

DIVISION OPERATIONS

M. A. Kotter-Superintendent Operations, Springfield

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

T. N. Bissen-Superintendent Operations, Memphis

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

R. R. Stimart-Superintendent Terminal Operations, Memphis

M. J. MOLITOR	Asst. Supt. Term. Operations	Memphis
W. S. SMITH	Terminal Trainmaster	Memphis
D. W. BLACK	Terminal Trainmaster	Memphis
C. D. SHARP	Terminal Trainmaster	Memphis
W. R. GREEVES	Terminal Trainmaster	Memphis
C. E. BURCHFIELD	Terminal Trainmaster	Memphis
K. D. KARKKAINEN	Terminal Trainmaster	Memphis

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

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

D. H. Jeter-Division Chief Dispatcher, Springfield

L. J. BYBEE	Chief Dispatcher	Springfield
G. D. HOPKINS	Chief Dispatcher	Springfield

Printed in U.S.A.



SPRINGFIELD DIVISION

TIMETABLE NO. 3

**IN EFFECT AT 0001
Continental Central Time**

**Sunday
April 7, 1991**

Senior Vice President Operations
R. S. HOWERY

Vice President Transportation
W. A. HATTON

Division General Manager
W. V. EISENMAN




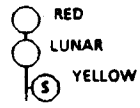



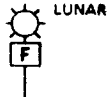
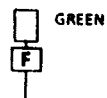
DISTANT SIGNALS

Rule	Aspects of Color Light and Semaphore Signals	Cab Signal Aspects	Name	Indication
228			DISTANT SIGNAL CLEAR	Proceed. If delayed as per Rule 305 or Rule 305(A) between this signal and block or interlocking signal, proceed prepared to stop short of next signal.
229			DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of signal.
BLOCK AND INTERLOCKING SIGNALS				
230			CLEAR	Proceed.
232			ADVANCE APPROACH	Proceed prepared to stop at second signal.
233			APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
234			APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 35 MPH.
235			APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236			APPROACH	Proceed prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
237			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238			DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH.
239			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
241			RESTRICTED PROCEED	Proceed at restricted speed.
242			STOP	Stop.

SPECIAL INSTRUCTIONS

3

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

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

GENERAL SIGNAL INSTRUCTIONS


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


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

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

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

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate flashing light;

 To indicate color light signal head;

 To indicate position of semaphore arm.

ALL SUBDIVISIONS

1. Speed Restrictions

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

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

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

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

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

Maximum Speeds Permitted:

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

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99949	45 MPH	20 MPH
All other ore cars	40 MPH	20 MPH
Scale test cars Except BN 979019-979024, BN 979026-979036	35 MPH	25 MPH
Air dump cars (loaded)	45 MPH	45 MPH
Wedge plow or dozer (hailed in tow)	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH
Clay cars, BAP 3801-4199	45 MPH	45 MPH
Empty bulkhead flat cars, except BN 961302-961361, BN 965846-965945 and cars with center bulkheads, unless conductor's wheel report, generated by computer, indicates there is no speed restriction. Timetable speed restriction will apply to cars not printed on wheel report or picked up en route	45 MPH	45 MPH
Empty flat cars: NP 62300-62949, NP 66100-66249	45 MPH	45 MPH
Empty gondolas designated: G1, G2, G3, G4, G5, G6, GC, GE, GF, GS, GS2, MGT and MG5 except BN 580400-580609	50 MPH	50 MPH

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

Maximum Speed of Locomotives

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

1A. Control of Harmonic Rocking

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

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

2. Restrictions on Locomotives

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

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

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

Hauled-In-Tow

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

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

Alignment Control Couplers or Bolster Stops

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

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

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

Trains consisting of 15 cars, or less - No placement restrictions.

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

3. Manned Helper Operations

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

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

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

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

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

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

Helpers of 12 powered axles or less - May be operated at the rear of the train either ahead or behind the caboose.

Helpers exceeding 12 powered axles must be cut into the train at a location which equals the tonnage rating of the helper consist. The train dispatcher will advise the conductor of the tonnage rating of the helpers, so the proper placement can be determined.

Not more than 24 powered axles can be used in helper service or in the head end consist when helpers are being used, unless helping a loaded coal train consisting entirely of grade "E" steel couplers.

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

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

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

3A. Locomotive Restrictions

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

Locomotive Information Chart

Model	Axles	Horse-power	Maximum Weight (pounds)
SW1	4	600	198,000
SW9	4	1200	250,000
SW10	4	1000	250,000
SW12	4	1200	250,000
SW15	4	1500	262,000
NW12	4	1200	252,000
MP15	4	1500	261,000
F9, F9-2	4	2000	241,000
E9	6	2400	218,000
GP5	4	1350	243,000
GP9	4	1750	259,000
GP10	4	1800	260,000
GP15, GP15-1	4	1500	258,000
GP18	4	1800	248,000
GP20	4	2000	261,000
GP35	4	2500	262,000
GP38, GP38-2	4	2000	285,000
GP39, GP39-2	4	2300	261,000
GP40, GP40-2	4	3000	278,000
GP50	4	3600	275,000
SD9 (by unit numbers)			
6100 - 6126	6	1750	346,000
6127 - 6237	6	1750	326,000
6240 - 6247	6	1750	368,000
SD38, SD38-2	6	2000	391,000
SD40, SD40-2	6	3000	420,000
SD42	6	3000	415,000
SD60M	6	3800	401,000
B30-7	4	3000	275,000
B32-8	4	3200	270,000
B39, B39-8	4	3900	280,000
C30-7	6	3000	417,000
U30-B	4	3000	268,000
U30-C	6	3000	411,000

4. Equipment Restrictions

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

Outfit cars **EXCEPT** univans

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

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

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

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

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

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

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

Loaded ribbon rail cars must not be:

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

4A. Handling 80 Feet or Longer Cars

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

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

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

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

4B. Multi-Platform and Stack Intermodal Cars

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

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

Description: Multi-Platform Cars

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

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

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

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

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

Description: Stack Cars

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

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

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

Yard Operation

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

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

Train Operation

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

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

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

5. Car Weight and Length Restrictions

Cars weighing:

- a. 177,000 pounds or less must be at least 35 feet long.
 - b. 177,001 to 220,000 pounds must be at least 38 feet long.
 - c. 220,001 to 263,000 pounds must be at least 44 feet long.
 - d. 263,001 to 286,000 pounds must be at least 52 feet long.
 - e. 220,000 pound ore cars 24 feet long (BN 95500-95891, 96044-96085).
 - f. 263,000 pound ore cars 35 feet long (BN 99000-99949).
- Weights indicated represent the maximum gross weight of a four axle car.

Length of car is measured from coupler face to coupler face.

Cars in categories **a**, **b**, **c** and **d** are permitted on all main tracks. **Exception:** Categories not permitted on a subdivision will be specified in Item 2 of that subdivision's special instructions.

Cars that are either heavier than these restrictions or are shorter than the minimum length specified for their weight class are not permitted without authority of division general manager.

Loaded ore cars in categories **e** and **f** are not permitted unless explicitly stated in Item 2 of Individual Subdivision Special Instructions.

Commodities loaded in cars other than those specified in categories **e** and **f** are subject to restrictions in categories **a**, **b**, **c** and **d**.

6. Federal Railroad Administration (FRA) Excepted Track

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

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

7. Air Repeater Operation

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

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

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

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

If an air repeater car fails en route, an automatic valve will operate to bypass the repeater equipment making it like any other car in the train. It is not necessary to do anything at the air repeater car. The air

repeater car diesel engine contains antifreeze and draining of the engine is not required with engine shutdown.

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

8. Dimensional and Special Shipment Restrictions

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

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

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

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

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

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

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

RESTRICTIONS APPLICABLE TO CODE WORDS ALPHA THROUGH MIKE INCLUSIVE

Handle cautiously through yards.

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

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

9. Trackside Warning Detector

Train Inspection

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

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

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

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

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

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

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

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

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

Trackside Warning Detector - Radio Reporter

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

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

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

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

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

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

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

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

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

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

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

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

Trackside Warning Detector - Radio Tone

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

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

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

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

11. Commodities Insulating Track in CTC and ABS

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

12. Rule Books in Effect on Burlington Northern Railroad

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

Air Brake and Train Handling Rules, Form 15338, Revised 10/1/90.

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

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

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

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

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

13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

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

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

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

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

Definition - Restricted Speed - is changed to read:

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

Rule G - is changed to read:

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

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

Rule J - third paragraph is changed to read:

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

Rule 2

CONTINENTAL TIME will be used for operating purposes.

Rule 3

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

Rule 6-explanation of characters:

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

Rule 10(E)-following paragraphs are added:

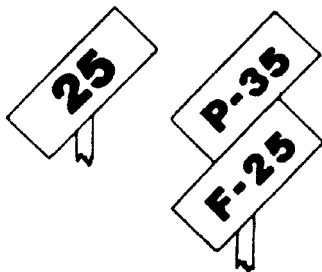
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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

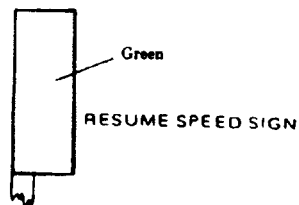
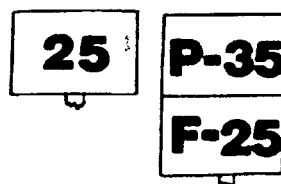
At the end of a reduced speed zone, a train or engine will be governed by a Speed Sign displaying a higher speed or a Resume Speed Sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

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

ADVANCE WARNING SIGN



SPEED SIGN



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

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

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all trains.

Rule 25(A) - new rule added.

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

As used in this rule, the following definitions apply:

Outfit Car

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

Effective Locking Device

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

Rolling Equipment

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

Switch Providing Direct Access

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

Warning Signal

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

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

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

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

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

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

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

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

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

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

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

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking

devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

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

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

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

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

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

Warning signals must be displayed at each derail.

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

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

Rule 82 - following last paragraph is added:

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

Rule 84 - new rule added.

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

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

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

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

Rule 102 - following new last paragraph is added:

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

Rule 103(P) - cancel third paragraph reading:

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

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

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

Rule 153 - following paragraph is added:

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

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

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

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

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

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

Rule 351(C) - cancel second paragraph reading:

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

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



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

Rule 450(A) - new rule added.

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

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

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D		 BALTIMORE & ANNAPOLIS RAILROAD	
No. _____	Date _____	19__	
TO _____	AT _____		
_____	AT _____		
_____	AT _____		
_____	AT _____		
			
OK _____	COPIED BY _____	DISPATCHER _____	

Rule 620 - is changed to read:

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

Rule 627(5) - is changed to read:

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

14. INSTRUCTIONS FOR AGENTS, CONTROL OPERATORS, CLERKS/OPERATORS, BRIDGETENDERS Changes and Additions

Item 6-L - new item added.

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

Item 6-M - new item added.

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

15. Maintenance of Way Rules Changes and Additions

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

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

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

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

Rule J - third paragraph is changed to read:

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

Rule 3

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

Rule 6 - explanation of characters:

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

Rule 25(A) - New rule added.

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

As used in this rule, the following definitions apply:

Outfit Car

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

Effective Locking Device

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

Rolling Equipment

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

Switch Providing Direct Access

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

Warning Signal

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Warning signals must be displayed at each derail.


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

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

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

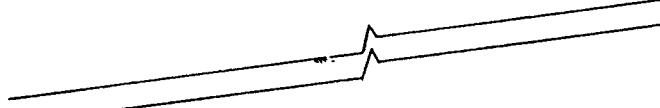
15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D  **BURLINGTON NORTHERN RAILROAD**

No. _____ Date _____ 19__

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



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

Printed in U.S.A.

16. Safety Rules and General Rules Changes and Additions

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

Rule 181 - is modified as follows:

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

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

WORKMEN:

(No change)

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

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the

employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

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

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

Rule 299 - following paragraph is added:

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

Rule 336 m - added:

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

Rule 345 - following paragraph is added:

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

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

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

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

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

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

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

To prevent access to the Facility:

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

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

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

Rule 564 - following paragraph is added:

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

Rule 565 - is changed to read:

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

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

Rule 566 - is canceled.

Rule 572 - is changed to read:

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

Rule 575(A) - added:

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

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

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

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

Rule 592 - is changed to read:

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

Rule 597 - is changed to read:

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

17. Automatic Cab Signals

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

18. Helper Behind Caboose

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

19. Trackman's Train Location Line-up

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

20. Certificate of Rules Examination

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

21. Dumping Toilets

Except when discharged into appropriate container, dumping of toilets from NRPC equipment is prohibited while:

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

Train and engine crews will coordinate their efforts to ensure compliance. Train crews are responsible for notification of on board service personnel. Speed Sensor Override Switch must not be placed in **DUMP BELOW 25 MPH** position except when an employee is in attendance.

22. NRPC Stops

Except for emergency conditions or when required by rule, NRPC passenger trains will not make an unscheduled stop unless authorized by the train dispatcher.

23. Federal Railroad Administration Presumption of Impairment Notice

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

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

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

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

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

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

24. Procedures For State Drug and Alcohol Testing

BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING OF ITS EMPLOYEES WITHIN THE STATE OF MONTANA

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

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

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

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

NOTE: For a test administered pursuant to Federal Railroad Administration (FRA) regulations, the same procedure will be followed but the specimen will be divided into a third for the medical facility, a third for CompuChem Laboratories P. O. Box 12652, 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652 ATTN: Clinical Receiving Dept., and a third for CompuChem Laboratories, Attention: Special Division 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652. The procedures for shipping the specimen to CompuChem Laboratories Special Division will be done in accordance with FRA regulations.

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

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

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

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

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

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

25. Physical Examinations

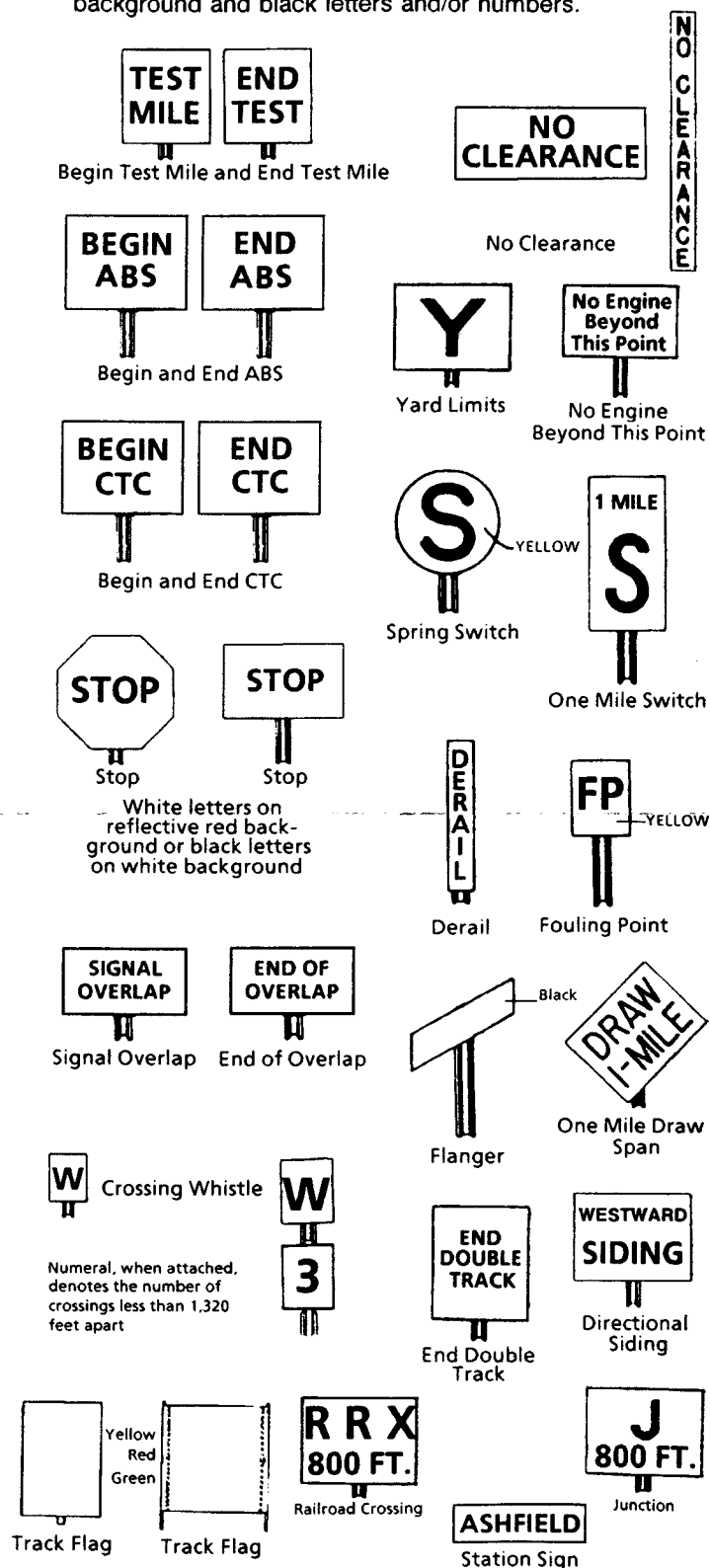
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

26. Division Instructions

See back of timetable for instructions that apply to all or most subdivisions of this division.

27. Roadway Signs-

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



28. Tonnage Profile Chart

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

TONNAGE CHART PROFILE OF TRAIN 808

15-JAN-91 22:42

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

b. STATION LBS MTYS TONS FEET

TOTALS 52 11 6452 3736 63 CARS 1 CABS 2 ENGS

c. 102 TONS/OP. BRAKE

d. TON

```

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

```

e. LEN

S S SSS SS LL S LL LSS

f. SPH

D*

D

**** ***** *

C=CAU D=DAN E=EXP H=HWI P=POG R=RM * =ALL OTHER SPHOLG CODES

NOTES:

- ***SPEED RESTRICTION EXISTS ON THIS TRAIN*** will print if a car on the wheel report has "SPD" in Special Handling Field.
- Number of loads, empties, tons, feet, length of train, number of cars, caboose(s) and engines as shown on wheel report. Engines are not included in any of these totals except "ENGS" total.
- Tons per operative brake - per Timetable Special Instructions. Engines are not included.
- Tonnage indicator (20 to 150 tons) - cars are listed vertically using Xs to indicate amount of tonnage per car. For example: First car behind engine weighs 30 tons and the 63rd car weighs 130 tons. Engines will be indicated by "ENG". Caboose will be indicated by "CAB".
- "LEN" represents car length - "S" = Short car 50 feet or shorter.
"L" = Long car 80 feet or longer.
- "SPH" represents special handling - "SPH" codes are listed at bottom of chart.

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

Special Handling Codes shown on wheel report.

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

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

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

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

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

			2.1	2MT	GRAND AVENUE	IJY		219.1
			5.3		3.2			
					KNOX AVENUE	Y		222.3
					1.8			
	92007		7.1	LI	Lindenwood (See Item 3)	BIJK	See Sp. Instr. No. 3 TWC	224.1
					0.2			
			7.2		S. E. JCT.	IJY		0.2
					4.5			
			11.8	DT	U.P.	A		4.7
					3.9			
	92016		15.7	TC	TREE COURT			8.6
					2.2			
	92018		17.9	VP	EAST VALLEY PARK			10.8
					0.4			
			18.3	VP	WEST VALLEY PARK	T		11.2
					8.9			
6,901	92027		27.2	EU	EUREKA			20.1
					6.9			
10,518	92034		34.1	PA	PACIFIC			27.0
					9.9			
6,542	92044		44.0	RK	ROOK			36.9
					8.2			
6,613	92052		52.2	SE	ST. CLAIR			45.1
					10.0			
7,644	92062		62.2	SN	STANTON			55.1
					5.9			
	92068		68.1	SV	SULLIVAN			61.0
					9.1			
6,545	92077		77.2	OF	COFFEYTON			70.1
					9.6			
6,371	92087		86.8	CU	CUBA	BJK		79.7
					8.0			
6,811	92095		94.8	RS	ROSATI			87.7
					10.8			
7,129	92106		105.6	DI	DILLON			98.5
					5.0			
7,001	92111	1002	110.6	RA	ROLLA			103.5
					2.1			
	92113		112.7	SS	SILLS			105.6
					6.4			
6,313	92119		119.1	NB	NEWBURG			112.0
					2.4			
	92121		121.5		BUNDY JCT.	T	CTC	114.4
					0.7			
	92123		122.2	AN	ARLINGTON			115.1
					6.6			
	92129		128.8	FK	FRANKS			121.7
					5.8			
7,410	92135		134.6	DX	DIXON			127.5
					7.4			
6,730	92142		142.0	JY	JURY			134.9
					10.5			
6,443	92152		152.5	SB	SWEDEBORG			145.4
					7.3			
5,819	92160		159.8	RN	RICHLAND			152.7
					7.7			
6,377	92168		167.5	SD	STOUTLAND			160.4
					6.6			
6,942	92174		174.1	ZZ	SLEEPER			167.0
					16.4			
8,145	92191		190.5	HU	HUBEN			183.4
					7.9			

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

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

Galesburg Train Dispatcher Call: West Alton-32.

Springfield Train Dispatcher Calls-Lindenwood-81, Valley Park-71, Stanton-61, Cuba-31, Newburg-41, Lebanon-51, Springfield Yard-81.

Emergency Train Dispatcher Call-911

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Lindenwood East-

Loaded unit trains, except intermodal between

Machens and North St. Louis	45 MPH.
Grand Ave. Interlocking	10 MPH.
MP 3.9 and MP 4.7	10 MPH.
MP 4.7 and MP 8.1	30 MPH.
Prospect Hill-Water Works Track	5 MPH.
MP 20.2 and MP 20.6	10 MPH.
Machens-Union Electric Power tracks loaded trains	5 MPH.

Lindenwood West-

MP 7.5 and MP 10.5	35 MPH.
MP 10.5 and MP 19.0	45 MPH.
MP 22.9 and MP 26.9	55 MPH.
MP 32.7 and MP 41.1	50 MPH.
MP 41.1 and MP 43.0	40 MPH.
MP 43.0 and MP 54.6	45 MPH.
MP 54.6 and MP 57.3	50 MPH.
MP 57.3 and MP 59.4	40 MPH.
MP 59.4 and MP 70.7	50 MPH.
MP 70.7 and MP 74.3	40 MPH.
MP 74.3 and MP 80.8	50 MPH.
MP 80.8 and MP 84.8	55 MPH.
MP 84.8 and MP 88.2	50 MPH.
MP 88.2 and MP 95.7	55 MPH.
MP 95.7 and MP 106.4	50 MPH.
MP 106.4 and MP 111.2	45 MPH.
MP 111.2 and MP 116.2	35 MPH.
MP 116.2 and MP 120.7	40 MPH.
MP 120.7 and MP 124.3	45 MPH.
MP 124.3 and MP 130.5	50 MPH.
MP 130.5 and MP 132.1	40 MPH.
MP 132.1 and MP 134.3	50 MPH.
MP 134.3 and MP 137.3	40 MPH.
MP 137.3 and MP 142.3	45 MPH.
MP 142.3 and MP 145.1	40 MPH.
MP 145.1 and MP 149.8	45 MPH.
MP 149.8 and MP 175.9	40 MPH.
MP 175.9 and MP 181.2	55 MPH.
MP 181.2 and MP 182.8 until engine thru limits	40 MPH.
MP 182.8 and MP 188.5	45 MPH.
MP 188.5 and MP 205.8	50 MPH.
MP 212.8 and MP 216.8	50 MPH.
MP 216.8 and MP 221.4	40 MPH.
MP 221.4 and MP 223.9	55 MPH.
MP 227.6 and MP 227.9	55 MPH.

MP 233.5 and MP 235.1	55 MPH.
MP 235.1 and MP 237.2 on North Yard Track.....	20 MPH.
Freight trains 100 tons/OB and over:	
MP 46.0 and MP 50.0 Eastward trains.....	30 MPH.
MP 111.0 and MP 117.0 Westward trains.....	30 MPH.
MP 123.0 and MP 134.0 Eastward trains	30 MPH.
Siding turnouts	20 MPH.
Sidings: Rook, Stanton, Cuba, Dillon, Rolla, Franks, Dixon, Jury, Swedeborg, Richland, Stoutland, Sleeper, Conway, Marshfield, Northview and Strafford.	10 MPH.
Trains handling loaded C6 covered hoppers through sidings ..	13 MPH.

Springfield Yard-

Long 4 South-including Tail Race	20 MPH.
Through Turnout East End Tail Race	20 MPH.
Through Turnout West End of Long 4 South	20 MPH.
North Track 43 Track MP 237.2 and Broadway Ave. MP 238.1.....	20 MPH.
South Track 43 Track MP 237.2 and Tail Race Crossover MP 238.5	20 MPH.
North and South Tracks Division Street MP 240.2 and Nichols MP 241.7	20 MPH.
Old Memphis Passenger Main at Main, Campbell, Booneville and Jefferson Streets until engine over crossing	5 MPH.
Old Passenger Main Nichols MP 198.2 to South Yard MP 201.1	20 MPH.
West Belt at Chestnut Expwy. until engine over crossing.....	5 MPH.
Lilly Tulip Track at Chestnut Expressway until engine over crossing	5 MPH.

Springfield Yard to Bolivar-

MP 190.0 and MP 173.0	20 MPH.
Between Walnut Grove MP 173.0 and Bolivar MP 153.0 is FRA Excepted Track - See All Subdivisions Item 6.	

43 Track to Kissick-

MP 240.8 (St. Louis St.) and MP 246.5 (Galloway)	20 MPH.
--	---------

2. Bridge and Equipment Weight Restrictions-

Springfield Yard to Bolivar - and 43 Track to Kissick- Six-axle locomotives not permitted.

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

Lindenwood- There is no main track at Lindenwood. All tracks between Knox Avenue and S. E. Jct. fall under Rule 105.

Lindenwood West -

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

ABS- MP 7.3 to MP 15.7 Westward track.
MP 17.9 to MP 7.9 Eastward track.

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

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

4. General Code of Operating Rules-

Rule 93-Yard Limit in effect west of Grand Avenue between MP 2.1 and MP 5.3 and between MP 7.2 and MP 9.1.

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

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

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

Rule 405- At North St. Louis, Lindenwood, Cuba and Springfield Yard, when operators are on duty, they will deliver track warrant and track

bulletins to train crew. When operators are not on duty, train crews will remove track warrant and track bulletins from printer.

Rule 450-

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

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

5. Special Conditions-

Machens- MP 28.1- Unless crossing flashers are working, trains must stop and traffic must be warned by crew member on the ground at the crossing.

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

Prospect Hill- Water works track- Six-axle locomotives not permitted.

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

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

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

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

All trains operating on TRRA trackage handling single-axle TOFC equipment, loaded or empty, regardless of destination blocking, must have this equipment positioned to the rear of train.

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

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

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

S. E. Jct- MP 7.9 Eastward Track controlled by Lindenwood Operator. Interlocking Rules govern. Signal governs movement over switch only.

Between S.E. Jct. and Springfield:

Westbound trains at: Pacific, Dixon:

Eastbound trains at: Rolla:

When taking siding, if train length is within 800 feet of siding length, crew member must inspect train to ensure rear of train is clear of main track.

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

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

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

Springfield- Crossing on Pass adjacent to Old Memphis Psgr. Main at East Trafficway- Traffic must be warned by crew member on the ground at the crossing.

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

Yard Engine - Channel One (1)

Yard Crew Packsets - Channel One (1)

Road Locomotives - Channel One (1)

Road Crew Packsets - Channel Two (2)

SY Operator will continue to use Road Channel.

Crews arriving Springfield Terminal must record the following information at the yard office:

Train consist ID

Names of all crew members

Off duty time

Total time on duty

Between Springfield Yard and Bolivar - At following crossings traffic must be warned by crew member on the ground at the crossing unless automatic protective device is known to be operating for 23 seconds -- account rusty rail:

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

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

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

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

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

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

Radio Tone:

Spanish Lake MP 14.9	West Alton	MP 22.7
----------------------	------------	---------

Other Track Side Warning Detectors-

Radio Reporter:

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

7. Industrial Tracks and Other Tracks

Name	Miles-Location	Capacity Cars	Switch Opens
26013 Larimore	1.7 west of Spanish Lake	4	East
26010 Prospect Hill	4.5 west of Spanish Lake	47	Both
92013 Kirkwood	5.6 west of Lindenwood	15	East
92052 MFA Spur	1.9 west of St. Clair	6	East
92068 Set-out Track & Spur Track	At Sullivan		Both
92068 Sho-Me Spur	2.9 west of Sullivan	7	West
92074 Bourbon	2.9 east of Coffeyton	15	West
92095 Spur Track	At Rosati	6	East
92095 Manchester Pkg Spur	3.7 west of Rosati	4	East
92100 St. James	5.6 west of Rosati	8	West
92106 Cantex Spur	2.0 west of Dillon	8	East
92147 Crocker	4.5 west of Jury	30	Both
92182 Lebanon	7.7 west of Sleeper	25	Both
92192 Sho-Me-Spur	0.8 west of Huben	11	West
92239 French's Spur	4.1 east of 43 Track	11	West
92239 Springfield Yd (MP 239.7)	2.5 west of 43 Track	Yard	
Springfield Yard to Bolivar:			
92239 Springfield Yd. (MP 191.8)		Yard	
95183 Willard (MP 182.7)	9.1 North of Springfield Yard		
Walnut Grove (MP 173.0)	18.8 north of Springfield Yd.		
95154 Bolivar (MP 153.6)	38.2 north of Springfield Yd.		
43 Track to Kissick:			
92866 Galloway (MP246.5)	9.3 south of 43 Track		
92869 Kissick (MP 249.1)	11.9 south of 43 Track		

NOTES

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS	Office Calls	Rule 6	Distance from Springfield Yard
	92242		241.7	NS NICHOLS	J		2.0
6,657	92247		247.2	BK BROOKLINE			7.5
8,489	92252		251.8	RP REPUBLIC			12.1
6,584	92257	1002	257.3	BZ BILLINGS			17.6
7,804	92262		262.3	LG LOGAN			22.6
7,039	92269		268.9	AU AURORA			29.2
			269.0	U.P.	A		29.3
8,145	92274		273.7	VE VERONA			34.0
	92279		279.1	GB GLOBE			39.4
	92281		281.0	XM CROSSOVER "M"	X		41.3
	92282		282.0	MO MONETT	BKT		42.3
			282.2	CD C. D. JCT.	J		42.5
			282.6	LU LOU			42.9
9,240	96287		286.9	PC PIERCE CITY	J		47.2
6,450	96297		297.2	RY RITCHEY			57.5
5,696	96309		308.5	JF JEFF			68.8
	96310		309.2	K.C.S.	A		69.5
	96310		309.8	NH NEOSHO			70.1
6,319	96319		319.2	RC RACINE		CTC	79.5
	96325		325.4	SX SENECA			85.7
7,084	96333		332.9	WY WYANDOTTE			93.2
6,939	96341		340.6	FQ FAIRLAND			100.9
	96348		346.4	F1 EAST AFTON			106.7
		1003	347.6	FJ AFTON JCT.	J		107.9
			347.9	67 CROSSOVER 67	X		108.2
	96348		349.5	F2 WEST AFTON			109.8
6,383	96354		353.6	TQ TODD			113.9
			359.6	M.K.T.	A		119.9
7,896	96360		359.7	VN VINITA			120.0
7,600	96367		366.7	WO WHITE OAK			127.0
6,110	96374		374.0	CT CATALE			134.3
	96375		375.6	PB PEABODY SPUR			135.9
7,600	96385		384.8	BC BUSHYHEAD			145.1
6,665	96396		396.4	DE DEGROAT			156.7
			397.0	U.P.	A		157.3
	96398		398.0	CM CLAREMORE			158.3
7,600	96404		404.3	VR VERDIGRIS			164.6
	96409		409.2	CQ CATOOSA			169.5
7,600	96413		412.6	TG TIGER	T		172.9
			416.2	DL DOUGLAS			176.5
	96420		420.4	ET EAST TULSA			180.7
			423.0	UR URBAN	JX		183.3
			424.1	EC EAST CHEROKEE			184.4
				(To Cherokee Yard 2.8)			

Train Dispatcher Calls-Springfield Yard-86, Mt. Vernon-76, Joplin-36, Miami-26, Catale-46, Claremore-56.

Emergency Train Dispatcher Call-911

1. Speed Restrictions-

Zone-Between

Maximum Speeds Permitted

MP 250.1 and MP 252.2	45 MPH.
MP 255.2 and MP 255.5	55 MPH.
MP 260.5 Westward trains until engine through limits	45 MPH.
MP 263.5 and MP 264.4	45 MPH.
MP 267.4 and MP 268.7 Westward trains	45 MPH.
MP 268.7 and MP 269.3	40 MPH.
MP 273.0 and MP 274.9	50 MPH.
MP 279.1 and MP 282.6 Both tracks	45 MPH.
MP 281.0 through Crossover M	20 MPH.
MP 282.6 through turnout Main 2 (South)	25 MPH.
MP 282.6 and MP 283.2 Eastward trains	45 MPH.
MP 283.8 and MP 283.9 Westward trains	50 MPH.
MP 284.0 Eastward trains until engine through limits	55 MPH.
MP 287.3 and MP 309.6	45 MPH.
MP 309.6 and MP 313.1	35 MPH.
MP 313.1 and MP 314.3	55 MPH.
MP 325.0 and MP 326.0 Until engine through limits	45 MPH.
MP 330.9 and MP 331.7	45 MPH.
MP 337.3 and MP 338.0	45 MPH.
MP 346.4 and MP 349.6 Main 1 track only including turnouts	25 MPH.
MP 348.0 through crossover	25 MPH.
MP 350.8 and MP 354.3	55 MPH.
MP 359.1 and MP 360.7	30 MPH.
MP 364.3 and MP 365.7	45 MPH.
MP 369.9 and MP 371.3	45 MPH.
MP 375.8 and MP 378.8	40 MPH.
MP 378.8 and MP 379.6 Until engine through limits	40 MPH.
MP 392.5 and MP 392.9	50 MPH.
MP 395.7 and MP 399.2 Until engine through limits	30 MPH.
MP 406.6 and MP 408.4	55 MPH.
MP 408.4 and MP 411.9	45 MPH.
MP 411.9 and MP 417.3	55 MPH.
MP 417.3 and MP 420.5	40 MPH.
MP 420.4 through turnout for Eastward trains	40 MPH.
MP 420.5 and MP 423.3	30 MPH.
MP 423.1 through crossover	10 MPH.
MP 423.3 and MP 424.1	20 MPH.
Siding turnouts	20 MPH.
Trains handling loaded C6 covered hoppers through sidings	13 MPH.
Siding Brookline for unit coal trains	10 MPH.
Siding Wyandotte	10 MPH.
Turnout Peabody Spur	25 MPH.
Peabody Spur:	
Absolute signal and marker number 34 Westward trains	25 MPH.
Marker number 34 and marker number 9 Eastward trains	25 MPH.
Marker number 9 and absolute signal eastward trains	20 MPH.

Cherokee Yard-

Static scale (no-hump)..... 5 MPH.

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

2. Bridge and Equipment Weight Restrictions-

Verona- Syntex Agribusiness tracks: Six-axle locomotives not permitted.

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

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

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

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

Pierce City Ritchey Jeff
Racine Wyandotte

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

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

BN Radio Channel No. 1 in service at Cherokee Yard

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

CTC-In effect between MP 241.7 and MP 424.1.

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

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

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

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

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

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

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

4. General Code of Operating Rules-

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

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

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

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

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

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

Rule 450-

Nichols- Track warrant will be received at Springfield Yard.

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

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

5. Special Conditions-

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

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

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

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

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

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

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

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

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

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

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

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

Radio Reporter: Claremore MP 400.4.

Radio Tone: 409.3

Other Track Side Warning Detectors-

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

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
92239 Payless Spur	0.3 west of Nichols	3	East
SW Powder Spur	Brookline Siding Conn		East
92257 Stark Lbr Spr	0.2 west of Billings	2	West
92274 Syntex Spur	Verona Siding Conn	20	East
96313 Ragland Mills	3.2 west of Neosho	10	East
96367 Coal Spur	White Oak Siding Conn	70	East
96374 Black Diamond Spur	Catale Main Track Conn		East
96375 New Storage	1.0 west of Catale	65	Both
96379 Chelsea	5.7 east of Bushyhead	55	Both
96392 Sequoyah	4.8 east of DeGroat	117	Both
96396 Allegheny Ludlum Spur	DeGroat Siding Conn		West
96405 Williams	0.8 west of Verdigris	134	East
96408 Port Lead	4.3 east of Tiger	220	East
96414 Garnett	1.4 west of Tiger	60	Both
96426 Cherokee Yard (MP 426.9)	2.8 west of East Cherokee	Yard	

SOUTHWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Kansas City	NORTHWARD
					Office Calls	Rule 6		
				4.0	2MT	BEGIN SPRINGFIELD DIVISION	6.7	
				5.6		XB BRAVO X	8.3	
				16.5		XC CHARLIE X	19.2	
		93025		26.5		BN BONITA	29.2	
		93036		36.2		HC HILLSDALE	40.0	
				42.9	2MT	PD PAOLA	46.7	
				43.1		U.P. A	46.9	
6,500	93048			48.3		HE HENSON	52.1	
8,635	93054			54.2		FN FONTANA	58.0	
7,240	93062			61.7		LC LACYGNE	65.5	
8,500	93074			74.0		PL PLEASANTON	77.8	
6,792	93082	1001		81.9		PS PRESCOTT	85.7	
8,640	93092			91.7		HM HAMMOND	95.5	
				96.8		N. FORT SCOTT CTC	100.6	
				98.0		U. P. A	101.8	
	93099			98.6	2MT	FT FORT SCOTT BK	102.4	
				98.9		S. FORT SCOTT	102.7	
	93103			102.7		ED EDWARD J	106.5	
8,750	93116			116.9		AR ARCADIA	120.7	
				118.4		K.C.S. A	122.2	
				123.8		S.E.K. A	127.6	
8,835	93132			132.8		IA IANTHA	136.6	
	93139			138.7		LM LAMAR	142.5	
				139.1		U.P. A	142.9	
8,600	93149			149.4		DZ DIX	153.2	
6,880	93162			162.0		DK DUMBECK	165.8	
8,935	93171			170.6		PM PILGRIM	174.4	
	93176			179.0		EV EVERTON	179.7	
9,133	93195			194.5		EW ELWOOD	198.3	
	92242			198.3		NS NICHOLS J	202.1	

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

Train Dispatcher Calls-Kansas City-75, Paola-65,
Ft. Scott-45, Greenfield-25, Springfield Yard-85.

Emergency Train Dispatcher Call 911.

1. Speed Restrictions- Zone-Between

	Maximum Speeds Permitted
MP 4.0 and MP 4.4 (Both Tracks).....	20 MPH.
MP 4.4 and MP 7.9 (Both Tracks).....	30 MPH.
MP 5.5 through crossover.....	30 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 7.9 and MP 9.8 (Main 1) (West).....	40 MPH.
MP 7.9 and MP 11.5 (Main 2) (East)	40 MPH.
MP 9.8 and MP 11.5 (Main 1) (West).....	50 MPH.
MP 11.5 and MP 12.9 (Both Tracks).....	55 MPH.

MP 14.0 and MP 15.0 (Both Tracks).....	50 MPH.
MP 15.8 and MP 15.9 (Both Tracks).....	55 MPH.
MP 16.5 Charlie, through crossovers	35 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 20.2 and MP 21.4 Until engine through limits (Both Tracks)	40 MPH.
MP 26.5 through turnout Main Track 2	35 MPH.
Except trains 100 tons/OB and over.....	25 MPH.
MP 30.0 and MP 30.3 until engine through limits	55 MPH.
MP 37.2 through turnout Main Track 2	35 MPH.
Except trains 100 tons/OB and over.....	25 MPH.
MP 37.8 and MP 41.9 (Both Tracks).....	50 MPH.
MP 41.8 through turnout Main Track 2	35 MPH.
Except trains 100 tons/OB and over.....	25 MPH.
MP 41.9 and MP 43.4	40 MPH.
MP 54.9 and MP 59.9	50 MPH.
MP 66.8 and MP 67.2	50 MPH.
MP 73.2 and MP 74.4	55 MPH.
MP 86.8 and MP 87.5	55 MPH.
MP 96.0 and MP 96.7	50 MPH.
MP 96.7 and MP 96.8	40 MPH.
MP 96.8 Through Turnout Main Track 1 North Ft. Scott	25 MPH.
MP 96.8 and MP 97.9 (Both Tracks).....	40 MPH.
Until engine through limits:	
MP 97.9 and MP 98.9 (Both Tracks)	20 MPH.
MP 98.9 and MP 100.9 (Both Tracks)	30 MPH.
MP 102.6 Through turnouts, Edward	25 MPH.
MP 102.6 and MP 106.7	30 MPH.
MP 114.4 and MP 120.9	45 MPH.
MP 123.5 and MP 124.5 Until engine through limits	45 MPH.
MP 123.8 (over diamond)	25 MPH.
MP 128.7 and MP 128.9	50 MPH.
MP 137.6 and MP 139.1	45 MPH.
MP 139.1 and MP 142.3	55 MPH.
MP 151.0 and MP 151.2	55 MPH.
MP 158.4 and MP 167.0	45 MPH.
MP 167.0 and MP 167.9	35 MPH.
MP 167.9 and MP 173.1	45 MPH.
MP 173.1 and MP 176.1	40 MPH.
MP 176.1 and MP 180.1	50 MPH.
MP 179.0 and MP 182.0 Southward train 100 tons/OB and over	30 MPH.
MP 180.1 and MP 180.5	40 MPH.
MP 180.5 and MP 186.5	50 MPH.
MP 193.7 and MP 194.0	50 MPH.
MP 198.1 and MP 198.3	25 MPH.
MP 198.3 Through crossover, Nichols.....	20 MPH.
Siding turnouts	20 MPH.
Siding Fontana.....	10 MPH.
Freight trains 100 Tons/OB and over through sidings.....	10 MPH.
Trains handling loaded C6 covered hoppers through sidings ..	13 MPH.

2. Bridge and Equipment Weight Restrictions-

Six-axle locomotives not permitted on O'Sullivan's Lead at Lamar, and all auxiliary tracks except No. 8 at Olathe.

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

CTC- MP 4.0 and MP 198.1.

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

MP 4.0 and MP 26.6,
MP 37.3 and MP 41.7,
MP 96.8 and MP 102.6

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

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

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

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

4. General Code of Operating Rules-

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

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

Main 1 MP 4.9 Gard Oil
MP 5.9 Coors Beer House
MP 8.1 West Team Track
MP 9.8 Consolidated Lumber
MP 11.2 R.W. Murray Track
MP 18.1 Mission Lumber
MP 20.4 #1 Olathe
MP 22.1 Dillards Spur
MP 22.5 Standard Homes

Main 2 MP 4.6 Suburban Propane
MP 4.8 Sweet Lumber
MP 9.2 American Cast Iron Pipe
MP 12.9 Payless Lumber
MP 13.1 GM Switch
MP 20.2 Sutherland Lumber
MP 21.8 Cement Plant
MP 25.2 Bonita Elevator Track

Boicourt MP 67.5 Boicourt Spur
Arcadia MP 115.3 Arcadia House Track
Iantha MP 131.5 Iantha Spur
Lamar MP 138.5 House Track
Golden City MP 150.8 Rice's Spur
Lockwood MP 158.5 Meek Lumber Spup
Lockwood MP 158.7 AG Service Center Track
Greenfield MP 165.7 House Track
Everton MP 175.7 Old Everton Track
Nichols MP 198.0 Leprino Cheese Track

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

Rule 450-

MP 4.0- Southward trains must have secured a track warrant from the 3rd Subdivision train dispatcher and will not require track warrant at MP 4.0.

Paola- Northward UP trains will secure BN track warrant from UP printer at Coffeyville.

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

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

Nichols- Track warrant will be received at Springfield Yard.

5. Special Conditions-

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

Automatic flasher in service over Santa Fe St. crossings west of Main 1 MP 14.6, MP 14.7 and MP 15.1. When making movement over these crossings, stop in circuit at insulated joint 100 feet both sides of street and allow flashers to activate 20 seconds prior to crossing.

Highway Grade Crossing Warning System on Santa Fe Trail Drive west of Main 1, MP 16.4. When making movement over this crossing, stop in circuit at insulated joint (approximately 100 feet both sides of street) and allow warning system to activate 20 seconds prior to crossing.

Olathe- All street crossings on Connection Track to west side- Traffic must be warned by crew member on the ground at the crossing.

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

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

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

Greenfield- All street and highway crossings on Greenfield Lead- Traffic must be warned by crew member on the ground at the crossing.

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

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

Radio Reporter: Fontana MP 50.8

Radio Tone: MP 47.7, MP 61.7 and MP 71.0

Other Track Side Warning Detectors-

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

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
93008 Merriam	2.6 south of Bravo	154	Both
93014 Lenexa	8.3 south of Bravo	112	Both
93021 Olathe	6.0 north of Bonita	114	Both
93024 Moss	1.4 north of Bonita	92	Both
AFG Ind. Spur	2.6 south of Bonita	22	South
93030 Spring Hill	3.6 south of Bonita	32	Both
Boicourt Spur	5.8 south of LaCygne	5	North
93109 Garland	6.4 south of Edward	100	Both
Arcadia HouseTrack	1.6 north of Arcadia	4	North
93124 Liberal	8.6 south of Arcadia	72	Both
MFA Spur	1.2 north of Iantha	15	North
MFA Elevator Spur	6.3 south of Iantha	30	South
93151 Golden City	1.5 south of Dix	25	North
93159 Lockwood	9.2 south of Dix	60	Both
93166 Greenfield	3.5 south of Dumbeck	5	South
93166 Greenfield Lead	3.6 south of Dumbeck	2.8 mi.	North
93176 Everton Spur	5.0 south of Pilgrim	9	North
93183 Ash Grove	7.4 south of Everton	19	Both
Leprino Food Spur	0.3 north of Nichols	4	South
92239 Springfield Yard (MP 200.6)	2.3 south of Nichols	Yard	

SOUTHWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Teed	NORTHWARD
					Office Calls	Rule 6		
		92235		203.2	TD TEED	J	0.0	
				206.2	WS 2.9 W.S. 12.8		2.9	
10,266	93219			219.0	RR ROGERSVILLE		15.7	
8,844	93232			231.5	DG DIGGINS		28.2	
8,653	93243			243.2	CG CEDAR GAP		39.9	
	93249			249.6	MF MANSFIELD		46.3	
8,000	93260			260.2	NW NORWOOD		56.9	
9,405	93270			269.5	MT MOUNTAIN GROVE		66.2	
8,380	93279			279.1	CA CABOOL		75.8	
7,437	93293			293.3	WL WILLOW SPRINGS		90.0	
9,046	93306			306.1	OL OLDEN		102.8	
8,699	93314			314.4	WP WEST PLAINS		111.1	
8,723	93331			330.8	KK KOSHKONONG		127.5	
8,786	93340			339.8	TH THAYER	BK	136.5	
7,742	93350	1001		350.3	KG KING		147.0	CTC
7,485	93363			363.0	BA BAKER		159.7	
8,574	93381			380.7	IM IMBODEN		177.4	
8,706	93398			398.0	HX HOXIE (U.P.) (To Walport 4.4)	AJ	194.7	
7,015	93406			406.1	SW SEDGWICK		202.8	
10,528	93420			420.0	JB JONESBORO	BKT	216.7	
				422.2	S.S.W.	A	218.9	
				423.8	U.P.	A	220.5	
5,857	93431			430.7	BB BAY		227.4	
9,311	93440			439.9	CN COON		236.6	
	93450			449.6	TX TYRONZA		246.3	
8,598	93462			462.2	R1 TURRELL	T	258.9	
	93462			462.6	RIVER JCT.	J	259.3	
	93472			471.0	HV HARVARD		267.7	
	93474			474.0	MR MARION (To Hulbert 5.8)		270.7	
	93475			475.4	CC CRITCO		272.1	
				481.4	BRIDGE JCT. (U.P.)	A	278.1	
	93483			483.1	SH SHELCO	Y	279.8	
				483.8	I.C.	JUY	280.5	
				494.6	N. TY	Y	291.3	
					TY (To Tenn. Yd.1.8)	BKT	293.1	

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

Train Dispatcher Calls-Springfield-82, Cabool-32, Thayer-42, Imboden-52, Jonesboro-62, Turrell-12.

Emergency Train Dispatcher Call-911.

SOUTHWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	FOR INFORMATION ONLY MAIN LINE STATIONS		Distance from Ref. Points	NORTHWARD
					Office Calls	Rule 6		
				483.1	SH SHELCO	Y	279.8	
				483.6	0.5 (Kansas Ave.)	Y	280.3	
				483.7	0.1 (Kentucky St.)	XY	280.4	
				483.8	0.1 I.C.	JUY	280.5	
				485.4	1.6 (Neptune St.)	XY	282.1	
				486.6	1.2 (McLemore St.)	XY	283.3	
				487.9	1.3 (North Yale)	XY	284.6	
				489.5	1.6 (South Yale)	XY	286.2	
				490.0	0.5 (Pendleton St.)	XY	286.7	
				491.5	1.5 (Demo)	XY	288.2	
				494.6	3.1 N. TY	Y	291.3	

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

1. Speed Restriction- Zone-Between

Maximum Speeds Permitted

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

Outside Track Tenn. Yd. from Hump Tower to S. Tenn. Yd. ... 20 MPH.
Middle Track Tenn. Yd. from Hump Tower to S. Tenn. Yd. 20 MPH.

The following track is FRA Excepted Track - See All Subdiv Item 6:
Hoxie to Walport end of track

Memphis:

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

2. Bridge and Equipment Weight Restrictions-

Six-axle locomotives not permitted on Walport Lead, 200 feet beyond switch Valley Stone Track, all tracks Truman, all tracks except Old Pass at Marked Tree, or between Marion and Hulbert.

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

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

Following maximum throttle positions govern:

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

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

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

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

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

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

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

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

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

Hoxie	Bay	Turrell
Sedgwick	Coon	

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

CTC- MP 203.2 to MP 494.6

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

4. General Code of Operating Rules-

Rule 93- Yard limit in effect between MP 483.1 and MP 494.6

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

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

MP 267.8	Shannon Spur
MP 269.4	S. House Track, Mountain Grove
MP 269.7	N. House Track, Mountain Grove
MP 279.1	M.F.A. Spur, Cabool
MP 279.2	House Track, Cabool
MP 312.5	Tindle Mills Farm
MP 313.5	Ellis Spur
MP 313.7	Switch Track & Spur
MP 314.5	Ice Track
MP 314.6	Oxide
MP 314.9	City Scale & City Spur
MP 315.0	Pease Moore Spur
MP 316.7	SafeTway Charcoal
MP 327.0	Garnett Spur
MP 339.5	Mill Track
MP 339.7	Cross-over Main to Siding
MP 339.75	House Track
MP 339.8	Thayer Yard Track Lead
MP 341.9	Reed Harlin Spur
MP 358.3	Team Track OldPass
MP 375.3	House Track
MP 380.5	House Track
MP 380.9	House Track
MP 391.9	House Track, Portia
MP 397.2	Gas Spur, Hoxie
MP 398.3	South Leg Wye Switch
MP 412.0	Bono Cotton Gin
MP 419.8	North Switch
MP 419.85	South Switch
MP 419.9	Mill Track
MP 420.0	South #1 Track
MP 420.1	Pump North
MP 420.4	Pump South
MP 422.9	Lan Co Spur
MP 424.6	Kreuger Paper Co.
MP 436.4	Team Track
MP 436.5	Compress Track

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

Rule 450-

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

Thayer- All trains must secure track warrant at Thayer.

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

5. Special Conditions-

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

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

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

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

Walport lead- Highway 67 Crossing- Traffic must be warned by crew member on the ground at the crossing.

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

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

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

Harvard- Train crews setting out in No. 9 Track watch out for open pit approximately 1500 feet from either end of track.

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

Memphis (Shelco to Tenn. Yd.)-

For all yard movements over public street crossings, except those equipped with automatic crossing signals, traffic must be warned by crew member on the ground at the crossing. Crew member will use lighted red fusee.

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

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

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

Maximum Authorized Speed at IC Johnston Yard 5 MPH.

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

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

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

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

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

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

Norfolk Southern-Norfolk Southern tracks at Memphis will not be used without the authority of the Norfolk Southern Yardmaster, Forrest Yard. Crews must advise the Norfolk Southern Yardmaster when they are in the clear.

Yale Auto Facility- When opening gates, gates must be swung outward to prevent damage to gates. Crews setting autos inside gates must ensure gates are locked prior to departing.

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

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

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

Power operated switch located at south end of hump lead and middle track at south end of Tennessee Yard, controlled by Hump Conductor. Power switch is equipped with electric switch lights indicating position

of switch for train movement in both directions. Green indication, switch lined for movements on middle track. Yellow indication, switch lined for movements on hump lead. If switch light not illuminated, stop will be made and switch examined before making movement.

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

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

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

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

Other Track Side Warning Detectors-

Radio Reporter:

Diggins	MP 228.3	Williford	MP 368.4
Macomb	MP 255.2	Hoxie	MP 401.0
Dunn	MP 273.6	Bay	MP 427.1
Pomona	MP 303.5	Marked Tree	MP 447.9
Brandsville	MP 325.3	Jerico	MP 468.4
King	MP 344.9		

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

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
93227 Fordland	5 0 north of Diggins	8	North
93237 Seymour	5 1 south of Diggins	4	North
93327 Garnett	3 8 north of Koshkonong	8	North
93342 Mammoth Springs	2 5 south of Thayer	33	Both
93358 Hardy	8 0 south of King	70	Both
93375 Ravenden	5 5 north of Imboden	55	Both
93384 Sloan	3 0 south of Imboden	47	Both
93385 Valley Stone	3 8 south of Imboden	58	North
93390 Black Rock	9 2 south of Imboden	75	Both
93392 Portia	2 23 south of Black Rock	12	North
93800 Walnut Ridge	1 5 east of Hoxie	29	Both
93802 Walport	4 4 east of Hoxie	200	West
93412 Bono	6 0 south of Sedgwick	20	South
93424 Nettleton	3 8 south of Jonesboro	83	Both
93437 Trumann	5 9 south of Bay	83	Both
93447 Marked Tree	7 5 south of Coon	150	Both
93796 Presley Jct.	0 8 west of Marion	7	Both
93798 W. Memphis	3 0 west of Marion	Yard	Both
93799 Hulbert	5 8 west of Marion	Yard	East
93496 Tenn. Yd. (MP 496.4)	1 8 south of N. TY	Yard	Both

NOTES

SOUTHWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Tenn. Yd.	NORTHWARD
					Office Calls	Rule 6		
				497.9	S. TY		1.5	
		93500		500.0	MW MINERAL WELLS		3.6	
10,590	93512			511.2	BH BYHALIA		14.8	
8,875	93528			527.2	TO TOURS		30.8	
	93529			528.3	HS HOLLY SPRINGS	J	31.9	
7,990	93541			541.0	PQ POTTS CAMP		44.6	
10,114	93552			552.1	MY MYRTLE		55.7	
6,636	93561			561.3	PE PECK		64.9	
				562.3	SR	A	65.9	
	93562			563.0	NY NEW ALBANY	J	66.6	
7,480	93571			571.4	RE REESE		75.0	
7,303	93582			582.4	BD BELDEN		86.0	
	93588			587.5	TU TUPELO	BJT	91.1	
				588.2	SR	A	91.8	
8,135	93592			591.6	PV PLANTERSVILLE		95.2	
6,904	93603			602.7	RJ ARJAY		106.3	
	93611			611.2	AY AMORY	BJKT	114.8	
8,411	93621			620.3	JU JUDGE		123.9	
6,554	93629	1001		628.4	GM GATTMAN		132.0	
7,586	93642			641.2	BV BEAVERTON		144.8	
8,653	93655			654.6	WD WINFIELD		158.2	
5,596	93669			669.2	EL ELDRIDGE		172.8	
8,158	93675			675.1	CK CARBON HILL		178.7	
7,505	93683			682.2	TW TOWNLEY		185.8	
				693.7	N.S.R.R.	A	197.3	
	93694			693.8	JS JASPER	BJK	197.4	
7,634	93698			698.4	AM ALMA		202.0	
6,316	93704			703.5	BE BENoit		207.1	
	93707			707.4	DO DORA		211.0	
7,679	93713			712.2	QT QUINTON		215.8	
6,826	93722			722.3	AI ADAMSVILLE		225.9	
8,032	93725			725.0	OO OAKWOOD		228.6	
				729.1	C.S.X. N.S. BS.	A	232.7	
				729.3	PZ PRATT CITY		232.9	
	93732			730.2	BY BIRMINGHAM	BKT	233.8	

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

Emergency Train Dispatcher Call-911.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

MP 513.8 and MP 514.0	50 MPH.
MP 520.1 and MP 528.1	45 MPH.
MP 528.1 and MP 528.5	30 MPH.

MP 528.5 and MP 530.6	45 MPH.
MP 530.6 and MP 534.6	50 MPH.
MP 534.6 and MP 538.1	45 MPH.
MP 543.4 Northward trains until engine through limits	55 MPH.
MP 550.4 and MP 550.6	50 MPH.
MP 560.5 and MP 560.6 Southward trains until engine through limits	45 MPH.
MP 561.3 and MP 562.3	50 MPH.
MP 562.3 and MP 562.6	30 MPH.
MP 562.6 and MP 574.0	45 MPH.
MP 574.0 and MP 575.7	50 MPH.
MP 586.4 and MP 587.4	45 MPH.
MP 587.4 and MP 588.6	20 MPH.
MP 610.6 and MP 612.2 Until engine through limits	20 MPH.
MP 613.8 Northward trains until engine through limits	50 MPH.
MP 619.5 and MP 620.0	55 MPH.
MP 620.0 and MP 624.9	45 MPH.
MP 634.3 and MP 634.9	55 MPH.
MP 649.1 and MP 649.9	50 MPH.
MP 649.9 and MP 650.2	40 MPH.
MP 654.3 and MP 667.8	45 MPH.
MP 667.8 and MP 668.1	40 MPH.
MP 668.1 and MP 688.7	45 MPH.
MP 688.7 and MP 688.8	40 MPH.
MP 688.8 and MP 692.4	45 MPH.
MP 692.4 and MP 693.0	30 MPH.
MP 693.0 and MP 699.3	45 MPH.
MP 699.3 and MP 699.7	40 MPH.
MP 699.7 and MP 701.3	45 MPH.
MP 701.3 and MP 708.2	30 MPH.
MP 708.2 and MP 715.0	35 MPH.
MP 715.0 and MP 724.8	30 MPH.
MP 724.8 and MP 728.1	35 MPH.
MP 728.1 and MP 729.1	30 MPH.
MP 730.2 and MP 731.3 (BS Crossing) on BN Lead for northward trains only and only after engine is by	
MP 730.2	20 MPH.
Siding turnouts	
Trains up to 100 tons O/B	20 MPH.
Trains 100 tons O/B and over	10 MPH.
Sidings Winfield and Benoit	10 MPH.
Birmingham Terminal, all trains, transfers and cuts arriving and departing East Thomas Yard until last car passes by TV cameras located at:	
Highway 78 overpass and 16th St	5 MPH.
Static scales-Birmingham	5 MPH.

2. Bridge and Equipment Weight Restrictions-

Shari-Futorian-Not more than one four-axle locomotive permitted on tracks 3, 4 or 5 or on lead north of No. 3 track switch. Six-axle locomotives not permitted.

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

Tupelo-Multiple unit engine must not be used on north leg Wye and Reeds Spur.

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

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

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

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

Byhalia	Belden
Tours	Plantersville
Potts Camp	Judge
Peck	Winfield
Reese	

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

CTC- In effect between MP 497.9 and MP 730.2

Interlockings- The interlocking signals at MP 588.2 (Tupelo), MP 693.7 (Jasper) and MP 729.1 (Pratt City) are also controlled signals. When stopped by a Stop indication, comply with Rule 312(3). If the

signal does not change to a more favorable indication, in addition to complying with Rule 312(3), authority per Rule 312(1) must also be obtained from control operator (unless track and time limits beyond this signal have already been received).

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

4. General Code of Operating Rules-

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

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

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

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

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

5. Special Conditions-

Between S. TY and Birmingham

At following crossings, traffic must be warned by crew member on the ground at the crossing-

Olive Branch-Shanult Lumber Spur No. 2 and House Track at Mill Street crossing.

Tupelo-When switching over Green Street crossing, MP 588.0. Cordova-Dock Track, Highway 173.

Pratt City-House Track at Avenue F, MP 729.3.

Birmingham-All street crossings Roberts Field Industrial Park.

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

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

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

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

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

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

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

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

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

Birmingham-

B. S. Crossing- Railroad crossing with Birmingham Southern Railroad at MP 731.3 protected by gate.

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

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

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

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

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

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

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

Radio Tone: MP 699.7 and MP 704.6

Other Track Side Warning Detectors-

Radio Reporter:

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

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

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
93502 Olive Branch	5.3 south of Memphis	25	North
93548 Hickory Flat	7.0 south of Potts Camp	6	South
93559 Shari	1.6 north of Peck	94	Both
93577 Sherman	5.1 north of Belden	60	North
93600 Nettleton	2.4 north of Arjay	18	South
93631 Sue Flynn	2.6 south of Gattman	11	North
93635 Sulligent	6.5 south of Gattman	85	Both
93638 Crews	3.0 north of Beaverton	14	South
93649 Guin	6.1 north of Winfield	52	Both
93660 Glen Allen	9.0 north of Eldridge	70	South
93663 Bazemore	6.2 north of Eldridge	10	North
93702 Cordova	2.0 north of Benoit	150	Both
93717 Lindbergh	5.0 north of Adamsville	15	North

SOUTHWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from Lindenwood	NORTHWARD
					Office Calls	Rule 6		
				7.2	S. E. JCT.	IJY	0.2	
					1.8			
		98008		9.1	MU MUTUAL	Y	2.0	
					3.4			
		98012		12.5	AF ALPHA		5.4	
					12.4			
	8,600	98025		24.9	BI BYERS		17.8	
					13.8			
		98039		38.7	FS FESTUS		31.6	
					3.4			
	7,111	98040		42.1	CX CRYSTAL CITY	J	35.0	
					7.6			
		98047		49.7	RH RUSH ISLAND		42.6	
					2.4			
		98054		52.1	EE BRICKEYS		45.0	
					14.4			
	8,600	98065		66.5	SG STE GENEVIEVE	J	59.4	
					13.2			
	8,600	98081		79.7	MB MCBRIDE		72.6	
					22.6			
	8,600	98103		102.3	WB WITTENBERG		95.2	
					13.3			
	5,040	98115		115.6	NE NEELYS		108.5	
					14.1			
	8,600	98129		129.7	FZ FREEZE		122.6	
					2.3			
		98131		132.0	CP CAPE GIRARDEAU	BJK	124.9	
					5.0			
		98139		137.0	NX NASH		129.9	
					4.7			
					ROCKVIEW (S.S.W.)	AJ	134.6	
					1.6			
	9,150	98144		143.3	CF CHAFFEE	B	136.2	
					6.7			
		98151	1025	150.0	ORAN (G.C.)	M	142.9	
					4.8			
	7,600	98155		154.8	BF BROOKS		147.7	
					11.1			
		98166		165.9	SI SIKESTON (U.P.)	A	158.8	
					14.7			
	8,263	98180		180.6	KA KEWANEE		173.5	
					5.6			
		98186		186.2	LILBOURN (S.S.W.)	JM	179.1	
					6.8			
	10,583	98194		193.0	CR CONRAN		185.9	
					6.6			
		98199		199.6	PO PORTAGEVILLE		192.5	
					11.9			
		98211		211.5	TE TERRY		204.4	
					2.1			
		98213		213.6	HY HAYTI		206.5	
					(To Kennett 17.8)			
	8,610	98224		225.4	ST STEELE		218.3	
					10.3			
		98235		235.7	NM NORBLY		228.6	
		98494	1030	243.0	ARMOREL			
					4.8			
		98237		238.2	BLYTHEVILLE	BJ		
					2.4			
	8,610	98237		238.1	BL BLYTHEVILLE	BJ	231.0	
					10.1			
		98249		248.2	LX LUXORA		241.1	
					4.5			
		98253		252.7	HD HAROLD		245.6	
					2.2			
		98254		254.9	OS OSCEOLA	T	247.8	
					10.6			
	8,610	98264	1025	265.5	WN WILSON		258.4	
					6.9			
		98272		272.4	JR JOINER		265.3	
					9.9			
	8,610	93462		282.3	R2 TURRELL	T	275.2	
					1.2			
		93462		283.3	JG RIVER JCT.	J	276.4	

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Calls-Lindenwood-87, Crystal City-57, Ste. Genevieve-27, McBride-67, Wittenberg-17, Cape Girardeau-47, Sikeston-37, Portageville-57, Blytheville-67, Turrell-17, Turrell (4th Subdiv.)-12.

Emergency Train Dispatcher Call-911.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

S. E. Jct. and Chaffee.....	50 MPH.
Chaffee and River Jct.	55 MPH.
MP 7.2 and MP 9.1.....	20 MPH.
MP 12.7 and MP 23.8	45 MPH.
MP 26.7 and MP 30.6	45 MPH.
MP 35.5 and MP 38.7	45 MPH.
MP 38.7 and MP 39.7 Until engine through limits.....	30 MPH.
MP 40.1 and MP 40.3	40 MPH.
MP 44.6 and MP 44.8	45 MPH.
MP 58.9 and MP 60.0	45 MPH.
MP 64.8 and MP 65.0	40 MPH.
MP 65.0 and MP 65.2 Until engine through limits.....	30 MPH.
MP 70.0 and MP 70.4	45 MPH.
MP 83.2 and MP 83.6	45 MPH.
MP 88.2 and MP 91.8	45 MPH.
MP 96.0 and MP 100.6	35 MPH.
MP 103.5 and MP 103.6	30 MPH.
MP 103.6 and MP 105.8	40 MPH.
MP 109.5 and MP 113.6	45 MPH.
MP 118.2 and MP 119.6	45 MPH.
MP 125.2 and MP 130.6	45 MPH.
MP 130.6 and MP 131.7	20 MPH.
MP 131.7 and MP 132.9 Until engine through limits	20 MPH.
MP 141.7 and do not use dynamic braking	40 MPH.
MP 142.5 and MP 143.6 Until engine through limits	20 MPH.
MP 150.0 Union Pacific Crossing.....	20 MPH.
MP 164.3 and MP 166.3 Until engine through limits	20 MPH.
MP 185.5 and MP 186.6 Until engine through limits	20 MPH.
MP 198.6 and MP 199.0 Until engine through limits	30 MPH.
MP 212.2 and MP 213.4 Until engine through limits	20 MPH.
MP 224.2 and MP 224.8 Until engine through limits	20 MPH.
MP 227.0 and MP 227.6 Until engine through limits	30 MPH.
MP 229.7 until engine over crossing	45 MPH.
MP 236.3 and MP 237.9 Until engine through limits	20 MPH.
MP 253.1 and MP 254.3 Until engine through limits	20 MPH.
MP 283.3 Turnout River Jct.	25 MPH.
Siding turnouts and sidings	
Trains up to 100 tons O/B.....	20 MPH.
Trains 100 tons O/B and over.....	10 MPH.
Siding turnouts Neelys.....	10 MPH.
and do not use dynamic braking.	
Sidings: Neelys, Brooks, Kewanee, Conran, Blytheville, Wilson and Turrell.....	10 MPH.
South switch, No. 1 track UP connection	
Crystal City.....	5 MPH.
Rush Island, Loop Track	8 MPH.
Rush Island over scale	4 MPH.
Blytheville and Armorel Main Track	
MP 238.2 and MP 243	25 MPH.
Between Hayti and Kennett is FRA Excepted Track - See All Subdivisions Item 6.	

2. Bridge and Equipment Weight Restrictions-

Between Hayti and Kennett cars heavier than 110 tons must have length of 50 ft. or more.

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

Neelys	Conran	Brooks
Wilson	Kewanee	Turrell

Six-axle locomotives not permitted:

Crystal City on UP Connection Track
Between Hayti and Kennett
American Greeting Lead at MP 254.3
Osceola Product tracks
Paymaster lead from Wye Switch East.

Not more than one six-axle locomotive permitted on:
Blytheville to Armorel

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

ABS: Between MP 7.4 and MP 9.0

CTC: Between MP 9.0 and MP 283.3

TWC: Between Ruddle Road, MP 238.2, Blytheville, and MP 243.0, Armorel.

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

Crossing Gates-

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

4. General Code of Operating Rules-

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

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

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

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

MP 8.6	Lambert Furniture Co.
MP 9.8	Manford Chemical
MP 15.7	REIS Moran Lumber Co.
MP 26.8	Jefferson Co. Lumber Co.
MP 34.5	Foster Forbes Glass
MP 37.0	North Unimen Corp.
MP 37.2	South Unimen Corp.
MP 48.0	Merchandise Track
MP 63.3	House Track
MP 65.2	Team Track
MP 73.8	M.F.A. Mill Track
MP 74.4	Team Track
MP 80.3	Perry Co-op.
MP 80.7	House Track
MP 95.2	House Track
MP 103.1	House Track
MP 104.6	East Perry Lumber Co.
MP 130.8	Missouri Utilities
MP 132.5	Pig Ramp
MP 132.6	Cross-over to Pass
MP 132.9	South End Pass
MP 136.1	Empire Gas
MP 142.5	North End # 1 Track
MP 143.4	South End # 1 Track
MP 143.5	Crossover to Pass
MP 151.0	House Track
MP 159.7	Spur Track
MP 165.0	North Leg Wye
MP 165.1	South Leg Wye
MP 165.2	Mill Track
MP 165.3	Riggs Track
MP 165.4	House Track
MP 173.5	AgriCo SUR C&R
MP 174.0	Delta Growers
MP 179.5	Kewanee Grain Co.
MP 186.0	Elevator Track
MP 212.1	North Yard Lead
MP 212.4	North Pickup Track
MP 212.6	South Yard Lead
MP 212.7	South Pickup Track
MP 227.5	Holland Track
MP 236.3	Bly Compress Track
MP 236.6	South Wye Switch
MP 236.7	South Norbly Switch
MP 237.35	House Track Siding
MP 237.36	East Gin Switch
MP 237.5	Armorel Branch
MP 237.6	Cross-over Siding
MP 237.65	Cross-over Main
MP 253.6	North end Old Pass
MP 253.8	South end Old Pass

MP 253.9	House Track
MP 254.1	Osceola Compress
MP 254.3	American Greeting
MP 260.7	Driver Elevator
MP 264.5	North Siding, Wilson

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

Rule 450-

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

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

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

5. Special Conditions-

At following crossings, traffic must be warned by crew member on the ground at the crossing:

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

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

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

Marston- Close overhead clearance at grain chutes on E. B. Gee Track.

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

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

Radio Reporter: Brickeys MP 53.2

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

Other Track Side Warning Detectors-

Radio Reporter:

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

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
98009 Koberman	2.7 south of Lindenwood	5	North
98010 Hydraulic	1.0 south of Mutual	64	Both
98011 Gravois	1.5 north of Alpha	28	South
98016 LeMay	3.1 south of Alpha	3	South
98021 Ten Brook	4.1 north of Byers	73	South
98027 Imperial	1.7 south of Byers	12	South
98029 Barnhart	3.7 south of Byers	24	Both
98035 Horine	3.8 north of Festus	62	Both
98037 Ludwig	1.7 north of Festus	24	Both
98045 Selma	2.5 south of Crystal City	65	Both
98074 St. Marys	5.5 north of McBride	30	Both
98095 Seventy-Six	6.9 north of Wittenberg	12	North
98134 Marquette	2.0 south of Cape Girardeau	30	Both
98160 McMullin	5.9 north of Sikeston	10	North
98191 Marston	2.0 north of Conran	25	South
98174 Matthews	6.6 north of Kewanee	32	Both
98227 Holland	1.9 south of Steele	10	North
98244 Burdette	3.8 north of Luxora	57	Both
Paymaster	1.8 south of Osceola		Both
98261 Driver	4.8 north of Wilson	14	North
98267 Delpro	1.3 south of Wilson	46	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance from Edward
				Office Calls	Rule 6	
	93103		102.7	ED EDWARD	J	0.0
7,550	97117		117.0	FG FARLINGTON		14.3
7,600	97130		129.6	BU BEULAH		26.9
	97136		135.9	CH CHEROKEE (To Pittsburg 9.0)	T	33.2
			136.7	S.E.K.	M	34.0
7,550	97141		140.7	SM SCAMMON	CTC	38.0
	97148	1040	147.7	CB COLUMBUS (8th SUB)	ABJKT	45.0
7,420	97154		153.8	NU NEUTRAL		51.1
	97159		159.0	BX BAXTER SPRINGS (To Riverton 4.1)	T	56.3
7,600	97165		165.3	QP QUAPAW	T	62.6
	97173		172.5	ME MIAMI	BK	69.8
7,577	97179		179.2	NR NARCISSA		76.5
	96347		186.3	FJ AFTON JCT.	J	83.6

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

Train Dispatcher Calls-Ft. Scott-45, Pittsburg-15, Joplin-35, Miami-82.

Emergency Train Dispatcher Call-911.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

MP 186.0 and MP 186.2	25 MPH.
Until engine through limits:	
MP 124.2 and MP 125.3	20 MPH.
MP 125.3 and MP 135.6	55 MPH.
MP 135.6 and MP 136.7	35 MPH.
MP 140.3 and MP 140.9	45 MPH.
MP 146.6 and MP 148.5	30 MPH.
MP 148.5 and MP 159.2	55 MPH.
MP 159.2 and MP 160.2	35 MPH.
MP 160.2 and MP 171.7	55 MPH.
MP 171.7 and MP 173.2	35 MPH.
MP 173.2 and MP 181.6	55 MPH.
Trains handling loaded C6 covered hoppers through sidings	13 MPH.
Siding turnouts	20 MPH.
Turnout north Columbus	15 MPH.
Columbus wye tracks with six-axle locomotives	5 MPH.
Pittsburg lead, MP 144.8 and MP 138.3, Highway 69 By-pass	25 MPH.
Except at MP 142.3; Broadway Street MP 137.6 and Walnut Street MP 134.8 until engine through limits	5 MPH.
Willow Street, Baxter Springs, and west switch Riverton	20 MPH.

2. Bridge and Equipment Weight Restrictions-

Six-axle locomotives not permitted: Girard yard tracks, Cherokee No. 1 Track, Pittsburg lead, Baxter Springs No. 2 Track and Elevator Track, and Miami BFG lead. Not more than one of these locomotives is permitted on north leg of Cherokee wye and south leg of Cherokee wye to east end connection track and not more than two are permitted on Columbus wye tracks, Baxter Springs wye tracks or between Baxter Springs and Riverton.

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

CTC- In effect between MP 102.7 and MP 186.2

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

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

4. General Code of Operating Rules-

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

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

Baxter Springs
MP 159.2 Co-op Track

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

Rule 450-

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

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

5. Special Conditions-

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

Pittsburg Lead: From Cherokee to Pittsburg- At the following crossings, traffic must be warned by crew member on the ground at the crossing unless crossing warning signals are known to be operating for over 20 seconds:

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

Riverton- Track ends 1800 feet east of east switch.

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

Other Track Side Warning Detectors-

Radio Reporter: Girard MP 121.1, Quapaw MP 162.5

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
97124 Girard	7.4 south of Farlington	60	Both
97136 KGE Connection	0.2 north of Cherokee		North
97237 Pittsburg	9.0 east of Cherokee	Yard	
97241 Sinclair	3.6 east of Cherokee		Both
97344 Riverton	4.1 east of Baxter Springs		

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS			Distance from Pierce City		
					Office Calls	Rule 6				
		96287	1003	286.9	PC	PIERCE CITY	J	CTC	0.0	
	3,713	95299		298.7		11.8 SARCOXIE				11.8
	5,004	95311		311.0		12.3 MENK	Y			24.1
				312.6		1.6 U.P.		AJY		25.8
	2,643	95313		313.1		0.5 CARTHAGE	Y			26.2
				327.1		14.0 K.C.S.		A		40.2
	2,439	95328		328.1		1.0 CARL JCT.				41.2
	2,399	97148		343.3	CB	15.2 COLUMBUS (To Joplin 19) (7th SUB)		ABJKTY		56.6
				349.7		6.4 S.E.K.		M		62.8
	3,019	95360		359.9		10.2 OSWEGO (To Parsons via U.P.)				73.0
				361.1		1.2 U. P.		AJ		74.2
		95371		370.6		9.5 ALTAMONT				83.7
	2,236	95377		376.8		6.2 MOUND VALLEY			TWC	89.9
		95387		386.9		10.1 CHERRYVALE (S.E.O.)		M		100.0
				401.5		14.6 U.P.		JMY		114.4
		95401	401.6	NA	0.1 NEODESHA		BKY		114.5	
	3,506	95414	414.0		12.4 FREDONIA (S.E.O.)		JMY		127.1	
	1,205	95439	438.5		24.5 SEVERY				151.6	
	2,789	95458	458.4		19.9 BEAUMONT				171.5	
			483.6		25.1 A.T.S.F.		IJ		196.7	
		95484	484.0	AU	0.4 AUGUSTA				197.1	
			506.4		22.4 U.P.		AJY		219.5	
			506.6		0.2 O.K.T.		AJY		219.7	
		95508	507.5	WH	0.9 WICHITA		BKTY		220.9	
			514.6		7.1 A.T.S.F.		IJY		227.7	
			537.8		23.2 A.T.S.F.		IJ		250.9	
		95547	547.2		9.4 BUHLER		Y		260.1	

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

Train Dispatcher Calls-Mt. Vernon-75, Joplin-34, Pittsburg-14.

Emergency Train Dispatcher Call-911.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Pierce City and Wichita.....	40 MPH.
MP 287.0 and MP 287.6 until engine through limits	15 MPH.
MP 287.6 and MP 288.8	35 MPH.
MP 298.5 and MP 299.2 until engine through limits	20 MPH.
MP 314.2 and MP 315.1	30 MPH.
MP 327.1 until engine through interlocking	20 MPH.
MP 358.0 and MP 360.1	30 MPH.
MP 361.1 until engine through interlocking	20 MPH.
MP 361.1 -	
Parsons: All tracks inside gate at Kansas Army Ammo Plant	20 MPH.
MP 370.2 and MP 371.0	30 MPH.
MP 383.5 and MP 383.8	30 MPH.
MP 386.8-Cherryvale:South leg of Wye	5 MPH.
MP 403.6 and MP 411.9	30 MPH.

MP 413.4 and MP 414.2	20 MPH.
MP 414.2 Until engine over crossing, westward movement only	15 MPH.
MP 438.7 Until engine over crossing	25 MPH.
Eastward trains 100 Tons/OB and over:	
MP 447.0 and MP 452.0	30 MPH.
MP 456.0 and MP 458.0	25 MPH.
MP 472.7 and MP 473.2 Until engine through limits	25 MPH.
MP 483.0 and MP 484.6 Until engine through limits	10 MPH.
MP 493.4 and MP 493.5 Until engine through limits	30 MPH.
MP 500.4 and MP 501.0	30 MPH.
MP 501.4 and MP 504.4	10 MPH.
MP 504.4 and MP 506.7 Until engine through limits	10 MPH.

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

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

Columbus to Joplin -

Columbus and Joplin	20 MPH.
MP 339.0 and MP 338.6 until engine through limits	10 MPH.
MP 334.9 and end of track	10 MPH.
At Joplin, over crossings Pennsylvania Avenue, Main, Joplin, Roosevelt, and Wall Streets (Carterville Track) and will be flagged from ground position unless automatic protective device is operating.	5 MPH.
Over static scales-Joplin	5 MPH.

2. Bridge and Equipment Weight Restrictions-

Six-axle locomotives not permitted between Neodesha and Buhler or between Columbus and Joplin.

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

CTC- In effect between Pierce City and MP 287.3

TWC- In effect between MP 287.3 and Wichita.

4. General Code of Operating Rules-

Rule 93- Yard limit in effect between:

MP 311.5 and MP 314.1
MP 342.5 and MP 346.0
MP 400.7 and MP 403.6
MP 411.9 and MP 415.3
MP 501.0 and MP 548.0

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

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

5. Special Conditions-

Columbus to Joplin-

Galena- Main Street crossing- traffic must be warned by crew member on the ground at the crossing between 0600 and 1800.

Joplin- Pennsylvania Avenue traffic (track serving Joplin Warehouse building) must be warned by crew member on the ground at the crossing.

KCS Railroad crossing (MP 331.2) protected by gate; normal position for gate is against BN.

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

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

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

At following crossings, traffic must be warned by crew member on the ground at the crossing: Waterman, Gilbert, Morris Streets, Central Avenue, First and Second Streets. Cars must not be kicked or dropped over these crossings.

Burrton-Burrton Ave. crossing- traffic must be warned by crew member on the ground at the crossing.

6. Track Side Warning Detectors- None.

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
95335 Military (MP 334.6)	6.5 west of Carl Jct.	50	East
95352 Hallowell (MP 352.5)	7.4 east of Oswego	30	Both
97267 Kansas Ordinance Plant	2.6 east of Parsons		
95447 Piedmont (MP 446.8)	8.2 west of Severy	14	West
95473 Leon	11.2 east of Augusta	30	Both
95493 Andover (MP 493.5)	9.5 west of Augusta	10	West
95511 Wichita Heights	3.2 west of Wichita	20	Both
95515 Valley Center (MP 514.7)	7.2 west of Wichita	30	Both
95532 Patterson (MP 531.8)	15.4 east of Buhler	26	Both
95538 Burrton (MP 537.9)	9.3 east of Buhler	10	Both
Columbus to Joplin			
Military	10.2 south of Columbus		
97340 Galena (MP 339.8)	2.8 south of Military		
To Horn 1.8			
97338 Old Rock Mo. (MP 337.9)	1.9 south of Galena		
97331 Joplin (MP 333.8)	4.1 south of Old Rock		

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv MAIN LINE STATIONS		Distance from Cuba
				Office Calls	Rule 6	
			86.8	CU	CUBA	0.0
		1009			BJKY	
			86.8			
370	92818		95.1		STEELVILLE	8.3
					5.3	
2,014	92823		100.4		LEAD JCT.	13.6
					7.1	
1,580	92908		107.5		CHERRYVILLE	20.7
		1010			15.4	
1,260	92923		122.9		ST. JOE	36.1
					7.1	
2,358	92933		130.0		BUICK	43.2
					BTY	

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

Train Dispatcher call- Rosati-31.

Emergency Train Dispatcher Call-911.

1. Speed Restrictions-

Zone-Between

Maximum Speeds Permitted

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

2. Bridge and Equipment Weight Restrictions-

Six-axle locomotives not permitted.

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

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

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

4. General Code of Operating Rules-

Rule 93- Yard limit in effect between-

MP 86.8 and MP 88.0

MP 129.0 and MP 130.0

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

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

5. Special Conditions-

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

6. Track Side Warning Detectors- None.

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
Sanky	0.7 north of Steelville	3	North
92923 Viburnum	1.4 south of St. Joe	4	North

SOUTHWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS			Distance from Amory	NORTHWARD
					Office Calls	Rule 6			
		93611		612.3	AY AMORY	BJKY		0.0	
					11.4				
		98624		623.7	ABERDEEN	T		11.4	
					7.2				
		98631		630.9	HAMILTON			18.6	
					6.0				
		98637		636.9	KOLOLA SPRINGS			24.6	
					1.9				
7,900		98639		638.8	AIRPORT			26.5	
					8.5				
				647.3	C & G	A		35.0	
					0.9				
		98648		648.2	CO COLUMBUS	JY		35.9	
					0.6				
				648.8	SR	A		36.5	
					4.3				
1,500		98653		653.1	WHITBURY			40.8	
					7.6				
		98661		660.7	FORRESTON			48.4	
					8.6				
8,600		98669		669.3	PICKENSVILLE			57.0	
					10.6				
		98680		679.9	AL ALICEVILLE	KY		67.6	
					14.8				
		98695		694.7	WEST GREENE			82.4	
					5.7				
3,600		98700		700.4	MT. HEBRON			88.1	
					4.8				
		98705		705.2	CROSSROADS OF AMERICA INDUSTRIAL PARK	Y		92.9	
					2.9				
7,880		98708		708.1	BG BOLIGEE	JY		95.8	
					(To York 23.1 Via NS)				
					0.1				
				708.2	NS	A		95.9	
					12.4				
		98721		720.6	FORKLAND			108.3	
					3.8				
		98724		724.4	CENTRALA	T		112.1	
					4.5				
				728.9	BRIDGE 728.9	A		116.6	
					2.1				
				731.0	N.S. R.R.	AY		118.7	
					0.2				
		98731		731.2	DS DEMOPOLIS	BJKY		118.9	
					4.0				
		98735		735.2	STOKLEY	Y		122.9	
					0.4				
		98736		735.6	GREEN TREE	Y		123.3	
					13.1				
				748.7	CSX	A		136.4	
					0.6				
1,900		98749		749.3	LINDEN	J		137.0	
					14.9				
		98764	1020	764.2	MG MAGNOLIA	BKY	TWC	151.9	
					9.8				
3,680		98774		774.0	KIMBROUGH	JY		161.7	
					0.1				
				774.1	N.S.R.R.	A		161.8	
					5.4				
		98780		779.5	MC MACMILLAN	BKTY		167.2	
					4.2				
				783.7	BRIDGE 783.7	M		171.4	
					9.6				
1,238		98793		793.3	HYBART	J		181.0	
					11.2				
		98804		804.5	PRYOR			192.2	
					9.6				
4,644		98814		814.1	FOUNTAIN	TY		201.8	
					16.3				
4,038		98830		830.4	FRISCO CITY			218.1	
					4.2				
		98835		834.6	MEGARGEL			222.3	
					3.0				
2,949		98838		837.6	GOODWAY			225.3	
					9.4				
		98847		847.0	HUXFORD			234.7	
					5.4				
		98853		852.4	McCULLOUGH			240.1	
					10.4				

SOUTHWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	(Cont'd 10th) Subdiv MAIN LINE STATIONS			Distance from Amory	NORTHWARD
					Office Calls	Rule 6			
	3,006	98863		862.8	ATMORE			250.5	
					3.0				
		98866		865.8	PINE			253.5	
					7.6				
	3,493	98873		873.4	WALNUT HILL			261.1	
					25.6				
	3,587	98898		899.0	CANTONMENT	JY		286.7	
					7.3				
		98906		906.3	ENSLEY			294.0	
					0.7				
		98907		907.0	EDGE			294.7	
					8.0				
		98915		915.0	PN PENSACOLA	BJKY		302.7	

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

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

Emergency Train Dispatcher Call-911.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Amory and Pensacola	49 MPH.
Aberdeen Spur from Wye and New Bridge	30 MPH.
Bridge 635.8 Trains handling pulpwood	25 MPH.
MP 647.3 and MP 648.8	20 MPH.
MP 708.2 until engine through interlocking	20 MPH.
MP 724.0 and MP 725.0	25 MPH.
MP 726.9 and MP 728.9 northward until engine through limits	15 MPH.
Bridge 728.9 over steel spans	10 MPH.
MP 728.9 and MP 730.9 southward until engine through limits	10 MPH.
MP 730.9 and MP 731.5	20 MPH.
Green Tree Spur-Highway 21 Crossing until engine over crossing	5 MPH.
MP 748.7 until engine through interlocking	20 MPH.
MP 749.2 and MP 749.4 until engine through limits	25 MPH.
MP 749.4 and MP 760.0	30 MPH.
MP 774.0 until engine through interlocking	20 MPH.
MP 775.0 and MP 777.4	35 MPH.
MP 777.4 and MP 777.7	25 MPH.
MP 781.0 and MP 781.7	35 MPH.
MP 781.7 and MP 784.0	10 MPH.
MP 784.0 and MP 796.4	35 MPH.
MP 796.4 and MP 797.3	30 MPH.
MP 797.3 and MP 809.7	35 MPH.
MP 809.7 and MP 810.0	25 MPH.
MP 810.0 and MP 825.4	30 MPH.
Fountain:Alabama River Pulp Lead between main track and Ft. Claiborne Highway Crossing	10 MPH.
between Ft. Claiborne Highway Crossing and ARP Storage yard	20 MPH.
MP 825.4 and MP 888.3	35 MPH.
Bridge 863.4	10 MPH.
MP 894.0 and MP 910.0	35 MPH.
Sidings	10 MPH.
Static Scale-Pensacola	5 MPH.

2. Bridge and Equipment Weight Restrictions-

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

Six-axle locomotives not permitted on following tracks:

Hamilton-Kerr McGee tracks.

Airport Spur.

Whitbury Spur.

Boligee to Pensacola.

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

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

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

TWC- In effect between Amory and Pensacola.

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

4. General Code of Operating Rules-

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

Rule 93- Yard limit in effect between-

MP 612.3 and MP 613.0	MP 772.5 and MP 775.0
MP 644.8 and MP 649.7	MP 777.7 and MP 781.0
MP 677.5 and MP 682.0	MP 812.0 and MP 816.0
MP 705.0 and MP 709.5	MP 898.0 and MP 900.3
MP 730.5 and MP 736.5	MP 910.0 and MP 915.0
MP 763.0 and MP 765.3	

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

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

5. Special Conditions-

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

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

Airport Spur- At Highway 45 and all crossings Columbus AFB, traffic must be warned by crew member on the ground at the crossing.

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

Whitbury- lead can be used for local service only.

Green Tree Spur- At Highway 80 crossing, traffic must be warned by crew member on the ground at the crossing.

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

Pensacola- At the following crossings, traffic must be warned by crew member on the ground at the crossing unless crossing warning signals are known to be operating for over 20 seconds:

Pace Blvd.
Texar Drive.
Barrancas Ave.

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

Other Track Side Warning Detectors-

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

SOUTHWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv MAIN LINE STATIONS		Distance from York	NORTHWARD
					Office Calls	Rule 6		
		95732		731.1	YO YORK	BJY	0	
	1,616	95750		749.9	18.8 CROMWELL	JY	18.8	
				750.3	0.4 M. & B.	A	19.2	
		95754		753.8	3.5 LISMAN		22.7	
	6,435	95756		756.4	2.6 POND		25.3	
	1,742	95768		767.9	11.5 BOGUELOOSA		36.8	
		95766		776.2	8.3 GILBERTOWN		45.1	
	3,542	95781		780.1	3.9 SOUWILPA		49.0	
		95785		784.6	4.5 SILAS		53.5	
	5,242	95794		795.0	10.4 MILLRY		63.9	
		95807	1021	807.3	12.3 CHATOM	TWC	76.2	
		95815		815.1	7.8 TIBBIE		84.0	
		95838		838.0	22.9 FAIRFORD		106.9	
		95845		844.7	6.7 MT. VERNON		113.6	
		95852		852.5	7.8 M & T CHEMICAL		121.4	
		95858		858.4	5.9 GETTY		127.3	
		95860		860.2	1.8 REED MINERALS		129.1	
	2,956	95864		862.8	2.6 SARALAND		131.7	
		95868		867.5	4.7 CHICKASAW	Y	136.4	
				868.5	1.0 TERMINAL JCT.	JY	137.4	
				868.6	0.1 N.S.R.R.	AY	137.5	
				870.6	2.0 THREE MILE CREEK	MY	139.5	
		95874		873.5	2.9 MB MOBILE	BKY	142.4	

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

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

Emergency Train Dispatcher Call-911.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

York and Mobile.....	40 MPH.
When handling 15 cars or more of grain, ore, coal or coke, or in combination	30 MPH.
York main track north of depot	10 MPH.
MP 742.0 and MP 760.0	30 MPH.
MP 750.3 until engine through interlocking	20 MPH.
Bridge 772.2	25 MPH.
MP 793.0 and MP 815.5	30 MPH.
MP 822.9 and MP 823.5	30 MPH.
MP 836.5 and MP 837.5	30 MPH.
Bridge 840.1	30 MPH.
Bridge 845.7	25 MPH.
Bridge 866.1	10 MPH.
MP 868.6 until engine through interlocking	20 MPH.
Over Three Mile Creek Bridge	5 MPH.
All Tracks Terminal RR. Alabama State Docks.....	10 MPH.
Sidings	10 MPH.

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

2. Bridge and Equipment Weight Restrictions-

Loaded grain trains not permitted on Getty Oil Spur.

Six-axle locomotives are not permitted to operate except on main track and on the following sidings and/or tracks- York, Cromwell, Pond, Millry, M&T Chemical, Getty, Reed Minerals and Saraland.

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

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

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

TWC- In effect between York and Mobile.

4. General Code of Operating Rules-

Rule 93- Yard limit in effect between-

MP 728.0 and MP 732.5
MP 748.5 and MP 751.0
MP 867.0 and MP 873.5

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

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

5. Special Conditions-

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

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

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

Other Track Side Warning Detectors-

Radio Tone: MP 749.8 MP 799.3

OPERATING RADIOS

Type Control	Location Base Station	Channel	Station Hours
1st Subdivision			
D	St. Louis	2	Unattended
L	Lindenwood	1	24 Hours Attended
L	Cuba (and 9th Subdiv.)	2	Mon.-Fri. 0630-2330
D	Rosati	2	Unattended
D	Newburg	2	Unattended
D	Sleeper	2	Unattended
D	Springfield	2	Unattended
L	Springfield	1&2	24 Hours Attended
2nd Subdivision			
L	Monett	2	24 Hours Attended except Sun. 1500-2300
L	Vinita	2	Mon.-Fri. 0700-1600
3rd Subdivision			
L	No. Kansas City	1-2	24 Hours Attended
L	Kansas City	2	Unattended
D	Rosedale	2	Unattended
L	Lenexa	2	Mon.-Fri. 0430-2030
L	Paola	2	Unattended
D	Pleasanton	2	Unattended
L	Ft. Scott	2	24 Hours Attended
D/L	Greenfield	2	Unattended
4th Subdivision			
D	Cabool	2	Unattended
L	West Plains	2	Unattended
D/L	Thayer	2	24 Hours Attended
D	Imboden	2	Unattended
D/L	Jonesboro	2	Mon.-Fri. 0700-1800
L	West Memphis	2	Mon.-Sat. 0700-1600
L	Memphis	2	24 Hours Attended
5th Subdivision			
D	Holly Springs	2	Unattended
D/L	Sherman	2	Unattended
D/L	Smithville	2	Unattended
L	Amory	2	24 Hours Attended
D/L	Guin	2	Unattended
D/L	Jasper	2	Mon.-Sat. 0700-1600
D	Pratt City	2	Unattended
L	Birmingham	2	24 Hours Attended
6th Subdivision			
L	Crystal City	2	Mon.-Fri. 0730-1630
D.	Ste. Genevieve	2	Unattended
D.	Wittenberg	2	Unattended
D/L	Cape Girardeau	2	Unattended
L	Chaffee	2	24 Hours Attended
D	Portageville	2	Unattended
D/L	Blytheville	2	Mon.-Sat. 0700-1700
D	Turrell	2	Unattended
7th Subdivision			
L	Columbus	2	Mon.-Sun. 0700-2300
D	Miami	2	Unattended
8th Subdivision			
D	Carthage	2	Unattended
L	Joplin	2	Mon.-Fri. 0700-0100
L	Neodesha	2	Mon.-Fri. 0700-1600
L	Wichita	2	Mon.-Fri. 0700-2300
10th Subdivision			
D/L	Columbus	2	Mon.-Sat. 0630-1430
D/L	Aliceville	2	Mon.-Sat. 0800-1700 & Mon.-Fri. 2359-0759
D.	Boligee	2	Unattended
D/L	Demopolis	2	Mon.-Sat. 0700-1600
L	MacMillan	2	Mon.-Sun. 0700-1630 & Mon.-Sun. 2200-0600
L	Ala. River Br.	2	Attended for Trains
L	Fountain	2	Mon.-Fri. 0800-1700
D	Hybart	2	Unattended
D	Frisco City	2	Unattended
D	Atmore	2	Unattended
D	Mule Crossing	2	Unattended
L	Cantonment	2	Mon.-Sun. 0630-1500
D/L	Pensacola	2	Mon.-Sun. 1800-0230
			Fri.-Tue. 0600-2200
			Wed.-Thu. 24 Hours
11th Subdivision			
D/L	York	2	Unattended
D	Land	2	Unattended
D	Cullomburg	2	Unattended
D	Tibbie	2	Unattended
D	Bucks	2	Unattended
D/L	Mobile	2	Mon.-Fri. 24 Hours
			Sat. Unattended
			Sun. 0700-1500

Type Control: D = Dispatcher, L = Local

TRAIN DISPATCHERS PHONE NUMBERS

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

MOBILE PHONE RADIOS

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

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

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

OTHER ROAD SEGMENTS

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

SPRINGFIELD DIVISION SPECIAL PROJECT RECOLLECTABLE CODES

LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES
1001	1.6	42.90	Extraordinary or unusual expense for M/O of joint line between Kansas City, MS & Paola, KS	J 2016	1002	17.90		M/O of joint track known as the "Diego Spur" at Valley Park, MO	J 1547
1001	21.00		M/O of trackage at Olathe, KS	J 2035	1002	18.00		M/O of industry track serving F. F. Kirchner at St. Charles Rock Rd in Valley Park, MO	J 2027
1001	42.90		Extraordinary or unusual expense for M/O of interlocker at Paola, KS	J 2056	1002	239.70		M/O of industry spur between Sherman & Franklin Aves in Springfield, MO known as Phelps Ave	J 2000
1001	118.40		Extraordinary or unusual expense for M/O of automatic interlocker at Buck, MO	J 2006	1002	269.00		Extraordinary or unusual expense for M/O of automatic interlocker at Aurora, MO	J 2007
1001	123.80		Extraordinary or unusual expense for M/O of automatic interlocker at Liberal, MO	J 2010	1002	410.40	414.10	Extraordinary or unusual expense for M/O of signals from Vanburen to Ft. Smith, AR	J 2057
1001	139.10		Extraordinary or unusual expense for M/O of automatic interlocker at Lamar, MO	J 2009	1003	309.80		Extraordinary or unusual expense for M/O of interlocker at Neosho, MO	J 2011
1001	342.00		Maintenance of signals at Mammoth Springs, AR	O85SF000003	1003	397.60		Extraordinary or unusual expense for M/O of interlocker at Claremore, OK	J 2201
1001	420.17		M/O of flashing light signals at Fisher St in Jonesboro, AR	J 2050	1003	409.0	420.4	Extraordinary or unusual expense for hauling loaded and empty ATSF cars in BN trains between Tulsa, OK and Port of Catoosa. (usual expense is flat rated per car)	J 2189
1001	422.20		Extraordinary or unusual expense for M/O of automatic interlocker at Jonesboro, AR	J 2051	1003	423.00		M/O of interlocker at Tulsa, OK	J 2200
1001	423.29		Extraordinary or unusual expense for M/O of automatic interlocker at Nettleton, AR	J 2052	1003	426.9	482.1	Extraordinary or unusual expenses for handling MP cars between Tulsa and Henryetta, OK	J 2213
1001	481.40		Extraordinary or unusual expense for M/O of automatic interlocker at Bridge Jct, AR	J 2700	1004	312.70		Extraordinary or unusual expense for M/O of automatic interlocker at Carthage, MO	J 2008
1001	483.60	483.70	M/O of signals at Kansas & Kentucky Sts in Memphis, TN	J 2501	1004	328.10	334.09	M/O of jointly owned track serving Gulf Oil Co (formerly Spencer Chemical) at Crestline, KS	J 2002
1001	483.60	483.70	Wages of 3 train directors T/R 752-227, Pos 001, 002 & 003 for control of Kansas & Kentucky Sts xings in Memphis, TN	J 2520	1004	506.60		M/O of two Wichita Terminal Association T/O's connecting to BN M/L on Washington Avenue near 24th Street	J 2028
1001	485.40		M/O xing signals at Neptune St, Memphis, TN	J 2500	1004	506.60		M/O of M/L between two WTA T/O's on Washington Avenue near 24th Street	J 2029
1001	528.30		Extraordinary or unusual expense for M/O of control signal system protecting trackage at Holly Springs, MS	J 2701	1004	507.00		Maintenance of signals at Wichita, KS - City of Wichita Project	O85SF000001
1001	563.00		Extraordinary or unusual expense for M/O of interlocker at New Albany, MS	J 2702	1005	5.90	8.40	M/O of trackage between Sheffield Jct & Leeds Jct in Kansas City, MO	J 2041
1001	563.00		M/O of G&M RR exclusive switch at New Albany, MS	J 2706	1014	471.00		M/O of station at W Memphis, AR	J 2506
1001	587.50		Extraordinary or unusual expense for M/O of interlocker at Tupelo, MS	J 2703	1014	471.00		M/O of xing signals Broadway St in W Memphis, AR	J 2507
1001	587.50		M/O of G&M RR exclusive switch at Tupelo, MS	J 2706	1014	471.90	479.40	Wages of TY&E employees for switching Marion-Hulbert cutoff in W Memphis, AR	J 0111
1001	637.40		Maintenance of signals at Hyster, CO & Sulligent, AL	O85ME000001	1014	471.90	479.40	Wages of TY&E employees for non-joint switching (BN cars) at Marion-Hulbert cutoff in W Memphis, TN	J 0112
1001	693.60	729.30	Wages of the regular dispatchers T/R 752-130, Pos 001 to 003 & 041 at Springfield, MO for control of the M/L between Jasper & Pratt City, AL	J 2596	1014	471.90	479.40	Wages of TY&E employees for inactive time while switching Marion-Hulbert cutoff in W Memphis, TN	J 0113
1001	693.70	731.10	M/O of CTC between Jasper & Birmingham, AL	J 2620	1014	471.90	479.40	M/O of track & bridges from M/L switch at Marion, AR to clearance of SSW at Hulbert, AR "Marion-Hulbert cutoff" including signal at N / S access roads	J 2505
1001	693.80		Wages of customer service agent T/R 752-148, Pos 002 at Jasper, AL	J 2576	1020	645.6	648.8	M/O of Sw 2 & the connection track btwn BN M/L & IC RY in Columbus, MS where 75% of expense is billable versus Golden Triangle RR Co	J 2656
1001	693.80		Wages of central agent T/R 752-148, Pos 001 & M/O of the station building at Jasper, AL	J 2577	1020	645.9	646.8	Maintenance of 4,193 feet storage/interchange track at Columbus, MS where 50% is billable versus the Golden Triangle Railroad	J 2657
1001	693.80		Payment to Thorne Refrigeration, Columbus, MS for the lease of ice machine at Jasper, AL	J 2578	1020	647.0		Maintenance of 934 feet Kerr-McGee lead track into the treating plant at Columbus, MS where 25% is billable vs the Columbus and Greenville Railway Co	J 2654
1001	693.80		Extraordinary or unusual expense for M/O of interlocker at Jasper, AL	J 2579	1020	648.30	648.40	M/O of Switch 1 & interchange track between pt "B" to "C" in Columbus, MS (Scale Track)	
1001	729.09		M/O of interlocker at Pratt City	J 2621	1020	708.49	708.55	M/O of Southern RY exclusive T/O from point of switch to clearance point	J 2512
1001	729.20	731.31	Wages of regular dispatchers T/R 752-130, Pos 001 to 003 & 041 at Springfield, MO for control of the M/L between Pratt City, AL & 2,000 ft W of E Thomas Jct, AL	J 2595					
1001	729.28		Extraordinary or unusual expense for M/O of interlocker at Pratt City, AL, vs CSX	J 2704					
1001	732.00		Extraordinary or unusual expense for M/O of interlocker at Pratt City, AL, vs SOU	J 2705					

SPRINGFIELD DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - APRIL, 1991

LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES
1020	708.49	731.47	Repairs to tracks & all facilities damaged by Southern RY derailment	J 2523	1124			Wages, phone, automatic rent & personal expense of the car service agent T/R 132-150, Pos 001 in Birmingham, AL	J 2590
1020	731.44	731.47	M and O of Southern RY exclusive T/O from points of switch to clearance points	J 2512					
1020	773.70		Unusual & extraordinary expense for the automatic interlocker at Kimbrough, AL (usual M/O is flat rated)	J 2648	1124			Maintenance expense caused by derailment of yard switching movements in Birmingham Terminal from Point 2,000 ft W of E Thomas Yard	J 2600
1020	898.70		Wages & per auto expense of agents T/R 752-273, Pos 002 & 040 & M/O of the station in Cantonment, FL	J 2651	1124			M/O of trackage on Norwood Hill between Blocks 1 & 2 in Birmingham, AL	J 2601
1024	732.10		M/O of xing signals at Dolomite Road in Woodward, AL	J 2628	1124			M/O of CTC between Jasper & Birmingham, AL	J 2620
1024	738.00		M/O of xing signals at 46th St in Fairfield, AL	J 2627	1124			Maintenance caused by joint user derailment, collision or neglect of Track 1,509 ft long between 10th Ave N & 28th St & 9th Ave N & 31st St in Birmingham, AL	J 2623
1025	44.64		Maintenance of signals - Selma, MO USS Corp	O85ME000003					
1025	132.00		Utilities at Cape Girardeau, MO used in connection with servicing of run-thru train between Desota, IL & Rush Tower, MO	J 2516	1124			Extraordinary or unusual expense for M/O of xing signal at 10th Ave & 28th St in Birmingham, AL	J 2624
1025	134.19		Maintenance of signals - Cape Girardeau, MO for Marquette Cement Manufacturing	O85ME000002	1124			M/O of xing signals at 9th Ave & 31st St N Birmingham, AL	J 2625
1025	165.90		Extraordinary or unusual M/O expense for automatic interlocker at Sikeston, MO	J 2515	1124			M/O of consolidated interlocker, 18th & 28th Sts, Block 1, 2 & speaker system in Birmingham, AL	J 2626
1040	124.07	124.09	M/O of auto interlocker near Girard, KS	J 2001	1124			Extraordinary or unusual expense for M/O of flashing light signals at 3rd St W (Weaver St) in Birmingham, AL	J 2629
1040	136.00		Extraordinary or unusual expense for M/O of electric approach locked xing gate at Cherokee, KS	J 2058	1124			M/O of speaker system at E Thomas Yard in Birmingham, AL	J 2630
1103			Maintenance of signals at Chestnut St for Lily Tulip Inc in Springfield, MO	O85SF000002	1124			Wages of operators T/R 752-252, Pos 143, 144 & 145 at E Thomas Yard for controlling the consolidated interlocker at 18th & 28th Sts Block 1 & 2 in Birmingham, AL	J 2633
1107			M/O of BN trackage on Mosley Ave in Wichita, KS known as "Red Track"	J 2015				Wages of operators T/R 752-252, Pos 143, 144 & 145 at E Thomas Yard for controlling the Norwood Hill trackage & signals in Birmingham, AL	J 2636
1121			Wages of yardmen & yard enginemen for switching joint trackage Parkway Yard, Memphis, TN	J 0135	1124			Non-joint switching expense at St. Regis Paper Co. in Cantonment, FL	J 0131
1121			Wages of yardmen & yard enginemen for non-joint switching at Parkway Yard Memphis, TN	J 0136	1125			Joint switching at St. Regis Paper Co. in Cantonment, FL	J 0132
1121			Non productive wages of yardmen & yard enginemen (meal period, waiting, early tie-up, etc) while involved in joint switching at Parkway Yard, Memphis, TN	J 0137	1125			Non-productive switching expense including dead time, lunch, travel & rent of auto to transport crews in Cantonment, FL	J 0134
1121			Wages of yardmen & yard enginemen for switching joint trackage lines A & B in Memphis, TN	J 0138	1125			M/O of joint yard & industry track of St. Regis Paper Co & BN tail track (excluding yard Track 9 & 16 chemical plant tracks)	J 2650
1121			Wages of yardmen & yard enginemen for non-joint work while involved in joint switching of Lines A & B in Memphis, TN	J 0139	1125			Mechanical expense for rerailling cars in joint trackage at St. Regis Paper Co., Cantonment, FL	J 2652
1121			Non productive wages of yardmen & yard enginemen (meal period, waiting, early tie-up, etc) while involved in joint switching of A & B lines in Memphis, TN	J 0140	2103			Lease payments made to the City of Overland Park for the use of the technical training facilities at Johnson County Community College where 36% is rebillable vs the college on Bill 1101537	J 2060
1121			M/O of trackage leading to Parkway Yard between Points 'X' to 'A' & 'A' to 'B'	J 2502				This code is used to gather the expenses related to the Arkansas & Missouri RR shortline from Monett, MO to Ft. Smith, AR	J 8001
1121			M/O of trackage near Parkway Yard between Points 'B' and 'C'	J 2503	N/A			This code is used to gather the expenses related to the Kiamichi RR shortline for the Hugo Line	J 8006
1121			M/O of harbor lead, part of incline, BN tracks & flashing light signals on Presidents Island	J 2504					
1121			M/O of flashing light signals at Riverside Drive on Presidents Island	J 2508					
1121			M & O of trackage from IC R/W to BN M/L switch (MP 489.2) known as "Line A" including interchange track and side track (Belly track) in Memphis, TN	J 2509					
1121			M/O of trackage & bridge from ICG R/W to BN M/L switch known as "Line B" in Memphis, TN	J 2510					

**** SPRINGFIELD DIVISION INSTRUCTIONS ****

1. Tamper P-811S-

Tamper P-811S Track Laying Machine can be operated at a maximum speed of 50 MPH provided that it is operated as a train and is accompanied by an Operating Supervisor. If this machine is operated as a piece of on-track equipment (as opposed to being operated as a train), then the maximum speed will be 35 MPH.

2. Earthquake Preparedness-

In the event you are operating a train during an earthquake, be guided by the following (It is emphasized that this is only a guide and individual circumstances may require you to act in a different manner.)

- When it is apparent that an earthquake is in progress, all train movement must be stopped. It is preferred that no more than full service be used to stop, but it is realized that local conditions may warrant an emergency application to stop. Trains should stop in the clear of bridges, overhead wires or any other structure, manmade or natural, that could fall on the train.
- Employees should remain seated on the locomotive unit until the shaking stops. When it is safe to do so, determine:
 1. if any crew member is injured;
 2. if any of the train is derailed;
 3. if there is any visible damage to rail, bridges or other structures and;
 4. the condition of any hazardous material cars in your train.
- After making these determinations, communicate all pertinent information to the dispatcher, if possible, and await further instructions. It is advisable to remain on the locomotive. Be aware that aftershocks may follow the initial quake and one may be better off to get out in the open and away from any objects that may fall. Do not, however, leave the general vicinity of the train until relieved, as this is where authorities will search for employees.
- Do not attempt to move your train until contacted by dispatcher, or other authority. It is recognized that local emergency authorities may want you to move your train for a variety of reasons and we expect to cooperate with them to the extent possible without endangering life or property. If it becomes necessary to move your train by an absolute signal and it is impossible to contact the dispatcher due to communication outage, comply with rule 99.
- If it is apparent train will be delayed excessively, and providing conditions permit, train crews will be relieved. However, be aware that trains could be stranded for a period of time. Care should be taken to conserve battery power on all pack sets.
- Burlington Northern Communication Department is setting up a "HAM" radio station in the Division Office at Springfield, MO. In the event a quake disables our microwave towers, a network of "ham" radio operators will assist the railroad in continuing emergency operations.
- Missouri State will be operating two helicopters, equipped with railroad pack sets, devoted exclusively to ALL rail inspection in the state. These helicopters could be used in the event long range communication with the dispatcher is disabled.
- Three fixed wing planes, equipped with railroad pack sets operating from Thayer, MO, will also patrol Burlington Northern tracks, locating trains and condition of track structures and crew members. Operation of these fixed wing planes will depend on airport and landing strip conditions after a quake occurs.

3. 1st, 2nd, 3rd, 4th Subdivs - Head End Device Test Stations -

Test stations for head end devices have been set up at the North Kansas City and Springfield radio shops. These stations simulate signals transmitted from a rear of train device and are operational 24 hours per day. Test procedure is as follows:

Test Number:	Dial 90000
Check:	All Segments lit
	Brake pipe pressure is 125 pounds
	MARKER ON, BATTERY LOW AND STOPPED are lit.

CHIEF MEDICAL OFFICERS

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

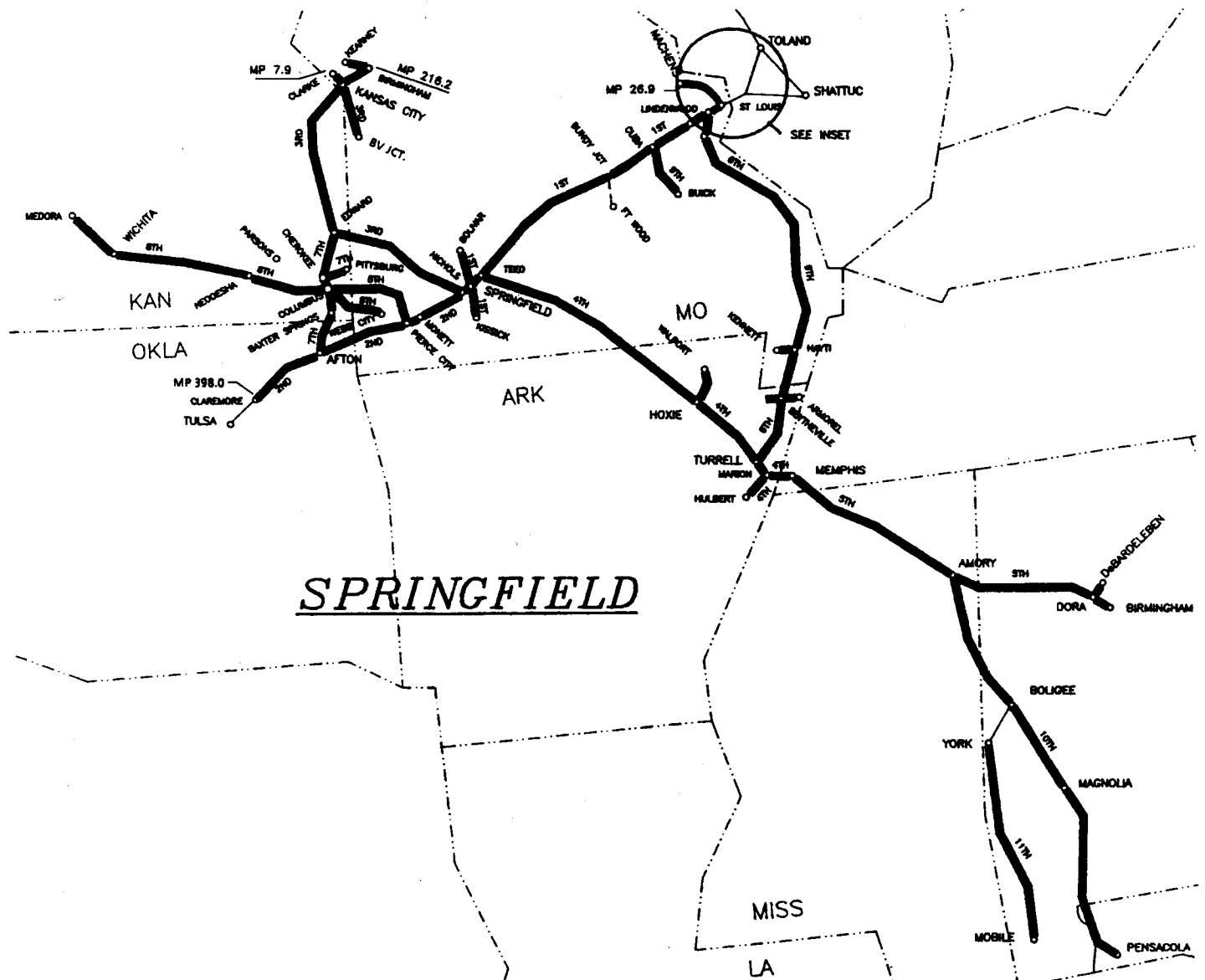
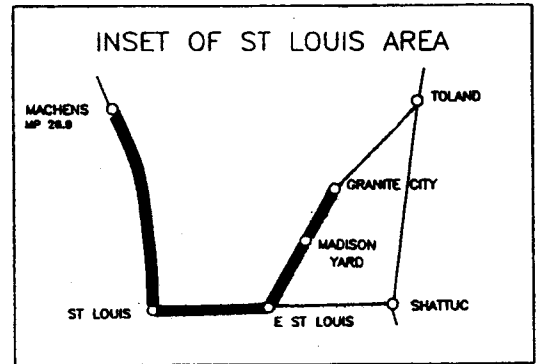
MEDICAL EXAMINERS AND LOCAL SURGEONS (Springfield Division)

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

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

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

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



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

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

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

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

TRACK BULLETIN FORM B

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

In granting verbal authority the following words will be used:

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

- (1) To authorize train to pass a red flag or enter limits without stopping, the following will be added:

" (train) may pass red flag located at MP (or enter limits) without stopping, over."

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

- (2) To authorize a train to proceed at a speed other than restricted speed, the following will be added:

" (train) may proceed through the limits at MPH (or 'at maximum authorized speed'), over."

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

- (3) To require train to move at restricted speed but less than 20 MPH, the following speed will be added:

" (train) proceed at restricted speed but not exceeding MPH (adding if necessary until reaching MP), over."

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

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

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