

SPRINGFIELD DIVISION

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G. L. TOWNSEND	Trainmaster	Thayer
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B. J. MAYS	Trainmaster-General Agent	Ft. Scott
E. R. SMITH	Trainmaster-General Agent	Ft. Smith
B. E. MOORE	Road Foreman	Springfield
D. R. SLANKARD	Road Foreman	Springfield
W. L. DAWKINS	Road Foreman	Springfield
L. A. BROWER	Road Foreman	Ft. Scott

J. W. Tolbert—Terminal Superintendent, Kansas City

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S. L. WEATHERBY	Terminal Trainmaster	Kansas City
D. L. PATTON	Terminal Trainmaster	Kansas City
G. M. HOOTEN	Terminal Trainmaster	Kansas City
C. E. PAYNE	Terminal Trainmaster	Kansas City
R. W. KIPPER	Terminal Trainmaster	Kansas City
R. I. CHERNER	Terminal Trainmaster	Kansas City
G. A. DREXEL	Terminal Trainmaster	Kansas City
L. E. FREEMAN	General Yardmaster	Kansas City
K. D. DUNN	Road Foreman	Kansas City

M. H. Steele—Terminal Superintendent, Springfield

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J. A. BINGHAM	General Yardmaster	Springfield

MEMPHIS DIVISION

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T. D. RAINEY	Asst. Supt. Transportation	Chaffee
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J. L. BOWAN	Asst. Supt. Roadway Maintenance	Amory
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J. M. SANDERS	Trainmaster	Amory
J. G. HERRING	Trainmaster	Amory
C. W. CALDER	Trainmaster-General Agent	Mobile
L. E. CARNER	Terminal Trainmaster	Birmingham
W. L. MARTIN	General Yardmaster	Birmingham
R. W. SCHOENEBECK	Road Foreman	Chaffee
G. T. ALLISON	Road Foreman	Memphis
L. L. EDGEWORTH	Road Foreman	Amory

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W. S. SMITH	Terminal Trainmaster	Memphis
F. E. THURSTON	Terminal Trainmaster	Memphis
D. F. KEHR	General Yardmaster	Memphis

TULSA DIVISION

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W. F. SWITZER	Asst. Supt. Roadway Maintenance	Tulsa
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C. L. HARRISON	Trainmaster	Hugo
K. SEWELL	Trainmaster	Enid
J. D. DRESSLER	Trainmaster	Oklahoma City
R. D. STEVENS	Trainmaster	Vinita
R. E. RUST	Asst. Trainmaster-General Agent	Sherman
R. K. GREGORY	General Yardmaster-General Agent	Oklahoma City
G. S. LANTRIP	Road Foreman	Sherman
D. R. HITCH	Road Foreman	Tulsa
R. E. DUNCUM	Road Foreman	Oklahoma City
J. E. LUTZENBERGER	Road Foreman	Enid

—Terminal Superintendent, Tulsa

R. D. SEDLACEK	Asst. Terminal Superintendent	Tulsa
W. P. MACKENZIE	Terminal Trainmaster	Tulsa
J. T. CAIN	Terminal Trainmaster	Tulsa
J. M. HOVIS	Terminal Trainmaster	Tulsa
C. L. MALLONEE	Terminal Trainmaster-General Agent	Tulsa
E. M. BULGOZDY	General Yardmaster	Tulsa

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BURLINGTON NORTHERN RAILROAD CO. SPRINGFIELD REGION

SPRINGFIELD, TULSA AND
MEMPHIS DIVISIONS

TIMETABLE AND SPECIAL INSTRUCTIONS NO. 3

IN EFFECT AT 0001
Continental Central Standard Time

Sunday, January 1, 1984

Vice President And General Manager W. A. THOMPSON	Assistant General Manager A. J. THOMPSON
Vice President Transportation—System E. H. HARRISON	

SPRINGFIELD DIVISION

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Louis	1st Subdivn MAIN LINE STATIONS Office Calls		EASTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Kansas City	3rd Subdivn MAIN LINE STATIONS Office Calls		NORTHWARD
			92007		0.0	0.0	ST. LOUIS							2.7	0.0	KD KANSAS CITY (Murray Yard)		
	BJKTY		92007		7.1	7.1	LI LINDENWOOD			BLJKRTY		25300		2.3	0.3	USTICK		
	Y				7.9	7.9	SHREWSBURY							1.6	1.4	K.C.T. R.R.		
	A				11.8	11.8	M.P.							0.2	1.7	TWELFTH ST.		
			92016		15.7	15.7	TC TREE COURT							0.0	2.4	NINETEENTH ST.		
			92018		17.9	17.9	VP VALLEY PARK							1.6	4.0	K.C.T. (Twenty-fifth St.)		
	T				18.3	18.3	YP CHRYSLER SPUR			I				2.0	4.4	TWENTY-NINTH ST.		
		6,901	92027		27.2	27.2	EU EUREKA							3.9	6.3	RO ROSEDALE		
		10,518	92034		34.1	34.1	PA PACIFIC							4.0	6.4	CROSSOVER B		
		6,542	92044		44.0	44.0	OK ROOK			BK		93004		15.4	17.8	CROSSOVER C		
		6,613	92052		52.2	52.2	SE ST. CLAIR			X				26.5	28.9	BN BONITA		
		7,644	92062		62.2	62.2	ON STANTON			X				36.2	39.7	HC HILLSDALE		
			92068		68.1	68.1	OI SULLIVAN							42.9	46.4	PD PAOLA		
		6,545	92077		77.2	77.2	OF COFFEYTON							43.1	46.6	M.P.		
	BJK	6,371	92087		86.8	86.8	CU CUBA			AI				48.3	51.8	HE HENSON		
		6,811	92095		94.8	94.8	RS ROSATI				6,798	93048		54.2	57.7	FN FONTANA		
		7,129	92106		105.6	105.6	OY DILLON				8,979	93054		61.7	65.2	LC LACYGNE		
	BK	7,001	92111		110.6	110.6	RA ROLLA				7,434	93062		74.0	77.5	PL PLEASANTON		
			92113		112.7	112.7	SS SILLS				8,780	93074		81.9	85.4	PS PRESCOTT		
	BK	6,313	92119	1002	119.1	119.1	NB NEWBURG				7,026	93082		91.7	95.2	HM HAMMOND		
	JT		92121		121.5	121.5	BW BUNDY JCT.				8,842	93092	1001	98.0	101.5	M.K.T.		
			92123		122.7	122.7	AN ARLINGTON			A				98.6	102.1	FT FT. SCOTT		
		6,257	92129		128.8	128.8	KH FRANKS			BK		93099		102.7	106.2	EW EDWARD		
		7,410	92135		134.6	134.6	DX DIXON			J				115.3	118.8	16TH SUB JCT.		
		6,730	92142		142.0	142.0	JY JURY				8,947	93116		116.9	120.4	AR ARCADIA		
		6,443	92152		152.5	152.5	VG SWEDESBORG							118.4	121.9	K.C.S.		
		5,819	92160		159.8	159.8	RN RICHLAND							123.8	127.3	M.P.		
		6,377	92168		167.5	167.5	QD STOUTLAND							132.8	136.3	IA IANTHA		
		7,306	92174		174.1	174.1	ZZ SLEEPER				8,947	93132		138.7	142.2	LM LAMAR		
	T	11,697	92182		181.8	181.8	LB LEBANON							139.1	142.6	M.P.		
		8,145	92191		190.5	190.5	HH HUBEN				8,920	93149		149.4	152.9	DZ DIX		
		6,979	92198		198.4	198.4	YW CONWAY				7,054	93162		162.0	165.5	DK DUMBECK		
		8,591	92207		206.9	206.9	NG NIANGUA				9,125	93171		170.6	174.1	PM PILGRIM		
		7,099	92213		213.3	213.3	MH MARSHFIELD							179.0	182.5	EV EVERTON		
		8,899	92220		220.8	220.8	NV NORTHVIEW				9,133	93195		194.5	198.0	EO ELWOOD		
		7,570	92228		227.7	227.7	QF STRAFFORD							198.3				
	JX		92235		235.1	235.1	TD TEED			J		92242	1002	198.3	201.8	NS NICHOLS		
					237.2	237.2	43 TRACK			BJKT		92239		200.6	204.1	SY SPRINGFIELD YARD		
	BKT		92239		239.7	239.7	SY SPRINGFIELD YARD											

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

2ND SUBDIVISION IS ON NEXT PAGE.

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

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

SPRINGFIELD DIVISION

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WESTWARD

Rule 8(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Springfield Yard	2nd Subdivn MAIN LINE STATIONS Office Calls
BKT		92239	1002	239.7	0.0	SY SPRINGFIELD YARD 2.3
J		92242		242.0	2.3	NS NICHOLS 5.2
	66,637	92247		247.2	7.5	ZE BROOKLINE 4.6
	8,489	92252		251.8	12.1	RJ REPUBLIC 5.5
	6,584	92257		257.3	17.6	ZS BILLINGS 5.0
	7,804	92262		262.3	22.6	JL LOGAN 6.6
BJ	7,039	92269		268.9	29.2	AU AURORA To ML Vernon 11.7
A				269.0	29.3	M.P. 0.1
	8,145	92274		273.7	34.0	VE VERONA 4.7
		92279		279.1	39.4	GZ GLOBE 5.4
X		92281		281.0	41.3	CROSSOVER "M" 1.9
BKT		92282		282.0	42.3	MO MONETT 1.0
J				282.2	42.5	C. D. JCT. 0.2
				282.5	42.8	LOU 0.3
						CTC

EASTWARD

Rule 8(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Springfield Yard	4th Subdivn MAIN LINE STATIONS Office Calls
BJKT		92239	1002	239.7	0.0	SY SPRINGFIELD YARD 2.5
				237.2	2.5	4S TRACK 2.1
J		92235		235.1	4.6	TD TEED 2.9
				206.2	7.5	WS W.S. 12.8
	10,266	93219		219.0	20.3	RR ROGERSVILLE 12.5
	8,844	93232	1001	231.5	32.8	DG DIGGINS 11.7
	8,653	93243		243.2	44.5	YD CEDAR GAP 6.4
		93249		249.6	50.9	MF MANSFIELD 10.6
	8,000	93260		260.2	61.5	NR NORWOOD 9.3
	9,405	93270		269.5	70.8	MR MOUNTAIN GROVE 9.6
	8,380	93279		279.1	80.4	CA CABOOL 14.2
	8,517	93293		293.3	94.6	WL WILLOW SPRINGS 12.8
	9,046	93306		306.1	107.4	OL OLDEN 8.3
	8,699	93314		314.4	115.7	WP WEST PLAINS 16.4
	8,723	93331		330.8	132.1	KK KOSHKONONG 9.0
BK	8,786	93340		339.8	141.1	TH THAYER 10.5
	7,742	93350		350.3	151.6	KG KING 12.7
	7,485	93363		363.0	164.3	BA BAKER 17.7
	8,574	93381		380.7	182.0	IM IMBODEN 17.3
ABJKT	8,706	93398		398.0	199.3	HX HOXIE (MP) To Pocahtantas 15.2
	7,015	93406		406.1	207.4	SW SEDGWICK 13.9
BKT	10,528	93420		420.0	221.3	JB JONESBORO 2.2
A				422.2	223.5	S.S.W. 1.6
A				423.8	225.1	M.P. 6.9
	5,857	93431		430.7	232.0	BB BAY 9.2
	9,311	93440		439.9	241.2	CD COON 9.7
		93450		449.6	250.9	TX TYRONZA 12.6
T	8,598	93462		462.2	263.5	TR TURRELL 0.4
J		93462		462.6	263.9	RIVER JCT.

NORTHWARD

3RD SUBDIVISION IS ON PREVIOUS PAGE.

SOUTHWARD

Rule 8(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Edward	5th Subdivn MAIN LINE STATIONS Office Calls
J		93103	1040	102.7	0.0	EW EDWARD 14.3
	7,550	97117		117.0	14.3	FG FARLINGTON 7.2
A				124.2	21.5	A.T.S.F. 5.4
	7,600			129.6	26.9	BEULAH 6.3
JT		97136		135.9	33.2	CH CHEROKEE 0.8
M				136.7	34.0	M.P. 4.0
	7,550	97141		140.7	38.0	UC SCAMMON 7.0
ABJKT	3,471	97148		147.7	45.0	CB COLUMBUS (8th SUB) 6.1
	7,420	97154		153.8	51.1	NU NEUTRAL 5.2
BJKT		97159		159.0	56.3	BX BAXTER SPGS. 6.3
T	7,600	97165		165.3	62.6	QP QUAPAW 7.2
BK		97173		172.5	69.8	ME MIAMI 6.7
	6,990	97179		179.2	76.5	NI NARCISSA 7.5
J		96347		186.7	84.0	KO AFTON JCT.
						CTC

NORTHWARD

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

SPRINGFIELD DIVISION

SOUTHWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Monett	6th Subdivn MAIN LINE STATIONS Office Calls		WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Pierce City	8th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
	BKTY		92282		282.0	0.0	MO	MONETT		J		96287	1003	286.9	0.0	PC	PIERCE CITY	
	JY				282.2	0.2		C.D. JCT									11.8	
		6,752	92301		300.6	18.6		EXETER			3,713	95299		298.7	11.8		SARCOXIE	
		2,515	92313		312.8	30.8		18.6			5,004	95311		311.0	24.1		12.3	
		6,727	92327		327.1	45.1		EXETER		AJY				312.7	25.8		1.7	
	J				332.0	50.0		12.2		BKY	2,643	95313		313.2	26.3		M.P.	
	BKTY		92333		332.7	50.7		14.3		A				327.1	40.2		0.5	
		2,260	92338		338.0	56.0		AVOCA		JMTY	3,008	95328		328.1	41.2		CJ	CARTHAGE
	BKY		92343		343.1	61.1		BENTONVILLE JCT. To Bentonville 5.7		M				334.9	48.0		13.9	
	BKTY		92352	1002	352.4	70.4		0.7						343.5	56.6		K.C.S.	
		4,820	92358		357.8	75.8	SD	ROGERS		ABJKT	2,399	97148	1004	349.7	62.8		1.0	
		2,728	92367		367.0	85.0		5.3		M				359.9	73.0		CARL JCT.	
		2,142	92375		374.7	92.7		LOWELL			3,019	95360		361.1	74.2		6.8	
		3,979	92386		386.1	104.1		5.1		AJ				370.6	83.7		K.C.S.	
	Y	2,847	92408		408.3	126.3		GREENLAND						376.8	89.9		8.6	
	Y		92410		410.4	128.4		9.2			2,218	95371		387.0	101.0		CB	COLUMBUS (8th SUB)
	AI				410.5	128.5		CLARY						401.3	115.3		6.2	
	I				410.6	128.6		7.7			2,236	95377		401.4	115.4		M.P.	
	Y				412.1	130.1		WINLOW	ABS								10.2	
	MY				414.1	132.1		CHESTER		MJ							OSWEGO	
	BKRTY		92415		414.9	132.9		22.2									1.2	
								COPP									M.K.T.	
								2.1									9.5	
								MP									6.2	
								0.1									11.1	
								BRIDGE 410.6									CHERRYVALE (A.T.S.F.)	
								1.5									14.3	
								N. FT. SMITH									0.1	
								2.0									NA	NEODESHA
								M.P.										
								0.8										
								FX										
								PORT SMITH										

SOUTHWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Fort Smith	7th Subdivn BRANCH LINE STATIONS Office Calls		WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Neodesha	9th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
	BKRTY		92415		414.9	0.0	FX	PORT SMITH		BKRY		95401		401.4	0.0	NA	NEODESHA	
	JY				416.1	1.2		M.P. JCT.		JMY				414.0	12.6		12.6	
	MY				416.7	1.8		0.6		Y	3,506	95414		414.0	12.6		A.T.S.F. & M.P.	
	MY				417.0	2.1		K.C.S.			4,281	95426		426.4	25.0		0.0	
	MY				417.1	2.2		0.3			1,205	95439		438.6	37.2		FREDONIA	
	JY			1002	417.1	2.2		M.P.			2,789	95458		458.5	57.1		12.4	
	Y				421.0	6.1		0.1		IJ				483.6	82.2		FALL RIVER	
	JTY		92429		429.3	14.4		K.C.S.		Y		95484		484.0	82.6		12.2	
		1,760	92437		436.6	21.7		0.0		AJY				506.4	105.0		SEVERY	
	JY		92445		443.6	28.7		S.F. JCT.		AJY				506.6	105.2		19.9	
	AY				443.6	28.7		3.9						507.8	106.4		BEAUMONT	
	M		92453		453.0	38.1		8.3		BKRTY		95508					25.1	
								JENSON									A.T.S.F.	
								To Montreal 9.4									0.4	
								7.3									AUGUSTA	
								CAMERON									22.4	
								7.0									M.P.	
								POTEAU									0.2	
								0.0									O.K.T.	
								K.C.S.									1.2	
								9.4									WH	WICHITA
								WISTER (CRIP)										

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

WESTWARD!	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Kansas City	12th Subdivn BRANCH LINE STATIONS Office Calls		
	BKRTY		93001	1005	0.0	0.0	KC	KANSAS CITY (19th St.)	
	J				0.4	0.4		0.4 25th St. JCT.	

J		1005	5.7	5.7	K. C. BELT JCT. 0.2 SHEFFIELD JCT. 0.1 SHEFFIELD 1.4 CENTROPOLIS 1.4 LEEDS JCT. 1.5 LEEDS 1.4 B.V. JCT.
IJ			5.9	5.9	
	95006		6.0	6.0	
	95007		7.0	7.0	
J			8.4	8.4	
	95010		9.9	9.9	
J			11.3	11.3	

INSTRUCTIONS GOVERN							
J	95016	1005	16.0	16.0		DOODSON	
	95017		17.7	17.7		1.7	
	95018		18.0	18.0		FLINN	
			20.0	20.0		0.3	
95023			22.7	22.7		HOLMES	
95028			28.2	28.2		2.0	
M			44.8	44.8		JEFFREYS	
	95045		45.2	45.2		2.7	
	95052		51.8	51.8		GRANDVIEW	
						5.5	
						BELTON	
						16.6	
						M.P.	
						0.4	
						HARRISONVILLE	
						6.6	
						EAST LYNNE	

EASTWARD			1005				2.0
				20.0	20.0	JEFFREYS	2.7
		95023		22.7	22.7	GRANDVIEW	5.5
		95028		28.2	28.2	BELTON	16.6
	M			44.8	44.8	M.P.	0.4
		95045		45.2	45.2	HARRISONVILLE	6.6
		95052		51.8	51.8	EAST LYNN	

YARD LINE SEGMENTS

OTHER ROAD SEGMENTS

Rule (A) Signs	Length of Siding In Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Carl Jct.	13th Subdivn BRANCH LINE STATIONS Office Calls	
Y		97324	1007	H324.6	15.8	RP	RED PLANT 1.4
Y		97326		H326.0	14.4		WEBB CITY 5.2
JMY				H331.2	9.2		K.C.S. 0.3
BKTY		97331		H331.5	8.9	JO	JOPLIN 0.8
JY				J332.3	8.1		J & G JCT. 0.4
JMY			1006	332.7			M.P. 7.7
JMY		95328		J340.4	0.0		CARL JCT. 8.1
JY				J332.3			
Y		97340	1007	J332.3	8.1		J & G JCT. 7.5
JY				H339.8	15.6		GALENA 0.7
Y		97344		H390.5	16.3		HORN JCT. To Horn 2.0
BKTY		97159		H343.8	19.6		3.3 RIVERTON 4.1
				H347.9	23.7	BX	BAKTER SPRINGS

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

SPRINGFIELD DIVISION

S O U T H W A R D ↓	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cuba	14th Subdivn BRANCH LINE STATIONS Office Calls		↑ S O U T H W A R D ↓	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Arcadia	16th Subdivn BRANCH LINE STATIONS Office Calls		↑ N O R T H W A R D ↓
	BJKY			1009	86.8	0.0	CU	CUBA 8.3		JY		93116	1041	115.5	0.0	ARCADIA 4.5		
			92818		A95.1	8.3		STEELVILLE 5.6		Y		97220		120.0	4.5		MERTZ 4.0	
					A100.7					J				124.0	8.5		K.C.S. JCT. 10.4	
	J		92823	1010	A100.7	13.9		LEAD JCT. 22.1		Y		97237		136.6	18.9	PITTSBURG 0.1		
					AC122.8	36.0		ST. JOE 10.2		M				136.7	19.0		K.C.S. 8.1	
	BTY		92933		AC133.0	46.2		BUNK 32.3		U				144.8	27.1		M.P. 0.8	
	J		92823	1009	A100.7	13.9		LEAD JCT. 26.1		JTY		97136		145.6	27.9	CH CHEROKEE 25.0		
	Y		92849		A126.8	40.0		SALEM		Y		97271		170.6	52.9		PARSONS 0.1	
										M				170.7	53.0		M.K.T.	

S O U T H W A R D ↓	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Spring- field Yard	15th Subdivn BRANCH LINE STATIONS Office Calls		↑ N O R T H W A R D ↓
			95154	1005	153.6	38.2		BOLIVAR 19.4	
			95173		173.0	18.8		WALNUT GROVE 9.7	
	Y		95183		182.7	9.1		WILLARD 9.1	
	BJKRTY		92239	1011	191.8	0.0	SY	SPRINGFIELD YARD 9.3	
	Y		92866		246.5	9.3		GALLOWAY 2.6	
	Y		92869		249.1	11.9		KISSICK	

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

SPRINGFIELD DIVISION

7

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				7th Subdivision			
92013 Kirkwood	5.6 west of Lindenwood	15	East	94838 Bentonville Lead	At Bentonville Jct.	Yd.	Both
92018 Valley Park	11.0 west of Lindenwood	Yard	Both	92251 Efay	6.0 on Bentonville Lead	Yd.	Both
92074 Bourbon	2.9 east of Coffeyton	15	West	92354 Fayette Jct.	8.0 south of Springdale	25	Both
92099 Schundler	1.3 east of St. James	10	East	92363 West Fork	2.0 south of Fayetteville	Yd.	Both
92100 St. James	5.6 west of Rosati	18	West	92390 Mountainburg	4.1 north of Clary	20	Both
92147 Crocker	4.5 west of Jury	30	Both	92402 Ball	4.1 south of Chester	6	Both
Sho-Me-Spur	0.8 west of Huben	11	West		6.7 north of Copp	10	North
2nd Subdivision				8th Subdivision			
94881 Mt. Vernon	11.7 north of Aurora	75	Both	94931 Hackett	1.7 south of Jenson	Yd.	Both
92264 Marionville	1.3 west of Logan	14	East	94939 Montreal	9.4 south of Jenson	25	Both
3rd Subdivision				9th Subdivision			
93008 Merriam	8.4 south of Rosedale	154	Both	95293 Wentworth	6.1 west of Pierce City	15	East
93014 Lenexa	13.9 south of Rosedale	112	Both	95335 Military	6.5 west of Carl Jct.	50	East
93021 Olathe	4.9 north of Bonita	114	Both	95336 Crestline	7.3 east of Columbus	8	West
93024 Moss	0.6 north of Bonita	92	Both	95352 Hallowell	7.4 east of Oswego	30	Both
93030 Spring Hill	4.7 south of Bonita	32	Both	10th Subdivision			
93109 Garland	6.4 south of Edwood	148	Both	95447 Piedmont	8.2 west of Severy	14	West
93124 Liberal	7.2 south of Arcadia	72	Both	95473 Leon	11.2 east of Augusta	39	Both
93151 Golden City	1.5 south of Dix	56	Both	95493 Andover	9.5 west of Augusta	25	Both
93159 Lockwood	9.2 south of Dix	60	Both	11th Subdivision			
93166 Greenfield	3.5 south of Dumbeck	10	South	95511 Wichita Heights	2.9 west of Wichita	20	Both
93183 Ash Grove	4.3 south of Everton	28	Both	95515 Valley Center	6.8 west of Wichita	30	Both
4th Subdivision				95532 Patterson	15.0 east of Buhler	26	Both
93227 Fordland	5.0 north of Diggins	8	North	95538 Burrton	9.2 east of Buhler	10	Both
93237 Seymour	5.1 south of Diggins	4	North	95552 Medora	4.5 west of Buhler	22	East
93298 Burnham	4.9 south of Willow Springs	4	North	95570 Saxman	4.8 east of American Salt Co.	22	Both
93342 Garnett	3.8 north of Koshkonong	8	North	95584 Pollard	6.4 west of Lyons	20	Both
93358 Mammoth Springs	2.5 south of Thayer	33	Both	95590 Fredrick	4.9 east of Lorraine	114	Both
93375 Hardy	8.0 south of King	30	Both	12th Subdivision			
93375 Ravenden	5.5 north of Imboden	55	Both	95025 Belvidere	2.6 south of Grandview	31	Both
93384 Sloan	3.0 south of Imboden	15	South	95033 Harrelson	4.6 south of Belton	36	Both
93385 Valley Stone	3.8 south of Imboden	72	North	95037 Peculiar	8.5 south of Belton	21	Both
93390 Black Rock	9.2 south of Imboden	75	Both	13th Subdivision			
93392 Portia	2.3 south of Black Rock	12	North	97338 Old Rock, Mo	6.4 west of Joplin	26	West
93800 Walnut Ridge	1.5 east of Hoxie	29	Both	97339 Old Rock, Kan	6.5 west of Joplin	8	West
93802 Walport	4.4 east of Hoxie	20	West	97404 Horn	2.0 west of Horn Jct.	2	West
93809 Shannon	11.2 east of Hoxie	12	East	14th Subdivision			
93813 Pocahontas	15.2 east of Hoxie	18	Both	92844 Howes	5.0 north of Salem	12	Both
93412 Bono	6.0 south of Sedgwick	41	South	92923 Viburnum	1.4 south of St. Joe	4	East
93424 Nettleton	3.8 south of Jonesboro	83	Both	92908 Cherryville	6.7 south of Lead Jct. (Buick Br.)	16	Both
93437 Trumann	5.9 south of Bay	75	Both	15th Subdivision			
93447 Marked Tree	7.5 south of Coon	250	Both	97219 Clemens No. 22	1.0 north of Mertz	150	South
5th Subdivision				97239 Atlas	3.2 south of Pittsburg	47	North
97124 Girard	7.4 south of Farlington	60	Both	97241 Sinclair	3.6 north of Cherokee	13	Both
97163 Semple	2.5 west of Quapaw	135	East	97257 McCune	11.2 south of Cherokee	32	Both
97169 Central Mill Spur	3.7 west of Quapaw (Wye)	Yd.	North	97261 Strauss	9.8 north of Parsons	18	Both
6th Subdivision				97267 Kan. Ordinance Plant	3.6 north of Parsons	6	South
92290 Purdy	7.6 south of Monett	31	Both				
92293 Butterfield	7.1 north of Exeter	15	Both				
92307 Washburn	6.3 south of Exeter	42	Both				

WESTWARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Monett	1st Subdivn MAIN LINE STATIONS Office Cars					
BKT				282.0	0.0	2MT	MO	MONETT			
J								0.2			
								C.D. JCT.			
								0.3			
								LOU			
J		96287		286.9	4.9		PC	PIERCE CITY			
	6,450	96297		297.2	15.2	2MT	ET	RITCHIEY			
	6,435	96309		308.5	26.5		JF	JEFF			
AI		96310		309.2	27.2			K.C.S.			
		96310		309.8	27.8		NH	NEOSHO			
	6,319	96319		319.2	37.2		RC	RACINE			
		96325		325.4	43.4		SX	SENECA			
	7,084	96333		332.9	50.9		WY	WYANDOTTE			
	6,939	96341		340.6	58.6		FQ	FAIRLAND			
J		96348		348.1	66.1	2MT	AF	AFTON			
	6,383	96354	1003	353.6	71.6		TQ	TODD			
AI				359.7	77.7			M.K.T.		CTC	
	7,896	96360		359.7	77.7		VN	VINTA			
	7,600	96367		366.7	84.7		WO	WHITE OAK			
	6,110	96374		374.0	92.0		EF	CATALE			
	5,060	96379		379.1	97.1		CS	CHELSEA			
	7,600	96385		384.8	102.8		ZF	BUSHYHEAD			
	6,665	96396		396.4	114.4		XD	DEGROAT			
AI				397.0	115.0			M.P.			
		96398		397.6	115.6		CW	CLAREMORE			
	7,600	96404		404.3	122.3		VR	VERDGRIS			
T	7,600	96413		412.6	130.6		TG	TIGER			
		96420		420.4	138.4			EAST TULSA			
AI				423.0	141.0	2MT		M.K.T.			
BJKRT		96426		426.9	144.9		CY	CHEROKEE YARD			

EASTWARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Chero- kee Yard	2nd Subdivn MAIN LINE STATIONS Office Cars					
BJKRT		96426		426.9	0.0	2MT	CY	CHEROKEE YARD			
		96431	1003	430.5	3.6		NO	NORRIS			
		96436		435.5	8.6		OM	OMA			
JT		96438		437.2	10.3	2MT	SQ	SAPULPA			
	5,844	94442		442.2	15.3		KF	KIEFER			
	8,651	94456		456.2	29.3		ZB	BEGGS			
	6,176	94467		467.2	40.3		ZU	BUTLER			
T		94469		468.6	41.7		OG	OKMULGEE			
	8,678	94476		476.2	49.3		QC	SCHULTER			
	5,079	94482		482.1	55.2		HN	HENRYETTA			
	8,580	94495		494.7	67.8		WK	FRED (WEELETKA)			
		94504		504.4	77.5		WM	WETUMKA			
	8,078	94513		513.0	86.1		YG	YEAGER			
A				519.6	92.7			O.K.T.			
	6,392	94525		525.0	98.1		UP	SPAUDING			
	9,251	94539		539.1	112.1		FC	FRANCIS		CTC	
BK		94548		548.2	121.3		AD	ADA			
	8,633	94558		558.2	131.3		FH	FITZNGH			
	8,713	94571		571.0	144.1		UJ	SCULLIN			
		94580		579.3	152.4		ML	MILL CREEK			
	8,777	94592		591.8	164.9		RV	RAVIA			
BK	5,958	94603		603.4	176.5		MA	MADILL			
	8,577	94610		610.6	183.7		KT	KINGSTON			
J		94620		620.2	193.3		LK	LAKE SIDE			
	8,801	94625		624.8	197.9		ZY	BARRY			
I		94631		631.1	204.2		IT	STALEY			
IJ				631.4	204.5			M.K.T. JCT.			
	9,310			632.5	205.6			JOE			
		94637		636.5	209.6		DN	DENISON			
J				636.6	209.7			S.P. JCT.			
J				644.0	217.1			NO. SHERMAN JCT.			
BKT		94644		644.6	217.7		SK	SHERMAN			
IY				645.7	218.8			TOWER 16 (MP)			
M				646.3	219.4			S.S.W.			
JY		94648		647.8	220.9			FRISCO JCT.			
JY		94650		649.9	223.0			SO SHERMAN JCT.			
	8,661	94658		657.7	230.8			DORCHESTER			
		94665		664.8	237.9			GUNTER			
		94674		673.6	246.7			CELINA			
	8,761	94680		679.7	252.8			PROSPER			
		94686		685.6	258.7			FRISCO			
	4,432	94700		699.9	273.0			BLISS			

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard
1141	Cherokee
1142	Enid
1143	Oklahoma City
1144	Muskogee
1145	Sherman
1148	Hugo
1149	Paris

OTHER ROAD SEGMENTS

Line Segment	Limits	Mileposts
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TULSA DIVISION

9

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Enid	3rd Subdivn MAIN LINE STATIONS Office Calls	
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Enid	EN ENID	ENID
	BJKRTY		96145		585.7	0.0	EN ENID	11.5
			97597		597.2	11.5	DRUMMOND	9.5
			97607		606.7	21.0	AMES	11.5
			97618		618.2	32.5	OKEENE	0.8
	M				619.0	33.3	C.R.L.P.	10.4
	Y		97629		629.4	43.7	SU SOUTHARD	28.7
			97658		658.1	72.4	THOMAS	8.1
	J		97666		666.2	80.5	FOLEY	2.2
	Y	2,820	97668		668.4	82.7	CUSTER CITY	10.6
	J		97679		679.0	93.3	EWING	0.7
	M				679.7	94.0	C.R.L.P.	0.9
	BKY		97681		680.6	94.9	CZ CLINTON	9.4
	Y		97690		690.0	104.3	DESSIE	6.8
			97697		696.8	111.1	CQ CORDELL	20.0
			97717		716.8	131.1	HOBART	27.3
	JY		96664		744.1	158.4	SN SNYDER	19.3
	RY		97763		763.4	177.7	FREDERICK	0.5
	U				763.9	178.2	M.K.T.	10.3
	Y		97774		774.2	188.5	DAVIDSON	

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Oklahoma City	5th Subdivn MAIN LINE STATIONS Office Calls	
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Oklahoma City	OC OKLAHOMA CITY	OKLAHOMA CITY
	BJKRTY		96540		539.5	0.0	OC OKLAHOMA CITY	3.3
	M				542.8	3.3	A.T.S.F.	11.1
		4,199	96554		553.9	14.4	MUSTANG	13.6
		5,138	96567		567.5	28.0	SOONER	13.0
	A				580.5	41.0	O.K.K.T.	0.3
		2,073	96581		580.8	41.3	CC CHICKASHA	24.2
	Y	4,160	96605		605.0	65.5	CR CYRIL	20.5
	T	1,972	96626		625.5	86.0	FI FORT SILL	4.2
	M				629.7	90.2	O.K.K.T.	0.5
	BKTY		96630		630.2	90.7	LT LAWTON	13.7
		4,283	96644		643.9	104.4	CACHE	20.5
	JY		96664		664.4	124.9	SN SNYDER	22.8
		1,695	96687		687.2	147.7	AS ALTUS	0.9
	A				688.1	148.6	A.T.S.F.	21.3
			96709		709.4	169.9	ELDORADO	13.9
	ABJKRTY		96723		723.3	183.8	QUANAH	

6TH SUBDIVISION IS ON NEXT PAGE.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sapulpa	4th Subdivn MAIN LINE STATIONS Office Calls	
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sapulpa	SQ SAPULPA	SAPULPA
	JTY		96438		437.2	0.0	SQ SAPULPA	21.8
		7,240	96459		459.0	21.8	BRISTOW	7.6
			96467		466.6	29.4	DEPEW	10.9
	Y	3,621	96478		477.5	40.3	STROUD	5.5
		5,596	96483		483.0	45.8	BINKLEY	2.4
			96485		485.4	48.2	DAVENPORT	8.5
			96494		493.9	56.7	CHANDLER	15.9
		6,066	96510		509.8	72.6	HISBAY	14.4
		3,898	96524		524.2	87.0	JONES	11.6
	A				535.8	98.6	M.K.T.-A.T.S.F.	3.7
	BJKRTY		96540		539.5	102.3	OC OKLAHOMA CITY	

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hope	7th Subdivn MAIN LINE STATIONS Office Calls	
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hope	HP HOPE	HOPE
	BKY		92806		805.5	0.0	HP HOPE	0.1
	M				805.4	0.1	M.P.	32.0
	M				773.4	32.1	G.N.A.	0.1
	JTY		92773		773.3	32.2	AW ASHDOWN	0.4
	A				772.9	32.6	K.C.S.	15.6
	Y		92757		757.3	48.2	FO FOREMAN	6.2
			92751		751.1	54.4	ARKINDA	23.1
	Y		92728		728.0	77.5	ID IDABEL	17.8
	TY		92710		710.2	95.3	VA VALLIANT	0.2
	M				710.0	95.5	T.O.E.	9.8
			92700		700.2	105.3	FORT TOWSON	15.3
	BJKRTY		92559		684.9	120.6	HU HUGO	17.4
	Y		92542		541.6	138.0	ANTLERS	
	BJKRTY		92559		559.0	120.6	HU HUGO	24.8
	BRY		92584		583.8	145.40	PARIS	
	BJKRTY		92559		684.9	120.6	HU HUGO	24.1
		8,310	92661		660.8	144.7	BO	22.0
		8,106	92639		638.8	166.7	PIRTLE	5.9
	A				632.9	172.6	M.K.T.	0.4
	Y		92633		632.5	173.0	DURANT	12.3
	J		94620		620.2	185.3	LK LAKESIDE	

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

WESTWARD

EASTWARD

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

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mid Post Location	Distance From Chero- kee Yard	
BJKRTY		96426		426.9	0.0	CY CHEROKEE YARD
	7,865	96046		445.8	18.9	VU MANSFORD
		96069		469.3	42.4	CASEY
A				471.6	44.7	A.T.S.F.
		96072		471.6	44.7	CAMP
J	9,287	96078		478.0	51.1	PW PAWNEE
A				479.7	52.8	A.T.S.F.
	8,868	96091		490.6	63.7	MORRISON
A				502.7	75.8	A.T.S.F.
J		96103		502.7	75.8	BLACK BEAR
M				508.7	81.8	A.T.S.F.
JY		96109		508.8	81.9	PERRY
	8,048	96125		525.3	98.8	CALLAHAN
		96127		526.7	99.8	COVINGTON
A				533.3	106.4	A.T.S.F.
U				543.0	116.1	A.T.S.F.
Y		96143	1047	543.1	116.2	STEEN
A				544.2	117.3	O.K.T.
BJKRTY		96145		545.4	118.5	EN ENO
J		96148		548.2	121.3	BLANTON
		96155		554.5	127.6	CARRIER
		96163		562.8	135.9	GOLTRY
		96169		569.3	142.4	HELENA
		96174		574.4	147.5	McWILLIE
M				580.2	153.3	A.T.S.F.
		96181		580.5	153.6	CARMEN
		96189		588.6	161.7	DACOMA
		96195		595.0	168.1	HOPETON
Y		96202		601.9	175.0	AV AYARD

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

BKR	96205	612.5	185.6	WQ	WAYNOKA
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BN Radio Channel No. 2 in service in this Subdivision.

7TH SUBDIVISION IS ON PREVIOUS PAGE.

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

Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision			
96392 Sequoyah	4.8 east of DeGroat	117	Both
96405 Williams	0.8 west of Verdigris	134	East
96408 Port Lead	4.3 east of Tiger	220	East
96409 Catoosa	3.5 east of Tiger	35	East
96414 Garnett	1.4 west of Tiger	60	Both
2nd Subdivision			
94520 Holdenville	6.6 south of Yeager	125	Both
94521 Sisson	7.1 south of Yeager	10	Both
94564 Roff	6.1 south of Fitzhugh	97	Both
94584 Ryder	5.2 south of Mill Creek	54	Both
94682 Collin	2.7 south of Prosper	24	South
94695 Hebron	5.1 north of Bliss	18	South
3rd Subdivision			
97592 Imo	4.9 north of Drummond	22	Both
97633 Carleton	3.9 south of Southard	59	Both
97640 Eagle City	10.8 south of Southard	6	North
97650 Fay	8.4 north of Thomas	39	South
97683 Fransen	2.9 south of Clinton	19	Both
97707 Rocky	9.4 north of Hobart	100	Both
97729 Roosevelt	12.7 south of Hobart	84	Both
97741 Svoboda	3.5 north of Snyder	4	North
97742 Mountain Park	3.0 north of Snyder	42	Both
97755 Manitou	10.9 south of Snyder	30	Both
4th Subdivision			
96534 Red Horse	10.1 west of Jones	6	West
5th Subdivision			
96546 Lilliard Pk.	5.8 west of Oklahoma City	30	Both
96549 Wheatland	4.6 east of Mustang	59	Both
96563 Tuttle	4.7 east of Sooner	25	Both
96573 Amber	5.2 west of Sooner	35	West
96587 Norge	6.1 west of Chickasha	8	East
96611 Fletcher	5.6 west of Cyril	22	Both
96615 Elgin	9.6 west of Cyril	8	East
96652 Indianoma	8.1 west of Cache	35	Both
96676 Headrick	11.2 east of Altus	50	Both
96695 Olustee	8.3 west of Altus	65	Both
96703 Creta	6.7 east of Eldorado	31	Both
6th Subdivision			
96032 Shirk	5.1 west of Cherokee Yd.	20	Both
96055 Teriton	9.6 west of Mannford	6	West
96062 Hallett	7.8 east of Casey	10	East
96085 Lela	5.1 east of Morrison	26	Both
96097 Sumner	5.6 east of Black Bear	5	West
96114 Gansel	4.7 west of Perry	23	Both
96118 Lucien	8.3 east of Covington	89	Both
96134 Fairmont	7.3 west of Covington	72	Both
96139 Shea	4.4 east of Steen	36	Both
7th Subdivision			
92791 McNab	14.3 west of Hope	30	West
92764 Arden	6.7 east of Foreman	4	West
92755 Arko	1.9 west of Foreman	Yard	Both
92744 Bokhoma	7.3 west of Arkinda	10	East
92715 Millerton	4.9 east of Valliant	4	West
Western Farmers Elec.	3.8 west of Ft. Towson	Yard	West
92674 Soper	11.2 west of Hugo	18	West
92664 Boswell	21.1 west of Hugo	26	East
92654 Bennington	21.0 east of Durant	28	Both
92647 Bokchito	14.6 east of Durant	31	Both
92625 Mead	4.7 east of Lakeside	20	East
92564 Grant	5.0 west of Hugo	22	Both
92569 Arthur City	10.1 west of Hugo	37	Both
92573 Powderly	14.3 west of Hugo	22	Both
92576 Camp Maxey	16.6 west of Hugo	4	West
92584 Betner	22.2 west of Hugo	Yard	Both

MEMPHIS DIVISION

11

SOUTHWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Louis	1st Subdivn MAIN LINE STATIONS Office Calls
		92007	1002	0.0	0.0	ST. LOUIS 7.1
				7.1		
BKTY		92007		7.1	7.1	LI LINDENWOOD 2.0
Y		98008		9.1	9.1	XM MUTUAL 3.4
		98012		12.5	12.5	KX ALPHA 12.4
	8,600	98025		24.9	24.9	JX BYERS 13.8
		98039		38.7	38.7	IS FESTUS 3.4
	7,111	98040		42.1	42.1	CX CRYSTAL CITY 7.6
		98049		49.7	49.7	RH RUSH ISLAND 2.4
		98054		52.1	52.1	EE BRICKYS 14.4
	8,600	98065	1025	66.5	66.5	SG STE. GENEVIEVE 13.2
	8,600	98081		79.7	79.7	VV MCBRIDE 22.6
	8,600	98103		102.3	102.3	UR WITTENBERG 13.3
	5,040	98115		115.6	115.6	NP MEELYS 14.1
	8,600	98129		129.7	129.7	FZ FREEZE 2.3
B	5,032	98131		132.0	132.0	CP CAPE GARDEAU 1.1
M				133.1	133.1	M.P. 3.9
		98137		137.0	137.0	NX NASH 4.8
A				141.8	141.8	S.S.W. 1.5
BK	9,150	98144		143.3	143.3	CF CHAFFEE 6.7
M			1025	150.0	150.0	M.P. 4.8
	7,600	98155		154.8	154.8	BF BROOKS 11.1
A	3,756	98166		165.9	165.9	SI SKESTON (M.P.) 14.7
	8,263	98180		180.6	180.6	KA KEWANEE 5.1
M				185.7	185.7	S.S.W. 0.5
JM				186.2	186.2	S.S.W. 6.8
	10,583	98194		193.0	193.0	JD CONRAN 6.6
		98199		199.6	199.6	PO PORTAGEVILLE 11.9
		98211		211.5	211.5	TE TERRY 2.1
BKTY		98213		213.6	213.6	HY HAYTI 11.8
	8,610	98224	1025	225.4	225.4	UE STEELE 10.3
		98235		235.7	235.7	NM NORBY 2.4
						BLTYVILLE To Amorel 6.4
BJK	8,610	98237		238.1	238.1	LU LUXORA 4.5
		98249		248.2	248.2	MD HAROLD 2.2
		98253		252.7	252.7	OS OSCEOLA 10.6
T		98254		254.9	254.9	WS WILSON 6.9
	8,610	98264		265.5	265.5	JR JOINER 9.9
		98272		272.4	272.4	

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

NORTHWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Louis	1st Subdivn Cont. MAIN LINE STATIONS Office Calls
		98272	1025	272.4	272.4	JR JOINER 9.9
T	8,610	93462		282.3	282.3	TR TURRELL 1.2
J		93462		283.3	283.3	JG RIVER JCT. 9.3
		93472	1001	471.9	292.8	HV HARVARD 1.7
J		93474		473.6	294.5	VO To Hubert 5.8
		93475		475.4	296.3	GG CRITCO 6.0
AI				481.4	302.3	BRIDGE JCT. (M.P.) 1.7
		93483		483.1	304.0	SH SHELCO 0.7
U				483.8	304.7	L.C.G. 12.6
BKT		93496		496.4	317.3	TY MEMPHIS (Tenn. Yard)

SOUTHWARD

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

2ND SUBDIVISION IS ON NEXT PAGE.

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hayti	3rd Subdivn BRANCH LINE STATIONS Office Calls
Y		98520	1027	219.8	7.1	CARUTHERSVILLE 7.1
				212.7		
BJKTY		98213	1026	212.7	0.0	HY HAYTI 9.4
		98322		222.1	9.4	BRAGG CITY 8.4
TY		98330		230.5	17.8	KENNETT

NORTHWARD

EASTWARD

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

MEMPHIS DIVISION

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Memphis	2nd Subdivn MAIN LINE STATIONS Office Calls	CTC
	BKT		93496		496.4	0.0	TY MEMPHIS (Tenn. Yd.) 14.8	
		10,590	93512		511.2	14.8	BH BYHALLA 16.0	
		8,875	93528		527.2	30.8	TO TOURS 1.1	
	IJ		93529		528.3	31.9	HS HOLLY SPRINGS 12.7	
		7,990	93541		541.0	44.6	PQ POTTS CAMP 11.1	
		10,114	93552		552.1	55.7	MY MYRTLE 9.2	
		6,636	93561		561.3	64.9	PE PECK 1.0	
	AI				562.3	65.9	I.C.G. 0.7	
			93562		563.0	66.6	NY NEW ALBANY 8.4	
		7,480	93571		571.4	75.0	RE REESE 11.0	
		7,303	93582		582.4	86.0	BD BELDEN 5.1	
	JT		93588		587.5	91.1	TU TUPELO 0.7	
	AI				588.2	91.8	I.C.G. 3.4	
		8,135	93592		591.6	95.2	PV PLANTERSVILLE 11.1	
		6,904	93603		602.7	106.3	AJ ARJAY 8.5	
	BJKT		93611		611.2	114.8	AY AMORY 9.1	
		8,414	93621		620.3	123.9	JU JUDGE 8.1	
		6,518	93629		628.4	132.0	GM GATMAN 12.8	
		7,600	93642		641.2	144.8	BV BEAVERTON 13.4	
	BJK	8,600	93655		654.6	158.2	WD WINFIELD To Brilliant 9.2 14.6	
		5,487	93669		669.2	172.8	EL ELDRIDGE 5.9	
		8,305	93675		675.1	178.7	CK CARSON HILL 7.1	
		7,600	93683		682.2	185.8	TW TOWNLEY 11.5	
	AI				693.7	197.3	SOU. 0.1	
	BJK	4,302	93694		693.8	197.4	JS JASPER 4.6	
		7,600	93698		698.4	202.0	AM ALMA 5.1	
		6,234	93704		703.5	207.1	BE BENOIT 3.9	
	J		93707		707.4	211.0	DO DORA To DeBardeleben 9.6 4.8	
		8,600	93713		712.2	215.8	QT QUINTON 10.1	
		6,729	93722		722.3	225.9	AI ADAMSVILLE 2.7	
		7,953	93725		725.0	228.6	OO OAKWOOD 4.1	
	AI				729.1	232.7	L&N SOU. BS. 0.2	
					729.3	232.9	PZ PRATT CITY 1.3	
		4,880	93730		730.6	234.2	WG WEST BIRMINGHAM 0.5	
	J		93731		731.1	234.7	THOMAS JCT. 0.2	
	M				731.3	234.9	B.S. 0.8	
	BKTY		93732		732.1	235.7	BY BIRMINGHAM	

3RD SUBDIVISION IS ON PREVIOUS PAGE.

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Amory	4th Subdivn MAIN LINE STATIONS Office Calls	NORTHWARD
	BJKRTY		93611		611.2	0.0	AY AMORY 12.5	
	T		98624		623.7	12.5	ABERDEEN 6.8	
			98631		630.5	19.3	HAMILTON 6.1	
			98637		636.6	25.4	KOLOLA SPRINGS 2.3	
		8,600	98639		638.8	27.7	AIRPORT 8.4	
	A				647.3	36.1	C. & G. 1.0	
	JY		98648		648.3	37.1	CO COLUMBUS 0.5	
	A				648.8	37.6	I.C.G. 4.1	
		1,500	98653		652.9	41.7	WHITBURY 17.2	
		8,600	98669		670.1	58.9	PICKENSVILLE 9.4	
	BKY		98680		679.5	68.3	AL ALICEVILLE 20.8	
		2,800	98700		700.3	89.1	MT. HEBRON 7.7	
	JYR	7,487	98708		708.0	96.8	BG BOLIGEE To York 23.1 Via Sou. RR. 0.2	
	A				708.2	97.0	A.G.S. 16.5	
	T		98724		724.7	113.5	CENTRALA 4.2	
					728.9	117.7	BRIDGE 728.9 2.1	
	A				731.0	119.8	SOU. 0.2	
	BJKY		98731		731.2	120.0	DS DEMOPOLIS 4.4	
	Y		98736		735.6	124.4	GREEN TREE 13.1	
	A				748.7	137.5	L. & N. 1.1	
	J	1,793	98749		749.8	138.6	LINDEN 14.5	
	BKRY		98764		764.3	153.1	MG MAGNOLIA	

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

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Magnolia	5th Subdivn MAIN LINE STATIONS Office Calls	NORTHWARD
	BKRY		98764		764.3	0.0	MG MAGNOLIA 9.4	
	JY	3,680	98774		773.7	9.4	KIMBROUGH 0.4	
	A				774.1	9.8	SOU. 5.2	
	BKTY		98780		779.3	15.0	MC MACMILLAN 4.4	
	M				783.7	19.4	BRIDGE 783.7 9.5	
	J	1,238	98793		793.2	28.9	HYBART 11.4	
		3,535	98804		804.6	40.3	PRYOR 9.6	
	T	4,644	98814		814.2	49.9	FOUNTAIN 15.9	
		4,038	98830		830.1	65.8	FRISCO CITY 7.4	
		2,949	98838		837.5	73.2	GOODWAY 25.0	
	J	3,006	98863		862.5	98.2	ATMORE 10.9	
		3,493	98873		873.4	109.1	WALNUT HILL 25.3	
	JY	3,587	98898		898.7	134.4	CANTONMENT 16.3	
	BKTRY		98915		915.0	150.7	PN PENSACOLA	

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

S O U T H W A R D	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From York	6th Subdivn MAIN LINE STATIONS Office Calls		N O R T H W A R D	LINE SEGMENT NUMBERS	
	BKRY		95732		731.1	0.0	YO	YORK		Line Segment	Yard
	JY	1,616	95750		750.0	18.9		CROMWELL		1121	Memphis Back Tracks
	A				750.3	19.2		M. & B.		1122	Tennessee Yard
		6,435	95756		756.4	25.3		POND		1123	Amory
		1,742	95768		767.9	36.8		BOGUELOOSA		1124	Birmingham
		3,542	95781		780.1	49.0		SOUWILPA		1125	Cantonment
		5,242	95794		795.5	64.4		MILLRY		1126	Pensacola
			95807	1021	807.4	76.3		CHATOM		1127	Mobile
		2,670	95820		819.3	88.2		SEABOARD			
			95845		844.8	113.7		MT. VERNON			
			95858		858.1	127.0		GETTY			
		2,956	95864		862.7	131.6		SARALAND			
	JY				868.5	137.4		TERMINAL JCT.			
	A				868.6	137.5		SOU.			
	M				870.6	139.5		THREE MILE CREEK			
	BKRY		95874		873.5	142.4		MB MOBILE			

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

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				4th Subdivision			
98009 Koberman	2.7 south of Lindenwood	5	North	93600 Nettleton	2.4 north of Arjay	18	South
98010 Hydraulic	1.0 south of Mutual	64	Both	93631 Sue Flynn	2.6 south of Gatman	11	North
98011 Gravois	1.5 north of Alpha	42	South	93635 Sulligent	6.5 south of Gatman	85	Both
98016 LeMay	3.1 south of Alpha	3	South	93638 Crews	3.0 north of Beaverton	14	South
98021 Ten Brook	4.1 north of Byers	28	South	93649 Guin	6.1 north of Winfield	52	Both
98027 Imperial	1.7 south of Byers	12	South	93910 Brilliant	9.9 east of Winfield	11	North
98029 Barnhart	3.7 south of Byers	24	Both	93660 Glen Allen	9.0 north of Eldridge	120	Both
98035 Horine	3.8 north of Festus	27	N/S	93663 Bazemore	6.2 north of Eldridge	55	Both
98037 Ludwig	1.7 north of Festus	20	Both	93702 Cordova	2.0 north of Benoit	150	Both
98045 Selma	2.5 south of Crystal City	Yard	Both	93927 DeBardeleben	9.6 east of Dora	Yard	Both
98057 Coral	4.5 south of Briceys	72	Both	93717 Lindbergh	5.0 north of Adamsville	15	North
98061 Duren	5.0 north of Ste. Genevieve	17	South	5th Subdivision			
98074 St. Marys	5.5 north of McBride	30	N/S	98785 Sheppard	7.9 north of Hybart	6	North
98088 Menfro	8.5 south of McBride	7	North	98835 Megargel	2.7 north of Goodway	12	South
98095 Seventy-Six	6.9 north of Wittenberg	12	North	98847 Huxford	9.4 south of Goodway	5	North
98134 Marquette	2.0 south of Cape Girardeau	Yard	N/S	98853 McCullough	5.6 south of Huxford	8	South
98151 Oran	3.9 north of Brooks	12	South	98866 Pine	3.2 south of Atmore	31	North
98160 McMullin	5.9 north of Sikeston	39	South	98906 Enasley	7.6 south of Cantonment	11	South
98186 Lilbourn	5.1 south of Kewanee	22	N/S	98907 Edge	8.0 north of Pensacola	15	South
98191 Marston	2.0 north of Conran	25	South	6th Subdivision			
98227 Holland	1.9 south of Steele	20	North	95776 Gilbertown	8.5 south of Bogueloosa	6	North
98494 Armored	6.4 east of Blytheville	135	Both	95784 Bolinger	0.9 north of Silas	12	South
98244 Burdette	3.8 north of Luxora	82	Both	95785 Silas	4.6 south of Souwilpa	24	Both
98259 Rotan	4.4 south of Osceola	15	South	95815 Tibbie	4.2 north of Seaboard	6	South
98261 Driver	4.8 north of Wilson	14	North	95827 Sims Chapel	7.9 south of Seaboard	12	North
98267 Delpro	1.3 south of Wilson	46	Both	95838 Fairfield	6.8 north of Mt. Vernon	15	North
93779 Hulbert	5.8 south of Marion	Yard	North	95868 Chickasaw	1.0 north of Terminal Jct.	120	Both
93796 Presley Jct.	0.8 south of Marion	7	Both	95866 Blakely	At Mobile	Yard	Both
93798 W. Memphis	3.0 south of Marion	Yard	Both				
2nd Subdivision							
93499 Mineral Wells	3.6 south of Memphis	4	South				
93502 Olive Branch	5.3 south of Memphis	25	North				
93559 Shari	1.6 north of Peck	94	Both				
93560 Glenfield	1.0 north of Peck	4	North				
93577 Sherman	5.1 north of Belden	60	North				

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

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

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

Freight trains up to 100 Tons/OB*	60 MPH.
Freight trains over 100 Tons/OB*	50 MPH.

*Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

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

Unless otherwise provided—

Tracks other than main tracks	10 MPH.
Loaded unit ore, ballast, and potash trains	40 MPH.
Loaded unit coal and grain trains	45 MPH.
Empty unit coal trains	50 MPH.
Light locomotive consist or caboose hop	50 MPH.

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise 12 MPH.

Cold Weather Speed Restrictions (fahrenheit)

	Psg. Trains	Frt. Trains
0 to 10 degrees F below zero	65 MPH.	50 MPH.
11 degrees F below zero and colder	60 MPH.	45 MPH.

	Main Line	Branch Line
Equipment		
Ore cars	45 MPH.	20 MPH.
Scale test cars EXCEPT WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023 and FWD S780	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Wedge plow or dozer (dead in tow)	35 MPH.	20 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH.	15 MPH.
Log cars not equipped with permanent steel side stakes	30 MPH.	15 MPH.
Ribbon rail cars (loaded)	35 MPH.	25 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—

Locomotives with friction bearings	35 MPH.
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1A. Control of Harmonic Rocking—

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

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

2. Restrictions on Locomotives—

Train Operations:

The number of locomotives in a train, regardless of placement, must not exceed 12 not including helpers.

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.

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 consist. 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:

1-585, 1000-1004, 1400-1438, 1955-1973, 6100-6237, 9900-9925.

Light Consist or Caboose Hop Operations:

The number of locomotives in a light consist or caboose hop must not exceed 16.

The number of powered axles must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections, whether powered, isolated or dead must be coupled together and connected for MU operation.

The number of locomotives not in MU operation 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 equipped with alignment control couplers may be placed anywhere in a light consist or caboose hop.

3. Manned Helper Operations—

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

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

1702-1775, 1777-1799, 1802-1812, 1814, 1816-1817, 1819, 1822, 1824-1833, 1835-1864, 1868-1875, 1877-1882, 1887-1889, 1892, 1896-1901, 1903-1904, 1909, 1914-1926, 1928, 1930, 1932-1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1993-1997.

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

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

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 ft. and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

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

Not more than 24 powered axles can be used in helper service, or, in head end consist when helpers are being used, EXCEPT with unit 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.

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

BN 513900-513999 (GN 70400-70499)
 BN 514100-514199 (NP 73600-73699)
 BN 514300-514499 (CBQ 160000-160199)
 BN 520000-520599 (NP 73000-73599)
 BN 520658-520699 (NP 74958-74999)
 BN 522000-522699
 BN 523000-523399
 BN 524000-525299 (CBQ 160200-161499)
 BN 530000-530004
 BN 540000-540210 (CBQ 163000-163209)

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, BNET 1-3, WWV 104.
B	GP-5 GP-9	1350-1361, 1363-1365. 600-604*, 1723, 1725-1726, 1728-1732, 1734, 1736-1755, 1758-1760, 1808-1817, 1819, 1821-1822, 1824, 1829, 1887-1889, 1891, 1902-1904, 1907, 1909-1910, 1913-1920, 1922-1936, 1938-1941, 1944-1948, 1950-1958, 1960-1964, 1966-1969, 1971-1972, 1979-1980. 1991, 1993-1997.
	GP-18	
C	SW-7 SW-900 SW-12 SW-9 SW-10 NW-2	75-79, 108-110, 112-120, 122-126, 128-132, 134, 137, 139. 100. 106, 162-166, 170-220, 222-255, LSTT 105. 146-161, 167-169, 260-269. 375-394, 427-449, 574-585. LSTT 100-104.
D	NW-12 SW-7 MP-15 GP-15-1 GP-10 GP-9	1, 5, 14, 19. 107, 136, 143-145. 1000-1004. 1375-1399. 1400-1422, 1426, 1436, 1438. 1702-1707, 1709-1717, 1719-1722, 1761-1770, 1772-1775, 1777-1787, 1791-1792, 1795-1796, 1799-1800, 1802-1805, 1807, 1831-1836, 1838-1841, 1846, 1850-1851, 1853-1854, 1857-1858, 1860-1864, 1867-1869, 1873, 1875, 1877-1878, 1880-1883, 1892-1893, 1896-1901, 1959, 1965, 1970, 1973, 1975, 1977-1978.

Group	Model	Locomotive Numbers
D	GP-20 GP-30 GP-39-2	2003-2006, 2008-2012, 2014-2016, 2018, 2020, 2022-2024, 2026-2028, 2030-2031, 2034-2037, 2039-2042, 2044-2045, 2047-2055, 2057-2071. 2217-2219, 2221-2227, 2229, 2231-2232, 2234-2236, 2238, 2240-2242, 2244-2246. 2700-2739.
E	SW-1500 SW-15 GP-38 GP-38-2 GP-30 GP-35 GP-38-B GP-38-2-B GP-40 GP-40-2 GP-50 B-30-7A U-28-B U-30-B B-30-7 B-30-8 U-30-BM F-40-PH	20-65. 300-324. 2072-2077, 2110-2135, 2137-2138. 2078-2109, 2150-2154, 2255-2314, 2316-2369. 2200, 2203-2216, 2247-2254. 2501-2509, 2511-2514, 2516-2537, 2539-2545, 2550-2572, 2574-2582. 2600*. 2601*. 3000-3013, 3015-3017, 3019-3020, 3022-3039. 3040-3064. 3100-3109. 4000-4119*. 5450-5451, 5453-5459. 5470-5481, 5483-5484, 5770-5781, 5796-5797. 5485-5492. 5497-5499. 5782-5795, 5798-5799. Amtrak 215-219, 225-228.
F		None.
G	SD-9	6127-6135, 6137-6143, 6145-6148, 6150-6185, 6187-6206, 6216-6219, 6221-6237.
H	SD-9 E-9	6100-6105, 6107-6126. 9900-9908, 9910-9925.
I	U-3-C-1B C-30-7 U-23-C U-30-CM U-30-C1 U-30-C3 U-33-C U-33-CM SD-38-2 SD-40 SD-40-2 SD-45 F-45 SD-40-G SD-40-GB SD-40-B	4500*. 5000-5141, 5500-5599. 5200-5208. 5300-5305, 5353-5362, 5365-5374, 5376-5383, 5806-5833, 5912, 5914-5938. 5306-5335, 5338-5352, 5396-5399, 5800-5805, 5900-5901, 5903-5905, 5907-5911. 5364, 5375, 5384-5394, 5834-5839, 5939-5944. 5709-5714, 5716-5719, 5721-5726, 5728-5744, 5746-5748, 5750-5751, 5753-5758, 5760-5761, 5763-5765. 5715, 5727, 5745, 5749, 5752, 5759, 5762. 6260-6263. 6300-6301, 6303-6324, 6335-6342, 6344-6347, 6394-6399. 6325-6334, 6348-6366, 6368-6373, 6376-6385, 6700-6766, 6768-6836, 6840-6847, 6850, 6900-6928, 6950, 7000-7166, 7236-7291, 7800-7940, 8000-8073, 8090-8181. 6400, 6402-6408, 6410-6412, 6414-6432, 6435-6437, 6439-6447, 6457-6467, 6469-6478, 6480-6483, 6485-6527, 6530-6567, 6570-6576, 6592-6599, 6650-6656, 6658-6664, 6666-6696. 6600-6645. 7167-7220, 7222-7235, 8074-8089. 7500*. 7600*. * Cabless.

4. Car Placement Restrictions—

Following equipment must be at rear of train, next ahead of caboose, except in work train or when otherwise provided by authority of Chief Dispatcher:

Outfit cars (univans)

Scale test cars EXCEPT WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023 and FWD S780

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

Handling 80 Foot or Longer Cars—

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

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

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

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

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

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

5. 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 superintendent.

Refer to Individual Subdivision Special Instructions Item 2 for applicable item restrictions.

6. Repeater Relay Air Car Operation—

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

7. Dimensional and Special Shipment Restrictions—

- a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 900.
- d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.
- e. Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.

- f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.
- g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 11 ft. 6 in. wide loads.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. wide loads.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. 8 in. wide loads.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. wide loads.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 4 in. wide loads.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
GOLF	<p>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>	ROMEO	<p>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.</p>
HOTEL	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.</p>	SANDWICH	<p>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.</p>
INDIA	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.</p>	TANGO	<p>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.</p>
JULIET	<p>When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.</p>	UNIFORM	<p>Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.</p>
KILOGRAM	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>	VICTOR	<p>This shipment must not be detoured or rerouted without further clearances.</p>
LIMA	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>	WHISKEY	<p>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.</p>
MIKE	<p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>	<p>8. Train Inspection and Failed Equipment Detector Instructions—</p> <p>Except in emergency, radios must not be used while train is within 150 feet of failed equipment detector and/or until entire message is received from that detector site.</p> <p>Conductors of freight trains will determine when train is required to reduce speed or stop to afford proper inspection when:</p> <ol style="list-style-type: none"> Conditions restrict visibility to the point that proper running inspection cannot be made. Notified that a failed equipment detector is out of service. Failed equipment detector may be ineffective account blowing snow. <p>Inspection intervals must not exceed 35 miles which includes those made by crew or employees on the ground.</p> <p>Crews will inspect train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.</p> <p>When conditions make it impossible to make a walking inspection of entire train, as much of train as possible must be inspected and then train may be moved at no more than 10 MPH until inspection can be completed.</p> <p>The location of failed equipment detectors which protect bridges, tunnels or other structures is shown under Individual Subdivision Special Instructions.</p> <p>When notified a failed equipment detector is out of service, the requirements of operating rules or instructions will be suspended for the defective equipment indicator associated with such failed equipment detector.</p> <p>Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train and location of failed equipment detector which failed to detect the hot bearing, with a copy of the wire to Chief Engineer Communications and Signals, St. Paul. Train dispatchers will arrange inspection of the detector by the signal maintainer in all such instances and notify the communication and signal supervisors and the superintendent of signals.</p>	
NOVEMBER	<p>When passing other loads carrying NOVEMBER restriction, do not pass on <i>curved part</i> of adjacent tracks.</p>		
OSCAR	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>		
PAPA	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>		
QUEBEC	<p>Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.</p>		

Failed Equipment Wayside Display—

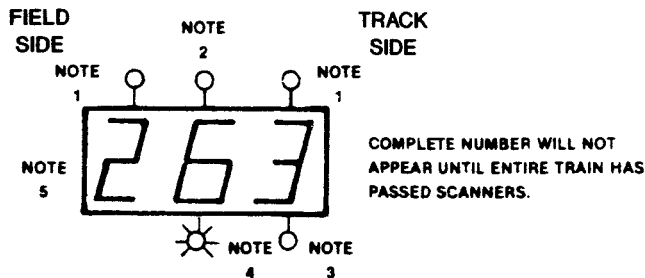
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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

Entire train must not move beyond failed equipment sign until authorization to proceed is received from rear of train. If communication between head end and rear end of train fails or is not provided, train may continue to move unless crew member on rear stops the train by use of caboose brake valve.

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

FAILED EQUIPMENT DISPLAY
AS VIEWED FROM PASSING TRAIN



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

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

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

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

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

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

Failed Equipment Radio Reporter—

Failed equipment detectors at locations shown under Individual Sub-division Special Instructions convey information to train and engine crews by Burlington Northern radio.

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

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

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

Detector Status Message

" . . . No defects"
" . . . Integrity failure"
" . . . First hot box right side
XXX"

Train Crew Response

Proceed
Stop train for inspection
Stop train for inspection
near indicated axle

" . . . First dragging equipment near axle XXX"	Stop train for inspection near indicated axle
" . . . First hot wheel near axle XXX"	Stop train for inspection near indicated axle
" . . . (No detector status message)"	Stop train for inspection*

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

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

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

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

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

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

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

Failed Equipment Alarm Indicator—

Alarm Indicator Assembly employing radio for defect location.

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

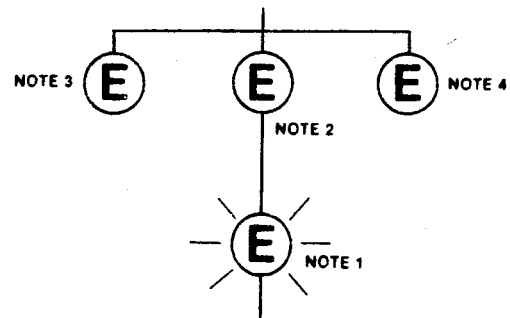
Enginemen must alert crew members on rear of train when approaching detector site.

If communication between head end and rear end of train fails or is not provided, train may continue to move unless crew member on rear stops the train by use of caboose brake valve.

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

Rules 501S and 501T are in effect.

ALARM INDICATOR ASSEMBLY



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

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

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

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

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

9. Storage of Cars Within Yard Limits Non-ABS Territory—

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

10. Spring Switches—

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

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

11. Commodities Insulating Track in CTC and ABS—

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

12. Rules Changes and Modifications—

Consolidated Code of Operating Rules:

Continental Time—

Continental Central Standard Time will be used in Train Orders, Train Sheets, Line-ups, and preparation of all reports and records. 2400 will not be used in Train Orders, Train Sheets, Line-ups, and Track and Time Limits.

Definition—RESTRICTED SPEED—change to read:

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

Rule 93—add two paragraphs:

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

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

Rules 83 (B), 200, 202, 209, 219 and 671D pertaining to signature on train orders and clearances are modified to permit them to be issued over the signature of the train dispatcher.

Rule 103(C) is modified for State of Missouri—On tracks within the State of Missouri, the minimum distance for the storage of railroad rolling stock on railroad owned sidings shall be 250 feet from the near edge of crossings with the following exceptions: (1) Cars placed for loading or unloading or awaiting removal after loading or unloading, (2) Bad order cars set out from trains, (3) Rolling stock stored on yard tracks, (4) At crossings protected by automatic flashing light signals, rolling stock may be stored a minimum of one hundred (100) feet from near edge of crossing.

Rule 216—change first paragraph to read:

Under the following conditions, a train order restricting the authority of a train must not be repeated until operator has obtained signature of conductor or engineer on the order. Train order must not be signed until both conductor and engineer understand their train will be restricted:

Rule 217—change third paragraph to read:

When orders are sent in the manner herein provided, to a train which is thereby restricted for another train, the operator will be directed to make an extra copy of the order which he will deliver to the person who is to make delivery of the order. On this copy, the person delivering the order must secure the signature of the conductor or engineer addressed. Train order must not be signed until both conductor and engineer understand their train will be restricted. The signed copy must be delivered to the first operator accessible, who must at once transmit the signature of the conductor or engineer to the train dispatcher, and preserve the copy. "Complete" must not be given to the order for a train being advanced until the train dispatcher has received the signature of the conductor or engineer of the train being restricted.

Rule 218—change to read:

To relay a train order, the train dispatcher must transmit it to the employee at the relaying office, who must then transmit it to destination. The employee receiving it at destination must, after obtaining signature of conductor or engineer when required, (train order must not be signed until both conductor and engineer understand their train will be restricted), repeat it to the relaying office, where each word and figure must be underscored as it is repeated. It must then be repeated to the train dispatcher and if correct, "Complete" will be given by the train dispatcher and relayed to destination.

Rule 219—add two paragraphs:

When error has been made in the date or address of a clearance and it is not necessary to change the train orders, the clearance may be corrected verbally on authority of train dispatcher in words "Clearance to C&E (train) at (station) OK'd at (time) dated (date) should read (correct address or date) instead of (incorrect address or date). These words must be repeated by the conductor or engineer of train holding clearance and notation of correction and time it was made written on margin of clearance without otherwise altering the clearance. The conductor and engineer must inform other crew members of the correction made.

Record of correction must be made by train dispatcher.

Rule 220 (B)—change first paragraph to read:

When a train has received a clearance at a station and it becomes necessary to issue a train order to such train at that station restricting its movement, in addition to obtaining the signature of the conductor or engineer to the train order as required by Rule 216, all previous clearances received by that train at that station must be taken up and destroyed and the train dispatcher so advised. A new clearance must be issued.

New Form of Train Order:

Q

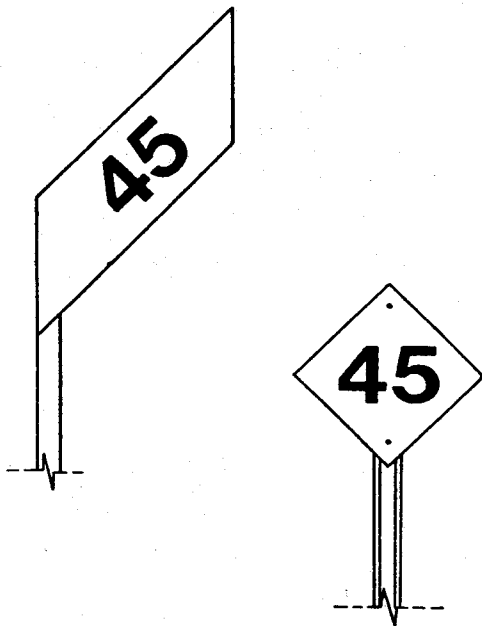
ESTABLISHING TEMPORARY YARD LIMITS

(1) (Time and dates) Rule 93 in effect between (points specified)

Trains and engines will be governed by Rule 93 between the points and during the time specified.

Form Q orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Form Q orders must not be combined with other forms of train orders.

Rule 240-W Revised (Applicable only on Former SLSF R.R. Trackage)—**SPEED SIGNS IN EFFECT ON FORMER SLSF RAILROAD TRACKAGE.**

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

Rule 271—change second paragraph to read:

To request track and time limits: member of crew for trains or engines, or employe in charge of Maintenance of Way employes or equipment; will state name, occupation, location, engine number for trains or engines, and specify time and work limits and tracks to be used. Track and time limits granted must be repeated to the control operator.

Rule 271 NOTE—change to read:

NOTE.—When control operator authorizes a train or engine to pass a Stop indication to enter or within track and time limits, third paragraph of Rule 269 will not apply. Track and time limits granted to trains or engines includes authority to hand operate dual control switches within such limits, in accordance with Rule 275 (A).

Rule 271(A)—change to read:

Track and time limits per Rule 271 will be issued to Maintenance of Way employes when necessary to move track car or on-track equipment or perform work on main track or controlled siding.

When Maintenance of Way employe(s) is granted track and time limits in the same or overlapping limits with train(s) or engine(s), control operator must inform those granted track and time limits (in the same or overlapping limits) of the fact, and trains or engines must move prepared to stop short of unprotected equipment.

Rule 275(A) Revised—

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

Selector Lever Type:

- (1) Place selector lever in "HAND" position

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

Hand Crank Type:

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

Rule 276 Revised—When necessary to perform switching over a dual control switch, permission must first be obtained from the control operator. The period of time the switch may be used must be clearly stated.

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

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

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

Rule 501K—change name and indication to read:

NAME—Restricted proceed

INDICATION—Proceed at restricted speed through entire block.

Rule 511—change to read:

When block signal rules require movement at restricted speed, this speed must not be increased until the engine has passed the next signal.

Rule 718—change to read:

Whenever passengers or employes 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 804 (A)—change second paragraph to read:

When practicable, on freight trains a trainman must ride in control cab of engine at front of train when train is moving between stations.

Rules of the Maintenance of Way Department:

Rules 14 (C), 46 and 47—are cancelled.

Definition—RESTRICTED SPEED—change to read:

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

Rule 46—new:

In CTC territory, when necessary to perform work which would require the use of impassable track flags or to move track car or on-track equipment on a main track or controlled siding, in addition to obtaining a line-up where required, employe in charge of such work or equipment must obtain track and time limits as prescribed by Rules 271, 271(A) and 271(B). This authority, when granted, will permit work to be performed on track cars and on-track equipment to occupy

track(s) between times and points shown without flag protection against trains. Track and time limits must be copied on the prescribed form and repeated by person copying.

Except in multiple main track CTC territory, when control operator cannot grant track and time limits because of failure in communications, movement may be made on main track if line-up permits movement or under flag protection.

Rule 83—change to read:

Transporting heavy material such as ties, rails and frogs on track motor cars is prohibited.

Rule 85—change to read:

When necessary to handle explosives on track cars, movement must be made under flag protection. In CTC territory, such movement must be made under flag protection or Rules 271, 271(A) and 271(B). When such movement is made under track and time limits authority, trains or engines must not be authorized in the same or overlapping limits.

Rule 97—change to read:

Rail guide wheels on Hy-Rail vehicles must be lubricated and maintained in accordance with the manufacturer's specifications. Maintenance dates will be recorded in log book.

Rule 271—change second paragraph to read:

To request track and time limits: member of crew for trains or engines, or employee in charge of Maintenance of Way employees or equipment; will state name, occupation, location, engine number for trains or engines, and specify time and work limits and tracks to be used. Track and time limits granted must be repeated to the control operator.

Rule 271 NOTE—change to read:

NOTE.—When control operator authorizes a train or engine to pass a Stop indication to enter or within track and time limits, third paragraph of Rule 269 of Consolidated Code of Operating Rules will not apply. Track and time limits granted to trains or engines includes authority to hand operate dual control switches within such limits, in accordance with Rule 275(A).

Rule 271(A)—change to read:

Track and time limits per Rule 271 will be issued to Maintenance of Way employees when necessary to move track car or on-track equipment or perform work on main track or controlled siding.

When Maintenance of Way employee(s) is granted track and time limits in the same or overlapping limits with train(s) or engine(s), control operator must inform those granted track and time limits (in the same or overlapping limits) of the fact, and trains or engines must move prepared to stop short of unprotected equipment.

Safety Rules and General Rules:

Rule 592—change 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—change 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.

13. Air Brake and Train Handling Rules—

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

14. Automatic Cab Signals—

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

15. Helper Behind Caboose—

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

16. Clearance Provisions and Exceptions Rule 83(B)—

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

17. Hazardous Materials—

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

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

18. Train location line-up will not be required when Rule 271-271(A) authority has been obtained.

SPRINGFIELD DIVISION

(St. Louis to Springfield Yard)

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

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

MP 18-28 to MP 22-38	
MP 26-42 to MP 32-34	
MP 223-38 to MP 227-25	60 MPH.
MP 227-25 to MP 227-35	55 MPH.
MP 227-35 to MP 233-20	60 MPH.

Other Freight Trains 55 MPH.

When operating against the current of traffic on double track 49 MPH.

All trains entering and leaving Lindenwood yard 10 MPH.

MP 7-18 to MP 10-20 Both tracks 35 MPH.

MP 13-17 to MP 13-07 Eastward track 50 MPH.

MP 14-25 to MP 13-30 Eastward track 45 MPH.

MP 16-17 to MP 16-01 Eastward track 45 MPH.

MP 13-30 to MP 14-24 Westward track 50 MPH.

MP 16-00 to MP 16-27 Westward track 45 MPH.

MP 17-39 through turnout 50 MPH.

MP 18-23 to MP 18-27 45 MPH.

MP 33-47 to MP 34-25 50 MPH.

MP 37-09 to MP 41-06 50 MPH.

MP 41-06 to MP 41-38 45 MPH.

MP 41-38 to MP 43-00 40 MPH.

MP 44-39 to MP 45-09 45 MPH.

MP 45-09 to MP 46-33 50 MPH.

MP 46-33 to MP 47-33 45 MPH.

MP 47-33 to MP 48-42 50 MPH.

MP 50-14 to MP 51-06 50 MPH.

MP 51-06 to MP 54-23 45 MPH.

MP 55-16 to MP 56-17 50 MPH.

MP 57-13 to MP 59-17 40 MPH.

MP 60-23 to MP 65-04 50 MPH.

MP 70-00 to MP 70-27 50 MPH.

MP 70-27 to MP 71-12 40 MPH.

MP 73-21 to MP 74-10 40 MPH.

MP 76-07 to MP 78-00 50 MPH.

MP 80-14 to MP 80-33 50 MPH.

MP 84-30 to MP 84-38 50 MPH.

MP 87-41 to MP 88-09 50 MPH.

MP 95-29 to MP 96-04 50 MPH.

MP 97-35 to MP 98-21 50 MPH.

MP 100-37 to MP 102-28 50 MPH.

MP 106-19 to MP 106-28 45 MPH.

MP 106-28 to MP 107-38 50 MPH.

MP 109-35 to MP 119-30 40 MPH.

MP 119-30 to MP 120-11 45 MPH.

MP 120-11 to MP 120-30 40 MPH.

MP 120-30 to MP 124-10 45 MPH.

MP 124-28 to MP 126-08 50 MPH.

MP 130-18 to MP 131-19 45 MPH.

MP 131-19 to MP 132-02 40 MPH.

MP 132-29 to MP 134-02 50 MPH.

MP 134-11 to MP 137-12 40 MPH.

MP 138-23 to MP 139-05 50 MPH.

MP 140-00 to MP 142-15 45 MPH.

MP 142-15 to MP 145-03 40 MPH.

MP 145-04 to MP 147-02 50 MPH.

MP 147-25 to MP 149-31 45 MPH.

MP 149-38 to MP 153-01 40 MPH.

MP 153-03 to MP 155-29 50 MPH.

MP 155-30 to MP 156-34 45 MPH.

MP 156-34 to MP 157-15 40 MPH.

MP 157-17 to MP 160-31 45 MPH.

MP 160-31 to MP 170-29 40 MPH.

MP 170-29 to MP 172-19 45 MPH.

MP 172-19 to MP 172-35 40 MPH.

MP 172-35 to MP 175-38 45 MPH.

MP 181-06 to MP 182-30	Until engine through limits	40 MPH.
MP 182-30 to MP 188-19		45 MPH.
MP 191-17 to MP 197-38		50 MPH.
MP 202-03 to MP 202-30		50 MPH.
MP 205-18 to MP 205-32		50 MPH.
MP 212-30 to MP 214-30		50 MPH.
MP 215-26 to MP 215-36		50 MPH.
MP 216-34 to MP 218-05		40 MPH.
MP 220-10 to MP 221-17		40 MPH.
MP 227-25 to MP 227-35		55 MPH.
MP 235-03 to MP 237-10	North track	20 MPH.
MP 235-04	Through Turnout	35 MPH.
MP 238-05	Broadway Ave. until engine over crossing	20 MPH.

Loaded unit trains:

MP 9-00 to MP 34-00	35 MPH.
MP 46-00 to MP 50-00	30 MPH.
MP 123-00 to MP 134-00	30 MPH.

Through turnouts controlled sidings (Except West end Rolla, East end St. Clair) 25 MPH.

Controlled Sidings 20 MPH.

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

Any train with average gross weight of all cars in train in excess of 80 tons per car:

MP 50-00 to MP 46-00	Eastward trains	30 MPH.
MP 111-00 to MP 117-00	Westward trains	30 MPH.
MP 134-00 to MP 124-00	Eastward trains	30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 83(B)—None.****5. Rule 99—When flagging is required distance will be 2 miles.****6. Double track between MP 7-10 and 17-37 designated Eastward and Westward tracks.**

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

ABS, Rules 251-254, MP 7-18 to MP 15-28 Westward track.

MP 17-37 to MP 07-35 Eastward track.

CTC, Rules 261-264, MP 17-37 to MP 237-10.

MP 15-28 to MP 17-37 Westward track.

MP 7-10 to MP 7-35 Eastward track.

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

When white light displayed at indicator MP 182-06 Eastward Absolute Signal governing movement from siding East Lebanon indicates proceed.

Power crossover MP 235-15 designated "Crossover A".

Between St. Louis 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.

7. Rule 93—in effect MP 9-2 and MP 0.0.**8. Failed Equipment Detectors protecting bridges, tunnels or other structures—None**

Other Failed Equipment Detectors—

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

SPRINGFIELD DIVISION

(Springfield Yard to Lou)

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

Trains identified as No. 31, 32, 34, 437, ATM, MTB, QLA, & CTB		60 MPH.
Freight trains		55 MPH.
Controlled sidings		20 MPH.
EXCEPT: Siding Brookline for unit coal trains		10 MPH.
MP 250-05 to MP 252-10		45 MPH.
MP 260-21 to MP 260-22 Westward		45 MPH.
MP 263-26 to MP 264-17		45 MPH.
Until engine through limits:		
MP 267-16 to MP 267-17 Westward		45 MPH.
MP 268-30 to MP 269-04		40 MPH.
MP 272-40 to MP 274-37		50 MPH.
MP 279-39 to MP 280-35 Both tracks		50 MPH.
MP 280-35 to MP 282-19 Both tracks		45 MPH.
Through turnouts controlled sidings		25 MPH.
Except turnout MP 279-03		50 MPH.
On Mt. Vernon lead track		30 MPH.
Except:		
MP 269-10 to MP 269-20		10 MPH.
MP 280-17 (Highway Y) until engine through limits		05 MPH.
MP 279-04 (I44 outer road) until engine through limits		05 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Between Aurora and Mt. Vernon, cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted between Aurora and Mt. Vernon.

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

Westward Tulsa Division Interdivisional trains departing Springfield Yard will secure Springfield Second Subdivision and Tulsa First Subdivision clearances.

Westward Sixth Subdivision Interdivisional trains departing Springfield Yard will secure Second and Sixth Subdivision clearances.

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

Missouri Pacific trains using Second Subdivision will secure clearance at Carthage and will not require clearance at Aurora.

5. Rule 99—When flagging is required distance will be 2 miles.**6. CTC—MP 241-18 to MP 282-22**

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

Track and Time limits between Lou and Globe must be obtained from the Tulsa First Subdivision train dispatcher. Track and Time limits from Globe eastward must be obtained from the Springfield Second Subdivision train dispatcher.

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

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

7. Missouri Pacific trains operating on Second Subdivision will be governed by Uniform Code of Operating Rules as modified and BN timetable and special instructions.**8. Failed Equipment Detectors protecting bridges, tunnels or other structures—None**

Other Failed Equipment Detectors—MP 260-40.

SPRINGFIELD DIVISION

(Kansas City (Murray Yard) to Springfield Yard)

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

Between Rosedale and Ft. Scott, trains identified as: SKM, DNM, BDX, PBF, MSP, 68 and 69 60 MPH.

Between Ft. Scott and Springfield, trains identified as: SKM, DNM, BDX, PBF and MSP 60 MPH.

Other freight trains 55 MPH.

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

MP 2-00 to MP 4-20 (Both Tracks)	20 MPH.
MP 4-20 to MP 7-46 (Both Tracks)	30 MPH.
MP 7-46 to MP 9-43 (West Track)	40 MPH.
MP 7-46 to MP 11-24 (East Track)	40 MPH.
MP 11-30 to MP 12-45 (Both Tracks)	55 MPH.
MP 14-00 to MP 14-45 (Both Tracks)	50 MPH.
Crossover "C", through crossovers, MP 15.4	35 MPH.
MP 15-31 to MP 15-45 (Both Tracks)	55 MPH.
MP 20-11 to MP 21-22 Until engine through limits (Both Tracks)	40 MPH.

Through turnouts at end of two main tracks Bonita, Hillsdale and Paola 35 MPH.

MP 37-41 to MP 41-50 (Both Tracks)	50 MPH.
MP 41-50 to MP 43-20	40 MPH.
MP 49-27 to MP 49-42	55 MPH.
MP 54-48 to MP 55-22	55 MPH.
MP 55-28 to MP 59-48	50 MPH.
MP 66-31 to MP 67-11	50 MPH.
MP 73-10 to MP 74-17	45 MPH.
MP 86-35 to MP 87-19	55 MPH.
MP 96-01 to MP 96-12	50 MPH.
MP 96-31 to MP 96-35	40 MPH.
MP 96-35 Through Turnout North Ft. Scott	25 MPH.
MP 96-35 to MP 97-37 (Both Tracks)	40 MPH.

Until engine through limits:	
MP 97-37 to MP 98-35 (Both Tracks)	20 MPH.
MP 98-37 to MP 100-33 (Both Tracks)	30 MPH.
MP 102.7 Through turnouts, Edward	25 MPH.
MP 102-25 to MP 106-30	40 MPH.
MP 114-17 to MP 115-04	50 MPH.
MP 115-15 to MP 116-19	45 MPH.
MP 116-19 to MP 118-15	50 MPH.
MP 118-15 to MP 118-17	45 MPH.
MP 118-17 to MP 120-40	50 MPH.
MP 123-22 to MP 124-21 Until engine through limits	45 MPH.
MP 128-28 to MP 128-37	50 MPH.
MP 137-24 to MP 139-04	45 MPH.
MP 139-04 to MP 142-12	55 MPH.
MP 151-00 to MP 151-08	55 MPH.
MP 159-02 to MP 165-02	50 MPH.
MP 165-02 to MP 167-00	45 MPH.
MP 167-00 to MP 167-38	35 MPH.
MP 167-38 to MP 168-27	45 MPH.
MP 168-27 to MP 173-03	50 MPH.
MP 173-03 to MP 176-06	40 MPH.
MP 176-06 to MP 180-03	50 MPH.

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

MP 179-00 to MP 182-00 (Southward Trains)	30 MPH.
MP 180-03 to MP 180-20	40 MPH.
MP 180-20 to MP 186-20	50 MPH.
MP 193-29 to MP 194-00	50 MPH.
MP 198-05 to MP 241-24	25 MPH.
MP 198.3 Through crossover, Nichols,	25 MPH.
Through turnouts controlled sidings	25 MPH.
Kansas City Terminal Highline Track Murray Yard	20 MPH.
All controlled sidings	20 MPH.

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

2. Bridge, Engine and Heavy Car Restrictions—

Locomotives in Groups G, H and I not permitted on Greenfield Lead, all auxiliary tracks Olathe, River track Payola, Team track La Cygne, Elevator track Pleasanton and Elevator track Prescott.

Locomotives must not be operated over scale on mine siding at Bill's Coal Co.

3. Train Register Exceptions—None.

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

Southward MKT trains will secure clearance Glen Park. Northward MKT trains will secure BN clearance from MKT operator at Parsons. Trains originating Kansas City destined Tulsa and trains originating Tulsa destined Kansas City will secure clearances from Springfield Third and Fifth Subdivision and Tulsa First Subdivision train dispatchers and will not require clearance at Ft. Scott or Edward.

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

6. CTC—MP 2-03 to MP 198-05.

Two Main Tracks designated as East and West tracks between—

MP 2-03 and MP 26-27,
MP 37-17 and MP 41-39,
MP 96-34 and MP 102-25

7. Kansas City (Rosedale)—

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

Flashing light signals 30th Street, MP 2-05, equipped with automatic cutout feature (Rule 103(D)). When northward home signals 29th St. interlocking display stop indication, northward movements will stop short of 30th Street.

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

8. Lenexa—It will not be permissible to stop any train at Lenexa that will result in the blockage of Noland Road, MP 13-30, or Pflumm Road, MP 13-45. When setting out or picking up at Lenexa, allow enough room north of Noland Road to clear the crossing. Undesirable emergencies resulting in blockage of above crossings should be reported to the Lenexa Police Department.

9. Crossover "C"—When white light displayed at indicator near MP 15-13, southward absolute signal MP 15-14 governing southward movements on east main track displays proceed indication.

10. Olathe—All street crossings on connection track to west side must be protected by crew member from the ground.

11. Ft. Scott—When absolute signal governing movements over MKT crossing, MP 98-0, displays Stop indication, and there is a train on adjacent BN track that fouls MKT main track within the interlocking limits, train must stop in compliance with Rule 501 L, and then proceed without member of crew operating the time release. If no train on adjacent BN track, Rule 613 governs.

12. Liberal—Trains approaching pedestrian walkway MP 124-00 must sound whistle signal per Rule 15-L and bell, until engine or lead car over walkway.

13. Greenfield—All street and highway crossings on Greenfield Lead must be protected by crew member from ground position.

14. Interlockings—When signal at interlocking MP 43.1 or MP 118.4 displays Stop indication, a member of train crew must communicate with train dispatcher per Rule 269 before operating time release as required in Rule 613.

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

MP 47-38, MP 50-44, MP 60-03, and MP 71-40.

Other Failed Equipment Detectors—

MP 27-19, MP 78-29, MP 130-08, MP 154-27 and MP 178-31.

SPRINGFIELD DIVISION

(Springfield Yard to River Jct.)

FOURTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Trains identified as QLA, DNM, ATM, MTB, BDX, SKM, CTB, PBF, MSP, between Thayer and River

Jct. 60 MPH.

Other Freight trains 55 MPH.

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

MP 235-03 to MP 237-10-North Track 20 MPH.

MP 235-04 Through turnout 35 MPH.

MP 238-05 Broadway Ave. until engine over crossing ... 20 MPH.

MP 203-03 to MP 206-03 35 MPH.

MP 206-30 to MP 208-05 40 MPH.

MP 208-05 to MP 212-20 45 MPH.

MP 212-20 to MP 213-28 40 MPH.

MP 213-28 to MP 215-00 45 MPH.

MP 217-04 to MP 218-07 50 MPH.

MP 218-36 to MP 219-03 Until engine through limits 40 MPH.

MP 228-25 to MP 229-35 50 MPH.

MP 229-35 to MP 230-06 45 MPH.

MP 230-06 to MP 231-18 50 MPH.

MP 236-15 to MP 236-40 Until engine through limits 35 MPH.

MP 243-00 to MP 244-16 40 MPH.

MP 244-16 to MP 245-31 35 MPH.

MP 245-31 to MP 247-00 45 MPH.

MP 247-00 to MP 251-22 40 MPH.

MP 251-22 to MP 254-00 35 MPH.

MP 254-00 to MP 259-34 45 MPH.

MP 259-34 to MP 260-02 40 MPH.

MP 260-02 to MP 266-33 45 MPH.

MP 266-33 to MP 269-06 40 MPH.

MP 269-06 to MP 269-29 Until engine through limits 20 MPH.

MP 269-29 to MP 274-35 45 MPH.

MP 275-39 to MP 276-11 50 MPH.

MP 278-18 to MP 281-12 40 MPH.

MP 286-32 to MP 287-08 45 MPH.

MP 287-08 to MP 288-01 50 MPH.

MP 288-01 to MP 291-27 40 MPH.

MP 291-27 to MP 295-06 50 MPH.

MP 295-06 to MP 295-28 45 MPH.

MP 295-28 to MP 299-14 50 MPH.

MP 299-14 to MP 299-34 40 MPH.

MP 299-34 to MP 309-37 45 MPH.

MP 310-23 to MP 311-28 50 MPH.

MP 313-20 to MP 315-15 Until engine through limits 45 MPH.

MP 319-11 to MP 319-21 45 MPH.

MP 319-21 to MP 323-19 50 MPH.

MP 323-19 to MP 325-37 45 MPH.

MP 325-37 to MP 326-07 40 MPH.

MP 326-07 to MP 332-18 50 MPH.

MP 332-18 to MP 336-26 45 MPH.

MP 336-26 to MP 339-14 35 MPH.

MP 339-14 to MP 340-00 20 MPH.

MP 340-00 to MP 358-00	35 MPH.
MP 358-00 to MP 358-28	40 MPH.
MP 358-28 to MP 364-21	45 MPH.
MP 364-21 to MP 365-13	35 MPH.
MP 365-13 to MP 367-28	45 MPH.
MP 367-28 to MP 369-09	40 MPH.
MP 369-09 to MP 372-07	45 MPH.
MP 372-07 to MP 374-13	35 MPH.
MP 374-13 to MP 377-21	45 MPH.
MP 377-21 to MP 377-28	40 MPH.
MP 377-28 to MP 382-16	45 MPH.
MP 382-16 to MP 385-29	40 MPH.
MP 385-29 to MP 391-00	45 MPH.
MP 385-29 to MP 391-00	45 MPH.
MP 398.0 Missouri Pacific Crossing	40 MPH.
MP 413-05 to MP 414-17	50 MPH.
MP 419-06 to MP 420-22 Until engine through limits	20 MPH.
MP 422.2 S.S.W. Crossing	40 MPH.
MP 430-07 to MP 431-10	45 MPH.
MP 436-22 to MP 436-24 Until engine through limits	45 MPH.
MP 447-00 to MP 448-00 Until engine through limits	45 MPH.
Through turnouts controlled sidings	25 MPH.
EXCEPT: North end Willow Springs	15 MPH.
South end Thayer	20 MPH.

Any train with average gross weight of all cars in train in excess of 80 tons per car:

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

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

2. Bridge, Engine and Heavy Car Restrictions—

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

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

3. Train Register Exceptions—None.

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

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

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

6. CTC—MP 237-10 to MP 462-17

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

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

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

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

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

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

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

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

Other Failed Equipment Detectors—

MP 228-11	MP 248-12	MP 251-33	MP 252-10
MP 254-35	MP 255-09	MP 273-23	MP 286-18
MP 300-10	MP 303-19	MP 322-03	MP 325-12
MP 344-31	MP 368-15	MP 401-02	MP 427-06
MP 445-09			

SPRINGFIELD DIVISION

(Edward to Afton Jct.)

FIFTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Freight trains 55 MPH.

Until engine through limits:

MP 124-09 to MP 125-13	20 MPH.
MP 135-23 to MP 136-27	20 MPH.
MP 140-13 to MP 140-35	35 MPH.
MP 146-23 to MP 148-19	30 MPH.
MP 158-34 to MP 160-23	20 MPH.
MP 171-23 to MP 173-06	35 MPH.
MP 186-02 to MP 186-20	35 MPH.

Through power switch turnouts 25 MPH.
EXCEPT: Through turnout north Columbus 15 MPH.
All Controlled Sidings 20 MPH.

Baxter Springs—Picher Lead Between West End

Hartley and Highway 69 Picher 20 MPH.

Quapaw—Central Mill Lead Between East End Belt No.

1 and Loop Track Switch 20 MPH.

Except at Central Mill over Circle Track Switch and 500

feet east of Circle Track Switch 05 MPH.

Miami—B. F. Goodrich Lead Between Main Street and

B. F. Goodrich Gate 20 MPH.

Until engines over crossings Central Mill

Spur (Quapaw). 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Between Baxter Springs and Picher and between Quapaw and Central Mill Cars heavier than 263,000 lbs. not permitted.

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

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

Quapaw—Central Mill Lead West End Belt No. 1

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

3. Train Register Exceptions—None.

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

Trains originating Kansas City destined Tulsa and trains originating Tulsa destined Kansas City will secure clearances from Springfield Third and Fifth Subdivision and Tulsa First Subdivision train dispatchers and will not require clearance at Edward or Afton Jct.

5. **Rule 99**—When flagging is required, distance will be 2 miles.
6. **CTC**—MP 102-30 to MP 186-04
Track and time limits between Afton Jct. and South Narcissa must be obtained from Tulsa Division First Subdivision Train Dispatcher.
7. **Failed Equipment Detectors protecting bridges, tunnels or other structures**—None.
Other Failed Equipment Detectors—
MP 121-06 MP 162-16

SPRINGFIELD DIVISION

(Monett to Ft. Smith)

SIXTH SUBDIVISION

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

Freight trains	49 MPH.
MP 282-05 to MP 282-20	20 MPH.
MP 283-00 to MP 288-00	40 MPH.
MP 300-06 to MP 301-00	Until engine through crossing 35 MPH.
MP 316-00 to MP 326-15	40 MPH.
MP 327-05 to MP 328-19	Until engine through limits 35 MPH.
MP 331-00 to MP 335-00	35 MPH.
MP 341-00 to MP 345-02	35 MPH.
MP 345-02 to MP 348-00	30 MPH.
MP 348-00 to MP 352-21	35 MPH.
MP 352-21 to MP 352-22	Until engine through crossing 10 MPH.
MP 352-22 to MP 374-24	35 MPH.
MP 374-24 to MP 375-22	20 MPH.
MP 375-22 to MP 407-20	35 MPH.
MP 410-24 to MP 410-37	10 MPH.
MP 410-37 to MP 412-03	25 MPH.
Bentonville lead	30 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than 263,000 lbs. not permitted.
Locomotives in Groups G, H and I not permitted.
When have other type cars in train, empty flat cars 85 ft. long or longer without multi-level racks, or flat cars 85 ft. long or longer, loaded with empty trailers will be handled in rear half of train only, except when locomotive horsepower is 5,000 or less restriction does not apply.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Sixth Subdivision Interdivisional trains will not require clearance at Monett unless train order signal displays "Stop".
5. **Rule 99**—When flagging is required distance will be 2 miles.
6. **Rule 93**—In effect between:
MP 282-00 and MP 283-20
MP 407-20 and MP 410-20
MP 412-03 and MP 422-05
Conditional Yard Limits—In effect between:
MP 331-00 and MP 335-00 between Avoca and Lowell 0600 until 2359 daily
MP 341-00 and MP 347-05 between Lowell and Fayetteville 0600 until 2300 daily
MP 350-20 and MP 356-25 between Springdale and Greenland 0800 until 2000 daily.
7. **Rogers**—Highway 62 on Bentonville lead crew member must protect crossing from ground position.

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

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

8. **ABS**—MP 374-35 to MP 375-18.
CTC—MP 410-20 to MP 412-03.

Trains stopped at absolute signal on Arkansas River Bridge 410.6 will be governed by instructions posted in trainmen's box adjacent to signal after communicating with train dispatcher per Rule 269.

9. **Interlockings**—When signal at interlocking MP 410.4 displays "Stop" indication, a member of train crew will communicate with train dispatcher per Rule 269 before operating time release as required in Rule 613.
10. **Failed Equipment Detectors protecting bridges, tunnels or other structures**—
MP 374-00 and MP 381-00.
Other Failed Equipment Detectors—None.

SPRINGFIELD DIVISION

(Ft. Smith to Wister)

SEVENTH SUBDIVISION

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

Freight Trains	25 MPH.
MP 425-00 to MP 430-00	10 MPH.
MP 433-00 to MP 439-00	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than 263,000 lbs. not permitted between Ft. Smith and Poteau.
Cars heavier than 220,000 lbs. not permitted between Poteau and Wister.
Locomotives in Groups G, H and I not permitted.
3. **Train Register Exceptions**—None.
4. **Clearance provisions and Exceptions Rule 83(B)**—Rule 83(B) does not apply at Poteau. KCS trains must receive a BN clearance at Heavner.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required between Poteau and Wister. When flagging is required, distance will be 1 mile.
6. **Rule 93**—in effect between:
MP 412-03 and MP 421-00
MP 428-20 and MP 431-05
MP 443-00 and MP 446-00
7. **Ft. Smith**—Highway 45 and 271 must be flagged from ground position. North I Street to Garrison Avenue inclusive must be flagged from ground position unless crossing signals operating.
The following crossings must be protected from the ground position:
Poteau—MP 444-18 Parker Street
MP 444-23 US 271
MP 445-03 US 59-271
MP 446-23 US 59
Wister—MP 452-25 US 71

SPRINGFIELD DIVISION

(Pierce City to Neodesha)

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

Freight trains	40 MPH.
MP 287-01 to MP 287-30 Until engine through limits	15 MPH.
MP 287-30 to MP 288-32	35 MPH.
MP 298-21 to MP 299-07 Until engine through limits	20 MPH.
MP 311-22 to MP 314-07 Until engine through limits	20 MPH.
MP 314-23 to MP 315-04	30 MPH.
MP 327.1 Until engine through interlocking	20 MPH.
MP 343.5 Until engine through interlocking	20 MPH.
MP 358-01 to MP 360-05	30 MPH.
MP 361.1 Until engine through interlocking	20 MPH.
MP 370-05 to MP 371-00	30 MPH.
MP 383-15 to MP 383-25	30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

Mound Valley—Do not operate locomotives or cars beyond first switch of Co-op track.**3. Train Register Exceptions—None.****4. Clearance Provisions and Exceptions Rule 83(B)—**

Westward trains will receive a clearance at Monett and Rule 83(B) will not apply at Pierce City.

MKT trains receiving a clearance at Parsons will not require a clearance at Oswego.

5. Rule 99—When flagging is required distance will be 2 miles.**6. Rule 93—in effect between:**

MP 311-00 and MP 314-03
 MP 327-10 and MP 329-10
 MP 342-18 and MP 346-00
 MP 400-20 and MP 403-20

MP 504-13 to MP 504-14 Until engine through limits 05 MPH.
 MP 504-14 to MP 506-25 Until engine through limits 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 83(B)—None****5. Rule 99—When flagging is required distance will be 2 miles.****6. Rule 93—in effect between:**

MP 400-20 and MP 403-20
 MP 411-29 and MP 415-09
 MP 482-20 and MP 485-10
 MP 501-00 and MP 515-00

7. 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.**8. 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.

9. Fredonia—BN Trains and engines will use ATSF main track between connecting switch MP 152.1 and MP 150.0. ATSF trains and engines will use BN main track between connecting switch and BN MP 412-01. BN Trains and engines will be governed by Consolidated Code of Operating Rules, BN Time Table and Special Instructions. ATSF Trains and engines will be governed by ATSF Ry. Co. Rules Operating Department and Special Instructions. Within the limits as indicated, Rule 93 (Yard Limits) are in effect; non-signalized Territory with no First Class Trains scheduled on either Railroad.**SPRINGFIELD DIVISION**

(Wichita to Ellsworth)

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

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

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted between Wichita and Medora.

Cars heavier than 220,000 lbs. not permitted between Medora and Ellsworth.

Locomotives in Groups G, H and I not permitted.

American Salt Company—Do not operate engines over #2 scale track.**3. Train Register Exceptions—None.****4. Clearance Provisions and Exceptions Rule 83(B)—**

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

SPRINGFIELD DIVISION

(Neodesha to Wichita)

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

Freight trains	40 MPH.
MP 403-0 to MP 413-20	30 MPH.
MP 413-20 to MP 414-06	20 MPH.
MP 414-06 Until engine over crossing, westward movement only	15 MPH.
MP 414-06 to MP 420-0	30 MPH.
MP 438-20 Until engine over crossing	25 MPH.
Any train with average gross weight of all cars in train in excess of 100 Tons/OB per car will restrict maximum speed as follows for Eastward trains:	
MP 447-00 to MP 452-00	30 MPH.
MP 456-00 to MP 458-00	25 MPH.
MP 472-23 to MP 473-06 Until engine through limits	25 MPH.
MP 483-23 to MP 484-08 Until engine through limits	10 MPH.
MP 493-15 to MP 493-18 Until engine through limits	30 MPH.
MP 500-14 to MP 501-15	30 MPH.
MP 501-15 to MP 504-13	10 MPH.

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required between Wichita and Lyons and between Lorraine and Ellsworth. When flagging is required, distance will be 1 mile.
6. **Rule 93**—in effect between:
MP 501-00 and MP 515-00
MP 593-20 and MP 595-20
MP 607-07 and MP 607-35
7. **Burrton**—Burrton Avenue protect crossing from ground position.
Lyons—Highway 96 protect from ground position.
8. **Lyons and Lorraine**—ATSF trains operating between Lyons and Lorraine will be governed by the ATSF Operating Rules, except as modified by BN Timetable and Special Instructions.

SPRINGFIELD DIVISION

(Birmingham to Kearney)

ELEVENTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Freight trains 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Locomotives in Groups G, H and I not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Trains receiving a clearance at Kansas City will not require a clearance at Birmingham.
5. **Rule 99**—When flagging is required, distance will be 1 mile.
6. **Rule 93**—In effect entire subdivision.

SPRINGFIELD DIVISION

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

TWELFTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Freight trains 20 MPH.
MP 9-22, 37th St., until engine or lead car over crossing 10 MPH.
MP 16-03 to MP 21-10 10 MPH.
MP 24-15 until engine over switch 15 MPH.
MP 25-28 to MP 25-29 Until engine through limits 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than 263,000 lbs. not permitted between 19th Street and East Lynne.
Between Leeds Jct. and East Lynne each car heavier than 220,000 lbs. must be preceded and followed by cars not heavier than 177,000 lbs.
Locomotives in Groups G, H and I not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Trains will not require clearance Kansas City (Rosedale).

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

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

7. **Kansas City Terminal Area—**

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

SPRINGFIELD DIVISION

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

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Freight trains 25 MPH.
Highway 171 crossing, MP H326-30, Webb City 20 MPH.
MP H328-22 to MP H334-26 10 MPH.
Over crossings, Pennsylvania Avenue, Main, Joplin, and Wall Streets (Carterville Track) and will be flagged from ground position unless automatic protective device is operating. 05 MPH.
J. & G. Jct. (H Line) to K.C.S. Connection 05 MPH.
Until engine through limits:
MP H332-14 to MP H332-38 10 MPH.
MP H332-38 to MP H334-35 15 MPH.
MP H338-27 to MP H339-00 10 MPH.
MP H339-35 to MP H340-15 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than 263,000 lbs. not permitted.
Locomotives in Groups G, H and I not permitted.
Locomotives must not be operated over pit Eagle Picher, Joplin.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99**—When flagging is required distance will be 1 mile.
6. **Rule 93**—in effect on entire subdivision.
7. **Joplin**—Following crossing will be flagged from ground position, Penn. Avenue track serving Joplin warehouse building.
Galena—Following crossing will be protected from ground position, Main Street (Carterville Track) and Main Street crossing between 0600 and 1800.

SPRINGFIELD DIVISION

(Cuba to Salem and Lead Junction to Buick)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Freight trains 30 MPH.
MP A87-03 (PP Highway) Until engine over crossing: .. 15 MPH.
MP A93-13 to MP A93-20 10 MPH.
MP A98-15 to MP A98-25 10 MPH.

MP A114-05 to MP A114-30 10 MPH.
 MP AC122-35 to MP AC123-00 10 MPH.
 MP A126-06 (J Highway) until engine over crossing . . 15 MPH.
 MP AC129-30 to MP AC133-03 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—
 Between Lead Jct. and Salem cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

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

3. Train Register Exceptions—None.

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

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

6. Rule 93—in effect Cuba to MP A88-00
 MP A126-00 to Salem
 MP AC122-00 to Buick

7. Maintenance of Way Rule 14 EXCEPTION applies on this subdivision.

8. Train must stop and know crossing signals are operating before entering crossing at the following locations:

MP A104-17 Highway M North
 MP A109-09 Highway M South
 MP A125-12 Highway 68
 MP A126-06 Highway J

SPRINGFIELD DIVISION

(Bolivar to Kissick and Springfield Yard)

FIFTEENTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Freight trains 25 MPH.
 MP 182-05 to MP 189-01 10 MPH.
 North and South tracks Nichols to Division Street
 MP 240-02 20 MPH.
 All Long Tracks 20 MPH.
 North and South Tracks Broadway Ave. MP 238-08 to
 43 track 20 MPH.
 Old Passenger Main Nichols MP 198-10 to South Yard
 MP 201-03 20 MPH.
 West Belt at Chestnut Expressway until engine over
 crossing 05 MPH.
 Old Memphis Passenger Main at Main Ave. and
 Campbell Ave. until engine over crossing 05 MPH.
 National Ave. MP 240-05 until engine over crossing . . . 05 MPH.
 MP 240-05 to MP 249-05 20 MPH.
 Glenstone Ave. MP 241-22 until engine over crossing . . 05 MPH.
 Sunshine Street MP 242-24 until engine over crossing . . 10 MPH.
 Cars heavier than 220,000 lbs., over Bridge 165.8 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—None.

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

5. Rule 99—Unless otherwise provided, protection against following trains is not required between Bolivar and Kissick. When flagging is required, distance will be 1 mile.

6. Rule 93—in effect Springfield Yard to Willard and MP 237-10 to MP 249-1.

7. CTC—Power crossover MP 235-15 designated crossover "A"

Two main tracks between MP 235-2 and MP 237-10 designated North and South Main Track.

CTC begins both main tracks for Eastward Movements MP 237-10.

CTC begins both main tracks for Westward Movements MP 241-18.

SPRINGFIELD DIVISION

(Arcadia to Parsons)

SIXTEENTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Freight trains 20 MPH.
 MP 115-05 to MP 124-00 10 MPH.
 Until engine through limits Pittsburgh:
 All grade crossings (except as noted) 10 MPH.
 Walnut Street MP 134-30 05 MPH.
 Broadway MP 137-24 05 MPH.
 Until engine through limits:
 MP 142-11 05 MPH.
 MP 145-21 to MP 158-00 10 MPH.
 MP 160-30 to MP 161-00 10 MPH.
 Parsons: All Tracks inside gate at Kansas
 Army Ammo Plant 20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Between Strauss and Parsons Cars heavier than 220,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted except: not more than two locomotives in Groups G, H, and I are permitted between Fifth Subdivision Jct. and Missouri Pacific Crossing, Cherokee.

3. Train Register Exceptions—None.

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

Rule 83(B) does not apply.

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

6. Rule 93—In effect on entire subdivision.

7. Parsons—Sixteenth Street, Appleton Ave. and Main Street must be protected from ground position, unless it is known signal lights operating. Main track cannot be used between north end of turn around track, piggyback ramp and end of track.

8. Clemens No 22 Mine—Tracks 1, 2, 3 and 5 cannot be used west of tipple.

TULSA DIVISION

(Monett to Cherokee Yard)

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

Trains identified as No QLA, 31, 32, 34, CTB, 68, ATM,	
MTB, 69 and 437	60 MPH.
Other Freight Trains	55 MPH.
MP 282-23 through turnout	25 MPH.
MP 282-32 to MP 283-09 Eastward trains until engine through limits	45 MPH.
MP 283-34 to MP 283-35 Westward trains	50 MPH.
Eastward trains until engine by MP 284-01	55 MPH.
MP 285-18 through turnout South track	25 MPH.
MP 285-20 to MP 287-13 North track	50 MPH.
South track	45 MPH.
MP 292-27 to MP 309-24	45 MPH.
MP 309-24 to MP 310-11 Until engine over crossing ..	25 MPH.
MP 310-11 to MP 313-05	35 MPH.
MP 313-37 to MP 314-14	55 MPH.
MP 325-00 to MP 325-40 Until engine through limits	30 MPH.
MP 330-30 to MP 331-25	45 MPH.
MP 337-12 to MP 338-00	45 MPH.
MP 346-13 to MP 349-21	25 MPH.
Through turnouts North track:	
MP 346-13	25 MPH.
MP 347-23	25 MPH.
MP 349-21	25 MPH.
Until engine through limits North track	
MP 186-02 to MP 186-20	35 MPH.
MP 348-00 through crossover	25 MPH.
MP 350-27 to MP 354-10	55 MPH.
MP 359-20 to MP 360-11 Until engine through limits	30 MPH.
MP 364-11 to MP 365-26	45 MPH.
MP 370-00 to MP 370-21	55 MPH.
MP 375-31 to MP 377-18	40 MPH.
MP 378-30 to MP 379-22 Until engine through limits	25 MPH.
MP 392-19 to MP 392-35	50 MPH.
MP 397-03 to MP 397-31 Until engine through limits	30 MPH.
MP 406-24 to MP 408-14	55 MPH.
MP 408-14 to MP 411-35	45 MPH.
MP 411-35 to MP 417-13	55 MPH.
MP 417-13 to MP 420-20	40 MPH.
MP 420-17 through turnout for Eastward trains	40 MPH.
MP 420-20 to MP 424-06 until engine through limits	20 MPH.
MP 423-02 through crossover	10 MPH.
17th Street until engine over crossing	10 MPH.
Through turnouts controlled sidings	20 MPH.
Controlled sidings	20 MPH.
EXCEPT: Sidings Wyandotte, Todd, Catale, Chelsea and De Groat	
Catale Peabody Spur	30 MPH.
Cherokee Yard—R&D tracks, Freight Lead, Middle Hump and Old Passenger Main	
Classification Tracks	15 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Do not operate six-axle Locomotives on MKT connection Vinita, beyond 2nd Street on east connection and Wilson Street on west connection, Elgin Truck Line at Tiger and Port Lead Catoosa.

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

Trains originating Kansas City destined Tulsa and trains originating Tulsa destined Kansas City will secure clearances from Springfield Third and Fifth Subdivision and Tulsa First Subdivision train dispatchers and will not require clearance at Afton.

Interdivisional trains operating between Springfield Yard and Cherokee Yard will require clearance from Springfield Division Second Subdivision train dispatcher and Tulsa Division, First Subdivision train dispatcher and will not require clearance at Monett unless train order signal displays Stop.

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

6. **CTC**—MP 282-22 to MP 424-06.

Two main tracks designated as North and South tracks between:
MP 285-18 and MP 287-13
MP 346-13 and MP 349-21
MP 420-19 and MP 424-06

First Subdivision trains will contact Trimmer Tower yardmaster before passing signal at MP 424, First Street, Tulsa, for route to enter yard.

7. Track and time limits between Afton Jct. and South Narcissa must be obtained from Tulsa Division, First Subdivision train dispatcher.

8. **Chelsea**—When white light displayed on indicator MP 379-01, westward absolute signal on siding displays proceed.

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

10. **Interlockings**—When signal at interlocking MP 309.2, MP 359.7, MP 397.0, or MP 423.6 displays Stop indication, a member of train crew will communicate with train dispatcher per rule 269 before operating time release as required in rule 613.

11. **Failed Equipment Detectors protecting bridges, tunnels or other structures**—MP 400-17 and MP 409-12.

Other Failed Equipment Detectors—MP 284-27, MP 314-24, MP 343-10 and MP 370-24.

TULSA DIVISION

(Cherokee Yard to Bliss)

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

Freight trains Cherokee Yd. to Sherman		55 MPH.
Sherman to Bliss		49 MPH.
17th Street until engine over crossing		10 MPH.
through turnout MP 428-27		25 MPH.
MP 428-31 to MP 429-03 East track		40 MPH.
MP 428-39 to MP 429-35 Until engine through limits West track		20 MPH.
Norris, through turnout		50 MPH.
MP 432-17 to MP 432-26		45 MPH.
Oma, through turnout		50 MPH.
MP 436-6 to MP 436-33 Until engine through limits ..		25 MPH.
MP 436-33 to MP 437-17		25 MPH.
MP 437-17 to MP 438-9 Until engine through limits ..		25 MPH.
MP 438-09 to MP 440-07		45 MPH.
MP 441-25 to MP 442-30 Until engine through limits ..		30 MPH.
MP 457-25 to MP 458-04		45 MPH.
MP 468-20 to MP 469-10 Until engine through limits ..		25 MPH.
MP 471-12 to MP 471-28		45 MPH.
MP 478-17 to MP 479-06		45 MPH.
MP 480-06 to MP 482-25 Until engine through limits ..		25 MPH.
MP 483-17 to MP 485-05		45 MPH.
MP 492-01 to MP 492-18		45 MPH.
MP 494-15 to MP 494-26		45 MPH.
MP 498-24 to MP 498-34		50 MPH.
MP 504-01 to MP 504-17 Until engine through limits ..		25 MPH.
MP 506-00 to MP 506-12		50 MPH.
MP 506-33 to MP 507-08		45 MPH.
MP 509-31 to MP 510-11		45 MPH.
MP 511-19 to MP 511-26		50 MPH.
MP 516-12 to MP 518-17		45 MPH.
MP 518-17 to MP 520-22 Until engine through limits ..		25 MPH.
MP 520-30 to MP 521-26		50 MPH.

MP 526-18 to MP 526-26	50 MPH.
MP 529-07 to MP 529-20	45 MPH.
MP 531-33 to MP 532-10	45 MPH.
MP 532-10 to MP 532-26	50 MPH.
MP 533-23 to MP 534-28	45 MPH.
MP 535-26 to MP 536-18	50 MPH.
MP 539-05 Until engine over crossing	30 MPH.
MP 539-19 to MP 540-06	45 MPH.
MP 542-33 to MP 545-25	45 MPH.
MP 547-07 to MP 548-29 Until engine through limits	20 MPH.
MP 548-36 to MP 549-14	50 MPH.
MP 550-26 to MP 552-03	45 MPH.
MP 554-26 to MP 555-25	45 MPH.
MP 555-25 to MP 556-20	40 MPH.
MP 559-09 to MP 559-31	50 MPH.
MP 569-01 to MP 569-10	50 MPH.
MP 574-08 to MP 577-11	50 MPH.
MP 581-13 to MP 583-19	45 MPH.
MP 589-07 to MP 589-23	45 MPH.
MP 596-00 to MP 600-00	45 MPH.
MP 602-06 to MP 604-06	45 MPH.
MP 603-07 to MP 603-17 Until engine through limits	25 MPH.
MP 605-15 to MP 605-23	45 MPH.
MP 621-16 to MP 623-24	50 MPH.
MP 630-03 to MP 630-36	30 MPH.
Staley-M.K.T. Junction, turnouts Red River Bridge	15 MPH.
MP 633-06 to MP 634-31	45 MPH.
MP 634-31 to MP 634-33	30 MPH.
MP 635-10 to MP 636-20	20 MPH.
Through turnouts controlled sidings between Sapulpa and Denison	25 MPH.
MP 644-15 to MP 647-00	10 MPH.
MP 673-18 to MP 674-00 Until engine through limits	25 MPH.
MP 694-15 to MP 699-9 Until engine through limits	20 MPH.
Sherman Yards, when handling 70 ft. or longer cars	05 MPH.
Cars heavier than 263,000 lbs., on Bridges 457.7, 475.0, 495.0 and 535.8	20 MPH.
Sidings	20 MPH.
EXCEPT: Sidings Beggs, Butler, Henryetta, Fred, Spaulding, Francis, Barry and Bliss	10 MPH.
Cherokee Yard—R&D Tracks, Freight Lead, Middle Hump and Old Passenger Main	20 MPH.
Classification Tracks	15 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted on Brockway Glass Company track at Ada, Oklahoma.

Do not operate six-axle units on following tracks—

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

3. Train Register Exceptions—None.

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

Northward trains will secure a clearance at Irving and will not require a clearance at Bliss.

All trains require a clearance at Madill.

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

6. Rule 93—in effect between—Tower 16 to Frisco Jct.

Conditional Yard Limits—in effect between—So. Sherman Jct. and MP 651.0 from 0700 until 1700 daily.

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

8. CTC—MP 428-25 to MP 636-22

Bridge 503.4 protected by detector connected with CTC. When northward Absolute Signal MP 503-15 displays "STOP" or southward signal 501-5 displays "Restricted proceed" know bridge safe before passing over.

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

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

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

10. **MKT Tracks**—BN trains will use MKT tracks between Staley and MKT Junction.

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

11. **Southern Pacific tracks**—BN trains will use Southern Pacific track between S.P. Jct., Denison and So. Sherman Jct. and are governed by SP rules and timetable/special instructions.

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

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

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

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

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

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

Other Failed Equipment Detectors—MP 446-27, MP 474-25, MP 496-31, MP 516-05, MP 542-19, MP 565-27, MP 587-06, MP 666-07 and MP 690-20.

TULSA DIVISION

(Enid to Davidson)

THIRD SUBDIVISION

1. Speed Restrictions—Maximum Speeds Permitted

Freight trains	35 MPH.
Until engine through limits:	
MP 618-00 to MP 618-15	30 MPH.
MP 628-25 to MP 629-18	25 MPH.

MP 657-23 to MP 658-07 30 MPH.
 MP 764-05 to MP 774-10 10 MPH.
 When handling 30 cars or more weighing 100 tons per
 car between Enid and Clinton 30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted. Do not put engine beyond 50 feet from clearance point on spur Svoboda.

Locomotives in Groups, G, H and I not permitted.

3. Trains Register Exceptions—None.

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

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

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

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

**6. Rule 93 in effect—Clinton to Bessie
 Frederick to Davidson.**

7. Use of dynamic breaking on loaded grain trains is prohibited between Enid and Clinton.

Between Frederick and Davidson—A member of crew on moving train must, when conductor and brakeman are on caboose, have a member of crew seated at conductor's desk at rear end of caboose at all times with spot light turned on at night making inspection of track, watching for signs of equipment dragging or derailed cars.

TULSA DIVISION

(Sapulpa to Oklahoma City)

FOURTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Freight trains	55 MPH.
MP 436-33 to MP 438-09	25 MPH.
MP 438-09 to MP 439-24	50 MPH.
MP 439-24 to MP 439-36	45 MPH.
MP 439-36 to MP 441-04	50 MPH.
MP 441-04 to MP 442-25	45 MPH.
MP 447-33 to MP 458-25	45 MPH.
MP 458-25 to MP 460-8 Until engine through limits	20 MPH.
MP 459-15 to MP 461-28	50 MPH.
MP 461-28 to MP 472-01	45 MPH.
MP 476-00 to MP 479-14	45 MPH.
MP 477-02 to MP 477-29 Until engine through limits	35 MPH.
MP 479-14 to MP 487-23	50 MPH.
MP 487-33 to MP 492-32	45 MPH.
MP 492-30 to MP 493-32 Until engine through limits	35 MPH.
MP 493-32 to MP 495-28	45 MPH.
MP 498-25 to MP 499-19	45 MPH.
MP 503-30 to MP 505-33	45 MPH.
MP 514-33 to MP 515-20	45 MPH.
MP 519-01 to MP 522-11	45 MPH.
MP 523-17 to MP 526-21 Until engine through limits	35 MPH.
MP 527-16 to MP 530-22 Until engine through limits	50 MPH.
MP 530-22 to MP 531-08	45 MPH.
MP 531-08 to MP 535-28	50 MPH.
MP 535.8 ATSF Interlocking Greig	30 MPH.
MP 535-28 to MP 537-33	45 MPH.
MP 537-33 to MP 539-06	25 MPH.
MP 538-20 Oklahoma City, through turnout	25 MPH.

MP 539-06 Until engine over crossing 10 MPH.
 All sidings except Jones and Stroud 20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—None.

3. Train Register Exceptions—None.

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

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

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

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

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

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

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

TULSA DIVISION

(Oklahoma City to Quanah)

FIFTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Freight trains	40 MPH.
MP 539-25 to MP 544-25	25 MPH.
Over Bridge G-557.9	30 MPH.
MP 691-25 to MP 722-00	30 MPH.
Until engine through limits:	
MP 580-15 to MP 582-11	20 MPH.
MP 588-00 to MP 602-00	30 MPH.
MP 628-31 to MP 635-22	25 MPH.
MP 686-10 to MP 687-17	30 MPH.
MP 688-03 to MP 688-04	20 MPH.
Sidings at Sooner and Mustang	20 MPH.

When handling 30 cars or more weighing 100 tons or more per car, do not exceed 10 MPH between MP 540-10 and MP 540-30 between Oklahoma City and Wheatland.

When handling 20 or more cars weighing 100 tons or more per car, do not exceed 30 MPH between Oklahoma City and Altus and 25 MPH between Altus and Quanah.

Discontinue use of dynamic braking until further advised.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—None.

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

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

**6. Rule 93—in effect Oklahoma City to Wheatland
 MP 628-23 to MP 638-10
 Quanah to MP 722-00**

**7. Crew member must protect crossing from ground position at following locations—Oklahoma City—S.W. 29th Street on Dayton Lead
 Highway 152 on F.A.A. Lead**

Altus—Highway 62 on Air Base Lead

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

Other Failed Equipment Detectors—MP 565-08 and MP 590-28.

TULSA DIVISION

(Cherokee Yard to Waynoka)

SIXTH SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Freight trains	49 MPH.
MP 425-20 to MP 428-00	40 MPH.
MP 428-00 to MP 432-00	30 MPH.
MP 438-32 to MP 439-10	40 MPH.
MP 458-14 to MP 459-04	45 MPH.
MP 460-00 to MP 469-00	30 MPH.
MP 465-24 to MP 466-12	45 MPH.
MP 471-16 to MP 472-00	40 MPH.
MP 473-05 to MP 473-15	45 MPH.
MP 474-17 to MP 474-36	40 MPH.
MP 475-30 to MP 476-36	45 MPH.
MP 477-09 to MP 478-18 Until engine through limits	30 MPH.
MP 478-38 to MP 480-26	40 MPH.
MP 479.7 Until engine through interlocking	25 MPH.
MP 502-35 to MP 503-10	45 MPH.
MP 507-20 to MP 509-20 Until engine through limits	20 MPH.
MP 508-25 to MP 508-34	20 MPH.
MP 519-04 to MP 519-32	40 MPH.
MP 533.3 Until engine through interlocking	40 MPH.
MP 537-00 to MP 543-04	35 MPH.
MP 543-04 to MP 545-28 Until engine through limits	20 MPH.
MP 545-28 to MP 548-30 Until engine through limits	35 MPH.
MP 546-26 Until engine over switches	20 MPH.
MP 548-04 Until engine over switches	20 MPH.
MP 601-13 to MP 602-03	35 MPH.
Turn out to ATSF RY Avar	35 MPH.
Cherokee Yard—R&D tracks, Freight Lead, Middle	
Hump and Old Passenger Main	20 MPH.
Classification Tracks	15 MPH.
East and West leg of Wye	20 MPH.
All sidings	20 MPH.
EXCEPT Pawnee	10 MPH.
ATSF SPEED RESTRICTIONS	
MP 342.4 to MP 346.9	60 MPH.
Curves:	
MP 343.3 to MP 343.9	60 MPH.
MP 345.2 to MP 345.7	55 MPH.
Switches and Auxiliary Tracks.	
Maximum speed permitted through turnout of other than main track switches	10 MPH.
Each end of sidings between Avar and Waynoka (except those listed below)	40 MPH.
Other than main track switches (except those listed below)	15 MPH.
Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.	
Waynoka—	
East end extension track	40 MPH.
Turnout east end two tracks MP 342.4	40 MPH.
South track to Yard MP 342.5	15 MPH.
East crossover MP 345.1	30 MPH.
West crossover MP 345.1	15 MPH.
South track to Yard MP 345.2	15 MPH.
Turnout west end two tracks MP 346.9	40 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

3. Train Register Exceptions—

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

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

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

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

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

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

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

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

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

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

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

ATSF Trains Enid to Blanton—

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

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

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

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

Rule 11—

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

Rule 14—

Example Form U, Stop and Speed limit order.

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

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

Rule 240-W—

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

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

Block and Interlocking Signals.

Signal aspect—Yellow over yellow or flashing yellow:

Name—Approach Medium.

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

Signal aspect—Red over flashing yellow.

Name—Approach medium.

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

Signal aspect—Flashing red or, red over yellow.

Name—Restricting.

Indication—Proceed at restricted speed.

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

Name—Stop (Controlled signal).

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

Signal aspect—Red signal equipped with a number plate.

Name—Stop and Proceed.

Indication—Stop before any part of Train or engine passes the signal, then proceed at restricted speed through entire block.

Rule 250—

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

Rule 269—

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

Rule 269(A)—

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

General Rules—

1. During snow and ice storms trains must approach all power switches making a full use of the engine whistle to warn men cleaning switches of their approach. When visibility is poor, the whistle should be kept wide open from 400 to 500 feet before reaching the switch until after engine has passed over it.
2. Before the engine controlling the air brakes on freight equipment is detached or angle cock closed, the engineman must make a 20 pound brake pipe service reduction with the automatic brake valve. The angle cock must be left open on the cars or the detached portion of train left standing to cause an emergency application on that portion when the separation is made.

3. A complete and detailed report must be made by wire to the A.T.S.F. Chief dispatcher at Amarillo, Texas, Ft. Worth, Texas or Newton, Kansas, covering bad order cars set out, all accidents at grade crossings, personal injuries, unusual or defective track, signal or any other condition that would affect the movement of a train or engine on the Joint Trackage.

8. Rule 93 in effect between—MP 425-21 and MP 428-00
MP 542-00 and MP 547-20
MP 600-32 and MP 602-00

Conditional Yard Limits in effect between—

MP 537-00 and MP 542-00 between Covington and Steen 0900 until 1400 daily.

9. Time applies per Consolidated Code Rule 5 for trains leaving Cherokee Yard at MP 425-21.
10. Failed Equipment Detectors protecting bridges, tunnels or other structures—None.

Other Failed Equipment Detectors—MP 447-23, MP 467-31, MP 494-01, MP 516-24, MP 573-03 and ATSF MP 339.3 (Counter at MP 337.3 and MP 340.9. If white light rotating approaching detector indicates detector bad order, disregard indication.)

TULSA DIVISION

(Hope to Lakeside) (Antlers to Paris)

SEVENTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Lakeside to Ft. Towson	40 MPH.
End of track to MP 804-20	10 MPH.
MP 804-20 to MP 793-20	30 MPH.
MP 793-20 to MP 793-10	10 MPH.
MP 793-10 to Ashdown	30 MPH.
Ashdown to Ft. Towson	35 MPH.
Antlers to Hugo	30 MPH.
Hugo to Paris	35 MPH.
MP 572-20 to MP 573-00	10 MPH.
MP 581-00 to MP 583-10	10 MPH.
MP 620-02 through turnout	25 MPH.
Bo and Pirtle sidings	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

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

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—Clearance not required at Lakeside.

5. Rule 99—When required to flag distance will be 1.5 miles. Between Hope and Ashdown and between Antlers and Paris, unless otherwise provided, protection against following trains is not required.

6. Rule 93 in effect—MP 572-20 to MP 584-12 MP 541-00 to MP 543-00.

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

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

MEMPHIS DIVISION

(St. Louis to Memphis)

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

Lindenwood to Chaffee	50 MPH.
Chaffee to Shelco	55 MPH.
Trains identified as QLA, PBF, MSP, SKM, DNM, TCM, MTC, and CTB between River Jct. and Bridge Jct.	
Jct.	60 MPH.
MP 07-15 to MP 08-20	30 MPH.
MP 12-30 to MP 23-35	45 MPH.
MP 26-30 to MP 30-25	45 MPH.
MP 35-20 to MP 37-30	45 MPH.
MP 38-29 to MP 39-30	Until engine through limits
MP 40-03 to MP 40-13	40 MPH.
MP 44-25 to MP 44-35	45 MPH.
MP 58-35 to MP 60-00	45 MPH.
MP 64-35 to MP 65-02	40 MPH.
MP 65-02 to MP 65-09	Until engine through limits
MP 70-00 to MP 70-15	45 MPH.
MP 83-10 to MP 83-20	45 MPH.
MP 88-10 to MP 91-35	45 MPH.
MP 96-00 to MP 100-26	35 MPH.
MP 103-20 to MP 103-25	30 MPH.
MP 103-25 to MP 105-35	40 MPH.
MP 109-20 to MP 113-25	45 MPH.
MP 118-10 to MP 119-25	45 MPH.
MP 125-10 to MP 125-25	45 MPH.
MP 128-35 to MP 129-25	45 MPH.
MP 130-25 to MP 131-30	20 MPH.
MP 131-30 to MP 132-40	Until engine through limits
MP 142-22 to MP 143-33	Until engine through limits
MP 150.0	Missouri Pacific Crossing
MP 150-01 to MP 159-30	50 MPH.
MP 164-10 to MP 166-10	Until engine through limits
MP 181-16 to MP 181-27	50 MPH.
MP 185-19 to MP 186-20	Until engine through limits
MP 190-31 to MP 191-07	50 MPH.
MP 194-20 to MP 196-00	50 MPH.
MP 198-11 to MP 199-01	Until engine through limits
MP 212-07 to MP 213-15	Until engine through limits
MP 217-00 to MP 224-09	50 MPH.
MP 224-09 to MP 224-29	Until engine through limits
MP 224-29 to MP 227-00	50 MPH.
MP 227-00 to MP 227-20	Until engine through limits
MP 227-20 to MP 236-09	50 MPH.
MP 236-09 to MP 237-30	Until engine through limits
MP 253-02 to MP 254-10	Until engine through limits
MP 283-09	Through turnout River Jct.
MP 471-00	Through turnout
MP 473-11	Through crossovers
MP 475-17	Through turnout
Harvard to Critco (West Trk.)	35 MPH.
MP 480-03 to MP 480-35	45 MPH.
MP 481.4	Missouri Pacific Crossing
Mississippi River Bridge	25 MPH.
Shelco to Memphis (Tennessee Yard)	20 MPH.
Through turnouts controlled sidings	20 MPH.
Sidings, Byers, Crystal City, McBride, Chaffee, Brooks, Kewanee, Steele, Blytheville and Wilson	20 MPH.
Loop Track, Rush Tower	08 MPH.
Over Scale, Rush Tower	04 MPH.
Over south switch, No. 1 track M & I connection at Crystal City	05 MPH.
Paymaster Lead	25 MPH.
Hulbert to Marion	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Between Lindenwood and River Jct., between Blytheville and Armorer and between Marion and Hulbert, cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted as follows:
 Horine - Mo. Pac. interchange track.
 Crystal City - on Mo. Pac. connection track beyond depot.
 Blytheville to Armorer.
 Marion to Hulbert.

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

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

Following maximum throttle positions govern:

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

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

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

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

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

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

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

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

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

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

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

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

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 83(B)—River Jct.—Rule 83 (B) does not apply.****5. Rule 99—When required to flag distance will be 2 miles.****6. ABS: MP 07-18 to 09-02
CTC: MP 09-02 to 283-05
MP 462-17 to 483-32
MP 483-34 to 494-18**

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

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

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

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

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

7. Memphis—Two main tracks between Shelco and Memphis designated as East and West Tracks.

CTC from MP 483-01 Shelco to MP 494-18 (North lead) controlled by Train Director Tennessee Yard under direction of Yardmaster.

Electric locks in service on following switches located on East Track, at: MP 485-31

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

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

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.

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

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

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

Crossover switch in the southern portion of the Incline Track will be left lined and locked for the through movement.

Blue light signals are located in the Ralston-Purina Company at Yale. Yard crews will not couple to cars on either track until blue light is extinguished.

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

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

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

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

Skates must be placed on rails, not less than five car lengths from clearance point at north end of classification tracks except when

removed to pull or shove a track. Unless otherwise provided the crew removing skates will be responsible for reskating track. Rail should be sanded for a distance of not less than 10 feet north of skates.

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

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

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

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

Instructions To Hand Operate Power Switch South End Hump Lead Memphis (Tennessee Yard)

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

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

Maximum Authorized Speed on all ICG tracks: A speed prepared to stop within one-half the range of vision not to exceed 10 MPH.

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

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

- Following crossings must be protected from the ground positions:
 - Oran—House Track, Highway W.
 - Kewanee—House Track, Highway Y.
 - Hayti—No. 1 Track, Highway 84.
 - Blytheville—Highway 61, Hoop Track, Ash St.
 - Osceola—House (TOFC) Track, Union Avenue and Southwire Lead, Highway 61.
 - Wilson—Gin and Scale Tracks, Highway 14.
 - Memphis—All yard movements over public street crossings, except those equipped with automatic crossing signals, will be protected by member of crew from ground position. Flagman will use lighted red fusee.

9. Crossing Gates—

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

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

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

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

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

MP 16-18, MP 21-30, MP 47-07, MP 53-08, MP 135-13 and MP 141-19.

Other Failed Equipment Detectors—

MP 31-17, MP 77-05, MP 104-16, MP 126-38, MP 162-10, MP 189-17, MP 217-01, MP 241-08, MP 268-19 and MP 468-15.

MEMPHIS DIVISION

(Memphis to Birmingham)

SECOND SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Trains identified as PBF and BDX	60 MPH.
Freight trains	55 MPH.
MP 513-23 to MP 514-01	50 MPH.
MP 520-02 to MP 520-24	50 MPH.
MP 520-24 to MP 523-02	45 MPH.
MP 523-02 to MP 525-19	50 MPH.
MP 525-19 to MP 528-03	45 MPH.
MP 528-03 to MP 528-17	30 MPH.
MP 528-17 to MP 530-22	45 MPH.
MP 531-28 to MP 532-11	50 MPH.
MP 534-21 to MP 538-05	45 MPH.
MP 543-13, Northward trains until engine through limits	55 MPH.
MP 550-15 to MP 550-24	50 MPH.
MP 560-21 to MP 560-22 Southward trains until engine through limits	45 MPH.
MP 561-11 to MP 562-11	50 MPH.
MP 562-11 to MP 562-22	30 MPH.
MP 562-22 to MP 574-00	45 MPH.
MP 575-10 to MP 575-26	50 MPH.
MP 586-15 to MP 588-05	45 MPH.
MP 588-05 to MP 588-13	30 MPH.
MP 587-16 to MP 588-21 Until engine through limits	20 MPH.
Bridge 609.0 Trains handling pulpwood	25 MPH.
MP 610-21 to MP 612-09 Until engine through limits	20 MPH.
MP 613-26, Northward trains until engine through limits	50 MPH.
MP 619-18 to MP 620-00	55 MPH.
MP 620-00 to MP 624-30	50 MPH.
MP 634-09 to MP 634-30	55 MPH.
MP 649-05 to MP 649-33	50 MPH.
MP 649-33 to MP 650-07	40 MPH.
MP 654-10 to MP 667-27	45 MPH.
MP 667-27 to MP 668-02	40 MPH.
Any train with average gross weight of all cars in train in excess of 80 tons per car will restrict maximum speed as follows for Northward trains:	
MP 665-00 to MP 668-00	35 MPH.
MP 668-02 to MP 688-25	45 MPH.
MP 688-25 to MP 688-30	40 MPH.
MP 688-30 to MP 692-15	45 MPH.
MP 692-15 to MP 693-02	30 MPH.
MP 693-02 to MP 699-15	45 MPH.
MP 694-28 to MP 694-30 Northward trains until engine through limits	30 MPH.
MP 699-15 to MP 699-30	40 MPH.
MP 699-30 to MP 701-15	45 MPH.
MP 701-15 to MP 708-10	30 MPH.
Bridge 702.5 Trains handling pulpwood,	25 MPH.
MP 708-10 to MP 715-00	35 MPH.
MP 715-00 to MP 722-00	30 MPH.
MP 722-00 to MP 724-10	35 MPH.

MP 724-10 to MP 724-35	30 MPH.
MP 724-35 to MP 728-05	35 MPH.
MP 728-05 to MP 729-05	30 MPH.
MP 729-07 to MP 731-07 Until engine through limits	20 MPH.
Through turnouts controlled sidings	20 MPH.
(except)	

North end siding Jasper

Sidings Byhalia, Tours, Potts Camp, Myrtle, Peck, Reese, Belden, Plantersville, Arjay, Judge, Gatman, Beaverton, Winfield, Eldridge, Carbon Hill, Townley, Alma, Quinton, Adamsville and Oakwood

In Birmingham Terminal, all trains, transfers and cuts arriving and departing East Thomas Yard will be reduced to 10 MPH until last car passes by TV cameras located at following locations:

Highway 78 overpass at northend of East Thomas Yard.

16th Street on the southend of East Thomas Yard.

This speed will be maintained by these locations unless otherwise instructed by Yardmaster.

2. Bridge, Engine and Heavy Car Restrictions—

Between Winfield and Brookside and between Dora and Debardeleben cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted on following tracks: Winfield to Brookside, Dora to Debardeleben.

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

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

Glen Allen—Locomotive cannot be operated under loading conveyor.

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

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

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

3. Train Register Exceptions—None.

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

Southward ICG trains will secure clearance at Haleyville and will not require clearance Jasper unless train order signal displays "Stop" indication.

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

6. CTC—MP 497-30 to MP 731-01

Adamsville—When white light displayed at indicator, MP 721-40, northward signal, MP 721-28, displays proceed indication.

Birmingham—

Automatic Interlocking:	L&N	Vinita Jct.
Manual Interlocking:	Sou	1st Ave. & 13th St.
	Sou	23rd Ave. North & 27th St.
	BN	23rd Ave. North & 18th St.

Track No. 1, 27th St. Corridor, Norwood Hill Route, between 21st Avenue North and 10th Avenue North. Rules 261 through 264 apply.

7. Following crossings must be protected from the ground position:

Winfield—Brilliant Branch, Highway 78.

Cordova—Dock Track, Highway 173.

Sumiton—Old Highway 78.

Birmingham—All street crossings Roberts Field Industrial Park.

8th Avenue North & 30th St. — Over Hill Lead.

9th Avenue North & 15th St. — 9th Avenue Lead.

9th Avenue North & 16th St. — 9th Avenue Lead.

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

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

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

8. **Interlockings**—When signal at interlocking MP 562.3, MP 588.2, MP 693.7 or MP 729.1 displays Stop indication, a member of train crew will communicate with train dispatcher per rule 269 before operating time release as required in rule 613.

9. Blue lights govern movement on all tracks at Western Grain Co., Birmingham. Rule 26 will govern. Controls for the blue signals are located in loading Foreman's Office.

Barrier cable, across 18th Street Elevator Track, at Western Grain Company, will be up from Friday Noon until Monday morning 0800, and on days Western Grain Company is closed, such as holidays. This cable is equipped with BN switch lock.

American Cast Iron Pipe Company—Switches must be left as found. Track No. 5 (Scale Track) must be left clear.

Split switch derail on one rail and a standard derail on the opposite rail on entrance track to classification yard, approximately 300 feet west of ACIPCO main entrance, at 16th Street.

Outbound trains ready to depart Thomas Yard must not leave yard track until permission is granted from Yardmaster.

BN crews will stay in the clear of Birmingham Southern main track at Freight Yard Junction, 12th Street, or anytime main track is used at Birmingham Southern Interchange Track, East Thomas Yard, until they communicate with Operator at East Thomas Yard to request track and time.

Operator at East Thomas Yard will communicate with Birmingham Southern Train Director and request track and time on 12th Street, Freight Yard Junction, or Birmingham Southern Interchange Track when BS main track is used. Upon receipt of track and time, the Operator at East Thomas Yard will authorize BN crews to use Birmingham Southern Main Track. After clearing Birmingham Southern Main Track, BN crews will notify the Operator at East Thomas Yard that they are in the clear and that switches are lined and locked for Birmingham Southern main track movement. Operator will then give up track and time to Birmingham Southern Train Director.

10. **Failed Equipment Detectors protecting bridges, tunnels or other structures**—MP 699-30 and MP 704-30.

Other Failed Equipment Detectors—

MP 519-12	MP 545-03	MP 577-21	MP 597-28
MP 631-31	MP 651-19	MP 678-03	MP 696-21
MP 707-00	MP 710-01	MP 714-22	MP 716-05
MP 719-37	MP 723-40	MP 728-16	

MEMPHIS DIVISION

(Caruthersville to Kennett)

THIRD SUBDIVISION

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

Caruthersville to Bragg City	10 MPH.
Bragg City to Kennett	30 MPH.
Cars heavier than 220,000 lbs. as follows:	
Between Hayti and MP 222-24	10 MPH.
Over bridge 225.4	10 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than 220,000 lbs. must have length of 50 ft. or more. Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

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

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

5. **Rule 99**—When required to flag distance will be 1.5 miles.

6. **Kennett**—First, Second and Fourth Street, and Highway EE, West Side Lead, crew member must protect crossing from ground position.

Hayti—Highway 84, Lincoln Street and Broadway Street, crew member must protect crossings from ground position.

7. **Rule 93**—in effect Caruthersville to Hayti
Kennett (MP 229-11)

MEMPHIS DIVISION

(Amory to Magnolia)

FOURTH SUBDIVISION

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

MP 612-10 to MP 657-00	49 MPH.
MP 657-00 to MP 680-00	40 MPH.
MP 680-00 to MP 708-00	45 MPH.
MP 708-00 to MP 764-00	35 MPH.
Aberdeen Spur from Wye to New Bridge	30 MPH.
Bridge 635.8 Trains handling pulpwood	25 MPH.
MP 647.3 Until engine through interlocking	20 MPH.
MP 647-29 to MP 648-07 Until engine through limits	20 MPH.
MP 648.8 Until engine through interlocking	20 MPH.
MP 708.2 Until engine through interlocking	20 MPH.
MP 724-00 to MP 725-00	25 MPH.
MP 726-26 to MP 728-26 Southward trains until engine through limits	15 MPH.
Bridge 728.9 Over steel spans	10 MPH.
MP 728-28 to MP 730-27 Northward trains until engine through limits	10 MPH.
MP 730-29 to MP 731-14 Until engine through limits	25 MPH.
MP 731.0 Until engine through interlocking	20 MPH.
MP 748.7 Until engine through interlocking	20 MPH.
MP 754-00 to MP 758-30	30 MPH.
Until engine over crossing Highway 21 Green Tree Spur	05 MPH.

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

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

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

Boligee to Magnolia.
Aberdeen Spur.
Hamilton—Kerr McGee tracks.
Airport Spur.
Whitbury Spur.

Aberdeen—do not operate engine over ICG main line bridge or bridge on ICG north leg of Wye.

3. **Train Register Exceptions—**

Boligee—Register station for Southward trains only.

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

Fourth Subdivision trains will use AGS track between York and Boligee, will secure clearance York and will not require clearance Boligee.

5. **Rule 99**—When flagging is required, between MP 611-00 to MP 708-00, distance will be 2 miles; between MP 708-00 to MP 764-00, distance will be 1.5 miles.

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

1. **Speed Restrictions—**

		Maximum Speeds Permitted
Freight trains		40 MPH.
MP 750.3	Until engine through interlocking	20 MPH.
MP 793-00 to MP 793-15		35 MPH.
MP 795-15 to MP 796-00		35 MPH.
MP 798-15 to MP 799-00		35 MPH.
MP 801-00 to MP 801-15		35 MPH.
MP 801-15 to MP 805-00		30 MPH.
MP 809-00 to MP 811-00		35 MPH.
MP 815-00 to MP 815-15		35 MPH.
MP 823-00 to MP 823-15		35 MPH.
MP 836-15 to MP 837-15		35 MPH.
Over Bridge 866.1		25 MPH.
All Tracks Terminal Ry. Alabama State Docks		10 MPH.
MP 868.6	Until engine through interlocking	20 MPH.
Over Three Mile Creek Bridge		05 MPH.
 2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Group I not permitted.

When have other type cars in train, empty automobile rack cars and empty or part load 85 ft. long or longer cars operated in trains of greater than 5,500 trailing tons must have such cars placed in rear half of train, except when the locomotive horsepower is 5,000 or less, restriction does not apply.
 3. **Train Register Exceptions—None.**
 4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
 5. **Rule 99—**When required to flag distance will be 2 miles.
 6. **Sixth Subdivision trains—**Will use Terminal Railway Alabama State Docks tracks between Terminal Jct. and Mobile. Consolidated Code Rules, edition of 1980 will apply.
 7. **Rule 93—In effect—**

MP 727-00 to MP 732-05
MP 749-11 to MP 751-00
MP 868-00 to MP 874-00
 8. There are 30 poles per mile.
 9. **Failed Equipment Detectors protecting bridges, tunnels or other structures—None.**

Other Failed Equipment Detectors—

MP 749-24	MP 828-03
MP 773-15	MP 853-00
MP 799-09	

RADIO INFORMATION

SPRINGFIELD DIVISION

Base Stations	Channel	Hours in Operation
Kansas City, MO	2	Continuous
Kansas City, KS	2	Continuous
Lenexa, KS	2	Mon. thru Sat. 0400-2000
Paola, KS	2	Mon. thru Fri. 0730-1800
Ft. Scott, KS	2	Continuous
Columbus, KS	2	Continuous except 1500-2300 Sun. & Mon.
Baxter Springs, KS	2	Mon. thru Sat. 0500-1630
Miami, OK	2	Daily 0730-1630
Lamar, MO	2	Mon. thru Fri. 0700-1700
West Plains, MO	2	Mon. thru Fri. 0700-1600
Thayer, MO	2	Continuous
Hoxie, AR	2	Mon. thru Fri. 0700-1700
Jonesboro, AR	2	Mon. thru Fri. 0700-1800, Sat. 0800-1700
Springfield, MO	2	Continuous
With Call In	Dispatcher Controlled	
Ft. Scott, KS	2	Manned continuously
Cabool, MO	2	Manned continuously
Thayer, MO	2	Manned continuously
Jonesboro, AR	2	Manned continuously
Springfield, MO	2	Manned continuously
Exeter, MO	2	Mon. thru Fri. 0500-1300
Springdale, AR	2	Manned Continuously
Ft. Smith, AR	2	Continuous except 2300 Sat. until 0700 Sun.
Joplin, MO	2	Mon. thru Fri. 0700-1600, Tues. thru Sat. 1600-0100
Columbus, KS	2	Continuous except 1500-2300 Sun. & Mon.
Neodesha, KS	2	Mon. thru Sun. 0700-1500, 2300-0700
Wichita, KS	2	Mon. thru Sat. 0630-0030
St. Louis, MO	2	Continuous
Valley Park, MO	2	Continuous
Cuba, MO	2	Mon. thru Fri. 0700-2330, Sat. 0630-1030
Rolla, MO	2	Mon. thru Fri. 0700-1500
Lebanon, MO	2	Mon. thru Fri. 0645-1600
Aurora, MO	2	Mon. thru Fri. 0400-1600, Sat. 0400-1600, Sun. 0800- 1600
Monett, MO	2	Mon. thru Sat. 0700-1500, 2300-0700, Sun. 2300-0700
Springfield, MO	2	Continuous
With Call In	Dispatcher Controlled	
Joplin, MO	2	Manned continuously
Cuba, MO	2	Manned continuously
St. Louis, MO	2	Manned continuously
Springfield, MO	2	Manned continuously

TULSA DIVISION

Base Stations	Channel	Hours in Operation
Chelsea, OK	2	Mon. thru Fri. 0800-1700, Sat. 1000-1400
Durant, OK	2	Mon. thru Fri. 0700-1600
Pawnee, OK	2	Mon. thru Fri. 0700-1600
Perry, OK	2	Mon. thru Fri. 0700-1600
Enid, OK	2	Continuous
Helena, OK	2	Mon. thru Fri. 0700-1600
Avard, OK	2	Continuous thru Enid
Southard, OK	2	Mon. thru Fri. 0715-1515, 2100-0500, Sat. 0900-1300, 2100-0100
Clinton, OK	2	Mon. thru Fri. 0800-1800, 2300-0700
Stroud, OK	2	Mon. thru Fri. 0745-1645, Sat. 1000-1200
Chandler, OK	2	Mon. thru Fri. 0700-1600
Oklahoma City, OK	2	Continuous except Holidays
Chickasha, OK	2	Mon. thru Fri. 0800-1600
Cyril, OK	2	Mon. thru Fri. 0730-1630
Lawton, OK	2	Mon. thru Sat. 0700-1600
Snyder, OK	2	Mon. thru Fri. 0730-1630
Altus, OK	2	Mon. thru Fri. 0700-1700
Quanah, TX	2	Continuous

TULSA DIVISION

Base Stations	Channel	Hours in Operation
Muskogee, OK	2	Mon. thru Fri. 0630-2300, Sat. & Holidays 0630-1530
Okmulgee, OK	2	Mon. thru Sat. & Holidays 0600-1500
Henryetta, OK	2	Mon. thru Sat. & Holidays 0600-1500
Holdenville, OK	2	Mon. thru Fri. 0700-1600
Ada, OK	2	Continuous
Mill Creek, OK	2	Mon. thru Fri. 0700-1600
Madill, OK	2	Continuous
Sherman, TX	2	Mon. thru Fri. 0600-1500, Sat., Sun., & Holidays 1600- 0100
Irving, TX	2	Continuous
Fort Worth, TX	2	Continuous
Hugo, OK	2	Sun. thru Fri. Continuous; Sat. 0001-0759, 1100-1300, & 1559-2359; Holidays None
Paris, TX	2	Mon. thru Sat. 0630-1530, Sun. & Holidays None
Ashdown, AR	2	Fri. thru Mon. 0700-1600, Tue. thru Thurs. 0700-0100
Tulsa, OK	2	Continuous
Sapulpa, OK	2	Mon. thru Fri. 0700-1600
Vinita, OK	2	Mon. Thru Sat. 0700-1600
Dispatcher Controlled With Call In		
Tulsa	2	Manned continuously
Catale	2	Manned continuously

MEMPHIS DIVISION

Base Stations	Channel	Hours in Operation
Crystal City	2	Mon. thru Fri. 0700-1730
Cape Girardeau	2	Continuous
Chaffee	2	Mon. thru Fri. 0700-1500
Sikeston	2	Mon. thru Fri. 0700-1600
Hayti	2	Mon. thru Fri. 0700-1600
Blytheville	2	Mon. thru Fri. 0700-2000
Memphis	2	Continuous
Holly Springs	2	Mon. thru Fri. 0630-1530
New Albany	2	Mon. thru Fri. 0630-1530, Sat. 0900-1100
Tupelo	2	Mon. thru Fri. 0630-1700
Amory	2	Continuous
Winfield	2	Mon. thru Sat. 0630-1430, Mon. thru Fri. 0630-1700, Sat. 0900-1800
Jasper	2	Continuous
Birmingham	2	Mon. thru Fri. 0630-1430
Columbus	2	Mon. thru Sat. 0630-1430, 0630-1430 Sun.
Aliceville	2	Sun. thru Fri. 2230-0700
Boligee	2	Mon. thru Sat. 0600-1500
Demopolis	2	Mon. thru Fri. 0800-1700, Daily 2200-0700
Magnolia	2	Mon. thru Fri. 0800-2300, Sat. 0800-1700, Sat. & Sun. 2300-0800, Sun. 1100-2000
MacMillan	2	Mon. thru Fri. 0800-1700
Fountain	2	Mon. thru Fri. 0630-1530
Atmore	2	Daily 0400-2200
Cantonment	2	Sat. thru Thurs. Continuous, Fri. 0700-2300
Pensacola	2	Daily 0600-1430 & 1500-2230
York	2	Mon. thru Fri. 0600-1600
Chatom	2	Continuous
Mobile	2	

CHIEF MEDICAL OFFICERS

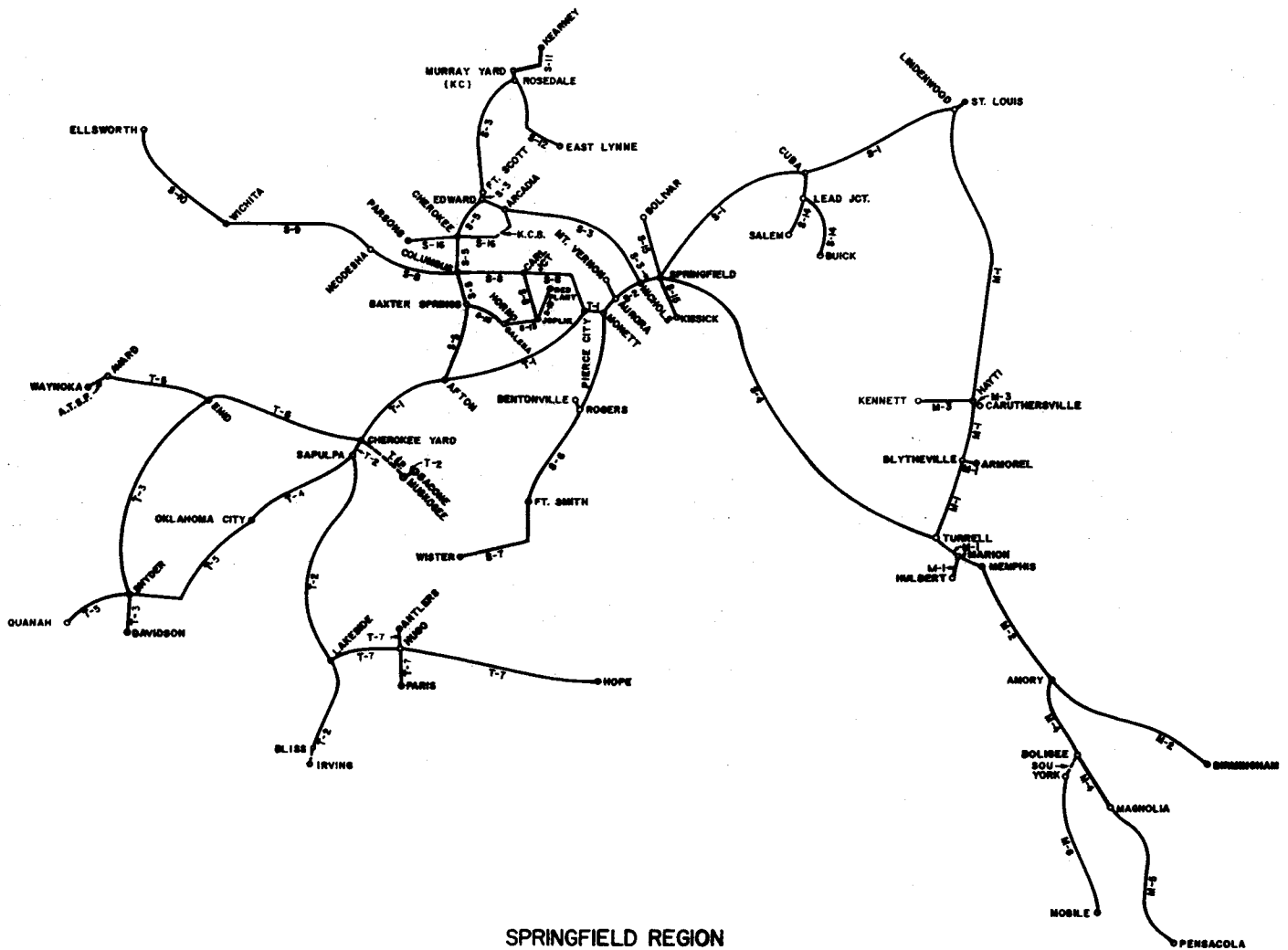
Dr. Thomas V. Mears, Chief Medical Officer St. Paul, Mn.
 Dr. Robert D. Hart, Asst. Chief Medical Officer St. Paul, Mn.

MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. D. L. Speed Ada
 Dr. B. O. Moore Amory
 Dr. Wm. T. Oaks Amory
 Dr. James D. Nettles Arlington
 Dr. J. A. Gillean Ashdown
 Dr. James H. Isobe Birmingham
 Dr. Chauncey B. Thuss Birmingham
 Dr. R. D. Smith Blytheville
 Dr. D. L. Parsons Cape Girardeau
 Dr. R. H'Romus Enid
 Dr. Michael McKenna Ft. Scott
 Drs. Nichols & Phelps Ft. Scott
 Dr. M. B. Hoge Ft. Smith
 Dr. Samuel Landrum Ft. Smith
 Dr. R. E. Snyder Ft. Worth
 Dr. Wm. Patrick Higgins, Jr. Ft. Worth
 Dr. Wm. O. Bryant Hayti
 Dr. F. L. Waters Hugo
 Dr. Robert Lloyd Irving
 Dr. Bernard Richmond Irving
 Dr. G. D. Wisdom Jonesboro
 Dr. Mark A. Judge Joplin
 Dr. Dennis W. Smith Joplin
 Dr. James Lally Kansas City
 Dr. Joe L. Potter Madill
 Dr. Hugh Francis, Jr. Memphis
 Dr. William Battle Malone Memphis
 Dr. J. Don Johnson Memphis
 Dr. Howard T. Akers Memphis
 Dr. John R. Willis Memphis

Dr. F. A. Ray Miami
 Dr. C. G. Oswalt Mobile
 Dr. Stiner Garrett Mobile
 Dr. S. Cruz Monett
 Dr. F. A. Moorhead Neodesha
 Dr. B. Chronister Neodesha
 Dr. D. C. Boone N. Kansas City
 Dr. D. F. Werner N. Kansas City
 Dr. L. M. White Oklahoma City
 Dr. J. P. Myers Okmulgee
 Dr. Norman G. Marvin Overland Park
 Dr. Larry Walker Paris
 Dr. C. E. Miller Pensacola
 Dr. H. L. Simpson, Jr. Pensacola
 Dr. L. A. Martin Sapulpa
 Dr. Elliott O'Reilly St. Louis
 Dr. Arthur H. Stein, Jr. St. Louis
 Dr. E. H. Schaper St. Louis
 Dr. Tom Miller Sherman
 Dr. C. H. Sisco Springdale
 Dr. Peter H'Doubler Springfield
 Dr. H. A. Lowe Springfield
 Dr. Donald E. Menchetti Springfield
 Dr. Carle Schroff Springfield
 Dr. John Williams (Oculist) Springfield
 Dr. A. T. Walker Thayer
 Surgical Staff Glass-Nelson Clinic Tulsa
 Dr. Doyle Schrader (Oculist) Wichita
 Dr. B. R. McMullen Wichita

Other physicians in the above offices are authorized to perform examinations.



Attach Form 15907, Instructions for Handling Hazardous Materials, to this page.

**PERFORM SWITCHING IN A MANNER
WHICH WILL AVOID DAMAGE TO
CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

SPEED TABLE

Time Per Mile			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

**MAINTENANCE OF WAY
CONDITIONAL STOP**

(Form Y Train Order)

The following forms of oral authorization by the Foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "Burlington Northern Railway Foreman calling Extra 232 East about Order No. (Form Y Train Order No.)"

Engineer must respond, identifying his train as: "This is Burlington Northern engineer, Extra 232 East."

When engineer has answered as above, the foreman will state: "Extra 232 East may pass red signal at (M.P. Location and specify track involved) without stopping."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed at _____ MPH," or "Proceed at normal speed."

The engineer must repeat back to the foreman the instructions that are given him.