 Until engine through limits	20 MPH.
MP 419.7 and MP 419.9	45 MPH.
MP 422.2 S.S.W. Crossing	40 MPH.
MP 430.2 and MP 431.3	45 MPH.
MP 436.6 and MP 436.7 Until engine through limits	45 MPH.
MP 447.0 and MP 448.0 Until engine through limits	45 MPH.
MP 471.0 Through turnout	35 MPH.
MP 473.3 Through crossovers	25 MPH.
MP 475.4 Through turnout	35 MPH.
MP 480.1 and MP 481.4	45 MPH.
Bridge Jct. and Shelco	25 MPH.
Shelco and N. TY	20 MPH.
Through crossover, Neptune St., McLemore St., North Yale, South Yale, Pendleton St., Democrat Road	20 MPH.
In motion scale, Tennessee Yard	10 MPH.
Through turnouts controlled sidings	20 MPH.
Controlled Siding Jonesboro	10 MPH.
Freight trains over 100 tons/OB through sidings	10 MPH.
Outside Track Tenn. Yd. from Hump Tower to S. Tenn. Yd. ...	20 MPH.
Middle Track Tenn. Yd. from Hump Tower to S. Tenn. Yd.	20 MPH.

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

Hoxie to Walport end of track
Memphis:

- 1) Parkway Yard including all leads and back tracks from Island Main to Louisiana Street
- 2) 1100 Park, all leads and back tracks
- 3) 1300 Park, all leads and back tracks
- 4) 1500 Park, all leads and back tracks
- 5) 1700 Park, all leads and back tracks
- 6) North and South Passenger Mains
- 7) Yale Yard with the exception of tracks Long 1 and Short 1
- 8) Gould Battery Spur, located at Castalia St., Yale Yard
- 9) Ralston Purina Spur, located at Castalia St., Yale Yard
- 10) Quarter Master Lead at Yale Yard
- 11) River Mainline between Kansas Ave. and Commercial Liquid at Riverside Drive
- 12) Kansas Ave. between McLemore St. and Mid South Milling, which includes Wabash Screen and Door
- 13) Zone 900 with the exception of Ideal Chemical Spur

2. Bridge, Engine and Car Restrictions-

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

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

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

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

Following maximum throttle positions govern:

Horsepower	Maximum Throttle Position	Speed
In Service	8th	0-25
3500 and under	8th	11-25
3501-5250	7th	8-10
	Throttle Off	0-7
5251-7000	8th	13-25
	7th	10-12
	6th	8-9
	Throttle Off	0-7
Over 7000	8th	20-25
	5th	15-19
	Throttle Off	0-14

When speed is below 8 MPH. with 3501-7000 H.P. engine, or below 15 MPH. with over 7000 H.P. engine in service, power must be shut off and be governed by the following:

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

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

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

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

When handling 250 ton wrecking derrick over Mississippi River Bridge Memphis, must have car not heavier than 100,000 lbs. entrained on both ends of Derrick.

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

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

CTC- MP 203.2 to MP 494.6

Interlockings-When stopped by a Stop Indication at the automatic interlockings at MP 398.0, MP 422.2, MP 423.8 and MP 481.4 be governed by Rule 312(3). Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

4. General Code of Operating Rules-

Rule 93- Yard limit in effect between:

MP 483.1 and MP 494.6

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

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

MP 267.8	Shannon Spur
MP 269.4	S. House Track, Mountain Grove
MP 269.7	N. House Track, Mountain Grove
MP 279.1	M.F.A. Spur, Cabool
MP 279.2	House Track, Cabool
MP 312.5	Tindle Mills Farm
MP 313.5	Ellis Spur
MP 313.7	Switch Track & Spur
MP 314.5	Ice Track
MP 314.6	Oxide

MP 314.9	City Scale & City Spur
MP 315.0	Pease Moore Spur
MP 316.7	SafeTway Charcoal
MP 327.0	Garnett Spur
MP 331.0	Koshkonong Spur
MP 339.5	Mill Track
MP 339.7	Cross-over Main to Siding
MP 339.75	House Track
MP 339.8	Thayer Yard Track Lead
MP 341.9	Reed Harlin Spur
MP 358.3	Team Track OldPass
MP 375.3	House Track
MP 380.5	House Track
MP 380.9	House Track
MP 391.9	House Track, Portia
MP 397.2	Gas Spur, Hoxie
MP 398.3	Short Pass
MP 412.0	Bono Cotton Gin
MP 419.8	North Switch
MP 419.85	South Switch
MP 419.9	
MP 420.0	
MP 420.1	Pump North
MP 420.4	Pump South
MP 422.9	Lan Co Spur
MP 424.6	Kreuger Paper Co.
MP 436.4	Team Track
MP 436.5	Compress Track

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

Rule 450-

Teed- Southward trains must receive track warrant at Springfield Yard instead of Teed.

Thayer- All trains must secure track warrant at Thayer.

River Jct.- Southward trains from 6th Subdivision that have already received a track warrant from 6th Subdivision train dispatcher will not require a track warrant at River Jct.

5. Special Conditions-

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

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

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

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

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

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

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

Bridge 436.3- Bridge alignment detector on Bridge 436.3 connected with CTC. When southward absolute signals at Bay, southward "Restricted Proceed" signal, MP 436.1 and northward absolute signals at North Coon display "Stop" indication, if signals remain at "Stop", examine bridges and know to be safe.

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

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

Memphis (Shelco to Tenn. Yd.)-

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

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

Presidents Island- Train and yard crews will move to and from Presidents Island on authority of Presidents Island yardmaster. During periods when the Presidents Island yardmaster is not on duty, contact Tennessee Yard yardmaster for authority.

When Operating on IC Tracks- General Code of Operating Rules will govern, except as follows:

Maximum Authorized Speed at IC Johnston Yard 5 MPH.

Authorization must be obtained from the yardmaster at Johnston Yard before coupling into any yard track.

At East Junction, when home signal Stop indication, train or engine will, after stopping, and if no conflicting train or engine movement is evident, immediately move past the signal, but clear of conflicting route, stop and wait two (2) minutes. Facing point spring switches must be inspected in accordance with Rule 560(A). If no conflicting movement is evident, train or engine will proceed at RESTRICTED SPEED to the next signal. IC Rule 560(a) states:

Signal which governs only facing point movement over a spring switch will display green aspect when switch is in normal position.

When signal displays red aspect, stop must be made the switch must be tested by opening and closing by hand, and switch examined to make certain it is properly lined for route to be used, locked or secured and that points fit, after which movement may be made against Stop indication.

Before entering the IC main line, between the hours of 2300 and 0700, obtain permission from the General Yardmaster, Johnston Yard.

K.C. Jct.- At K.C. Jct., between Neptune St. and McLemore St., trains desiring to enter BN Main Track #2 must communicate with train director and be governed by his instructions. Crossover switch on U.P. track must not be reversed until electric lock is unlocked and BN main track crossover switch is reversed.

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

Demo- Northward trains and engines at Demo, when moving past signals displaying a "Stop" indication, will not move into Democrat Road until the crossing gates are down.

Tenn. Yd.- After receiving track bulletins, waybills, and wheel reports, all 4th, 5th and 6th Subdivision rear end train crews will be hauled to the north end of Tennessee Yard and will board the engine or caboose at that location.

The conductor will arrange to have train inspected on both sides as train departs Tennessee Yard. Trains operating caboosless will be inspected by Mechanical personnel.

Power operated switch located at south end of hump lead and middle track at south end of Tennessee Yard, controlled by Hump Conductor. Power switch is equipped with electric switch lights indicating position of switch for train movement in both directions. Green indication, switch lined for movements on middle track. Yellow indication, switch lined for movements on hump lead. If switch light not illuminated, stop will be made and switch examined before making movement.

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

a. Obtain permission to operate switch by hand from Yardmaster, Tennessee Yard.

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

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

d. Operate switch by hand as required.

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

SPRINGFIELD DIVISION

25

f. Release the ring and lock switch, inform the Yardmaster, Tennessee Yard, power restored.
Power switch at south end of hump lead is equipped with hand throw lever for manual operation.

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

Other Track Side Warning Detectors-

Radio Reporter:

Diggins	MP 228.3	Williford	MP 368.4
Macomb	MP 255.2	Hoxie	MP 401.0
Dunn	MP 273.6	Bay	MP 427.1
Pomona	MP 303.5	Marked Tree	MP 445.2
Brandsville	MP 325.3	Jerico	MP 468.4
King	MP 344.9		

Radio Tone: MP 248.2, MP 252.2, MP 286.4, MP 300.3 and MP 322.1.

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
93227 Fordland	5.0 north of Diggins	8	North
93237 Seymour	5.1 south of Diggins	4	North
93327 Garnett	3.8 north of Koshkonong	8	North
93342 Mammoth Springs	2.5 south of Thayer	33	Both
93358 Hardy	8.0 south of King	70	Both
93375 Ravenden	5.5 north of Imboden	55	Both
93384 Sloan	3.0 south of Imboden	47	Both
93385 Valley Stone	3.8 south of Imboden	58	North
93390 Black Rock	9.2 south of Imboden	75	Both
93392 Portia	2.23 south of Black Rock	12	North
93800 Walnut Ridge	1.5 east of Hoxie	29	Both
93802 Walport	4.4 east of Hoxie	200	West
93412 Bono	6.0 south of Sedgwick	20	South
93424 Nettleton	3.8 south of Jonesboro	83	Both
93437 Trumann	5.9 south of Bay	83	Both
93447 Marked Tree	7.5 south of Coon	150	Both
93776 Presley Jct.	0.8 west of Marion	7	Both
93778 W. Memphis	3.0 west of Marion	Yard	Both
93779 Hulbert	5.8 west of Marion	Yard	East
93496 Tenn. Yd. (MP 496.4)	1.8 south of N. TY	Yard	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Tenn. Yd.
				Office Calls	Rule 8	
			497.9	S. TY	Y	1.5
	93500		500.0	MW MINERAL WELLS	Y	3.6
10,590	93512		511.2	BH BYHALIA		14.8
8,875	93528		527.2	TO TOURS		30.8
	93529		528.3	HS HOLLY SPRINGS	J	31.9
7,990	93541		541.0	PQ POTTS CAMP		44.6
10,114	93552		552.1	MY MYRTLE		55.7
6,636	93561		561.3	PE PECK		64.9
			562.3	SR	A	65.9
	93562		563.0	NY NEW ALBANY	J	66.6
7,480	93571		571.4	RE REESE		75.0
7,303	93582		582.4	BD BELDEN		86.0
	93588		587.5	TU TUPELO	JT	91.1
			588.2	SR	A	91.8
8,135	93592		591.6	PV PLANTERSVILLE		95.2
6,904	93603		602.7	RJ ARJAY		106.3
	93611		611.2	AY AMORY	BJKT	114.8
8,411	93621		620.3	JU JUDGE		123.9
6,554	93629	1001	628.4	GM GATTMAN		132.0
7,586	93642		641.2	BV BEAVERTON		144.8
8,653	93655		654.6	WD WINFIELD	CTC	158.2
5,596	93669		669.2	EL ELDRIDGE		172.8
8,158	93675		675.1	CK CARBON HILL		178.7
7,505	93683		682.2	TW TOWNLEY		185.8
			693.7	N.S.R.R.	A	197.3
	93694		693.8	JS JASPER	BJK	197.4
7,634	93698		698.4	AM ALMA		202.0
6,316	93704		703.5	BE BENOIT		207.1
	93707		707.4	DO DORA (To DeBardeleben 9.6)		211.0
7,679	93713		712.2	QT QUINTON		215.8
6,826	93722		722.3	AI ADAMSVILLE		225.9
8,032	93725		725.0	OO OAKWOOD		228.6
			729.1	C.S.X. N.S. BS.	A	232.7
			729.3	PZ PRATT CITY		232.9
4,880	93730		730.6	WG WEST BIRMINGHAM		234.2
			731.3	B.S.	M	234.9
	93732		732.1	BY BIRMINGHAM (East Thomas Yd.)	BKRTY	235.7

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

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

MP 513.8 and MP 514.0	50 MPH.
MP 520.1 and MP 528.1	45 MPH.
MP 528.1 and MP 528.5	30 MPH.
MP 528.5 and MP 530.6	45 MPH.
MP 530.6 and MP 534.6	50 MPH.
MP 534.6 and MP 538.1	45 MPH.
MP 543.4 Northward trains until engine through limits	55 MPH.
MP 550.4 and MP 550.6	50 MPH.
MP 560.5 and MP 560.6 Southward trains until engine through limits	45 MPH.
MP 561.3 and MP 562.3	50 MPH.
MP 562.3 and MP 562.6	30 MPH.
MP 562.6 and MP 574.0	45 MPH.
MP 574.0 and MP 575.7	50 MPH.
MP 586.4 and MP 587.4	45 MPH.
MP 587.4 and MP 588.6	20 MPH.
MP 610.6 and MP 612.2 Until engine through limits	20 MPH.
MP 613.8 Northward trains until engine through limits	50 MPH.
MP 619.5 and MP 620.0	55 MPH.
MP 620.0 and MP 624.9	45 MPH.
MP 634.3 and MP 634.9	55 MPH.
MP 649.1 and MP 649.9	50 MPH.
MP 649.9 and MP 650.2	40 MPH.
MP 654.3 and MP 667.8	45 MPH.
MP 667.8 and MP 668.1	40 MPH.
MP 668.1 and MP 688.7	45 MPH.
MP 688.7 and MP 688.8	40 MPH.
MP 688.8 and MP 692.4	45 MPH.
MP 692.4 and MP 693.0	30 MPH.
MP 693.0 and MP 699.3	45 MPH.
MP 699.3 and MP 699.7	40 MPH.
MP 699.7 and MP 701.3	45 MPH.
MP 701.3 and MP 708.2	30 MPH.
MP 708.2 and MP 715.0	35 MPH.
MP 715.0 and MP 724.8	30 MPH.
MP 724.8 and MP 728.1	35 MPH.
MP 728.1 and MP 729.1	30 MPH.
MP 729.1 and MP 731.2 Until engine through limits	20 MPH.
Through turnouts controlled sidings	
Trains up to 100 tons O/B	20 MPH.
Trains over 100 tons O/B	10 MPH.
Through siding Benoit	10 MPH.
Between Dora and DeBardeleben is FRA Excepted Track - See All Subdivisions Item 6.	
Birmingham Terminal, all trains, transfers and cuts arriving and departing East Thomas Yard until last car passes by TV cameras located at:	
Highway 78 overpass and 16th St	5 MPH.
Static scales-Birmingham	5 MPH.

2. Bridge, Engine and Car Restrictions-

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

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

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

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

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

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

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

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

Byhalia	Belden
Tours	Plantersville
Potts Camp	Judge
Peck	Winfield
Reese	West Birmingham

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

CTC- In effect between MP 497.9 and MP 730.2

Interlockings- The interlocking signals at MP 588.2 (Tupelo), MP 693.7 (Jasper) and MP 729.1 (Pratt City) are also controlled signals. When stopped by a Stop indication, comply with Rule 312(3). If the signal does not change to a more favorable indication, in addition to complying with Rule 312(3), authority per Rule 312(1) must also be obtained from control operator.

When stopped by a Stop Indication at the automatic interlocking at MP 562.3 be governed by Rule 312(3). Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

4. General Code of Operating Rules-

Rule 93- Yard Limit in effect between:

MP 497.9 and MP 500.0
MP 730.2 and MP 732.1

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

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

MP 498.3	Glass House
MP 501.3	Asplundh
MP 501.9	Murphy Products
MP 502.8	North Shanult
MP 503.1	South Shanult
MP 510.9	Brickmill
MP 511.3	Gem Switch
MP 511.9	House Track
MP 512.7	Byhalia Industrial Track
MP 527.0	Holly Springs Brick Mill
MP 540.9	North House Track
MP 541.1	South House Track
MP 548.6	Barclay Furniture
MP 553.7	Barclay Furniture
MP 564.0	Bench Craft
MP 577.7	Barclay Furniture
MP 583.8	Wicks Lumber Co.
MP 589.9	Olympic
MP 590.0	Leggett & Platt
MP 590.4	Tupelo Scrap
MP 600.7	Nettleton
MP 601.5	Bunge
MP 631.2	Sue Flynn
MP 634.7	Oil Field Mud & Cream
MP 638.3	Crews
MP 648.2	Universal
MP 655.6	Brasher
MP 660.1	Glen Allen
MP 663.3	Bazemore
MP 705.8	Nelson Brothers
MP 715.9	Lindbergh

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

Rule 450- S. TY- Track warrant will be received at Tenn. Yd.

5. Special Conditions-

Between S. TY and Birmingham

Following crossings must be protected from the ground position-

Tupelo-When switching over Green Street crossing, MP 588.0.
Cordova-Dock Track, Highway 173.
Sumiton-Old Highway 78.
Between Dora and DeBardeleben crossing at MP 715.6.

Birmingham-All street crossings Roberts Field Industrial Park.
27th Avenue North near 24th St. - ACIPCO Route.
27th Avenue North near 25th St. - ACIPCO Route.
27th Avenue North near 35th St. - North Birmingham.

Handling Pulpwood Cars- Cars loaded with pulpwood will not be pulled from wood yards unless properly bumped up to provide standard clearance. Cars loaded in excessive height (above top of bulkheads) will not be moved. Trains handling 10 foot pulpwood on wallboard cars will handle near head end of train.

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

Tupelo- The following Rule 305(A) of the GCOR applies to SOUTHWARD TRAINS ONLY at Tupelo at the South Rail automatic interlocking MP 588.2:

305(A). APPROACH TO AUTOMATIC INTERLOCKING: A train having passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 15 MPH, must proceed prepared to stop at interlocking signal until it can be seen the interlocking signal indicates proceed.

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

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

Birmingham-

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

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

Manual Interlockings- NS 1st Ave. & 13th St.
NS 23rd Ave. North & 27th St.
BN 23rd Ave. North & 18th St.

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

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

Track No. 1, 27th St. Corridor, Norwood Hill route- between 21st Ave. North and 10th Ave. North, Rule 255 applies.

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

Radio Tone: MP 699.7 and MP 704.6

Other Track Side Warning Detectors-

Radio Reporter:

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

Radio Tone: MP 707.0, MP 710.0, MP 714.5, MP 716.1, MP 719.9, MP 723.9 and MP 728.1

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
93502 Olive Branch	5.3 south of Memphis	25	North
93548 Hickory Flat	7.0 south of Potts Camp	6	South
93559 Sharl	1.8 north of Peck	94	Both
93577 Sherman	5.1 north of Belden	60	North
93600 Nettleton	2.4 north of Arjay	18	South
93631 Sue Flynn	2.6 south of Gattman	11	North
93635 Sulligent	6.5 south of Gattman	85	Both
93638 Crews	3.0 north of Beaverton	14	South
93649 Guln	6.1 north of Winfield	52	Both
93660 Glen Allen	9.0 north of Eldridge	70	South
93663 Bazemore	6.2 north of Eldridge	10	North
93702 Cordova	2.0 north of Benolt	150	Both
93927 DeBardeleben	9.6 east of Dora		Both
93717 Lindbergh	5.0 north of Adamsville	15	North

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from Lindenwood
				Office Calls	Rule 8	
			7.2	S. E. JCT.	IJY	0.2
				1.8	ABS	
	98008		9.1	MU MUTUAL	Y	2.0
				3.4		
	98012		12.5	AF ALPHA		5.4
				12.4		
8,600	98025		24.9	BI BYERS		17.8
				13.8		
	98039		38.7	FS FESTUS		31.6
				3.4		
7,111	98040		42.1	CX CRYSTAL CITY	J	35.0
				7.6		
	98047		49.7	RH RUSH ISLAND		42.6
				2.4		
	98054		52.1	EE BRICKS		45.0
				14.4		
8,600	98065		66.5	SG STE GENEVIEVE	J	59.4
				13.2		
8,600	98081		79.7	MB MCBRIDE		72.6
				22.6		
8,600	98103		102.3	WB WITTENBERG		95.2
				13.3		
5,040	98115		115.6	NE NEELYS		108.5
				14.1		
8,600	98129		129.7	FZ FREEZE		122.6
				2.3		
	98131		132.0	CP CAPE GIRARDEAU	BJK	124.9
				5.0		
	98139		137.0	NX NASH		129.9
				6.3		
9,150	98144		143.3	CF CHAFFEE (S.S.W.)	ABJ	136.2
				6.7		
	98151		150.0	ORAN (U.P.)	M	142.9
				4.8	CTC	
7,600	98155		154.8	BF BROOKS		147.7
				11.1		
	98166		165.9	SI SIKESTON (U.P.)	A	158.8
				14.7		
8,263	98180		180.6	KA KEWANEE		173.5
				5.6		
	98186		186.2	LILBOURN (S.S.W.)	JM	179.1
				6.6		
10,583	98194		193.0	CR CONRAN		185.9
				6.6		
	98199		199.6	PO PORTAGEVILLE		192.5
				11.9		
	98211		211.5	TE TERRY		204.4
				2.1		
	98213		213.6	HY HAYTI (To Kennett 17.8)		206.5
				11.8		
8,610	98224		225.4	ST STEELE		218.3
				10.3		
	98235		235.7	NM NORBLY		228.6

	98494	1030	243.5	AMOREL		
				6.4		
	98237		237.3	BLYTHEVILLE	BJ	TWC

8,610	98237	1025	238.1	BL BLYTHEVILLE	BJ	231.0
				2.4		
	98249		248.2	LX LUXORA		241.1
				10.1		
	98253		252.7	HD HAROLD		245.6
				4.5		
	98254		254.9	OS OSCEOLA	T	247.8
				2.2		
8,610	98264		265.5	WN WILSON		258.4
				10.6	CTC	
	98272		272.4	JR JOINER		265.3
				6.9		
8,610	93462		282.3	R2 TURRELL	T	275.2
				9.9		
	93462		283.3	JG RIVER JCT.	J	276.4
				1.2		

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Calls-Lindenwood-87, Ste. Genevieve-27, Wittenberg-37, Cape Girardeau-47, Sikeston-37, Portageville-57, Blytheville-87, Turrell-17, Turrell (4th Subdiv.)-12.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

S. E. Jct. and Chaffee	50 MPH.
Chaffee and River Jct.	55 MPH.
MP 7.4 and MP 8.5	30 MPH.
MP 12.7 and MP 22.1	45 MPH.
MP 22.3 and MP 23.8	45 MPH.
MP 26.7 and MP 30.6	45 MPH.
MP 35.5 and MP 38.7	45 MPH.
MP 38.7 and MP 39.7	Until engine through limits
MP 40.1 and MP 40.3	40 MPH.
MP 44.6 and MP 44.8	45 MPH.
MP 58.9 and MP 60.0	45 MPH.
MP 64.8 and MP 65.0	40 MPH.
MP 65.0 and MP 65.2	Until engine through limits
MP 70.0 and MP 70.4	45 MPH.
MP 83.2 and MP 83.6	45 MPH.
MP 88.2 and MP 91.8	45 MPH.
MP 96.0 and MP 100.6	35 MPH.
MP 103.5 and MP 103.6	30 MPH.
MP 103.6 and MP 105.8	40 MPH.
MP 109.5 and MP 113.6	45 MPH.
MP 118.2 and MP 119.6	45 MPH.
MP 125.2 and MP 130.6	45 MPH.
MP 130.6 and MP 131.7	20 MPH.
MP 131.7 and MP 132.9	Until engine through limits
MP 142.5 and MP 143.6	Until engine through limits
MP 150.0 Union Pacific Crossing	20 MPH.
MP 164.3 and MP 166.3	Until engine through limits
MP 185.5 and MP 186.6	Until engine through limits
MP 198.6 and MP 199.0	Until engine through limits
MP 212.2 and MP 213.4	Until engine through limits
MP 224.2 and MP 224.8	Until engine through limits
MP 227.0 and MP 227.6	Until engine through limits
MP 229.7 until engine over crossing	45 MPH.
MP 236.3 and MP 237.9	Until engine through limits
MP 253.1 and MP 254.3	Until engine through limits
MP 283.3 Through turnout River Jct.	25 MPH.

Sidings: Neelys, Brooks, Kewanee, Conran, Blytheville, Wilson and Turrell 10 MPH.
Through turnouts and controlled sidings
Trains up to 100 tons O/B 20 MPH.
Trains over 100 tons O/B 10 MPH.

2. Bridge, Engine and Car Restrictions-

Cars heavier than 263,000 lbs. not permitted between:

Hayti and Kennett
Blytheville and Armorer

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

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

Neelys Blytheville
Brooks Wilson
Kewanee Turrell
Conran

Locomotives in Groups G, H and I not permitted:

Crystal City on UP Connection Track
between Hayti and Kennett.

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

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

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

ABS: Between MP 7.4 and MP 9.0

CTC: Between MP 9.0 and MP 283.3

TWC: Between MP 237.3, Blytheville, and MP 243.5, Armorel.

When stopped by a Stop Indication at the automatic interlockings at MP 141.7 (Chaffee) or MP 165.6 (Sikeston) be governed by Rule 312(3). Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

4. General Code of Operating Rules-

Rule 93- Yard Limit in effect S.E. Jct. to MP 9.1.

Trains finding northward signal MP 9.1 displaying Stop indication will communicate with control operator at Lindenwood and be governed by instructions. If cannot contact Lindenwood, be governed by Rule 312(1).

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

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

MP 8.6	Lambert Furniture Co.
MP 9.8	Manford Chemical
MP 15.7	REIS Moran Lumber Co.
MP 26.8	Jefferson Co. Lumber Co.-
MP 34.5	Foster Forbes Glass
MP 37.0	North Unimen Corp.
MP 37.2	South Unimen Corp.
MP 48.0	Merchandise Track
MP 63.3	House Track
MP 65.2	Team Track
MP 73.8	M.F.A. Mill Track
MP 74.4	Team Track
MP 80.3	Perry Co-op.
MP 80.7	House Track
MP 95.2	House Track
MP 103.1	House Track
MP 104.6	East Perry Lumber Co.
MP 130.8	Missouri Utilities
MP 132.5	Pig Ramp
MP 132.6	Cross-over to Pass
MP 132.9	South End Pass
MP 136.1	Empire Gas
MP 142.5	North End #1 Track
MP 143.4	South End #1 Track
MP 143.5	Crossover to Pass
MP 151.0	House Track
MP 159.7	Spur Track
MP 165.0	North Leg Wye
MP 165.1	South Leg Wye
MP 165.2	Mill Track
MP 165.3	Riggs Track
MP 165.4	House Track
MP 173.5	AgriCo SUR C&R
MP 174.0	Delta Growers
MP 179.5	Kewanee Grain Co.
MP 186.0	Elevator Track
MP 227.3	
MP 212.1	North Yard Lead
MP 212.4	North Pickup Track
MP 212.6	South Yard Lead
MP 212.7	South Pickup Track
MP 227	
MP 236.3	Bly Compress Track
MP 236.6	South Wye Switch
MP 236.7	South Norbly Switch
MP 237.35	House Track Siding
MP 237.36	East Gin Switch
MP 237.5	Armored Branch
MP 237.6	Cross-over Siding
MP 237.65	Cross-over Main
MP 253.6	North end Old Pass
MP 253.8	South end Old Pass
MP 253.9	House Track
MP 254.1	Osceola Compress
MP 254.3	American Greeting
MP 260.7	Driver Elevator
MP 264.5	North Siding, Wilson

Rule 405- At Crystal City, Cape Girardeau and Blytheville, when operators are on duty, they will deliver track warrant and track bulletins to train crews. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

Rule 450-

S.E. Jct.- Southward trains will receive a track warrant at Lindenwood instead of S.E. Jct.

Cape Girardeau- Coal trains destined Rush Island and return, between 2330 hours and 0730 hours. Conductor must get track warrant and track bulletins from Cape Girardeau office Fax machine.

Chaffee-Trains changing crews will compare track bulletin numbers as required and need not contact train dispatcher before proceeding.

River Jct.-Northward trains will receive a track warrant at Tenn. Yard instead of River Jct.

5. Special Conditions-

Following crossings must be protected from the ground positions:

Oran-House Track, Highway W.
Hayti-No. 1 Track, Highway 84, Lincoln St., Broadway St.
Kennett-1st St., 2nd St., 4th St., Highway EE and West side lead.
Norbly Siding-Moultrie St.
Blytheville-Hoop Track, Ash St.
Osceola-House Track, Union Avenue and Southwire Lead, Highway 61.

Crossing Gates-

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

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

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

Cape Girardeau- When setting out between the hours of 2330 hours and 0700 conductor must place list and waybills in waybill box. Indicate on list time, date, and on what track cars were set out. Coal trains arriving from Rush Island between the hours of 2330 and 0700 must leave list in waybill box.

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

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

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

Radio Reporter: Brickeys MP 53.2

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

Other Track Side Warning Detectors-

Radio Reporter:			
Imperial	MP 31.5	Marston	MP 189.5
St. Marys	MP 77.1	Hayti	MP 217.0
Wittenberg	MP 104.4	Blytheville	MP 241.3
Bainbridge	MP 126.9	Delpro	MP 268.5
Sikeston	MP 162.2		

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
98009 Koberman	2.7 south of Lindenwood	5	North
98010 Hydraulic	1.0 south of Mutual	64	Both
98011 Gravois	1.5 north of Alpha	28	South
98016 LeMay	3.1 south of Alpha	3	South
98021 Ten Brook	4.1 north of Byers	73	South
98027 Imperial	1.7 south of Byers	12	South
98029 Barnhart	3.7 south of Byers	24	Both
98035 Horine	3.8 north of Festus	62	Both
98037 Ludwig	1.7 north of Festus	24	Both
98045 Selma	2.5 south of Crystal City	65	Both
98061 Duren	5.0 north of Ste. Genevieve	17	South
98074 St. Marys	5.5 north of McBride	30	Both
98095 Seventy-Six	6.9 north of Wittenberg	12	North
98134 Marquette	2.0 south of Cape Girardeau	30	Both
98160 McMullin	5.9 north of Sikeston	10	North
98191 Marston	2.0 north of Conran	25	South
98174 Matthews	6.6 north of Kewanee	32	Both
98227 Holland	1.9 south of Steele	10	North
98244 Burdette	3.8 north of Luxora	57	Both
98261 Driver	4.8 north of Wilson	14	North
98267 Delpro	1.3 south of Wilson	46	Both

SOUTHWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance from Edward	NORTHWARD
					Office Calls	Rule 8		
		93103		102.7	ED EDWARD	J	0.0	
	7,550	97117		117.0	FG FARLINGTON		14.3	
	7,600	97130		129.6	BU BEULAH		26.9	
		97136		135.9	CH CHEROKEE (To Pittsburg 9.0)	T	33.2	
				136.7	S.E.K.	M	34.0	
	7,550	97141		140.7	SM SCAMMON	CTC	38.0	
		97148	1040	147.7	CB COLUMBUS (8th SUB)	ABJKT	45.0	
	7,420	97154		153.8	NU NEUTRAL		51.1	
		97159		159.0	BX BAXTER SPRINGS (To Riverton 4.1)	T	56.3	
	7,600	97165		165.3	QP QUAPAW	T	62.6	
		97173		172.5	ME MIAMI	BK	69.8	
	7,577	97179		179.2	NR NARCISSA		76.5	
		96347		186.3	FJ AFTON JCT.	J	83.6	

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Calls-Pittsburg-15, Joplin-35, Miami-25.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Until engine through limits:

MP 124.2 and MP 125.3	20 MPH.
MP 125.3 and MP 135.6	55 MPH.
MP 135.6 and MP 136.7	35 MPH.
MP 140.3 and MP 140.9	45 MPH.
MP 146.6 and MP 148.5	30 MPH.
MP 148.5 and MP 159.2	55 MPH.
MP 159.2 and MP 160.2	35 MPH.
MP 160.2 and MP 171.7	55 MPH.
MP 171.7 and MP 173.2	35 MPH.
MP 173.2 and MP 181.6	55 MPH.
MP 186.1 and MP 186.3	25 MPH.

Through turnouts controlled sidings 20 MPH.
Through turnout north Columbus 15 MPH.
Pittsburg lead, MP 144.8 and MP 138.3, Highway 69
By-pass 25 MPH.

Except at MP 142.3; Broadway Street MP 137.6
and Walnut Street MP 134.8 until engine through
limits 5 MPH.
Willow Street, Baxter Springs, and west switch Riverton 20 MPH.
Central Mill over Circle Track Switch and Circle Track 5 MPH.

The following locations are FRA Excepted Track - See All Sub-
divisions Item 6:
Picher Lead
Central Mill Lead

2. Bridge, Engine and Car Restrictions-

Between Cherokee and Pittsburg and between Quapaw and Central
Mill cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted: Girard yard tracks,
North Cherokee wye, Cherokee No. 1 Track, Pittsburg lead, Columbus
wye, Baxter Springs No. 2 Track and Elevator Track, Central Mill lead,
Picher lead, Quapaw wye, and Miami BFG lead. Only one of these
locomotives is permitted on south leg of Cherokee wye to east end
connection track and not more than two are permitted on Baxter
Springs wye tracks or between Baxter Springs and Riverton.

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

CTC- In effect between MP 102.7 and MP 186.2

When stopped by a Stop Indication at the automatic interlocking at MP
147.7 (Columbus) be governed by Rule 312(3). Communication with
the control operator is not required. When required to make movement
at restricted speed, movement must be made at restricted speed to the
next governing signal.

4. General Code of Operating Rules-

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

Rule 350(B)- Following switches are not equipped with electric locks:
Baxter Springs
MP 159.2 Co-op Track

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

Rule 450-

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

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

5. Special Conditions-

Crossing Gates-

Station	Mile Post	Intersecting Line	Normal Position
Cherokee	136.7	S.E.K.	Against S.E.K.

Cherokee-Coal cars, loaded or empty, NOT permitted on No. 1
Track.

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

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

Baxter Springs- Coal cars, loaded or empty, NOT permitted on
Storage Track No. 2 or Elevator Track.

Riverton- Track ends 1800 feet east of east switch.

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

Other Track Side Warning Detectors-

Radio Reporter: Girard MP 121.1, Quapaw MP 162.5

7. Industrial Tracks and Other Tracks-

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

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS				Distance from Pierce City	TOWARD
					Office Calls	Rule 6				
		96287	1003	286.9	PC	PIERCE CITY	J	CTC	0.0	
	3,713	95299		298.7		11.8 SARCOXIE			11.8	
	5,004	95311		311.0		12.3 MENK	Y		24.1	
				312.6		1.6 U.P.	AJY		25.8	
	2,643	95313		313.2		0.6 CARTHAGE	Y		26.3	
				327.1		13.9 K.C.S.	A		40.2	
	2,439	95328		328.2		1.1 CARL JCT.			41.2	
	2,399	97148		343.3	CB	15.2 COLUMBUS (To Webb City 26.8) (7th SUB)	ABJKTY		56.6	
				349.7		6.4 S.E.K.	M		62.8	
	3,019	95360		359.9		10.2 OSWEGO (To Parsons via U.P.)			73.0	
				361.1		1.2 U. P.	AJ		74.2	
	2,218	95371		370.6		9.5 ALTAMONT			83.7	
	2,236	95377		376.8		6.2 MOUND VALLEY		TWC	89.9	
		95387		387.0		10.2 CHERRYVALE (A.T.S.F.)	M		100.1	
				401.5		14.5 U.P.	JMY		114.4	
		95401		401.6	NA	0.1 NEODESHA	BKY		114.5	
	3,506	95414		414.0		12.6 FREDONIA (A.T.S.F. & U.P.)	JMY		127.1	
	1,205	95439	1004	438.6		24.6 SEVERY			151.7	
	2,789	95458		458.5		19.9 BEAUMONT			171.6	
				483.6		25.1 A.T.S.F.	IJ		196.7	
		95484		484.0	AU	0.4 AUGUSTA			197.1	
				506.4		22.4 U.P.	AJY		219.5	
				506.6		0.2 O.K.T.	AJY		219.7	
		95508		507.5	WH	0.9 WICHITA	BKTY		220.9	
				514.6		7.1 A.T.S.F.	AJY		227.7	
				537.8		23.2 A.T.S.F.	AJ		250.9	
		95547		547.2		9.4 BUHLER	Y		260.1	

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

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Pierce City and Wichita.....	40 MPH.
MP 287.0 and MP 287.6 until engine through limits.....	15 MPH.
MP 287.6 and MP 288.8	35 MPH.
MP 298.5 and MP 299.2 until engine through limits.....	20 MPH.
MP 311.5 and MP 314.2 until engine through limits.....	20 MPH.
MP 314.2 and MP 315.1	30 MPH.
MP 327.1 until engine through interlocking	20 MPH.
MP 358.0 and MP 360.1	30 MPH.
MP 361.1 until engine through interlocking	20 MPH.
MP 361.1 -	
Parsons: All tracks inside gate at Kansas Army Ammo Plant	20 MPH.
MP 370.2 and MP 371.0	30 MPH.
MP 383.5 and MP 383.8	30 MPH.
MP 403.6 and MP 411.9	30 MPH.
MP 413.4 and MP 414.2	20 MPH.
MP 414.2 Until engine over crossing, westward	

movement only.....	15 MPH.
MP 438.7 Until engine over crossing	25 MPH.
Eastward trains over 100 Tons/OB	
MP 447.0 and MP 452.0.....	30 MPH.
MP 456.0 and MP 458.0.....	25 MPH.
MP 472.7 and MP 473.2 Until engine through limits	25 MPH.
MP 483.0 and MP 484.6 Until engine through limits	10 MPH.
MP 493.4 and MP 493.5 Until engine through limits	30 MPH.
MP 500.4 and MP 501.4	30 MPH.
MP 501.4 and MP 504.4	10 MPH.
MP 504.4 and MP 506.7 Until engine through limits	10 MPH.

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

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

Columbus to Webb City-

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

At Joplin, over crossings Pennsylvania Avenue, Main, Joplin, Roosevelt, and Wall Streets (Carterville Track) and will be flagged from ground position unless automatic protective device is operating.

automatic protective device is operating.	5 MPH.
Over static scales-Joplin	5 MPH.

2. Bridge, Engine and Car Restrictions-

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

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

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

CTC- In effect between Pierce City and MP 287.3

TWC- In effect between MP 287.3 and Wichita.

4. General Code of Operating Rules-

Rule 93- Yard limit in effect between:

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

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

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

5. Special Conditions-

Columbus to Webb City-

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

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

Locomotives must not be operated over pit at Eagle Picher.

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

Oswego- Between Oswego and Parsons trains will use UP track and be governed by applicable MKT/UP rules and timetables.

Fredonia- BN Trains and engines will use ATSF main track between connecting switch MP 152.1 and MP 150.0. ATSF trains and engines will use BN main track between connecting switch and BN MP 411.9. Within the limits as indicated, Rule 93 (Yard Limits) are in effect; non-signaled Territory with no First Class Trains scheduled on either Railroad.

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

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

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

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

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

6. Track Side Warning Detectors- None.

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
95335 Military (MP 334.6)	6.4 west of Carl Jct.	50	East
95352 Hallowell (MP 352.6)	7.3 east of Oswego	30	Both
97287 Kansas Ordinance Plant	2.6 east of Parsons		
95447 Piedmont (MP 446.8)	8.2 west of Severy	14	West
95473 Leon	11.2 east of Augusta	30	Both
95493 Andover (MP 493.5)	9.5 west of Augusta	25	Both
95511 Wichita Heights	3.2 west of Wichita	20	Both
95515 Valley Center (MP 514.7)	7.2 west of Wichita	30	Both
95532 Patterson (MP 531.8)	15.4 east of Buhler	26	Both
95538 Burton (MP 537.9)	9.3 east of Buhler	10	Both
Columbus to Webb City:			
Columbus (UP MP 419.1)			
Military (UP MP 429.3)			
97340 Galena (UP MP 432.1, BN MP 339.8)	10.2 south of Columbus		
To Horn 1.8 (UP MP 433.9)			
97338 Old Rock Mo. (MP 337.9)	2.8 south of Military		
1.9 south of Galena			
97331 Joplin (MP 333.8)	4.1 south of Old Rock		
97326 Webb City (MP 326.0)	7.8 south of Joplin		

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

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

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

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

2. Bridge, Engine and Car Restrictions-

Locomotives in Groups G, H and I not permitted.

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

3. Main Track Information and Block System and/or TWC Limits- TWC- In effect between Cuba MP 88.0 and Buick MP 129.0.

4. General Code of Operating Rules-

Rule 93- Yard limit in effect between-

MP 86.8 and MP 88.0
MP 129.0 and MP 130.0

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

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

5. Special Conditions-

Viburnum-When switching Doe Run Company (Old St. Joe Lead Company), shoving movements into shed MUST be preceded by a crew member protecting from ground position. Locomotives are not allowed in shed account insufficient clearance.

6. Track Side Warning Detectors- None.

7. Industrial Tracks and Other Tracks-

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

WEST WARD	Length of Sliding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS		Distance from Pensa- cola	EAST WARD
					Office Calls	Rule 8		
		98915		915.4	PN PENSACOLA	BJKTY	0.0	
	3,587	98898		899.1	16.3 CANTONMENT	JY	16.3	
	3,493	98873		873.4	25.7 WALNUT HILL		42.0	
	3,006	98863		862.9	10.5 ATMORE		52.5	
	2,949	98838		837.6	25.3 GOODWAY		77.8	
	4,038	98830		830.4	7.2 FRISCO CITY		85.0	
	4,644	98814		814.1	16.3 FOUNTAIN	TY	101.3	
	3,535	98804		804.6	9.5 PRYOR		110.8	
	1,238	98793		793.3	11.3 HYBART	J	122.1	
				783.7	9.6 BRIDGE 783.7	M	131.7	
		98780		779.5	4.2 MACMILLAN	BKTY	135.9	
				774.1	5.4 N.S.R.R.	A	141.3	
	3,680	98774		774.0	0.1 KIMBROUGH	JY	141.4	
		98764	1020	764.3	9.7 MAGNOLIA	BKY	151.1	TWC
	1,900	98749		749.3	15.0 LINDEN	J	166.1	
				748.7	0.6 CSX	A	166.7	
		98736		735.6	13.1 GREEN TREE	Y	179.8	
		98731		731.2	4.4 DEMOPOLIS	BJKY	184.2	
				731.0	0.2 N.S. R.R.	AY	184.4	
				728.9	2.1 BRIDGE 728.9	A	186.5	
		98724		724.4	4.5 CENTRALA	T	191.0	
				708.2	16.2 NS	A	207.2	
	7,880	98708		708.1	0.1 BOLIGEE	JY	207.3	
					(To York 23.1 Via N.S. RR.)			
	3,600	98700		700.4	7.7 MT. HEBRON		215.0	
		98680		679.9	20.5 ALICEVILLE	KY	235.5	
	8,600	98669		669.3	10.6 PICKENSVILLE		246.1	
	1,500	98653		653.2	16.1 WHITBURY		262.2	
				648.8	4.4 SR	A	266.6	
		98648		648.2	0.6 COLUMBUS	JY	267.2	
				647.3	0.9 C & G	A	268.1	
	7,900	98639		638.8	8.5 AIRPORT		276.6	
		98637		637.0	1.8 KOLOLA SPRINGS		278.4	
		98631		630.9	6.1 HAMILTON		284.5	
		98624		623.7	7.2 ABERDEEN	T	292.7	
		93611		611.2	12.5 AMORY	BJKTY	304.2	

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

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

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

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

2. Bridge, Engine and Car Restrictions-

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

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

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

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

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

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

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

TWC- In effect between Pensacola and Amory.

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

4. General Code of Operating Rules-

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

Rule 93- Yard limit in effect between-

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

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

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

5. Special Conditions-

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

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.

Fountain-When going inside gate at Alabama River Pulp, keep engine and cars on straight track.

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

Whitbury- lead can be used for local service only.

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

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

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

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

Other Track Side Warning Detectors-

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

7. Industrial Tracks and Other Tracks-

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

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv MAIN LINE STATIONS		Distance from Mobile
				Office Calls	Rule 6	
	95874		873.5	MB	MOBILE	0.0
					2.9	
			870.6		THREE MILE CREEK	2.9
					2.0	
			868.6		N.S.R.R.	4.9
					0.1	
			868.5		TERMINAL JCT. (To Chickasaw 1.0)	5.0
					5.8	
2,956	95864		862.7		SARALAND	10.8
					4.6	
	95858		858.1		GETTY	15.4
					13.3	
	95845		844.8		MT. VERNON	28.7
					37.4	
	95807	1021	807.4		CHATOM	66.1
					11.9	
5,242	95794		795.5		MILLRY	78.0
					15.4	
3,542	95781		780.1		SOUWILPA	93.4
					12.2	
1,742	95768		767.9		BOGUELOOSA	105.6
					11.5	
6,435	95756		756.4		POND	117.1
					6.1	
			750.3		M. & B.	123.2
					0.3	
1,616	95750		750.0		CROMWELL	123.5
					18.9	
	95732		731.1	YO	YORK	142.4
					BJY	

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

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

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Mobile and York	40 MPH.
When handling 35 cars or more of grain, ore, coal or coke, or in combination	30 MPH.
All Tracks Terminal RR. Alabama State Docks	10 MPH.
Over Three Mile Creek Bridge	5 MPH.
MP 868.6 until engine through interlocking	20 MPH.
Bridge 866.1	10 MPH.
Bridge 845.7	25 MPH.
Bridge 840.1	30 MPH.
MP 837.5 and MP 836.5	30 MPH.
MP 823.5 and MP 822.9	30 MPH.
MP 815.5 and MP 793.0	30 MPH.
Bridge 772.2	25 MPH.
MP 760.0 and MP 742.0	30 MPH.
MP 750.3 until engine through interlocking	20 MPH.
York main track west of depot	10 MPH.
Sidings	10 MPH.

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

2. Bridge, Engine and Car Restrictions-

Cars heavier than 263,000 lbs. not permitted.

Loaded grain trains not permitted on Getty Oil Spur.

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

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

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

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

TWC- In effect between Mobile and York.

4. General Code of Operating Rules-

Rule 93- Yard limit in effect between-

MP 873.5 and MP 867.0

MP 751.0 and MP 748.5

MP 732.5 and MP 728.0

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

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

5. Special Conditions-

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

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

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

Other Track Side Warning Detectors-

Radio Tone: MP 799.3

MP 749.8

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
95866 Blakely Island	Mobile	Yard	
95868 Chickasaw	1.0 west of Terminal Jct.	120	Both
95862 Mitternight	0.1 west of Saraland	10	East
95860 Reed Minerals	2.5 west of Saraland	20	Both
95852 M & T Chemical	8.3 east of Mt. Vernon	25	East
95838 Fairford	6.8 west of Mt. Vernon	15	West
95815 Tibbie	8.6 east of Chatom	6	East
95785 Silas	4.6 east of Souwilpa	24	Both
95776 Gilbertown	8.5 east of Bogueloosa	6	West
95754 Lisman	1.8 west of Pond	5	East

SPRINGFIELD DIVISION

OPERATING RADIOS

Type Control	Location Base Station	Channel	Station Hours
1st Subdivision			
D	St. Louis	2	Unattended
L	Lindenwood	1	24 Hours Attended
L	Cuba (and 9th Subdiv.)	2	Mon.-Fri. 0630-2330
D	Rosati	2	Unattended
D	Newburg	2	Unattended
D	Sleeper	2	Unattended
D	Springfield	2	Unattended
L	Springfield	1&2	24 Hours Attended
2nd Subdivision			
L	Monett	2	24 Hours Attended except Sun. 1500-2300
L	Vinita	2	Mon.-Fri. 0700-1600
3rd Subdivision			
L	No. Kansas City	1-2	24 Hours Attended
L	Kansas City	2	Unattended
D	Rosedale	2	Unattended
L	Lenexa	2	Mon.-Fri. 0430-2030
L	Paola	2	Unattended
D	Pleasanton	2	Unattended
L	Ft. Scott	2	24 Hours Attended
D/L	Greenfield	2	Unattended
4th Subdivision			
D	Cabool	2	Unattended
L	West Plains	2	Unattended
D/L	Thayer	2	24 Hours Attended
D	Imboden	2	Unattended
D/L	Jonesboro	2	Mon.-Fri. 0700-1800
L	West Memphis	2	Mon.-Sat. 0700-1600
L	Memphis	2	24 Hours Attended
5th Subdivision			
D	Holly Springs	2	Unattended
D/L	Sherman	2	Unattended
D/L	Smithville	2	Unattended
L	Amory	2	24 Hours Attended
D/L	Guin	2	Unattended
D/L	Jasper	2	Mon.-Sat. 0700-1600
D	Pratt City	2	Unattended
L	Birmingham	2	24 Hours Attended
6th Subdivision			
L	Crystal City	2	Mon.-Fri. 0730-1630
D	Ste. Genevieve	2	Unattended
D	Wittenberg	2	Unattended
D/L	Cape Girardeau	2	Unattended
L	Chaffee	2	24 Hours Attended
D	Portageville	2	Unattended
D/L	Blytheville	2	Mon.-Sat. 0700-1700
D	Turrell	2	Unattended
7th Subdivision			
L	Columbus	2	Mon.-Sun. 0700-2300
D	Miami	2	Unattended
8th Subdivision			
D	Carthage	2	Unattended
L	Joplin	2	Mon.-Fri. 0700-0100
L	Neodesha	2	Mon.-Fri. 0700-1600
L	Wichita	2	Mon.-Fri. 0700-2300
10th Subdivision			
D/L	Pensacola	2	Fri.-Tue. 0600-2200
L	Cantonment	2	Wed.-Thu. 24 Hours
D	Mule Crossing	2	Mon.-Sun. 0630-1500
D	Atmore	2	Mon.-Sun. 1800-0230
D	Frisco City	2	Unattended
D	Hybart	2	Unattended
L	Fountain	2	Unattended
L	Ala. River Br.	2	Mon.-Fri. 0800-1700
L	MacMillan	2	Attended for Trains
D/L	Demopolis	2	Mon.-Sun. 0700-1630 & Mon.-Sun. 2200-0600
D	Boligee	2	Mon.-Sat. 0700-1600
D/L	Aliceville	2	Unattended
D/L	Columbus	2	Mon.-Sat. 0800-1700 & Mon.-Fri. 2359-0759
11th Subdivision			
D/L	Mobile	2	Mon.-Fri. 24 Hours
D	Bucks	2	Sat. Unattended
D	Tibbie	2	Sun. 0700-1500
D	Cullomburg	2	Unattended
D	Land	2	Unattended
D/L	York	2	Unattended

Type Control: D = Dispatcher, L = Local

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs Springfield Office	Commercial
864-2224	Asst. Chief Dispatcher	(417) 864-2224
864-2246	1st, 4th, 9th	(417) 864-2246
864-2240	2nd	(417) 864-2240
864-2243	3rd, 7th	(417) 864-2243
864-2244	5th, 6th	(417) 864-2244
864-2595	8th, 10th, 11th	(417) 864-2595
Galesburg Office		
345-6401	Asst. Chief Dispatcher	(309) 345-6401
345-6411	Springfield 1st	(309) 345-6412

MOBILE PHONE RADIOS

Location of Base Station	Access Digit	Network To Car	Car To Car	Disconnect Digit
St. Louis	*1	768-7044	-----	# 1
Rosati	*2	864-2103	2222	# 2
Sleeper	*3	864-2103	2222	# 3
Springfield	*1	864-2100	2222	# 1
Kansas City	*1	234-9287	-----	# 1
Ft. Scott	*2	864-2101	2222	# 2
Cabool	*4	864-2106	2222	# 4
Thayer	*3	864-2105	2222	# 3
Jonesboro	*1	864-2109	2222	# 1
Memphis	*2	369-6147	746	# 2
Holly Springs	*3	334-4424	422	# 3
Amory	*1	334-4423	422	# 1
Jasper	*2	320-3655	690	# 2
Birmingham	*1	320-3647	690	# 1
Cape Girardeau	*3	864-2107	2222	# 3
Hayti	*4	864-2108	2222	# 4
Joplin	*4	864-2113	2222	# 4

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard
465	Kansas City Murray Yard
842	Kansas City 10th Street Yard
854	North St. Louis
862	East St. Louis
863	West Alton
1101	St. Louis
1102	Valley Park
1103	Springfield Kansas Ave. Yards
1106	Joplin
1107	Wichita
1108	Kansas City 19th Street Yards
1109	Lenexa Industrial Park
1121	Memphis Back Tracks
1122	Tennessee Yard
1123	Amory
1124	Birmingham
1125	Cantonment
1126	Pensacola
1127	Mobile - Blakely Island

OTHER ROAD SEGMENTS

Line Segment	Limits	Mileposts
16	Murray Yard to Clark	2.7 to 8.0
1002	Monett to MP 283	282.0 to 283.0
1005	19th Street to BV Jct.	0.0 to 11.7
1005	Springfield Yard to Bolivar	191.8 to 153.6
1011	Springfield Yard to Kissick	237.2 to 249.1
1018	Nichols to W. S. Jct.	198.3 to 205.2
1041	Pittsburg-Cherokee-Parsons	134.4 to 172.0
1048	Galena to Webb City, Baxter Springs to Riverton	
1013	Hoxie - Walport	398.0 to 402.3
1014	Marion - Hulbert	474.0 to 479.4
1023	Dora - DeBardeleben	708.3 to 717.9
1026	Hayti - Kennett	212.7 to 229.4
1029	Blytheville - End of Track	237.3 to 238.4

SPRINGFIELD DIVISION

37

SPRINGFIELD DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - OCTOBER, 1989

LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES
0014	26.85	42.40	Extraordinary or unusual expense for M/O of joint trackage between Branch St in St. Louis & Machens, MO	J 1533	1001	483.60	483.70	Wages of 3 train directors T/R 132-127, Pos 001, 002 & 003 for control of Kansas & Kentucky Sts crossings in Memphis, TN	J 2520
0016	1.00		M/O of main line trackage on Hannibal Bridge over Missouri River in Kansas City, MO called Zone 2 "Ustick to 0.41"	J 2113	1001	485.40		M/O xing signals at Neptune St, Memphis, TN	J 2500
0016	1.00		Maintenance of Hannibal bridge over Missouri River in Kansas City, MO called Zone 2 "Ustick to 0.41"	J 2116	1001	528.30		Extraordinary or unusual expense of M/O of control signal system protecting trackage at Holly Springs, MS	J 2701
0016	1.00		Wages of drawtenders on "Hannibal Bridge" over Missouri River in Kansas City, MO called Zone 2 "Ustick to 0.41"	J 2118	1001	563.00		Extraordinary or unusual expense for M/O of interlocker at New Albany, MS	J 2702
0016	1.00		M/O of main line trackage between Hannibal Bridge & KCT connection in Kansas City, MO called Zone 3 "Gooseneck"	J 2114	1001	563.00		M/O of G&M RR exclusive switch at New Albany, MS	J 2706
0016	1.60		M/O of main line trackage between Ustick Tower & Hannibal Bridge in Kansas City, MO called Zone 1 "Ustick to 0.41"	J 2112	1001	587.50		Extraordinary or unusual expense for M/O of interlocker at Tupelo, MS	J 2703
0016	1.60		Maintenance of all bridges, culverts, drainage, etc. between Ustick Tower & Hannibal Bridge in Kansas City, MO called Zone 1 "Ustick to 0.41"	J 2115	1001	587.50		M/O of G&M RR exclusive switch at Tupelo, MS	J 2706
0016	1.00		Maintenance of all bridges, culverts, etc. between Hannibal Bridge & KCT connection in Kansas City, MO called Zone 3 "Gooseneck"	J 2117	1001	637.40		Maintenance of signals @ Hyster, CO - Sulligent, AL	O85ME000001
0016	1.60		For utilities chargeable to joint line at Kansas City, MO with N&W called "Ustick to 0.41"	J 2119	1001	693.25	729.30	M/O of track, bridges & C-S systems Jasper to Pratt City, AL	J 2575
0016	1.60		Extraordinary or unusual expense vs NW for M/O interlocker at Ustick Tower Kansas City, MO	J 2053	1001	693.60	729.30	Wages of the regular dispatchers T/R 112-130, Pos 001, 002, 003 & 041 at Springfield, MO for control of the main line between Jasper & Pratt City, AL	J 2596
0016	1.60		Extraordinary or unusual expense vs KCT for M/O interlocker at Ustick Tower Kansas City, MO	J 2059	1001	693.70	731.10	M/O of CTC between Jasper & Birmingham, AL	J 2620
0018	215.50		M/O of Ford Spur switch in Claycomo, MO near Birmingham, MO	J 2107	1001	693.80		Wages of customer service agent T/R 132-148, Pos 002 at Jasper, AL	J 2576
0018	216.20		Extraordinary or unusual expense for M/O of interlocker at Birmingham, MO	J 1707	1001	693.80		Wages of central agent T/R 132-148, Pos 001 & M/O of the station building at Jasper, AL	J 2577
0018	216.20	221.60	Wages of one operator & relief T/R 112-191, Pos 001 & 301 in the N&W (KC Yard Office) for control of Block 222 between North Kansas City & Birmingham, MO	J 2111	1001	693.80		Payment to Thorne Refrigeration, Columbus, MS for the lease of ice machine at Jasper, AL	J 2578
0018	216.40		M/O of signal equipment & appurtenances at Ford Spur in Claycomo, MO near Birmingham, AL	J 2108	1001	693.80		Extraordinary or unusual expense for M/O of interlocker at Jasper, AL	J 2579
0018	216.73		Extraordinary or unusual expense for M/O xing signals at Arlington Road Kansas City, MO	J 2054	1001	729.09		M/O of interlocker at Pratt City	J 2621
0842			Wages & supplies of section gang xing watchmen at 10th St xing in No Kansas City, MO	J 2109	1001	729.20	731.31	Wages of regular dispatchers T/R 112-130, Pos 001, 002 & 041 at Springfield, MO for control of the main line between Pratt City, AL & 2,000 feet west of East Thomas Jct, AL	J 2595
0842			M/O of xing & watchmen shanty at 10th St in No Kansas City, MO	J 2110	1001	729.20	731.31	M/O of trackage from No SW on storage track in Pratt City to 2,000 Ft West of Thomas Jct in Birmingham, AL	J 2599
1001	1.6	42.90	Extraordinary or unusual expense for M/O of joint line between Kansas City, MS & Paola, KS	J 2016	1002	17.90		M/O of joint track known as the "Diego Spur" at Valley Park, MO	J 1547
1001	21.00		M/O of trackage at Olathe, KS	J 2035	1002	18.00		M/O of industry track serving F. F. Kirchner at St. Charles Rock Rd in Valley Park, MO	J 2027
1001	41.39	42.17	M/O of turnout & power switch leading to MKT passing track near Paola, KS	J 2004	1002	239.70		M/O of industry spur between Sherman & Franklin Avenues in Springfield, MO known as Phelps Avenue	J 2000
1001	42.90		Extraordinary or unusual M/O expense for interlocker at Paola, KS	J 2056	1002	269.00		Extraordinary or unusual expense for M/O of auto interlocker at Aurora, MO	J 2007
1001	118.40		Extraordinary or unusual expense for M/O of auto interlocker at Buck, MO	J 2006	1002	410.40	414.10	Extraordinary or unusual expense for M/O of signals - Vanburen to Ft. Smith, AR	J 2057
1001	123.80		Extraordinary or unusual expense for M/O of auto interlocker at Liberal, MO	J 2010	1003	309.80		Extraordinary or unusual expense for M/O of interlocker at Neosho, MO	J 2011
1001	139.10		Extraordinary or unusual expense for M/O of auto interlocker at Lamar, MO	J 2009	1003	397.60		Extraordinary or unusual expense for M/O of interlocker at Claremore, OK	J 2201
1001	342.00		Maintenance of signals - Mammoth Springs, AR	O85SF000003	1003	423.00		M/O of interlocker at Tulsa, OK	J 2200
1001	420.17		M/O of flashing light signals at Fisher St in Jonesboro, AR	J 2050	1004	312.70		Extraordinary or unusual expense for M/O of auto interlocker at Carthage, MO	J 2008
1001	422.20		Extraordinary or unusual expense for M/O of auto interlocker at Jonesboro, AR	J 2051	1004	328.10	334.09	M/O of jointly owned track serving Gulf Oil Co (formerly Spencer Chemical) at Crestline, KS	J 2002
1001	423.29		Extraordinary or unusual expense for M/O of auto interlocker at Nettleton, AR	J 2052	1004	507.00		Maintenance of signals - Wichita, KS - City of Wichita Project	O85SF000001
1001	481.40		Extraordinary or unusual expense for M/O of auto interlocker at Bridge Jct, AR	J 2700	1005	5.90	8.40	M/O of trackage between Sheffield Jct & Leeds Jct in Kansas City, MO	J 2041
1001	483.60	483.70	M/O of signals at Kansas & Kentucky Sts in Memphis, TN	J 2501	1005	6.00	8.40	M/O of connecting switches at either end of joint trackage, Sheffield to Leeds Jct, MO	J 2040
					1005	6.00	8.40	M/O of 6 switches leading from joint trackage, Sheffield to Leeds Jct, MO to various non-joint tracks	J 2042
					1005	6.00	8.40	M/O of 2 switches leading from joint trackage, Sheffield to Leeds Jct, MO to SSW tie plant at Ona, MO	J 2043
					1014	471.00		M/O of station at West Memphis, AR	J 2506
					1014	471.00		M/O of xing signals Broadway St in West Memphis, AR	J 2507

SPRINGFIELD DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - OCTOBER, 1989

LINE/YARD SEGMENT	MILEPOST FROM	MILEPOST TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM	MILEPOST TO	DESCRIPTION	"J" & "O" CODES
1014	471.90	479.40	Wages of TY&E employees for switching Marion-Hulbert cutoff in West Memphis, AR	J 0111	1121			M/O of trackage leading to Parkway Yard between Points 'X' to 'A' & 'A' to 'B'	J 2502
1014	471.90	479.40	Wages of TY&E employees for non-joint switching (BN cars) at Marion-Hulbert cutoff in West Memphis, TN	J 0112	1121			M/O of trackage near Parkway Yard between Points "B" to "C"	J 2503
1014	471.90	479.40	Wages of TY&E employees for inactive time while switching Marion-Hulbert cutoff in West Memphis, TN	J 0113	1121			M/O of harbor lead, part of incline, BN tracks & signals on Presidents Island	J 2504
1014	471.90	479.40	M/O of track & bridges from main line switch at Marion, AR to clearance of SSW at Hulbert, AR "Marion-Hulbert cutoff" including signal at North/South access roads	J 2505	1121			M/O of flashing light signals at Riverside Drive on Presidents Island	J 2508
1020	648.30	648.40	M/O of Switch 1 & interchange track "scale track" 567 feet long in Columbus, MS	J 2655	1121			M/O of trackage from ICG R/W to BN M/L switch known as "Line A" including SSR interchange & side track in Memphis, TN	J 2509
1020	648.50		M/O of Switch 2 & connecting track between BN M/L & ICG R/W - Columbus, MS	J 2656	1121			M/O of trackage & bridge from ICG R/W to BN M/L switch known as "Line B" in Memphis, TN	J 2510
1020	708.49	708.55	M/O of Southern RY exclusive turnout from point of switch to clearance point	J 2512	1124			Wages, phone, auto rent & per exp of the C.S.A. T/R 132-150, Pos 001 in Birmingham, AL	J 2590
1020	708.49	731.47	Repairs to tracks & all facilities damaged by Southern RY derailment	J 2523	1124			Maintenance expense caused by derailment of yard switching movements in Birmingham Terminal from Point 2,000 feet west of East Thomas Yard	J 2600
1020	731.44	731.47	M/O of Southern RY exclusive turnout from point of switch to clearance point	J 2512	1124			M/O of trackage on Norwood Hill between Blocks 1 & 2 in Birmingham, AL	J 2601
1020	773.70		Unusual & extraordinary expense for the automatic interlocker at Kimbrough, AL (usual M/O is flat rated)	J 2648	1124			M/O of CTC between Jasper & Birmingham, AL	J 2620
1020	898.70		Wages & per auto exp of agents T/R 132-173, Pos 002 & 040 & M/O of the station in Cantonment, FL	J 2651	1124			Maintenance caused by joint user derailment, collision or neglect of Track 1,509 feet long between 10th Avenue No & 28th St & 9th Avenue N & 31st St in Birmingham, AL	J 2623
1024	729.28		Extraordinary or unusual expense M/O of interlocker at Pratt City, AL, vs CSX	J 2704	1124			Extraordinary or unusual expense for M/O of xing signal at 10th Avenue & 28th St in Birmingham, AL	J 2624
1024	732.00		Extraordinary or unusual expense for M/O of interlocker at Pratt City, AL, vs SOU	J 2705	1124			M/O of xing signals at 9th Avenue & 31st St No Birmingham, AL	J 2625
1024	732.10		M/O of xing signals at Dolomite Road in Woodward, AL	J 2628	1124			M/O of consolidated interlocker, 18th & 28th Sts, Block 1, 2 & speaker system in Birmingham, AL	J 2626
1024	738.00		M/O of xing signals at 46th St in Fairfield, AL	J 2627	1124			Extraordinary or unusual expense for M/O of flashing light signals at 3rd St West (Weaver St) in Birmingham, AL	J 2629
1025	44.64		Maintenance of signals - Selma, MO USS Corp	O85ME000003	1124			M/O of speaker system at East Thomas Yard in Birmingham, AL	J 2630
1025	132.00		Utilities at Cape Girardeau, MO used in connection with servicing of run-thru train between Desota, IL & Rush Tower, MO	J 2516	1124			Wages of operators T/R 132-152, Pos 143, 144 & 145 at East Thomas Yard for controlling the consolidated interlocker at 18th & 28th Sts Block 1 & 2 in Birmingham, AL	J 2633
1025	134.19		Maintenance of signals - Cape Girardeau, MO Marquette Cement Mfg Co	O85ME000002	1124			Wages of operators T/R 132-152, Pos 143, 144 & 145 at East Thomas Yard for controlling the Norwood Hill trackage & signals in Birmingham, AL	J 2636
1025	165.90		Extraordinary or unusual M/O expense for auto interlocker at Sikeston, MO	J 2515	1125			Non-joint switching expense at St. Regis Paper Co in Cantonment, FL	J 0131
1040	124.07	124.09	M/O of auto interlocker near Girard, KS	J 2001	1125			Joint switching at St. Regis Paper Co in Cantonment, FL	J 0132
1040	136.00		Extraordinary or unusual expense for M/O of electric approach locked xing gate at Cherokee, KS	J 2058	1125			Non-productive switching expense incl dead time, lunch, travel & rent of auto to transport crews in Cantonment, FL	J 0134
1103			Maintenance of signals - Chestnut St, Lily Tulip Inc in Springfield, MO	O85SF000002	1125			M/O of joint yard & industry track of St. Regis Paper Co & BN tail track (excl yard Track 9 & 16 chem plant tracks)	J 2650
1107			M/O of BN trackage on Mosley Avenue in Wichita, KS known as "Red Track"	J 2015	1125			Mechanical expense for rereiling cars in joint trackage at St. Regis Paper Co, Cantonment, FL	J 2652
1121			Wages of yardmen & yard enginemen for switching joint trackage Parkway Yard, Memphis, TN	J 0135	2103			Lease payments made to the City of Overland Park for the use of the technical training facilities at Johnson County Community College where 36% is rebillable versus the college on Bill 1101537	J 2060
1121			Wages of yardmen & yard enginemen for non-joint switching at Parkway Yard Memphis, TN	J 0136	N/A			This code is used to gather the expenses related to the Arkansas & Missouri RR shortline from Monett, MO to Ft. Smith, AR	J 8001
1121			Non productive wages of yardmen & yard enginemen (meal period, waiting, early tie-up, etc) while involved in joint switching at Parkway Yard, Memphis, TN	J 0137	N/A			This code is used to gather the expenses related to the Kiamichi RR shortline for the Hugo Line	J 8006
1121			Wages of yardmen & yard enginemen for switching joint trackage lines A & B in Memphis, TN	J 0138					
1121			Wages of yardmen & yard enginemen for non-joint work while involved in joint switching of Lines A & B in Memphis, TN	J 0139					
1121			Non productive wages of yardmen & yard enginemen (meal period, waiting, early tie-up, etc) while involved in joint switching of A & B lines in Memphis, TN	J 0140					

CHIEF MEDICAL OFFICERS

39

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

MEDICAL EXAMINERS AND LOCAL SURGEONS (Springfield Division)

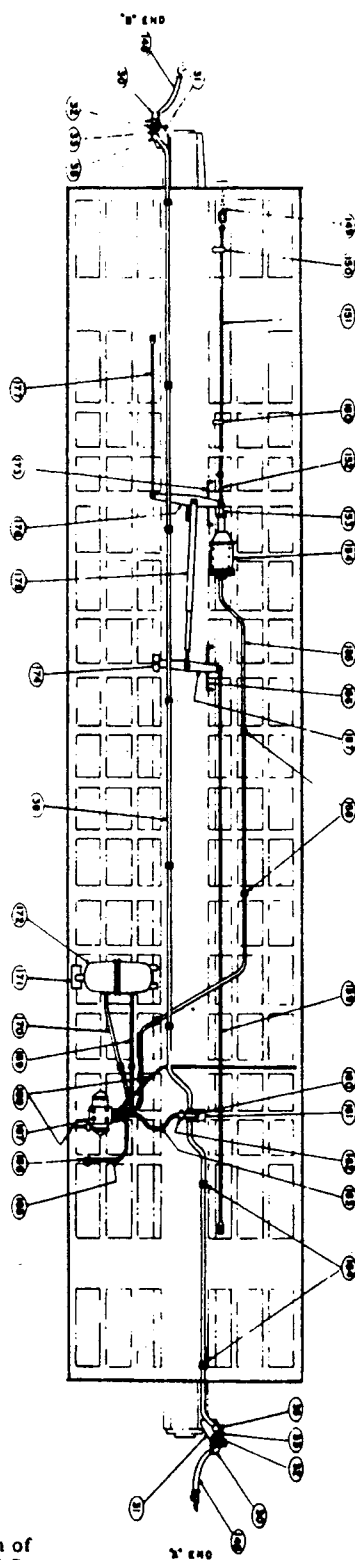
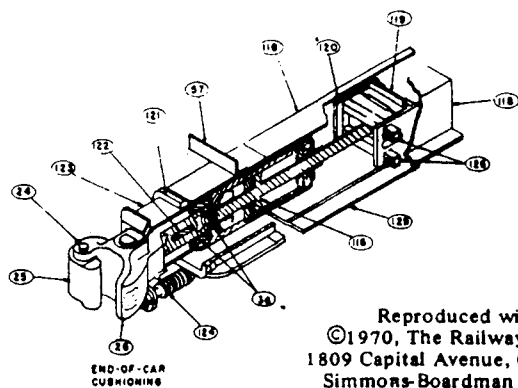
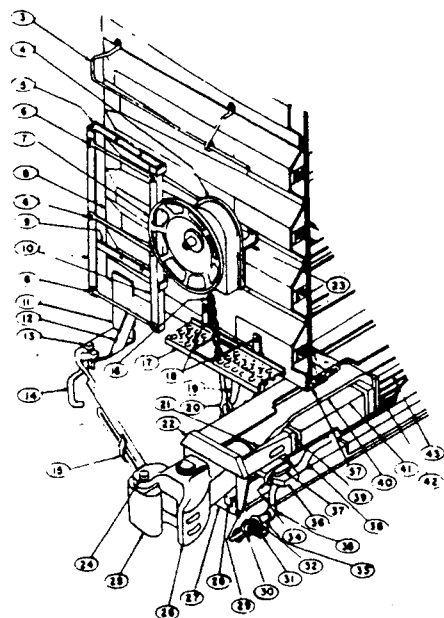
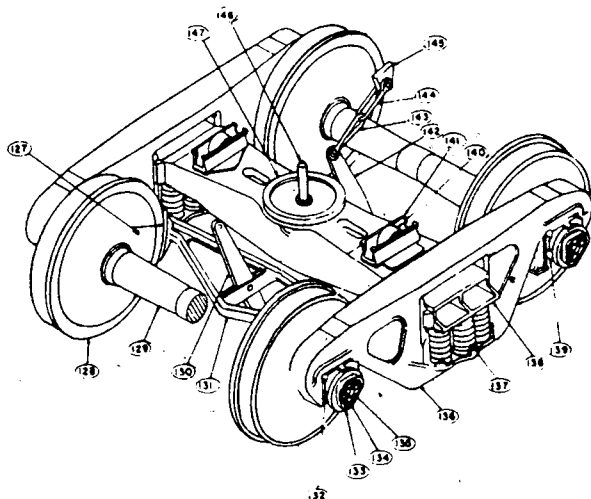
Dr. Wm. T. Oakes Amory
 Dr. W. E. Yoe Amory
 * Drs. J. L. Mathews/T. C. O'Connors Birmingham
 * Thuss Clinic Birmingham
 Dr. R. D. Smith Blytheville
 * Family Physicians Group Cape Girardeau
 Dr. F. M. Elders Cuba
 Dr. Larry Thead Demopolis
 * Barnes/Sutter Clinic Fenton
 * Drs. M. McKenna/S. Wolf Ft. Scott
 * Drs. Nichols & Phelps & Parris Ft. Scott
 * Holt-Krock Clinic Ft. Smith
 Dr. M. B. Hoge Ft. Smith
 Doctors Clinic of Hayti Hayti
 Dr. K. A. Carpenter Jonesboro
 Dr. Craig McDaniel Jonesboro
 Dr. Dennis W. Smith Joplin
 Dr. Charles Sisk Kansas City
 * Industrial Clinic West Lenexa
 Dr. John McCormack Mammoth Springs
 Dr. Howard T. Akers Memphis
 Dr. Hugh Francis, Jr. Memphis
 Dr. John R. Wills Memphis
 Dr. Crawford Allison Mexia

* N. E. O. Medical Center Miami
 Dr. Stiner Garrett Mobile
 Dr. S. Cruz Monett
 Dr. F. A. Moorhead Neodesha
 * Industrial Clinic North Inc. N. Kansas City
 Dr. Richard Dailey Overland Park
 Dr. H. L. Simpson, Jr. Pensacola
 * Barnes/Sutter Clinic St. Louis
 * Macon Medical St. Louis
 Dr. Charles P. Sisco Springdale
 * Dr. A. A. Ancheta Springfield
 Dr. Peter H'Doubler Springfield
 Dr. H. A. Lowe Springfield
 Dr. Donald E. Menchetti Springfield
 Dr. E. L. Reyes Springfield
 Dr. Carle Schroff Springfield
 Dr. A. T. Walker Thayer
 Dr. Harold Dunlap Tulsa
 * Hillcrest Occupational Medical Services Tulsa
 * Surgical Services Inc. Tulsa
 * Work-Med Tulsa
 Burton Creek Clinic West Plains
 Dr. B. R. McMullen Wichita

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

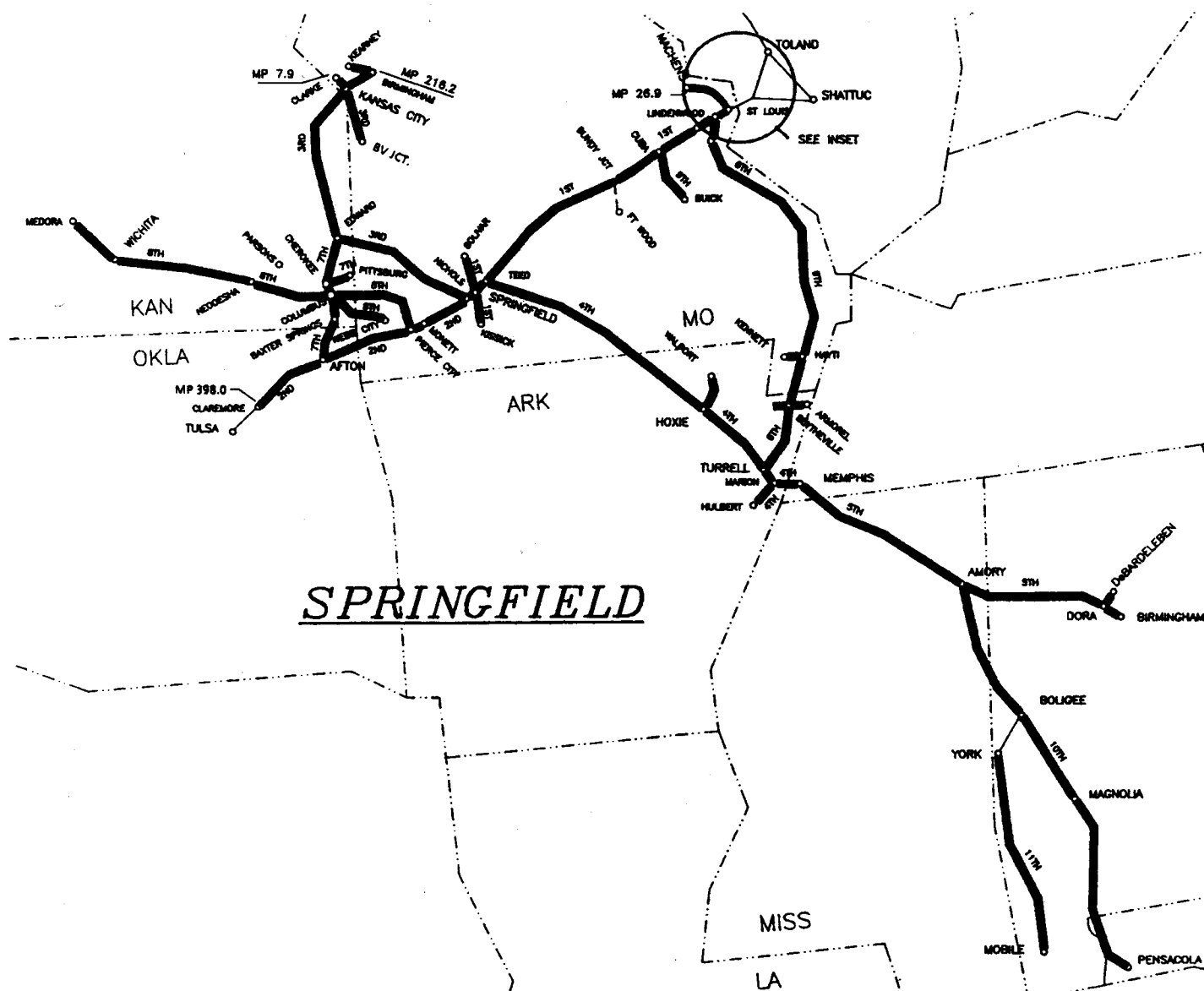
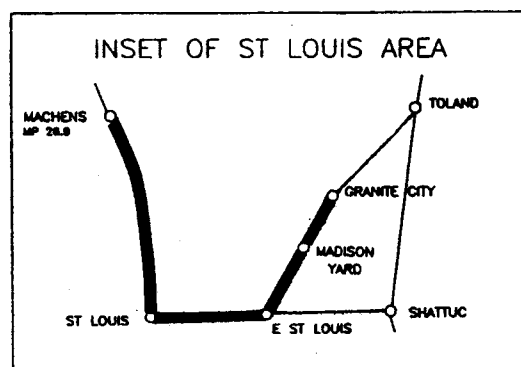
Note: Refer to other division timetables to locate closer doctors.

CAR CHART



3. Horizontal and handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/4"
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 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/4"
170. Emergency reservoir pipe, 1/4"
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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**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			Time Per Mile		
Minutes	Seconds	Miles Per Hour	Minutes	Seconds	Miles Per Hour
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

**SAFETY IS OF THE FIRST
IMPORTANCE IN THE
DISCHARGE OF DUTY**

TRACK BULLETIN FORM B

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

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

In granting verbal authority the following words will be used:

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

(1) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:
"_____(train)_____ may pass red flag located at MP _____ (or enter limits) on (specify track) without stopping, over."

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

(2) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:
"_____(train)_____ may proceed through the limits at _____ MPH (or 'at maximum authorized speed'), over."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

(3) To require train or engine to move at a speed less than restricted speed, the following speed will be added:
"_____(train)_____ proceed at restricted speed but not exceeding _____ MPH (adding, if necessary, 'until reaching _____ MP '), over."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by example (1) above.