

SPRINGFIELD DIVISION

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B. J. MAYS	Trainmaster-Agent	Ft. Scott
E. R. SMITH	Trainmaster-Agent	Ft. Smith
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G. J. KONECNY	Road Foreman	Springfield
C. E. WHERRY	Road Foreman	Ft. Scott

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R. W. SCHOENEBECK	Terminal Trainmaster	Kansas City
R. W. KIPPER	Terminal Trainmaster	Kansas City
E. B. MAMER	Terminal Trainmaster	Kansas City
D. L. HIBNER	Terminal Trainmaster	Kansas City
L. E. FREEMAN	Terminal Trainmaster	Kansas City

M. H. Steele—Terminal Superintendent, Springfield

K. D. DUNN	Terminal Trainmaster	Springfield
W. L. DAWKINS	Terminal Trainmaster	Springfield
J. A. BINGHAM	Terminal Trainmaster	Springfield

MEMPHIS DIVISION

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J. G. HERRING	Trainmaster	Amory
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W. L. MARTIN	Terminal Trainmaster	Birmingham
J. K. McCREERY	Road Foreman	Cape Girardeau
G. T. ALLISON	Road Foreman	Memphis
L. L. EDGEWORTH	Road Foreman	Amory

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W. S. SMITH	Terminal Trainmaster	Memphis
F. E. THURSTON	Terminal Trainmaster	Memphis
D. F. KEHR	Terminal Trainmaster	Memphis
L. D. STINNETT	Terminal Trainmaster-Agent	Memphis

TULSA DIVISION

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C. L. HARRISON	Trainmaster	Hugo
K. SEWELL	Trainmaster	Enid
R. D. STEVENS	Trainmaster	Oklahoma City
E. A. CHESTER	Terminal Trainmaster	Vinita
R. E. RUST	Asst. Trainmaster-General Agent	Sherman
R. K. GREGORY	General Yardmaster-General Agent	Oklahoma City
G. SERNA	General Road Foreman	Tulsa
A. J. PHILLIPS	Road Foreman	Madill
M. L. COLEMAN	Road Foreman	Oklahoma City

T. D. Rainey—Terminal Superintendent, Tulsa

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C. L. MALLONEE	Terminal Trainmaster-Agent	Tulsa
A. MARX	Asst. Terminal Trainmaster	Tulsa

REGION TRANSPORTATION

J. F. Moore—Superintendent Transportation, Springfield

D. W. BLACK	Manager Train Operations	Springfield
C. E. ENYART	Chief Dispatcher	Springfield
D. H. JETER	Chief Dispatcher	Springfield
R. L. DENT	Chief Dispatcher	Springfield

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BURLINGTON NORTHERN RAILROAD CO. SPRINGFIELD REGION

SPRINGFIELD, TULSA AND
MEMPHIS DIVISIONS

TIMETABLE AND SPECIAL INSTRUCTIONS NO. 4

IN EFFECT AT 0001
Continental Central Standard Time

Sunday, April 28, 1985

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

SPRINGFIELD DIVISION

WESTWARD	Rule 8(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Lindenwood	1st Subdivn MAIN LINE STATIONS		EASTWARD
							Office Calls		
	BKTY		92007		7.1	0.0	LI LINDENWOOD		
	Y				7.9	0.8	SHREWSBURY		
	A				11.8	4.7	M.P.		
			92016		15.7	8.6	TC TREE COURT		
			92018		17.9	10.8	VP VALLEY PARK		
	T				18.3	11.2	YP CHRYSLER SPUR		
		6,901	92027		27.2	20.1	EU EUREKA		
		10,518	92034		34.1	27.0	PA PACIFIC		
		6,542	92044		44.0	36.9	OK ROOK		
		6,613	92052		52.2	45.1	SE ST. CLAIR		
		7,644	92062		62.2	55.1	ON STANTON		
			92068		68.1	61.0	OI SULLIVAN		
		6,545	92077		77.2	70.1	OF COFFEYTON		
	BKJ	6,371	92087		86.8	79.7	CU CUBA		
		6,811	92095		94.8	87.7	RS ROSATI		
		7,129	92106		105.6	98.5	OY DILLON		
	BK	7,001	92111		110.6	103.5	RA ROLLA		
			92113		112.7	105.6	SS SILLS		
	BK	6,313	92119	1002	119.1	112.0	NB NEWBURG		
	JT		92121		121.5	114.4	BW BUNDY JCT.		
			92123		122.7	115.6	AN ARLINGTON		
		6,257	92129		128.8	121.7	KH FRANKS		
		7,410	92135		134.6	127.5	DX DIXON		
		6,730	92142		142.0	134.9	JY JURY		
		6,443	92152		152.5	145.4	VG SWEDEBORG		
		5,819	92160		159.8	152.7	RN RICHLAND		
		6,377	92168		167.5	160.4	QD STOUTLAND		
		7,306	92174		174.1	167.0	ZZ SLEEPER		
	T	11,697	92182		181.8	174.7	LB LEBANON		
		8,145	92191		190.5	183.4	HH HUBEN		
		6,979	92198		198.4	191.3	YW CONWAY		
		8,591	92207		206.9	199.8	NG NIANGUA		
		7,099	92213		213.3	206.2	MH MARSHFIELD		
		8,899	92220		220.8	213.7	NV NORTHVIEW		
		7,570	92228		227.7	220.6	QF STRAFFORD		
	JX		92235		235.1	228.0	TD TEED		
					237.2	230.1	43 TRACK		
	BKT		92239		239.7	232.6	SY SPRINGFIELD YARD		

BETWEEN LINDENWOOD AND MP 25.6 EMPLOYEES ARE UNDER THE JURISDICTION OF THE GALESBURG DIVISION, CHICAGO REGION.

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

Train Dispatcher Call—1

1. Speed Restrictions—Maximum Speeds Permitted Zone—Between

Freight trains over 100 tons/OB

MP 9.0 to MP 34.0	35 MPH.
MP 46.0 to MP 50.0	30 MPH.
MP 111.0 to MP 117.0	30 MPH.
MP 123.0 to MP 134.0	30 MPH.

Trains entering or leaving Lindenwood Yard

MP 7.5 to MP 10.5	35 MPH.
MP 10.5 to MP 19.0	45 MPH.
MP 22.9 to MP 26.9	55 MPH.
MP 32.7 to MP 41.1	50 MPH.
MP 41.1 to MP 45.2	40 MPH.
MP 45.2 to MP 54.6	45 MPH.
MP 54.6 to MP 57.3	50 MPH.
MP 57.3 to MP 59.4	40 MPH.
MP 59.4 to MP 70.7	50 MPH.
MP 70.7 to MP 74.3	40 MPH.
MP 74.3 to MP 80.8	50 MPH.
MP 80.8 to MP 84.8	55 MPH.
MP 84.8 to MP 88.2	50 MPH.
MP 88.2 to MP 95.7	55 MPH.
MP 95.7 to MP 106.7	50 MPH.
MP 106.7 to MP 109.9	45 MPH.
MP 109.9 to MP 120.7	40 MPH.
MP 120.7 to MP 124.3	45 MPH.
MP 124.3 to MP 130.5	50 MPH.
MP 130.5 to MP 132.1	40 MPH.
MP 132.1 to MP 134.3	50 MPH.
MP 134.3 to MP 137.3	40 MPH.
MP 137.3 to MP 140.0	50 MPH.
MP 140.0 to MP 145.1	40 MPH.
MP 145.1 to MP 147.6	50 MPH.
MP 147.6 to MP 175.9	40 MPH.
MP 175.9 to MP 181.2	55 MPH.
MP 181.2 to MP 182.8	40 MPH.
MP 182.8 to MP 188.5	45 MPH.
MP 188.5 to MP 207.1	50 MPH.
MP 207.1 to MP 216.8	50 MPH.
MP 216.8 to MP 221.4	40 MPH.
MP 221.4 to MP 223.9	55 MPH.
MP 223.9 to MP 227.9	55 MPH.
MP 227.9 to MP 235.1	55 MPH.
MP 235.1 to MP 237.2	20 MPH.

North Track

MP 235.1 through turnout

Through turnouts controlled sidings (Except West end

Rolla)

Through sidings: Rook, Stanton, Cuba, Dillon, Rolla,

Franks, Dixon, Jury, Swedeberg, Richland, Stoutland,

Sleeper, Lebanon, Conway, Niangua, Marshfield,

Northview and Strafford.

Springfield Yard

North and South tracks Nichols to Division Street

MP 240.0

Long 4 South

All Other Long Tracks Springfield Yard

North and South Tracks Broadway Ave. MP 238.1 to

43 track

Old Passenger Main Nichols MP 198.2 to South Yard

MP 201.1

Leading end speed restrictions over crossings:

Old Passenger Main at Jefferson Ave.

Lily Tulip Track at Chestnut Exp.

2. Bridge, Engine and Heavy Car Restrictions—

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

3. Train Register Exceptions—None.

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

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

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

Two main tracks between MP 235.0 and MP 237.2 designated North and South tracks.

ABS, Rules 251-254, MP 7.4 to MP 15.7 Westward track.
MP 17.9 to MP 07.9 Eastward track.
CTC, Rules 261-264, MP 17.9 to MP 237.2
MP 15.7 to MP 17.9 Westward track.
MP 7.2 to MP 7.9 Eastward track.

When white light displayed at indicator MP 18.6, Eastward Absolute Signal at MP 18.3 displays proceed indication.

When white light displayed at indicator MP 182.1 Eastward Absolute Signal governing movement from siding East Lebanon indicates proceed.

Power crossover MP 235.4 designated "Crossover A".

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

At Valley Park trains using switching lead at MP 18.4, Highway 141, must flag crossing from ground position.

7. Rule 93—in effect MP 9.1 and MP 7.3.

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

Other Failed Equipment Detectors—

MP 29.5	MP 101.3	MP 177.0
MP 57.2	MP 120.8	MP 193.8
MP 78.8	MP 150.5	MP 215.4

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Springfield Yard	2nd Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
	BKT		92239	1002	239.7	0.0	SY	SPRINGFIELD YARD 2.3	CTC
	J		92242		242.0	2.3	NS	NICHOLS 5.2	
		6,657	92247		247.2	7.5	ZE	BROOKLINE 4.6	
		8,489	92252		251.8	12.1	RJ	REPUBLIC 5.5	
		6,584	92257		257.3	17.6	ZS	BILLINGS 5.0	
		7,804	92262		262.3	22.6	JL	LOGAN 6.6	
		7,039	92269		268.9	29.2	AU	AURORA 0.1	
	A				269.0	29.3		M.P. 4.7	
		8,145	92274		273.7	34.0	VE	VERONA 5.4	
			92279		279.1	39.4	GZ	GLOBE 1.9	
	X		92281		281.0	41.3		CROSSOVER "M" 1.0	
	BKT		92282		282.0	42.3	2MT MO	MONETT 0.2	
	J				282.2	42.5		C. D. JCT. 0.3	
					282.5	42.8		LOU	

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

Train Dispatcher Call—1

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

MP 250.1 to MP 252.2	45 MPH.
MP 260.5 to MP 260.5 Westward	45 MPH.
MP 263.5 to MP 264.4	45 MPH.
MP 267.4 to MP 267.5 Westward	45 MPH.
MP 268.7 to MP 269.1 Until engine through limits	40 MPH.
MP 273.0 to MP 274.9	50 MPH.
MP 280.0 to MP 280.9 Both tracks	50 MPH.
MP 280.9 to MP 282.5 Both tracks	45 MPH.
Siding Brookline for unit coal trains	10 MPH.
Through turnouts controlled sidings	20 MPH.
Except turnout MP 279.1	50 MPH.
Springfield Yard	
North and South tracks Nichols to Division St.	
MP 240.0	20 MPH.
Long 4 South	20 MPH.
All other Long Tracks Springfield Yard	12 MPH.
North and South tracks Broadway Ave. MP 238.2 to 43 Track	20 MPH.
Old Passenger Main Nichols MP 198.2 to South Yard	20 MPH.
MP 201.1	20 MPH.

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

3. Train Register Exceptions—None.

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

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

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

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

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

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

SPRINGFIELD DIVISION

6. CTC—MP 241.7 to MP 282.5

Two main tracks between Globe MP 279.1 and Lou MP 282.5 designated North and South tracks Controlled crossover MP 281.0 identified as "Crossover M".

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

When white light displayed at indicator MP 282.3, Sixth Subdivision the Eastward Absolute Signal governing movement from Sixth Subdivision displays proceed indication.

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

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

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

Other Failed Equipment Detectors—MP 260.9.

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Kansas City	3rd Subdivn MAIN LINE STATIONS Office Calls		NORTHWARD
	BIJKRTY		25300	16	2.7	0.0		KD KANSAS CITY (Murray Yard) 0.3	
	IJ				2.3	0.3		USTICK 1.1	
					1.6	1.4		K.C.T. R.R. 0.3	
					0.2	1.7		TWELFTH ST. 0.7	
				1001	0.0	2.4		NINETEENTH ST. 1.6	
					1.6	4.0		K.C.T. (Twenty-fifth St.) 0.4	
I					2.0	4.4		TWENTY-NINTH ST. 1.9	
I					3.9	6.3		RO ROSEDALE 1.7	
BK		93004			5.6	8.0	2MT	CROSSOVER B 10.9	
X					16.5	18.9		CROSSOVER C 10.0	
					26.5	28.9		BN BONITA 10.8	
		93025			36.2	39.7		HC HILLSDALE 6.7	CTC
		93036			42.9	46.4	2MT	PD PAOLA 0.2	
		93043			43.1	46.6		M.P. 5.2	
AI				48.3	51.8		HE HENSON 5.9		
	6,798	93048		54.2	57.7		FN FONTANA 7.5		
	8,979	93054		61.7	65.2		LC LaCYGNE 12.3		
	7,434	93062		74.0	77.5		PL PLEASANTON 7.9		
	8,780	93074		81.9	85.4		PS PRESCOTT 9.8		
	7,026	93082		91.7	95.2		HM HAMMOND 6.3		
	8,842	93092		98.0	101.5	2MT	M.K.T. 0.6		
A				98.6	102.1		FT FT. SCOTT 4.1		
BK		93099		102.7	106.2		EW EDWARD 14.2		
		93103			116.9	120.4		AR ARCADIA To Mertr 4.5 1.5	
					118.4	121.9		K.C.S. 5.4	
AI					123.8	127.3		M.P. 9.0	
A					132.8	136.3		IA IANTHA 5.9	
	8,947	93132			138.7	142.2		LM LAMAR 0.4	
		93139			139.1	142.6		M.P. 10.3	
A					149.4	152.9		DZ DIX 12.6	
	8,920	93149			162.0	165.5		DK DUMBECK 8.6	
	7,054	93162			170.6	174.1		PM PILGRIM 8.4	
	9,125	93171			179.0	182.5		EV EVERTON 15.5	
		93176		194.5	198.0	EO ELWOOD 3.8			
	9,133	93195		198.3					
J		92242		198.3	201.8		NS NICHOLS 2.3		
			1002	200.6	204.1		SY SPRINGFIELD YARD		
BJKT		92239							

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

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

Train Dispatcher Call—5

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

MP	2.0 to MP	4.4 (Both Tracks)	20 MPH.
MP	4.4 to MP	7.9 (Both Tracks)	30 MPH.
MP	5.5 through crossover		30 MPH.
MP	7.9 to MP	9.8 (West Track)	40 MPH.
MP	7.9 to MP	11.5 (East Track)	40 MPH.
MP	9.8 to MP	11.6 (West Track)	50 MPH.
MP	11.5 to MP	12.9 (Both Tracks)	55 MPH.
MP	14.0 to MP	14.9 (Both Tracks)	50 MPH.
Crossover "C", through	crossovers, MP 16.5		35 MPH.
MP	15.8 to MP	15.9 (Both Tracks)	55 MPH.
MP	20.2 to MP	21.4 Until engine through limits (Both Tracks)	40 MPH.
Through turnouts at end of two main tracks Bonita, Hillsdale and Paola			35 MPH.
MP	37.8 to MP	41.9 (Both Tracks)	50 MPH.
MP	41.9 to MP	43.4	40 MPH.
MP	49.5 to MP	49.8	55 MPH.
MP	54.9 to MP	59.9	50 MPH.
MP	66.8 to MP	67.2	50 MPH.
MP	73.2 to MP	74.4	45 MPH.
MP	86.8 to MP	87.5	55 MPH.
MP	96.0 to MP	96.3	50 MPH.
MP	96.7 to MP	96.8	40 MPH.
MP	96.8 Through Turnout North Ft. Scott.		25 MPH.
MP	96.8 to MP	97.9 (Both Tracks)	40 MPH.
Until engine through limits:			
MP	97.9 to MP	98.9 (Both Tracks)	20 MPH.
MP	98.9 to MP	100.9 (Both Tracks)	30 MPH.
MP	102.6 Through turnouts, Edward.		25 MPH.
MP	102.6 to MP	106.7	40 MPH.
MP	114.4 to MP	120.9	45 MPH.
MP	123.5 to MP	124.5 Until engine through limits	45 MPH.
MP	128.7 to MP	128.9	50 MPH.
MP	137.6 to MP	139.1	45 MPH.
MP	139.1 to MP	142.3	55 MPH.
MP	151.0 to MP	151.2	55 MPH.
MP	159.1 to MP	167.0	45 MPH.
MP	167.0 to MP	167.9	35 MPH.
MP	167.9 to MP	173.1	45 MPH.
MP	173.1 to MP	176.1	40 MPH.
MP	176.1 to MP	180.1	50 MPH.
MP	179.0 to MP	182.0 Southward train over 100 tons/OB	30 MPH.
MP	180.1 to MP	180.5	40 MPH.
MP	180.5 to MP	186.5	50 MPH.
MP	193.7 to MP	194.0	50 MPH.
MP	198.1 to MP	241.5	25 MPH.
MP	198.3 Through crossover, Nichols,		25 MPH.
Through turnouts controlled sidings			20 MPH.
Freight trains over 100 Tons/OB through sidings			10 MPH.
Kansas City Terminal Highline Track Murray Yard			20 MPH.
Springfield Yard			
North and South tracks Nichols to Division St. MP			
240.0			20 MPH.
Long 4 South			20 MPH.
North and South tracks Broadway Ave. MP 238.1 to			
43 Track			20 MPH.
All other long track			12 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Arcadia to Mertz—Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted on Greenfield Lead, Elevator Track at Golden City, O'Sullivan's Lead at Lamar, Industry Track at Liberal, Mertz Lead, Elevator Track at Hammond, Elevator track at Prescott, Elevator track at Pleasanton, Elevator Track at Fontana, Team track at Henson, Back Track at Paola and all auxiliary tracks at Olathe.

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

3. Train Register Exceptions—None.

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

Southward MKT trains will secure clearance Glen Park. Northward MKT trains will secure BN clearance from MKT operator at Parsons. Trains originating Kansas City destined Tulsa must secure a clearance at Ft. Scott from the Springfield Third and Fifth Subdivision train dispatcher and from the Tulsa First Subdivision train dispatcher. Trains originating Tulsa destined Kansas City must secure a clearance at Ft. Scott from the Springfield Third Subdivision train dispatcher. Clearance is not required at Edward or Afton Jct.

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

6. CTC—MP 2.1 to MP 198.1.

Two Main Tracks designated as East and West tracks between—

MP 2.1 and MP 26.6,
MP 37.3 and MP 41.7,
MP 96.8 and MP 102.6

7. Kansas City (Rosedale)—

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

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

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

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

8. 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.

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

10. Ft. Scott—When absolute signal governing movements over MKT crossing, MP 98.0, displays Stop indication, and there is a train on adjacent BN track that fouls MKT main track within the interlocking limits, train must stop in compliance with Rule 501 L, and then proceed without member of crew operating the time release. If no train on adjacent BN track, Rule 613 governs.

11. Clemens No. 22 mine—Tracks 1, 2, 3, and 5 must not be used west of Tipple.

12. 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.

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

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

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

MP 47.7, MP 50.8, MP 60.1, and MP 72.0.

Other Failed Equipment Detectors—

MP 27.4, MP 78.7, MP 130.2, MP 154.7 and MP 178.8.

SPRINGFIELD DIVISION

SOUTHWARD	Rule 8(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Springfield Yard	4th Subdivn MAIN LINE STATIONS Office Calls		NORTHWARD
	BJKT		92239		239.7	0.0	SY	SPRINGFIELD YARD	
				1002	237.2	2.5	2MT	43 TRACK	
	J		92235		235.1	4.6	TD	TEED	
					206.2	7.5	WS	W.S.	
		10,266	93219		219.0	20.3	RR	ROGERSVILLE	
		8,844	93232		231.5	32.8	DG	DIGGINS	
		8,653	93243		243.2	44.5	YD	CEDAR GAP	
			93249		249.6	50.9	MF	MANSFIELD	
		8,000	93260		260.2	61.5	NR	NORWOOD	
		9,405	93270		269.5	70.8	MR	MOUNTAIN GROVE	
		8,380	93279		279.1	80.4	CA	CABOOL	
		8,517	93293		293.3	94.6	WL	WILLOW SPRINGS	
		9,046	93306		306.1	107.4	OL	OLDEN	
		8,699	93314		314.4	115.7	WP	WEST PLAINS	
		8,723	93331		330.8	132.1	KK	KOSHKONONG	
	BK	8,786	93340	1001	339.8	141.1	TH	THAYER	
		7,742	93350		350.3	151.6	KG	KING	
		7,485	93363		363.0	164.3	BA	BAKER	
		8,574	93381		380.7	182.0	IM	IMBODEN	
	ABJKT	8,706	93398		398.0	199.3	HX	HOXIE (MP) To Pocahontas	
		7,015	93406		406.1	207.4	SW	SEDGWICK	
	BKT	10,528	93420		420.0	221.3	JB	JONESBORO	
	A				422.2	223.5		S.S.W.	
	A				423.8	225.1		M.P.	
		5,857	93431		430.7	232.0	BB	BAY	
		9,311	93440		439.9	241.2	CD	COON	
			93450		449.6	250.9	TX	TYRONZA	
	T	8,598	93462		462.2	263.5	TR	TURRELL	
	J		93462		462.6	263.9		RIVER JCT.	

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

Train Dispatcher Call—2

1. Speed Restrictions—Maximum Speeds Permitted
Zone—Between

Springfield and Thayer	55 MPH.
MP 235.1 to MP 237.2-North Track	20 MPH.
MP 235.1 Through turnout	35 MPH.
MP 203.1 to MP 206.7	35 MPH.
MP 206.7 to MP 219.1	40 MPH.
MP 228.6 to MP 231.4	45 MPH.
MP 236.4 to MP 237.0	35 MPH.
MP 243.0 to MP 245.8	35 MPH.
MP 245.8 to MP 251.5	40 MPH.
MP 251.5 to MP 254.0	35 MPH.
MP 254.0 to MP 260.0	40 MPH.
MP 260.0 to MP 266.8	45 MPH.
MP 266.8 to MP 281.3	40 MPH.
MP 286.8 to MP 288.0	45 MPH.

MP 288.0 to MP 291.7	40 MPH.
MP 290.0 to MP 293.0	Southward trains over 100 tons/OB
MP 291.7 to MP 295.2	30 MPH.
MP 295.2 to MP 299.4	50 MPH.
MP 299.4 to MP 299.9	40 MPH.
MP 299.9 to MP 325.9	45 MPH.
MP 325.9 to MP 326.2	40 MPH.
MP 326.2 to MP 336.6	45 MPH.
MP 332.0 to MP 337.0	Southward trains over 100 tons/OB
MP 336.6 to MP 339.4	30 MPH.
MP 339.4 to MP 340.0	35 MPH.
MP 340.0 to MP 358.8	20 MPH.
MP 358.8 to MP 364.6	35 MPH.
MP 364.6 to MP 365.4	45 MPH.
MP 365.4 to MP 372.2	35 MPH.
MP 372.2 to MP 374.4	40 MPH.
MP 374.4 to MP 385.8	35 MPH.
MP 385.8 to MP 391.0	45 MPH.
MP 398.0	Missouri Pacific Crossing
MP 413.1 to MP 414.5	40 MPH.
MP 419.2 to MP 420.6	Until engine through limits
MP 422.2	S.S.W. Crossing
MP 430.2 to MP 431.3	40 MPH.
MP 436.6 to MP 436.7	Until engine through limits
MP 447.0 to MP 448.0	Until engine through limits
Through turnouts controlled sidings	20 MPH.
Except: North end Willow Springs	15 MPH.
Controlled Siding Jonesboro	10 MPH.
Freight trains over 100 tons/OB through sidings	10 MPH.
Springfield Yard	
North and South tracks Nichols to Division Street MP 240.2	20 MPH.
Long 4 South	20 MPH.
All Other Long Tracks Springfield Yard	12 MPH.
North and South Tracks Broadway Ave. MP 238.1 to 43 track	20 MPH.
Old Passenger Main Nichols MP 198.2 to South Yard MP 201.1	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

3. Train Register Exceptions—None.

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

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

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

6. CTC—MP 237.2 to MP 462.6

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

When white light displayed at indicator on siding Willow Springs, MP 293.2, northward absolute signal MP 293.1 displays proceed indication.

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

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

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

Bridge 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.

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

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

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

Other Failed Equipment Detectors—

MP 228.3	MP 248.2	MP 252.2	MP 255.2
MP 273.6	MP 286.4	MP 300.3	MP 303.5
MP 322.1	MP 325.3	MP 344.9	MP 368.4
MP 401.0	MP 427.1	MP 445.2	

Pittsburg Lead.....	10 MPH.
Except MP 143.8 to MP 139.3	30 MPH.
Except MP 142.3 until engine thru limits	5 MPH.
Walnut St. MP 134.8 and Broadway St. MP 137.6	
until engine thru limits	5 MPH.

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

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

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

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

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

Locomotives in Groups G, H and I not permitted: Wye at Cherokee, Pittsburg lead, Cherokee to Parsons, Ballard lead and Picher lead at Baxter Springs, Central Mill lead at Quapaw and beyond west switch #1, B.F. Goodrich lead at Miami.

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

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

Trains originating Kansas City destined Tulsa must secure a clearance at Ft. Scott from the Springfield Third and Fifth Subdivision train dispatcher and from the Tulsa First Subdivision train dispatcher. Trains originating Tulsa destined Kansas City must secure a clearance at Ft. Scott from the Springfield Third Subdivision train dispatcher. Clearance is not required at Edward or Afton Jct.

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

6. **CTC**—MP 102.7 to MP 186.1

Track and time limits between Afton Jct. and South Narcissa must be obtained from Springfield Fifth Subdivision Train Dispatcher.

7. **Parsons**—Sixteenth St., Appleton Ave. and Main St. must be protected by member of crew from ground position, unless it is known signal lights operating. Main track must not be used between north end of turnaround track, piggyback ramp and end of track.

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

Other Failed Equipment Detectors—

MP 121.1	MP 162.5
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S O U T H W A R D	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Edward	5th Subdivn MAIN LINE STATIONS Office Calls		N O R T H W A R D
	J		93103		102.7	0.0	EW	EDWARD	
		7,550	97117		117.0	14.3	FG	FARLINGTON	
	A				124.2	21.5		A.T.S.F.	
		7,600			129.6	26.9		BEULAH	
	JT		97136		135.9	33.2	CH	CHEROKEE To Pittsburg 9.0 To Parsons 25.0	
	M				136.7	34.0		M.P.	
		7,550	97141		140.7	38.0	UC	SCAMMON	CTC
	ABJKT		97148		147.7	45.0	CB	COLUMBUS (8th SUB)	
		7,420	97154		153.8	51.1	NU	NEUTRAL	
	BJKT		97159		159.0	56.3	BX	BAXTER SPGS.	
	T	7,600	97165		165.3	62.6	QP	QUAPAW	
	BK		97173		172.5	69.8	ME	MIAMI	
		7,577	97179		179.2	76.5	NI	NARCISSA	
	J		96347		186.7	84.0	KO	AFTON JCT.	

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

Train Dispatcher Call—5

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

Edward and Afton Jct.....	55 MPH.
Until engine through limits:	
MP 124.0 to MP 125.0	30 MPH.
MP 125.0 to MP 125.3	20 MPH.
MP 135.6 to MP 136.7	20 MPH.
MP 140.3 to MP 140.9	35 MPH.
MP 146.6 to MP 148.5	30 MPH.
MP 158.8 to MP 160.7	20 MPH.
MP 171.7 to MP 173.2	35 MPH.
MP 186.1 to MP 186.7	35 MPH.
Through turnouts controlled sidings.....	20 MPH.
EXCEPT: Through turnout north Columbus	15 MPH.
Controlled Siding Narcissa	10 MPH.
Baxter Springs—Picher Lead Between West End	
Hartley and Highway 69 Picher	20 MPH.
Quapaw—Central Mill Lead Between East End Belt	
No. 1 and Loop Track Switch.....	20 MPH.
Except at Central Mill over Circle Track Switch and	
500 feet east of Circle Track Switch	5 MPH.
Miami—B. F. Goodrich Lead Between Main Street and	
B. F. Goodrich Gate	20 MPH.
Until engines over crossings Central Mill	
Spur (Quapaw).	10 MPH.
Parsons Lead.....	20 MPH.
MP 160.8 to MP 170.5	10 MPH.
Parsons: All tracks inside gate at Kansas Army Ammo	
Plant	20 MPH.

SPRINGFIELD DIVISION

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Monett	6th Subdivn MAIN LINE STATIONS Office Calls		NORTHWARD
	BKTY		92282		282.0	0.0	MO	MONETT	
	JY				282.2	0.2		C.D. JCT	
		6,752	92301		300.6	18.6		EXETER	
		2,515	92313		312.8	30.8		SELIGMAN	
		6,727	92327		327.1	45.1		AVOCA	
	JY				332.0	50.0		BENTONVILLE JCT. To Bentonville 5.7	
	BKTY		92333		332.7	50.7		ROGERS	
		2,260	92338		338.0	56.0		LOWELL	
	BKY		92343		343.1	61.1	SD	SPRINGDALE	
	BKTY		92352		352.4	70.4		FAYETTEVILLE	
		4,820	92358		357.8	75.8		GREENLAND	
		2,728	92367		367.0	85.0		CLARY	
		2,142	92375		374.7	92.7		WINSLOW	ABS
		3,979	92386		386.1	104.1		CHESTER	
	Y	2,847	92408		408.3	126.3		COPP	
	Y		92410		410.4	128.4	VB	VAN BUREN	
	AI				410.5	128.5		MP	CTC
	I				410.6	128.6		BRIDGE 410.6	
	Y				412.1	130.1		N. FT. SMITH	
	MY				414.1	132.1		M.P.	
	BKRTY		92415		414.9	132.9	FX	FORT SMITH	
	JY				416.1	134.1		M.P. JCT.	
	MY				416.7	134.7		K.C.S.	
	MY				417.0	135.0		M.P.	
	MY				417.1	135.1		K.C.S.	
	JY				417.1	135.1		S.F. JCT.	
	Y				421.0	139.0		S. FT. SMITH	

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

Train Dispatcher Call—3

1. Speed Restrictions—Maximum Speeds Permitted
Zone—Between

Monett and Ft. Smith	49 MPH.
MP 282.2 to MP 283.5	20 MPH.
MP 283.5 to MP 288.0	40 MPH.
MP 300.2 to MP 301.0	Until engine through crossing
	40 MPH.
MP 316.0 to MP 328.5	35 MPH.
MP 331.0 to MP 335.0	35 MPH.
MP 341.0 to MP 345.0	35 MPH.
MP 345.0 to MP 348.0	30 MPH.
MP 348.0 to MP 352.5	35 MPH.
MP 352.5 to MP 352.5	Until engine through crossing
	10 MPH.
MP 352.5 to MP 374.6	35 MPH.
MP 374.6 to MP 375.5	20 MPH.
MP 375.6 to MP 395.2	35 MPH.
MP 395.2 to MP 404.6	25 MPH.
MP 404.6 to MP 407.5	35 MPH.
MP 407.5 to MP 410.4	20 MPH.
MP 410.4 to MP 410.9	10 MPH.
MP 410.9 to MP 412.1	25 MPH.
MP 412.1 to MP 421.0	20 MPH.

Bentonville lead..... 30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

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

3. Train Register Exceptions—None.

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

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

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

6. Rule 93—In effect between:

MP 282.0 and MP 283.5

MP 407.5 and MP 410.5

MP 412.1 and MP 421.0

Conditional Yard Limits—In effect between:

MP 331.0 and MP 335.0 between Avoca and Lowell 0600 until 2359 daily

MP 341.0 and MP 347.5 between Lowell and Fayetteville 0600 until 2300 daily

MP 347.5 and MP 356.6 between Springdale and Greenland 0800 until 2000 daily.

7. Crew member must protect crossing from ground position—

Rogers—Highway 62 on Bentonville.

Fayetteville—Highway 62 on P & G lead and Highway 71B on St. Paul Industry lead.

Ft. Smith—North "P" Street between 0700 - 0830 and 1530 - 1700, except Saturday and Sunday.

8. ABS—MP 374.9 to MP 375.4.

CTC—MP 410.5 to MP 412.1.

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

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

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

MP 374.0 and MP 381.0.

Other Failed Equipment Detectors—None.

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From S. Fort Smith	7th Subdivn BRANCH LINE STATIONS Office Calls		NORTHWARD
	Y				421.0	0.0		S. FT. SMITH	
	JTY		92429		429.3	8.3		JENSON To Montreal 9.4	
	Y	1,760	92437	1002	436.6	15.6		CAMERON	
	JY		92445		443.6	22.6		POTEAU	
	AY				443.6	22.6		K.C.S.	

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

Train Dispatcher Call—3

1. Speed Restrictions—Maximum Speeds Permitted Zone—Between

S. Ft. Smith and Poteau.....	20 MPH.
MP 425.0 to MP 430.0	10 MPH.
MP 433.0 to MP 439.0	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted between S. Ft. Smith and Poteau.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—None.

4. Clearance provisions and Exceptions Rule 83(B)—Rule 83(B) does not apply.

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

6. Rule 93—in effect on entire subdivision.

7. Ft. Smith—Highway 45 and 271 must be flagged from ground position. North I Street to Garrison Avenue inclusive must be flagged from ground position unless crossing signals operating.

MP 314.4 to MP 314.6	10 MPH.
MP 314.6 to MP 315.1	30 MPH.
MP 327.1 Until engine through interlocking	20 MPH.
MP 343.5 Until engine through interlocking	20 MPH.
MP 358.0 to MP 360.1	30 MPH.
MP 361.1 Until engine through interlocking	20 MPH.
MP 370.2 to MP 371.0	30 MPH.
MP 383.5 to MP 383.8	30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

Mound Valley—Do not operate locomotives or cars beyond first switch of Co-op track.

3. Train Register Exceptions—None.

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

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

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

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

6. Rule 93—in effect between:

MP 311.0 and MP 314.1
MP 327.2 and MP 329.2
MP 342.5 and MP 346.0
MP 400.7 and MP 401.4

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Pierce City	8th Subdivn MAIN LINE STATIONS Office Calls
J		96287	1003	286.9	0.0	PC PIERCE CITY
	3,713	95299		298.7	11.8	11.8 SARCOTIE
Y	5,004	95311		311.0	24.1	12.3 MENK
AJY				312.7	25.8	1.7 M.P.
KY	2,643	95313		313.2	26.3	0.5 C.J. CARTHAGE
AY				327.1	40.2	13.9 K.C.S.
JMTY	3,008	95328		328.1	41.2	1.0 CARL JCT.
M				334.9	48.0	6.8 K.C.S.
ABJKTY	2,399	97148	1004	343.5	56.6	8.6 CB COLUMBUS (5th SUB)
M				349.7	62.8	6.2 M.P.
	3,019	95360		359.9	73.0	10.2 OSWEGO
AJ				361.1	74.2	1.2 M.K.T.
	2,218	95371		370.6	83.7	9.5 ALTAMONT
	2,236	95377		376.8	89.9	6.2 MOUND VALLEY
MJ		95387		387.0	101.0	11.1 CHERRYVALE (A.T.S.F.)
MJY				401.3	115.3	14.3 MP
BKRY		95401		401.4	115.4	0.1 NA NEODESHA

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

Train Dispatcher Call—3

1. Speed Restrictions—Maximum Speeds Permitted Zone—Between

Pierce City and Neodesha.....	40 MPH.
MP 287.0 to MP 287.6 Until engine through limits	15 MPH.
MP 287.6 to MP 288.8	35 MPH.
MP 298.5 to MP 299.2 Until engine through limits	20 MPH.
MP 311.5 to MP 314.2 Until engine through limits	20 MPH.

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Neodesha	9th Subdivn MAIN LINE STATIONS Office Calls
BKRY		95401		401.4	0.0	NA NEODESHA
JMY				414.0	12.6	12.6 A.T.S.F. & M.P.
Y	3,506	95414		414.0	12.6	0.0 FREDONIA
	4,281	95426		426.4	25.0	12.4 FALL RIVER
	1,205	95439	1004	438.6	37.2	12.2 SEVERY
	2,789	95458		458.5	57.1	19.9 BEAUMONT
IJY				483.6	82.2	25.1 A.T.S.F.
Y		95484		484.0	82.6	0.4 AU AUGUSTA
AJY				506.4	105.0	22.4 M.P.
AJY				506.6	105.2	0.2 O.K.T.
BKRTY		95508		507.8	106.4	1.2 WH WICHITA

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

Train Dispatcher Call—3

1. Speed Restrictions—Maximum Speeds Permitted Zone—Between

Neodesha and Wichita.....	40 MPH.
MP 403.0 to MP 413.4	30 MPH.
MP 413.4 to MP 414.2	20 MPH.
MP 414.2 Until engine over crossing, westward movement only.....	15 MPH.
MP 414.2 to MP 420.0	30 MPH.
MP 438.7 Until engine over crossing	25 MPH.
Eastward trains over 100 Tons/OB	
MP 447.0 to MP 452.0	30 MPH.
MP 456.0 to MP 458.0	25 MPH.
MP 458.3 to MP 459.3	25 MPH.
MP 472.7 to MP 473.2 Until engine through limits	25 MPH.

MP	483.6 to MP	484.2	Until engine through limits	10 MPH.
MP	487.0 to MP	489.0		25 MPH.
MP	493.4 to MP	493.5	Until engine through limits	30 MPH.
MP	500.4 to MP	501.4		30 MPH.
MP	501.4 to MP	504.4		10 MPH.
MP	504.4 to MP	504.4	Until engine through limits	5 MPH.
MP	504.4 to MP	506.7	Until engine through limits	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—None.

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

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

6. Rule 93—in effect between:

MP 401.4 and MP 403.6

MP 411.9 and MP 415.3

MP 482.6 and MP 485.3

MP 501.0 and MP 507.8

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

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

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

9. Fredonia—BN Trains and engines will use ATSF main track between connecting switch MP 152.1 and MP 150.0. ATSF trains and engines will use BN main track between connecting switch and BN MP 412.0. BN Trains and engines will be governed by Consolidated Code of Operating Rules, BN Time Table and Special Instructions. ATSF Trains and engines will be governed by ATSF Ry. Co. Rules Operating Department and Special Instructions. Within the limits as indicated, Rule 93 (Yard Limits) are in effect; non-signalized Territory with no First Class Trains scheduled on either Railroad.

MP	510.0 to MP	577.0	10 MPH.
MP	582.5 to MP	582.7	10 MPH.
MP	586.0 to MP	608.0	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

Locomotives in Groups G, H and I not permitted.

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

3. Train Register Exceptions—None.

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

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

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

6. Rule 93—in effect between:

MP 507.8 and MP 515.0

MP 593.7 and MP 594.1

7. Burrton—Burrton Avenue protect crossing from ground position.

Lyons—Highway 96 protect from ground position.

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

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wichita	10th Subdivn MAIN LINE STATIONS Office Calls	EAST WARD
	BKRTY		95508		507.8	0.0	WH WICHITA	
	AJY				514.6	6.8	A.T.S.F.	
	AJ				537.8	30.0	A.T.S.F.	
			95547	1004	547.0	39.2	BUHLER	
					577.1	69.3	LY LYONS	
	M				589.2	81.4	M.P.	
	JY				594.1	86.3	LORRAINE	

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

Train Dispatcher Call—3

1. Speed Restrictions— Maximum Speeds Permitted Zone—Between

Wichita and Lorraine 30 MPH.

The following track have been identified as Excepted track under FRA Track Safety Standards Rule 213.4 which restricts operating speed to maximum 10 MPH and prohibits revenue passenger trains and provides that no freight train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulation (49 CFR Part 172).

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Birmingham	11th Subdivn BRANCH LINE STATIONS Office Calls	EAST WARD
	IJY		25291	18	216.2	0.0	BIRMINGHAM	CTC
	Y		76406		210.5	5.7	LIBERTY	
	Y		76416		199.1	17.1	KEARNEY	

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

1. Speed Restrictions— Maximum Speeds Permitted Zone—Between

Birmingham and Kearney 20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—None.

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

Trains receiving a clearance at Kansas City will not require a clearance at Birmingham.

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

6. Rule 93—In effect entire subdivision.

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

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

JY			5.7	5.7	K. C. BELT JCT.
IJY			5.9	5.9	SHEFFIELD JCT.
Y	95006	1005	6.0	6.0	SHEFFIELD
Y	95007		7.0	7.0	CENTROPOLIS
JY			8.4	8.4	LEEDS JCT.
Y	95010		9.9	9.9	LEEDS
JY			11.3	11.3	B.V. JCT.

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

JY	95016	1005	16.0	16.0	DODSON
Y	95017		17.7	17.7	FLINN
Y	95018		18.0	18.0	HOLMES
Y			20.0	20.0	JEFFREYS
Y	95023		22.7	22.7	GRANDVIEW
Y	95028		28.2	28.2	BELTON
MY			44.8	44.8	M.P.
Y	95045		45.2	45.2	HARRISONVILLE
Y	95052		51.8	51.8	EAST LYNNE

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

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

Kansas City, 19th St and East Lynne 20 MPH.
MP 9.5, 37th St., until engine or lead car over crossing.. 10 MPH.
MP 16.1 to MP 21.3 10 MPH.
MP 24.5 until engine over switch 15 MPH.
MP 25.9 to MP 25.9 Until engine through limits 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted between 19th Street and East Lynne.

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

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—None.

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

Trains will not require clearance Kansas City (Rosedale).

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

6. Rule 93—in effect on entire subdivision.

7. Kansas City Terminal Area—

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

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Carl Jct.	13th Subdivn BRANCH LINE STATIONS Office Calls	
	Y		97326	1007	326.0	14.4	WEBB CITY	
	JMY				331.2	9.2	K.C.S.	
	BKTY		97331		331.5	8.9	JO	JOPLIN
	JY				332.3	8.1	J & G JCT.	
					332.7			
	JMY			1006	332.7	7.7	M.P.	
	JMY		95328		340.4	0.0	CARL JCT.	
					332.3			
	JY				332.3	8.1	J & G JCT.	
	Y		97340	1007	339.8	15.6	GALENA	
	JY				340.5	16.3	HORN JCT.	To Horn 2.0
	Y		97344		343.8	19.6	RIVERTON	
	BJKTY		97159		347.9	23.7	BX	BAXTER SPRINGS

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Call-3

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

Webb City and Baxter Springs 20 MPH.
Highway 171 crossing, MP 326.9, Webb City 20 MPH.
MP 330.3 to MP 334.7 10 MPH.
Over crossings, Pennsylvania Avenue, Main, Joplin, and
Wall Streets (Carterville Track) and will be flagged
from ground position unless automatic protective
device is operating. 5 MPH.
J. & G. Jct. (H Line) to K.C.S. Connection..... 5 MPH.
Until engine through limits:
MP 332.3 to MP 332.9 10 MPH.
MP 332.9 to MP 334.9 15 MPH.
MP 338.6 to MP 339.0 10 MPH.
MP 339.8 to MP 340.4 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

Locomotives must not be operated over pit Eagle Picher, Joplin.

3. Train Register Exceptions—None.

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

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

6. Rule 93—in effect on entire subdivision.

7. Joplin—Following crossing will be flagged from ground position, Penn. Avenue track serving Joplin warehouse building.

Galena—Following crossing will be protected from ground position, Main Street (Carterville Track) and Main Street crossing between 0600 and 1800.

SOUTHWARD	Rule 8(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cuba	14th Subdivn MAIN LINE STATIONS Office Calls		NORTHWARD
	BJKY						CU	CUBA	
		370	92818	1009	86.8	0.0		8.3	
					95.1	8.3		STEELVILLE	
		2,014	92823		100.4	13.6		5.3	
		1,580	92908	1010	107.5	20.7		7.1	
	Y	1,260	92923		122.9	36.1		LEAD JCT.	
								16.8	
								CHERRYVILLE	
	BTY	2,358	92933		130.0	43.2		7.1	
								ST. JOE	
								BUICK	

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Call-3

1. Speed Restrictions—Maximum Speeds Permitted Zone—Between

Cuba and Buick.....	30 MPH.
MP 87.1 (PP Highway) Until engine over crossing:	15 MPH.
MP 93.4 to MP 93.6	10 MPH.
MP 98.5 to MP 98.8	10 MPH.
MP 122.9 to MP 123.0	10 MPH.
MP 129.8 to MP 133.1	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Locomotives in Groups G, H and I not permitted.

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

3. Train Register Exceptions—None.

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

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

6. Rule 93—in effect Cuba to MP 88.0 MP 122.0 to Buick

7. Maintenance of Way Rule 14 EXCEPTION applies.

Long 4 South.....	20 MPH.
All Other Long Tracks Springfield Yard	12 MPH.
North and South Tracks Broadway Ave. MP 238.1 to 43 track	20 MPH.
Old Passenger Main Nichols MP 198.2 to South Yard MP 201.1	20 MPH.
Old Memphis Passenger Main at Main, Campbell and Jefferson Streets until engine over crossing	5 MPH.
Old Memphis Passenger Main at Boonville, Sherman, National, Fremont and East Trafficway until engine over crossing.....	10 MPH.
West Belt at Chestnut Expressway until engine over crossing.....	5 MPH.
West Belt at West Division Street until engine over crossing.....	10 MPH.
Middle Belt at Commercial, National, Division, Sherman, Pythian, Central and Brown Streets until engine over crossing.....	10 MPH.
Lilly Tulip Track at Chestnut Expressway until engine over crossing	5 MPH.
National Ave. MP 239.9 until engine over crossing ...	5 MPH.
Glenstone Ave. MP 241.0 until engine over crossing	5 MPH.
Sunshine Street MP 242.6 until engine over crossing	10 MPH.
MP 245.0 to MP 250.1	10 MPH.
Cars heavier than 220,000 lbs., over Bridge 165.8	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—None.

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

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

6. Rule 93—in effect Springfield Yard to Willard and MP 237.3 to MP 249.0.

7. CTC—Power crossover MP 235.4 designated crossover "A"

Two main tracks between MP 235.1 and MP 237.3 designated North and South Main Track.

CTC begins both main tracks for Eastward Movements MP 237.3.
CTC begins both main tracks for Westward Movements MP 241.6.

LINE SEGMENT NUMBERS

SOUTHWARD	Rule 8(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Springfield Yard	15th Subdivn BRANCH LINE STATIONS Office Calls		NORTHWARD
			95154	1005	153.6	38.2		BOLIVAR	
			95173		173.0	18.8		19.4	
								WALNUT GROVE	
								9.7	
	Y		95183		182.7	9.1		WILLARD	
								9.1	
	BJKRTY		92239		191.8	0.0		SY	
								SPRINGFIELD YARD	
								9.3	
	Y		92866	1011	246.5	9.3		GALLOWAY	
	Y		92869		249.1	11.9		2.6	
								KISSICK	

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Call-3

1. Speed Restrictions—Maximum Speeds Permitted Zone—Between

Bolivar and Willard	25 MPH.
MP 182.2 to MP 189.0	10 MPH.
Springfield Yard	
North and South tracks Nichols to Division Street	
MP 240.0.....	20 MPH.

YARD LINE SEGMENTS

Line Segment	Yard
1103	Springfield Yards
1104	Fayetteville
1105	Ft. Smith
1106	Joplin
1107	Wichita
1108	Kansas City
1109	Lenexa
1110	Jonesboro
1111	Rosedale Yard

OTHER ROAD SEGMENTS

Line Segment	Limits	Mileposts
16	Murray Yard to Clark	2.7 to 8.0
1008	Horn Jct. to Horn	0 to 2.4
1013	Hoxie-Pocahontas	398.0 to 413.0
1016	Rodgers to Bentonville	332.0 to 337.9
1050	Jenson-Central	429.2 to 444.0
1060	Bundy Jct.—Ft. Wood	121.4 to 141.3
		Via U.S. Army R.R.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				6th Subdivision			
92013 Kirkwood	5.6 west of Lindenwood	15	East	92290 Purdy	7.6 south of Monett	31	Both
92074 Bourbon	2.9 east of Coffeyton	15	West	92293 Butterfield	7.1 north of Exeter	15	Both
92099 Schundler	1.3 east of St. James	10	East	92307 Washburn	6.3 south of Exeter	20	Both
92100 St. James	5.6 west of Rosati	18	West	Bentonville Lead	At Bentonville Jct.	Yd.	South
92147 Crocker	4.5 west of Jury	30	Both	94838 Bentonville	6.0 on Bentonville Lead	Yd.	Both
Sho-Me-Spur	0.8 west of Huben	11	West	92251 Efav	8.0 south of Springdale	15	South
3rd Subdivision				92354 Fayette Jct.	2.0 south of Fayetteville	Yd.	Both
93008 Merriam	8.4 south of Rosedale	154	Both	92363 West Fork	4.1 north of Clary	20	Both
93014 Lenexa	13.9 south of Rosedale	112	Both	92390 Mountainburg	4.1 south of Chester	6	Both
93021 Olathe	4.9 north of Bonita	114	Both	92402 Ball	6.7 north of Copp	5	North
93024 Moss	0.6 north of Bonita	92	Both	7th Subdivision			
93030 Spring Hill	4.7 south of Bonita	32	Both	94931 Hackett	1.7 south of Jenson	Yd.	Both
93109 Garland	6.4 south of Edward	100	Both	94939 Montreal	9.4 south of Jenson	25	Both
97219 Clemens No. 22	3.5 south of Arcadia	150	South	8th Subdivision			
93124 Liberal	7.2 south of Arcadia	72	Both	95293 Wentworth	6.1 west of Pierce City	15	East
93151 Golden City	1.5 south of Dix	25	Both	95335 Military	6.5 west of Carl Jct.	50	East
93159 Lockwood	9.2 south of Dix	60	Both	95336 Crestline	7.3 east of Columbus	8	West
93166 Greenfield	3.5 south of Dumbeck	5	South	95352 Hallowell	7.4 east of Oswego	30	Both
93183 Ash Grove	4.3 south of Everton	19	Both	9th Subdivision			
4th Subdivision				95447 Piedmont	8.2 west of Severy	14	West
93227 Fordland	5.0 north of Diggins	8	North	95473 Leon	11.2 east of Augusta	39	Both
93237 Seymour	5.1 south of Diggins	4	North	95493 Andover	9.5 west of Augusta	25	Both
Garnett	3.8 north of Koshkonong	8	North	10th Subdivision			
93342 Mammoth Springs	2.5 south of Thayer	33	Both	95511 Wichita Heights	2.9 west of Wichita	20	Both
93358 Hardy	8.0 south of King	30	Both	95515 Valley Center	6.8 west of Wichita	30	Both
93375 Ravenden	5.5 north of Imboden	55	Both	95532 Patterson	15.0 east of Buhler	26	Both
93384 Sloan	3.0 south of Imboden	47	Both	95538 Burrton	9.2 east of Buhler	10	Both
93385 Valley Stone	3.8 south of Imboden	72	North	95552 Medora	4.5 west of Buhler	22	East
93390 Black Rock	9.2 south of Imboden	75	Both	95570 Saxman	22.9 west of Buhler	22	Both
93392 Portia	2.3 south of Black Rock	12	North	95575 American Salt Co.	27.7 west of Buhler		
93800 Walnut Ridge	1.5 east of Hoxie	29	Both	95584 Pollard	6.4 west of Lyons	20	Both
93802 Walport	4.4 east of Hoxie	20	West	95590 Fredrick	4.9 east of Lorraine	114	Both
93809 Shannon	11.2 east of Hoxie	12	East	12th Subdivision			
93813 Pocahontas	15.2 east of Hoxie	18	Both	95025 Belvidere	2.6 south of Grandview	31	Both
93412 Bono	6.0 south of Sedgwick	41	South	95033 Harrelson	4.6 south of Belton	36	Both
93424 Nettleton	3.8 south of Jonesboro	83	Both	95037 Peculiar	8.5 south of Belton	21	Both
93437 Trumann	5.9 south of Bay	75	Both	13th Subdivision			
93447 Marked Tree	7.5 south of Coon	250	Both	97338 Old Rock, Mo	6.4 west of Joplin	26	West
5th Subdivision				97339 Old Rock, Kan	6.5 west of Joplin	8	West
97124 Girard	7.4 south of Farlington	60	Both	97404 Horn	2.0 west of Horn Jct.	2	West
97163 Semple	1.7 west of Baxter Jct.	135	East	14th Subdivision			
97169 Central Mill Spur	3.7 west of Quapaw (Wye)	Yd.		92923 Viburnum	1.4 south of St. Joe	4	East
97192 Picher	3.0 west of Baxter Jct.	5	Both				
97241 Sinclair	3.6 east of Cherokee	18	Both				
97257 McCune	11.2 west of Cherokee	32	Both				
97261 Strauss	15.8 west of Cherokee	18	Both				
97267 Kansas Ordinance Plant	21.4 west of Cherokee	6	West				

RADIO INFORMATION

SPRINGFIELD DIVISION

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

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivns	Commercial
321-2228	Chief Dispatcher	(417) 864-2228
321-2246	1st, 2nd, 14th	(417) 864-2246
321-2243	3rd, 5th	(417) 864-2243
321-2244	4th	(417) 864-2244
321-2595	6th, 7th, 8th, 9th, 10th, 13th, 16th	(417) 864-2595
321-2247	15th	(417) 864-2247

TULSA DIVISION

Base Stations	Channel	Hours in Operation
Durant, OK	2	Mon. thru Fri. 0700-1600
Perry, OK	2	Mon. thru Fri. 0700-1600
Enid, OK	2	Continuous
Avard, OK	2	Continuous thru Enid
Southard, OK	2	Mon. thru Fri. 0715-1515, 2100-0500, Sat. 0900-1300, 2100-0100
Clinton, OK	2	Mon. thru Fri. 0800-1800, 2300-0700
Stroud, OK	2	Mon. thru Fri. 0745-1645, Sat. 1000-1200
Oklahoma City, OK	2	Continuous except Holidays
Cyril, OK	2	Mon. thru Fri. 0730-1630
Lawton, OK	2	Mon. thru Sat. 0700-1600
Snyder, OK	2	Tues. thru Sat. 0730-1630
Altus, OK	2	Mon. thru Fri. 0700-1700
Quanah, TX	2	Continuous
Muskogee, OK	2	Mon. thru Fri. 0630-2300, Sat. & Holidays 0630-1530
Henryetta, OK	2	Mon. thru Sat. & Holidays 0600-1500
Holdenville, OK	2	Mon. thru Fri. 0700-1600
Ada, OK	2	Continuous
Mill Creek, OK	2	Mon. thru Fri. 0700-1600
Madill, OK	2	Continuous
Sherman, TX	2	Mon. thru Fri. 0600-1500, Sat., Sun., & Holidays 1600- 0100
Irving, TX	1 and 2	Continuous
Fort Worth, TX	1 and 2	Continuous
Hugo, OK	2	Sun. thru Fri. Continuous; Sat. 0001-0759, 1100-1300, & 1559-2359; Holidays None
Paris, TX	2	Mon. thru Sat. 0630-1530, Sun. & Holidays None
Ashdown, AR	2	Fri. thru Mon. 0700-1600, Tue. thru Thurs. 0700-0100
Tulsa, OK	2	Continuous
Sapulpa, OK	2	Mon. thru Fri. 0700-1600
Vinita, OK	2	Mon. Thru Sat. 0700-1600
Dispatcher Controlled With Call In		
Tulsa	2	Manned continuously
Catale	2	Manned continuously

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivns	Commercial
321-2228	Chief Dispatcher	(417) 864-2228
321-2240	1st, 2nd to Sherman	(417) 864-2240
321-2247	2nd Sherman to Irving, 3rd, 6th, 7th, 8th	(417) 864-2247
321-2595	4th, 5th	(417) 864-2595

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Monett	1st Subdivn MAIN LINE STATIONS Office Calls		EAST WARD
	BKT				282.0	0.0	2MT	MO MONETT 0.2	
	J				282.2	0.2		JC C.D. JCT. 0.3	
					282.5	0.5		LV LOU 4.4	
	J	9,240	96287		286.9	4.9		PC PIERCE CITY 10.3	
		6,450	96297		297.2	15.2		ET RITCHEY 11.3	
		6,435	96309		308.5	26.5		JF JEFF 0.7	
	AI		96310		309.2	27.2		K.C.S. 0.6	
			96310		309.8	27.8		NH NEOSHO 9.4	
		6,319	96319		319.2	37.2		RC RACINE 6.2	
			96325		325.4	43.4		SX SENECA 7.5	
		7,084	96333		332.9	50.9		WY WYANDOTTE 7.7	
		6,939	96341		340.6	58.6		FQ FAIRLAND 7.0	
	J				347.6	65.6		KO AFTON JCT. 0.3	
	X				347.9	65.9	2MT	CROSSOVER 87 0.2	
			96348		348.1	66.1		AF AFTON 5.5	
		6,383	96354		353.6	71.6		TQ TODD 6.1	
	AI				359.7	77.7		M.K.T. 0.0	CTC
		7,896	96360		359.7	77.7		VN VINITA 7.0	
		7,600	96367		366.7	84.7		WO WHITE OAK 7.3	
		6,110	96374		374.0	92.0		EF CATALE 1.6	
			96375		375.6	93.6		PB PEABODY SPUR 3.5	
		5,060	96379		379.1	97.1		CS CHELSEA 5.7	
		7,600	96385		384.8	102.8		ZF BUSHYHEAD 11.6	
		6,665	96396		396.4	114.4		XD DEGROAT 0.6	
	AI				397.0	115.0		M.P. 0.6	
			96398		397.6	115.6		CW CLAREMORE 6.7	
		7,600	96404		404.3	122.3		VR VERDIGRIS 4.7	
			96409		409.0	127.0		EQ CATOOSA 3.6	
	T	7,600	96413		412.6	130.6		TG TIGER 3.6	
					416.2	134.2		DL DOUGLAS 4.2	
			96420		420.4	138.4		JT EAST TULSA 2.6	
	AI				423.0	141.0	2MT	M.K.T. 3.9	
	BJKRT		96426		426.9	144.9		CY CHEROKEE YARD	

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Call-6

1. Speed Restrictions— Maximum Speeds Permitted Zone—Between

MP 282.6	through turnout South track	25 MPH.
MP 282.8 to MP 283.2	Eastward trains until engine through limits	45 MPH.
MP 283.8 to MP 283.9	Westward trains	50 MPH.
MP 287.3	North track	50 MPH.
MP 292.7 to MP 309.6		45 MPH.
MP 309.6 to MP 310.3	Until engine over crossing	25 MPH.
MP 310.3 to MP 313.1		35 MPH.
MP 313.9 to MP 314.3		55 MPH.
MP 325.0 to MP 326.0	Until engine through limits	30 MPH.
MP 330.9 to MP 331.7		45 MPH.
MP 337.3 to MP 338.0		45 MPH.
MP 346.4 to MP 349.6	North track only	25 MPH.
Through turnouts North track:		

MP 346.4		25 MPH.
MP 347.7		25 MPH.
MP 349.6		25 MPH.
MP 348.0	through crossover	25 MPH.
MP 350.8 to MP 354.3		55 MPH.
MP 359.1 to MP 360.5		30 MPH.
MP 364.3 to MP 365.7		45 MPH.
MP 369.9 to MP 371.3		45 MPH.
MP 375.8 to MP 377.5		40 MPH.
MP 378.8 to MP 379.6	Until engine through limits	25 MPH.
MP 392.5 to MP 392.9		50 MPH.
MP 397.1 to MP 397.8	Until engine through limits	30 MPH.
MP 406.6 to MP 408.4		55 MPH.
MP 408.4 to MP 411.9		45 MPH.
MP 411.9 to MP 417.3		55 MPH.
MP 417.3 to MP 420.5		40 MPH.
MP 420.4	through turnout for Eastward trains	40 MPH.
MP 420.5 to MP 424.1		20 MPH.
MP 423.1	through crossover	10 MPH.
17th Street	until engine over crossing	10 MPH.
Through turnouts	controlled sidings	20 MPH.
Through turnout	Peabody Spur	25 MPH.
Controlled sidings	Wyandotte, Todd, Catale, and Chelsea	10 MPH.
Peabody Spur		25 MPH.
Cherokee Yard—R&D tracks, Freight Lead, Middle Hump, Old Passenger Main and Classification Tracks		10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

3. Train Register Exceptions—None.

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

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

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

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

6. CTC—MP 282.0 to MP 424.1.

Two main tracks designated as North and South tracks between:
MP 346.4 and MP 349.5
MP 420.5 and MP 424.1

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

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

8. Chelsea—When white light displayed on indicator MP 379.0, westward absolute signal on siding displays proceed.

9. 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.

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

11. Tulsa—Team Track grade crossing over Elgin Street, live flag protection must be provided by crew member from ground position before crossing is occupied unless crossing signals have been activated for sufficient interval to afford protection.

12. Main track switches not equipped with electric locks at MP 313.3 Ragland Mills, MP 397.7 Dock Track and MP 402.5 Neeze Steel. Rule 268 (A) applies.

13. Failed Equipment Detectors protecting bridges, tunnels or other structures—MP 400.4 and MP 409.3.

Other Failed Equipment Detectors—MP 284.7, MP 314.6, MP 343.3 and MP 370.6.

SOUTHWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cherokee Yard	2nd Subdiv MAIN LINE STATIONS Office Calls		NORTHWARD
	BJKRT								
			96426	1003	426.9	0.0	2MT	CY CHEROKEE YARD 3.9	
			96431		430.5	3.6		NO NORRIS 5.0	
			96436		435.5	8.6		OM OMA 1.7	
	JT		96438		437.2	10.3	2MT	SQ SAPULPA 5.0	
		5,844	94442	1046	442.2	15.3		KF KIEFER 14.0	
		8,651	94456		456.2	29.3		ZB BEGGS 11.0	
		6,176	94467		467.2	40.3		ZU BUTLER 1.4	
			94469		468.6	41.7		OG OKMULGEE 7.6	
		8,678	94476		476.2	49.3		QC SCHULTER 5.9	
		5,079	94482		482.1	55.2		HN HENRYETTA 12.6	
		8,580	94495		494.7	67.8		WK FRED 9.7	
			94504		504.4	77.5		WM WETUMKA 8.6	
		8,078	94513		513.0	86.1		YG YEAGER 6.6	
	A				519.6	92.7		O.K.T. 5.4	
		6,392	94525		525.0	98.1		UP SPAULDING 14.1	
		9,251	94539		539.1	112.1		FC FRANCIS 9.1	CTC
	BK		94548		548.2	121.3		AD ADA 10.0	
		8,633	94558		558.2	131.3		FH FITZHUGH 12.8	
		8,713	94571		571.0	144.1		UJ SCULLIN 8.3	
			94580		579.3	152.4		ML MILL CREEK 12.5	
		8,777	94592		591.8	164.9		RV RAVIA 11.6	
	BK	5,958	94603		603.4	176.5		MA MADILL 7.2	
		8,577	94610		610.6	183.7		KT KINGSTON 9.6	
	J		94620		620.2	193.3		LK LAKESIDE 4.6	
		8,801	94625		624.8	197.9		ZY BARRY 6.3	
	I		94631		631.1	204.2		IT STALEY 0.3	
	IJ				631.4	204.5		M.K.T. JCT. 1.1	
		9,310			632.5	205.6		JOE 4.0	
			94637		636.5	209.6		DN DENISON 0.1	
	J				636.6	209.7		S.P. JCT. 13.3	

BETWEEN S.P. JCT. AND SO. SHERMAN JCT. TRAINS WILL USE SOUTHERN PACIFIC TRACKS AND WILL BE GOVERNED BY SP RULES AND TIMETABLE AND SPECIAL INSTRUCTIONS.

SOUTHWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cherokee Yard	SO SHERMAN JCT.		NORTHWARD
	BKRTY								
	J		94650	1046	649.9	223.0	7.8	SO SHERMAN JCT.	CTC
		8,661	94658		657.7	230.8	7.1	DORCHESTER	
			94665		664.8	237.9	8.8	GUNTER	
			94674		673.6	246.7	6.1	CELINA	
		8,761	94680		679.7	252.8	5.9	PROSPER	
			94686		685.6	258.7	14.3	FRISCO	
		4,432	94700		699.9	273.0	0.6	BLISS	TWC
			94701		700.5	273.6	0.0	CARROLLTON	
	A				700.5	273.6	4.4	M.K.T.-S.S.W.	
	Y	7,400	94705		704.9	278.0	5.8	GRIBBLE	
	BKRTY	2,497	94711		710.7	283.8		IR IRVING	

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Call-6 Monett-Denison
Train Dispatcher Call-3 Denison-Irving

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Cherokee Yd. to Denison	55 MPH.
So. Sherman Jct. to Irving	49 MPH.
MP 428.7 through turnout	25 MPH.
MP 428.8 to MP 429.1 East track	40 MPH.
MP 428.9 to MP 429.9 Until engine through limits	
West track	20 MPH.
Norris, through turnout	50 MPH.
MP 432.4 to MP 432.6	45 MPH.
Oma, through turnout	50 MPH.
MP 436.2 to MP 437.5	25 MPH.
MP 437.5 South leg of wye switch	20 MPH.
MP 437.4 to MP 438.2 Until engine through limits	25 MPH.
MP 438.3 to MP 440.2	45 MPH.
MP 441.7 to MP 442.9 Until engine through limits	30 MPH.
MP 457.7 to MP 458.1	45 MPH.
MP 468.6 to MP 469.3 Until engine through limits	35 MPH.
MP 471.3 to MP 471.8	45 MPH.
MP 478.5 to MP 479.2	45 MPH.
MP 480.2 to MP 482.7 Until engine through limits	25 MPH.
MP 483.5 to MP 485.1	45 MPH.
MP 492.0 to MP 492.5	45 MPH.
MP 494.4 to MP 494.7	45 MPH.
MP 498.7 to MP 499.0	50 MPH.
MP 504.0 to MP 504.5 Until engine through limits	40 MPH.
MP 506.0 to MP 506.3	50 MPH.
MP 506.9 to MP 507.2	45 MPH.
MP 509.9 to MP 510.3	45 MPH.
MP 511.5 to MP 511.7	50 MPH.
MP 516.3 to MP 518.5	45 MPH.
MP 518.5 to MP 520.6 Until engine through limits	25 MPH.
MP 520.9 to MP 521.7	50 MPH.
MP 526.5 to MP 526.7	50 MPH.
MP 529.2 to MP 529.6	45 MPH.
MP 531.9 to MP 532.3	45 MPH.
MP 532.3 to MP 532.7	50 MPH.
MP 533.7 to MP 534.8	45 MPH.
MP 535.7 to MP 536.5	50 MPH.
MP 539.1 Until engine over crossing	30 MPH.
MP 539.5 to MP 540.2	45 MPH.
MP 542.9 to MP 545.7	45 MPH.
MP 547.2 to MP 548.8 Until engine through limits	20 MPH.
MP 548.9 to MP 549.4	50 MPH.
MP 550.7 to MP 552.1	45 MPH.
MP 554.7 to MP 555.7	45 MPH.
MP 555.7 to MP 556.6	40 MPH.
MP 559.3 to MP 559.9	50 MPH.
MP 569.0 to MP 569.3	50 MPH.
MP 574.2 to MP 577.3	50 MPH.
MP 581.4 to MP 583.5	45 MPH.
MP 589.2 to MP 589.7	45 MPH.
MP 591.6 to MP 592.2	30 MPH.
MP 596.0 to MP 600.0	45 MPH.
MP 602.2 to MP 604.2	45 MPH.
MP 603.2 to MP 603.5 Until engine through limits	25 MPH.
MP 605.4 to MP 605.6	45 MPH.
MP 621.5 to MP 623.7	50 MPH.
MP 630.1 to MP 631.0	30 MPH.
Staley-M.K.T. Junction, turnouts Red River Bridge	15 MPH.
MP 633.2 to MP 634.9	45 MPH.
MP 634.9 to MP 634.9	30 MPH.
MP 635.2 to MP 636.5	20 MPH.
Through turnouts controlled sidings between Sapulpa and Denison	20 MPH.
MP 644.4 to MP 647.0	10 MPH.
MP 673.6 to MP 674.0 Until engine through limits	25 MPH.
MP 694.5 to MP 701.6	20 MPH.
MP 700.4 Northward trains over Denton Road until engine over crossing	15 MPH.
MP 701.6 Until engine over crossing	10 MPH.
MP 701.6 to MP 703.6 Until engine through limits	20 MPH.
MP 708.6 to MP 711.1	15 MPH.
Cars heavier than 263,000 lbs., on Bridges 457.7, 475.0, 495.0 and 535.8	20 MPH.
Controlled Sidings: Beggs, Butler, Henryetta, Fred, Spaulding, Francis, and Barry	10 MPH.
Sidings: Dorchester, Prosper, and Bliss	10 MPH.

Cherokee Yard—R&D Tracks, Freight Lead, Middle Hump, Old Passenger Main and Classification Tracks 10 MPH. 17th Street until engine over crossing 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

Do not operate six-axle units on following tracks—

Francis	No. 3 Track
Ada	All former ATSF tracks
Mill Creek	Runaround Track at Sand Plant Team Track North of Highway Crossing
	Old sand plant track cannot operate more than one six axle unit
Ravia	Team Track North of Highway Crossing
Madill	House #3 Track, Team Track, and North End Mill Track
Denison	Main Street Lumber Spur
Gunter	Mill and Industry Tracks
Celina	House Track, MP 673.8 to North End of Track
Prosper	House Track and Mill Track
Frisco	Gould Battery Tracks and Old Siding Spur
Hebron	Team Track
Carrolton	Gin Track
Holdenville	OKT Connection track.
Dallas	Dadiz Street Yard.

3. Train Register Exceptions—None.

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

Irving—Northward trains require two (2) clearances, one for movement between Irving and Denison, and one for movement Denison to Madill.

Madill—Southward trains require two (2) clearances, one for movement between Madill and Denison, and one for movement Denison to Irving or between Lakeside and Hugo.

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

6. Rule 93—in effect between—MP 645.7 to MP 647.8 and MP 704.0 to MP 710.7

Conditional Yard Limits—in effect between—MP 649.9 and MP 651.0 from 0700 until 1400 daily.

7. Two Main tracks between Cherokee Yard MP 428.6 and Norris and between Oma and Sapulpa are designated as East track and West track.

8. CTC—MP 428.6 to MP 636.5

Bridge 503.4 protected by detector connected with CTC. When northward Absolute Signal MP 503.4 displays "STOP" or southward signal 501.2 displays "Restricted proceed" know bridge safe before passing over.

Absolute signals and dual control switch MP 633.1 controlled by BN train dispatcher. BN CTC rules govern.

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

Muskogee Yard—Trains and engines using Muskogee Yard must comply with special notices posted in the BN depot. When switching on Fort Howard tracks, Fort Howard safety rules must be followed and are in effect. At MKT crossing, normal position of gate is lined and locked against the BN. Rules 98, 98(A) and 98(B) apply. Maximum speed in Muskogee Yard is 10 MPH including Wye tracks at Brockway and Container lead. Do not exceed 5 MPH at 7th Street West and Budweiser Switch to Container Bldg. Use single locomotive to switch Container lead and 24th Street West. At grade crossing MP 468.1 (U.S. Highway 75 and Choctaw Street) live flag protection must be provided by crew member from ground position before crossing is occupied unless crossing signals have been activated for sufficient interval to afford protection.

10. Staley to MKT Jct—BN trains will use MKT tracks between Staley and MKT Junction.

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

Absolute signals and dual control switch on MKT Track controlled by MKT Operator Ray Yard.

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

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

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

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

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

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

15. Trains and engines using MKT Railroad tracks between North Fort Worth and North Junction, Dallas and Right-of Way District in Dallas will be governed by MKT Timetable, Special Instructions and The Consolidated Code of Operating Rules, Edition of 1980, except as modified herein:

MKT clearance forms and train order forms will be used.

General Orders and Special Instructions—General Orders will be numbered consecutively beginning with January 1 of each year, will be issued and cancelled by the Superintendent or other designated officer, and will expire with the calendar year.

10. TEMPORARY RESTRICTIONS: A yellow flag will be displayed not less than 2 miles, when practicable, in advance of each location where train movement is to be restricted by train order, track bulletin, or general order due to track conditions, structures, men or equipment. Restriction specified by train order, track bulletin or general order must be complied with until rear of train has passed green flag or train has cleared limits of the restriction when green flag is not displayed.

When yellow flag cannot be placed 2 miles in advance of restriction due to close proximity to a terminal, a junction or for other reasons, the train dispatcher must be informed of actual location of yellow flag. Such information must be included in train order, track bulletin or general order.

When yellow flag is displayed and restriction is not specified by train order, track bulletin or general order, speed must be reduced, proceeding prepared to stop short of flagman, red flag, or men and equipment fouling track 2 miles beyond yellow flag and not exceeding 10 MPH. After rear of train has passed a green flag or has reached a point 4 miles from the yellow flag, speed may be resumed where Rule 10(D) is in effect but where Rule 10(D) is NOT in effect, speed must not be increased until crew has ascertained from train dispatcher that there is no train order or track bulletin restricting movements at that location.

A green flag displayed will indicate the end of the restriction.

When a series of locations requiring reduced speeds are so closely spaced that the green flags will overlap the yellow flags, a yellow flag will be placed in advance of each location. Only one green flag will be placed at the leaving end of the last location.

On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flag and green flag will be placed only for trains moving with the current of traffic. When protection is to be provided for men and equipment, this will not apply and flags must be placed in both directions of each track affected.

10(A). DISPLAY OF RED FLAG: A red flag will be displayed at locations where trains must stop as required by Form Y train order, track bulletin or due to other conditions.

Train must stop short of the red flag and not proceed unless authorized by foreman.

If authority to proceed is received before stop is made, train may pass red flag without stopping.

If Form Y train order or Form B track bulletin is not in effect, after authority to proceed is received, unless instructions from foreman specifies a different speed or distance, a speed of 10 MPH must not be exceeded until rear of train has passed green flag or has reached a point 2 miles from the red flag.

10(B). BETWEEN RAILS: When a red flag is displayed between the rails of any track other than the main track, train must stop and not proceed until flag has been removed by an employee of the class that placed it.

10(C). FLAG LOCATION: Flags as prescribed by Rules 10 and 10(A) will be displayed only on the track affected, except when yellow and red flags are used for protection without flagman, train order, track bulletin or general order, yellow flags and red flags where required, must be placed to protect all possible access to the restricted area.

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train when practicable.

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

10(D). PROTECTION BY YELLOW FLAG: On subdivisions where maximum speed does not exceed 35 MPH and it is authorized by special instructions, speed may be restricted to 10 MPH and protection provided for men or equipment on main track without the use of train orders, track bulletins, general orders or flag protection for a distance of 2 miles by display of yellow flags as prescribed by Rule 10. This protection will extend from a point 2 miles from the yellow flag until rear of train has passed a green flag or has reached a point 4 miles from the yellow flag.

10(E). PERMANENT SPEED SIGNS: Permanent speed restriction signs, as prescribed in special instructions, will be placed in advance of the point where speed restrictions become effective.

Figures on the face of these signs denote the highest speed permitted over the limits of the restriction.

When two sets of figures are shown, the higher figure governs trains consisting entirely of passenger equipment and the lower figure governs all other trains.

A permanent resume speed or a speed sign prescribing higher speed will be placed at the end of each restriction.

The speed shown on each permanent speed restriction sign must be observed until the rear of the train has passed a permanent resume speed sign or a speed sign authorizing a higher speed.

11. UNATTENDED FUSEE: A train finding an unattended fusee burning on or near its track must stop and after fusee burns out, train must proceed at restricted speed, for a distance of one mile from point where fusee was displayed.

Care must be used to avoid placing fusees where they may cause fires.

12. TORPEDOES: The explosion of one or more torpedo(es) requires train to immediately reduce to restricted speed for distance of 2 miles from the point where exploded.

When placing torpedoes, two must be placed on the rail not less than 150 feet apart.

They must not be placed near station buildings, crossings or on other than main tracks or sidings.

When there is a possibility they may be covered by snow, a duplicate set will be placed on the opposite rail to explode simultaneously.

100. LEAVING PORTION OF TRAIN: When an engine leaves part of its train on the main track, a sufficient number of hand brakes must be set to keep the detached portion from moving. Torpedoes must be placed one fourth mile in advance of the detached portion to serve as a warning to returning crew members. Unless return movement is otherwise authorized, crew member must remain to provide protection against movements which may enter main track between detached portion and returning front portion.

A detached portion of a train must not be moved or passed until front portion returns, except under full protection.

105. MOVEMENT OTHER THAN MAIN TRACK: Except on track where a block system is in effect, trains or engines using other than main track must move prepared to stop within one half the range of vision short of train, engine, railroad car, stop signal, derail or switch not properly lined.

269. STOP INDICATION: When a train is stopped at a signal displaying Stop indication and no conflicting movement is evident:

(1) **IN CTC TERRITORY**, unless train has been granted track and time limits on track governed by that signal, a crew member must immediately communicate with control operator. Upon instructions "train at location has permission to pass signal displaying Stop Indication", specifying route where applicable, train may proceed at restricted speed. Before granting authority to proceed, the control operator must know there is no conflicting movement occupying, or authorized to enter, the track between that signal and the next absolute signal governing movement, or to the end of CTC where applicable.

16. Dallas—

ATSF Tracks—BN trains use ATSF tracks between Santa Fe Jct. and East Dallas. Consolidated Code of Operating Rules, Edition of 1980, BN timetable and Special Instructions governs; except as modified in BN Special Instructions, Tulsa Division, Sixth Subdivision, item 7.

Rule 93 in effect between MP 52.5 and MP 53.7 in East Dallas.

When handling automobiles in tri-level cars, movement must be made on OKT Main track under Houston Street Overpass, Dallas.

Centralize Traffic Control in effect: ATSF between Santa Fe Jct., MP 51.8 and SP Crossing, MP 52.5. Southern Pacific main track, Dallas, between MP 51.7 and MP 52.7.

17. Bridge 618.9—do not use dynamic brakes.

18. Track Warrant Control (TWC)—in effect between MP 649.9 and MP 710.7 between So. Sherman Jct. and Irving. Consolidated Code of Operating Rules 400-412 in effect.

Train location line ups will be issued by train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way Department for track occupancy not protected by a Track Warrant Control Authority.

19. Main track switches not equipped with electric locks at MP 438.0 Bartlett Collins Spur, MP 480.2 P.K. Mine Spur, MP 482.3 Broadway Exchange Spur, MP 504.3 Team Track, MP 505.2 Clint County Spur, MP 519.4, Old Ramp Track. Rule 268(A) applies.

20. Failed Equipment Detectors protecting bridges, tunnels or other structures—MP 592.4, MP 601.1, MP 613.7 and MP 623.1.

Other Failed Equipment Detectors—MP 446.8, MP 474.7, MP 496.4, MP 516.2, MP 542.5, MP 565.8, MP 587.2, MP 666.2 and MP 690.7.

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Enid	3rd Subdivn MAIN LINE STATIONS Office Calls	
	BJKRTY		96145		585.7	0.0	EN	ENID
			97597		597.2	11.5		DRUMMOND
			97607		606.7	21.0		AMES
			97618		618.2	32.5		OKEENE
M					619.0	33.3		C.R.I.P.
Y	97629				629.4	43.7	SU	SOUTHARD
	97658				658.1	72.4		THOMAS
J	97666				666.2	80.5		FOLEY
Y	2,820 97668			1051	668.4	82.7		CUSTER CITY
J	97679				679.0	93.3		EWING
M					679.7	94.0		C.R.I.P.
BKY	97681				680.6	94.9	CZ	CLINTON
Y	97690				690.0	104.3		BESSIE
	97697				696.8	111.1	CQ	CORDELL
	97717				716.8	131.1		HOBART
JY	96664				744.1	158.4	SN	SNYDER
Y	97763				763.4	177.7		FREDERICK
UY					763.9	178.2		M.K.T.
Y	97774				774.2	188.5		DAVIDSON

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Call-3

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

Enid and Davidson 30 MPH.
MP 764.2 to MP 774.3 Until engine through limits 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

3. Trains Register Exceptions—None.

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

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

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

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

6. Rule 93 in effect—Enid to MP 588.3

MP 628.0 to MP 630.5

MP 667.7 to MP 669.3

MP 686.5 to MP 690.7

MP 743.1 to MP 744.7

MP 762.0 to MP 774.2

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sapulpa	4th Subdivn MAIN LINE STATIONS Office Calls	
	JTY		96438		437.2	0.0	SQ	SAPULPA
		7,240	96459		459.0	21.8		BRISTOW
			96467		466.6	29.4		DEPEW
		3,621	96478		477.5	40.3		STROUD
		5,596	96483	1003	483.0	45.8		BINKLEY
			96485		485.4	48.2		DAVENPORT
			96494		493.9	56.7		CHANDLER
		6,066	96510		509.8	72.6		HIBSAW
		3,898	96524		524.2	87.0		JONES
A					535.8	98.6		M.K.T.-A.T.S.F.
BJKRTY			96540		539.5	102.3	OC	OKLAHOMA CITY

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Call-3

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

Sapulpa and Oklahoma City 45 MPH.
MP 458.7 to MP 460.2 Until engine through limits 20 MPH.
MP 477.0 to MP 477.8 Until engine through limits 35 MPH.
MP 492.7 to MP 493.9 Until engine through limits 35 MPH.
MP 523.5 to MP 526.6 Until engine through limits 35 MPH.
MP 535.8 ATSF Interlocking 30 MPH.

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

3. Train Register Exceptions—None.

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

Trains destined to or originating on Fourth Subdivision will not require a clearance at Oklahoma City or Tulsa. Crew of trains originating at Tulsa must secure a TWC form. Crew members must secure RTC, if any, as shown on the TWC form.

Rule 412 of the Consolidated Code of Operating Rules in effect between Cherokee Yard and Sapulpa for Fourth Subdivision trains.

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

6. Rule 93—In effect

MP 437.2 to MP 438.4

MP 536.4 to Oklahoma City

7. Sapulpa—

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

When leaving cars on TSU connection, handbrakes must be applied on all cars.

8. Track Warrant Control (TWC)—In effect between MP 437.2 and MP 539.5 between Sapulpa and Oklahoma City. Consolidated Code of Operating Rules 400-412 in effect.

Train location line ups will be issued by train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way Department for track occupancy not protected by a Track Warrant Control Authority.

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

Other Failed Equipment Detectors—MP 450.4, MP 472.2, MP 500.9 and MP 526.8.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Oklahoma City	5th Subdivn MAIN LINE STATIONS Office Calls	
							OC OKLAHOMA CITY	
	BJKRTY		96540		539.5	0.0	3.3	
	MY				542.8	3.3	A.T.S.F.	
		4,199	96554		553.9	14.4	11.1	
		5,138	96567		567.5	28.0	MUSTANG	
	A				580.5	41.0	13.6	
					580.8	41.3	SOONER	
	Y	4,160	96605		605.0	65.5	13.0	
			96611		610.6	71.1	O.K.K.T.	
	T	1,972	96626	1003	625.5	86.0	0.3	
	MY				629.7	90.2	CC CHICKASHA	
	BKTY	2,050	96630		630.2	90.7	24.2	
		4,283	96644		643.9	104.4	CR CYRIL	
	JY		96664		664.4	124.9	5.6	
	M				686.7	147.2	FLETCHER	
		1,695	96687		687.2	147.7	14.9	
	A				688.1	148.6	FI FORT SILL	
			96709		709.4	169.9	4.2	
	ABJKRTY		96723		723.3	183.8	O.K.K.T.	
							0.5	
							LT LAWTON	
							13.7	
							CACHE	
							20.5	
							SN SNYDER	
							22.3	
							H & E	
							0.5	
							AS ALTUS	
							0.9	
							A.T.S.F.	
							21.3	
							ELDORADO	
							13.9	
							QUANAH	

BN Channel No. 2 in service on this Subdivision.
Train Dispatcher Call-3

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

Oklahoma City and Quanah.....	40 MPH.
MP 562.8 to MP 562.9 Until engine through limits	25 MPH.
MP 580.4 to MP 584.4 Until engine through limits	20 MPH.
MP 588.0 to MP 602.0	30 MPH.
MP 614.7 to MP 614.9 Until engine through limits	25 MPH.
MP 686.3 to MP 687.6 Until engine through limits	30 MPH.
MP 688.1 through interlocking.....	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Locomotives in Groups G, H and I not permitted on tracks other than main track and sidings.

3. Train Register Exceptions—None.

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

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

6. Rule 93—in effect Oklahoma City to MP 549.5

MP 603.4 to MP 606.0
MP 628.7 to MP 638.3
MP 663.7 to MP 665.1
MP 722.0 to Quanah

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

Oklahoma City—S.W. 29th Street on Dayton Lead
Highway 152 on F.A.A. Lead

Altus—Highway 62 on Air Base Lead

8. Use of Dynamic Brakes Prohibited—

9. Railroad crossing installed at—MP 686.7 protected by gate, normal position of gate is lined against H&E R.R.

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

Other Failed Equipment Detectors—MP 565.2 and MP 590.8.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Chero- kee Yard	6th Subdivn MAIN LINE STATIONS Office Calls		EAST WARD
							CY CHEROKEE YARD		
	BJKRTY		96426		426.9	0.0	18.9		
		7,865	96046		445.8	18.9	VU MANNFORD		
			96069		469.3	42.4	23.5		
	A				471.6	44.7	CASEY		
	J		96072		471.6	44.7	2.3		
	J	9,287	96078		478.0	51.1	A.T.S.F.		
	A				479.7	52.8	0.0		
		8,868	96091		490.6	63.7	CAMP		
	A				502.7	75.8	6.4		
	J		96103		502.7	75.8	PW PAWNEE		
	MY				508.7	81.8	1.7		
	JY		96109		508.8	81.9	A.T.S.F.		
		8,048	96125		525.3	98.8	10.9		
			96127		526.7	99.8	MORRISON		
	A				533.3	106.4	12.1		
	UY				543.0	116.1	A.T.S.F.		
	Y		96143	1047	543.1	116.2	0.0		
	AY				544.2	117.3	BLACK BEAR		
	BJKRTY		96145		545.4	118.5	6.0		
	JY		96148		548.2	121.3	A.T.S.F.		
			96155		554.5	127.6	0.1		
			96163		562.8	135.9	PERRY		
			96169		569.3	142.4	16.9		
			96174		574.4	147.5	CALLAHAN		
	M				580.2	153.3	1.0		
			96181		580.5	153.6	COVINGTON		
			96189		588.6	161.7	6.6		
			96195		595.0	168.1	A.T.S.F.		
	Y		96202		601.9	175.0	9.7		
							A.T.S.F.		
							0.1		
							STEEN		
							1.1		
							O.K.T.		
							1.2		
							EN ENID		
							2.8		
							BLANTON		
							6.3		
							CARRIER		
							8.3		
							GOLTRY		
							6.5		
							HELENA		
							5.1		
							McWILLIE		
							5.8		
							A.T.S.F.		
							0.3		
							CARMEN		
							8.1		
							DACOMA		
							6.4		
							HOPETON		
							6.9		
							AV AVARD		
							10.6		

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

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

Train Dispatcher Call—3

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Cherokee Yard and Avarad	49 MPH.
MP 428.0 to MP 432.0	30 MPH.
MP 438.8 to MP 439.2	40 MPH.
MP 458.4 to MP 459.1	45 MPH.
MP 460.0 to MP 469.0	30 MPH.
MP 465.6 to MP 466.3	45 MPH.
MP 471.4 to MP 472.0	40 MPH.
MP 473.1 to MP 473.4	45 MPH.
MP 474.4 to MP 474.9	40 MPH.
MP 475.8 to MP 476.9	45 MPH.
MP 477.2 to MP 478.4 Until engine through limits	30 MPH.
MP 478.9 to MP 480.7	40 MPH.
MP 479.7 Through interlocking	25 MPH.
MP 502.9 to MP 503.2	45 MPH.
MP 507.5 to MP 509.5	20 MPH.
MP 519.1 to MP 519.8	40 MPH.
MP 533.3 Until engine through interlocking	40 MPH.
MP 537.0 to MP 548.1	20 MPH.
MP 548.1 to MP 548.7	35 MPH.
MP 601.3 to MP 602.1	35 MPH.
Turnout to ATSF RY Avarad	35 MPH.
Siding Pawnee	10 MPH.
When handling 50 or more cars weighing 100 tons or more per car	40 MPH.
Cherokee Yard—R&D tracks, Freight Lead, Middle Hump, Old Passenger Main, Classification Tracks, and East and West leg of Wye	10 MPH.
ATSF SPEED RESTRICTIONS	
Curves MP 345.2 to MP 345.7	55 MPH.
Switches and Auxiliary Tracks.	
Maximum speed permitted through turnout of other than main track switches	10 MPH.
Each end of sidings between Avarad and Waynoka (except those listed below)	40 MPH.
Other than main track switches (except those listed below)	15 MPH.
Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.	
Waynoka—	
East end extension track	40 MPH.
Turnout east end two tracks MP 342.4	40 MPH.
South track to Yard MP 342.5	15 MPH.
East crossover MP 345.1	30 MPH.
West crossover MP 345.1	15 MPH.
South track to Yard MP 345.2	15 MPH.
Turnout west end two tracks MP 346.9	40 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Enid—Do not operate locomotives over car unloader pit on Track No. 1 Elevator Z at Union Equity Elevator.

3. Train Register Exceptions—

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

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

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

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

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

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

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

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

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

ABS—MP 601.3 to ATSF Westward Absolute Signal located at MP 602.0. White light indicator and telephone to ATSF dispatcher located MP 601.6. When white light indicator is illuminated, ATSF westward home signal displays proceed. If white light indicator is not illuminated and westward movement desired, communicate with ATSF train dispatcher.

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

Rule 11—

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

Rule 14—

Example Form U, Stop and Speed limit order.

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

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

Rule 240-W—

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

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

Block and Interlocking Signals.

Signal aspect—Yellow over yellow or flashing yellow:

Name—Approach Medium.

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

Signal aspect—Red over flashing yellow.

Name—Approach medium.

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

Signal aspect—Flashing red or, red over yellow.

Name—Restricting.

Indication—Proceed at restricted speed.

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

Name—Stop (Controlled signal).

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

Signal aspect—Red signal equipped with a number plate.

Name—Stop and Proceed.

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

Rule 250—

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

Rule 269—

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

Rule 269(A)—

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

General Rules—

1. During snow and ice storms trains must approach all power switches making a full use of the engine whistle to warn men cleaning switches of their approach. When visibility is poor, the whistle should be kept wide open from 400 to 500 feet before reaching the switch until after engine has passed over it.
2. Before the engine controlling the air brakes on freight equipment is detached or angle cock closed, the engineman must make a 20 pound brake pipe service reduction with the automatic brake valve. The angle cock must be left open on the cars or the detached portion of train left standing to cause an emergency application on that portion when the separation is made.
3. A complete and detailed report must be made by wire to the A.T.S.F. Chief dispatcher at Amarillo, Texas, Ft. Worth, Texas or Newton, Kansas, covering bad order cars set out, all accidents at grade crossings, personal injuries, unusual or defective track, signal or any other condition that would affect the movement of a train or engine on the Joint Trackage.
8. **Rule 93 in effect between—**MP 426.9 and MP 428.0
MP 507.5 and MP 509.5
MP 542.0 and MP 548.1
MP 600.8 and MP 601.9

Conditional Yard Limits in effect between—MP 537.0 and MP 542.0 between Covington and Steen 0900 until 1400 daily.

9. Time applies per Consolidated Code Rule 5 for trains leaving Cherokee Yard at MP 425.5.
10. **Failed Equipment Detectors protecting bridges, tunnels or other structures—**None.

Other Failed Equipment Detectors—MP 447.6, MP 467.8, MP 494.0, MP 516.6, MP 573.1 and ATSF MP 339.3 (Counter at MP 337.3 and MP 340.9. If white light rotating approaching detector indicates detector bad order, disregard indication.)

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hope	7th Subdivn MAIN LINE STATIONS Office Calls		EAST WARD
							HP	HOPE	
	Y		92806	1048	805.5	0.0		0.1	
	MY				805.4	0.1		M.P.	
	MY				773.4	32.1		32.0	
	JY		92773		773.3	32.2		G.N.A.	
	AY				772.9	32.6		0.1	
	Y		92757		757.3	48.2	AW	ASHDOWN	
			92751		751.1	54.4		0.4	
	Y		92728		728.0	77.5	FO	K.C.S.	
	Y		92710		710.2	95.3		15.6	
	MY				710.0	95.5	ID	FOREMAN	
			92700	1048	700.2	105.3		6.2	
	BJKRTY		92559		684.9	120.6		ARKINDA	
		8,310	92661		660.8	144.7		23.1	
		8,106	92639		638.8	166.7	VA	ARKINDA	
	A				632.9	172.6	ID	17.8	
			92633		632.5	173.0	VA	IDABEL	
	J		94620		620.2	185.3		0.2	
								T.O.E.	
								9.8	
								FORT TOWSON	
							HU	15.3	
								HUGO	
								24.1	
								BO	
								22.0	
								PIRTLE	
								5.9	
								M.K.T.	
								0.4	
								DURANT	
								12.3	
							LK	LAKESIDE	

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

Train Dispatcher Call—3

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Lakeside and MP 700.0..... 40 MPH.
Except:
MP 620.1 through turnout 25 MPH.
MP 630.5 to MP 633.0 25 MPH.
MP 700.0 to MP 770.6 30 MPH.
MP 775.0 to MP 803.7 25 MPH.
MP 804.6 to MP 805.5 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than 263,000 lbs. not permitted.
Locomotives in Groups, G, H and I not permitted between Ft. Towson and Hope.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Hugo—Westward trains destined Lakeside require two (2) clearances, one for movement between Hugo and Lakeside, and one for movement between Lakeside and Madill.
5. **Rule 99—**When required to flag, distance will be 1.5 miles. Between Hope and Ashdown, unless otherwise provided, protection against following trains is not required.
6. **Rule 93 in effect between—**
MP 682.5 and MP 686.8
MP 709.0 and MP 712.0
MP 726.4 and MP 729.3
MP 754.8 and MP 758.8
MP 770.6 and MP 775.0
MP 803.7 and MP 805.5
7. **Crew member must protect crossing from ground position at the following locations—**
Arco—Highway 32 over both legs of wye

S O U T H W A R D	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hugo	8th Subdivn BRANCH LINE STATIONS Office Calls		N O R T H W A R D
	BJKRTY		92559	1002	559.0	0.0	HU	HUGO	
		1,400	92569		569.1	10.1	To Antlers 17.4	10.1	
	Y		92583		581.2	22.2	ARTHUR CITY	12.1	
	BJRY		92584		583.8	24.8	BETNER	2.6	
							PARIS		

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

Train Dispatcher Call—3

- Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
Hugo and Paris..... 30 MPH.
Antlers Spur..... 20 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than 263,000 lbs. not permitted.
Locomotives in Groups G, H and I not permitted.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—None.**
- Rule 99—**Unless otherwise provided, protection against following train is not required. When required to flag, distance will be 1.5 miles.
- Rule 93 in effect—**MP 579.5 to MP 583.8
- Crew member must protect crossing from ground position at the following locations:**
Paris—Bonham and Graham Streets
Antlers—Main Street

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

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

OTHER ROAD SEGMENTS

Line Segment	Limits	Mileposts
1002	Hugo to Antlers	559.0 to 542.4
1052	Muskogee To Bacone	524.8 to 530.3

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision			
96313 Ragland Mills	3.2 west of Neosho.....	10	East
96375 New Storage.....	1.0 west of Catale.....	65	Both
96392 Sequoyah.....	4.8 east of DeGroat.....	117	Both
96405 Williams	0.8 west of Verdigris.....	134	East
96408 Port Lead.....	4.3 east of Tiger	220	East
96409 Catoosa	3.5 east of Tiger	35	East
96414 Garnett	1.4 west of Tiger	60	Both
2nd Subdivision			
94520 Holdenville.....	6.6 south of Yeager	10	North
94521 Sisson	7.1 south of Yeager	60	Both
94564 Roff	6.1 south of Fitzhugh	97	Both
94584 Ryder	5.2 south of Mill Creek	150	Both
94682 Collin	2.7 south of Prosper.....	24	South
94695 Hebron.....	5.1 north of Bliss.....	18	South
94701 Gin Track.....	0.5 south of Carrollton.....	20	Both
94704 Gribble Storage.....	0.7 North of Gribble.....	40	Both
3rd Subdivision			
97592 Imo	4.9 north of Drummond	22	Both
97633 Carleton	3.9 south of Southard	59	Both
97640 Eagle City	10.8 south of Southard.....	6	North
97650 Fay.....	8.4 north of Thomas	39	South
97683 Fransen	2.9 south of Clinton	19	Both
97707 Rocky	9.4 north of Hobart	100	Both
97729 Roosevelt	12.7 south of Hobart	84	Both
97741 Svoboda	3.5 north of Snyder	4	North
97742 Mountain Park	3.0 north of Snyder	42	Both
97755 Manitou	10.9 south of Snyder	30	Both
4th Subdivision			
96514 Luther	3.3 west of Hibsaw	10	East
96534 Red Horse	10.1 west of Jones.....	6	West
5th Subdivision			
96546 Lillard Pk.	5.8 west of Oklahoma City	15	West
96549 Wheatland	4.6 east of Mustang	59	Both
96563 Tuttle	4.7 east of Sooner	25	Both
96573 Amber	5.2 west of Sooner	35	West
96586 Williams	5.4 west of Chickasha.....	6	East
96587 Norge	6.1 west of Chickasha.....	8	East
96615 Elgin	9.6 west of Cyril	8	East
96652 Indiahoma	8.1 west of Cache	35	Both
96676 Headrick.....	11.2 east of Altus	30	Both
96695 Olustee	8.3 west of Altus	65	Both
96703 Creta.....	6.7 east of Eldorado	31	Both
6th Subdivision			
96032 Shirk	5.1 west of Cherokee Yd.	5	West
96055 Terlton	9.6 west of Mannford	6	West
96062 Hallett	7.8 east of Casey	10	East
96085 Lela	5.1 east of Morrison	26	Both
96097 Sumner	5.6 east of Black Bear	5	West
96114 Gansel	4.7 west of Perry	23	Both
96118 Lucien	8.3 east of Covington	89	Both
96134 Fairmont	7.3 west of Covington	72	Both
96139 Shea	4.4 east of Steen	36	Both
7th Subdivision			
92785 Bridge Spur.....	12.2 east of Ashdown	4	East
92755 Arko	1.9 west of Foreman	Yard	Both
92744 Bokhoma.....	7.3 west of Arkinda	7	East
92696 Wesco	3.8 west of Ft. Towson	Yard	West
92674 Soper	11.2 west of Hugo	8	West
92664 Boswell.....	21.1 west of Hugo	8	East
92647 Bokchito	14.6 east of Durant	15	Both
8th Subdivision			
92542 Antlers	17.4 north of Hugo	Yard	Both
92564 Grant	5.0 south of Hugo	16	Both
92573 Powderly	4.2 south of Arthur City.....	13	Both
92576 Camp Maxey	6.5 south of Arthur City.....	4	South

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Lindenwood	1st Subdivn MAIN LINE STATIONS Office Calls		NORTHWARD
	BJKY		92007		7.1	0.0	LI LINDENWOOD	ABS	
	Y		98008		9.1	2.0	XM MUTUAL		
			98012		12.5	5.4	KX ALPHA		
		8,600	98025		24.9	17.8	JX BYERS		
			98039		38.7	31.6	IS FESTUS		
	J	7,111	98040		42.1	35.0	CX CRYSTAL CITY		
			98047		49.7	42.6	RH RUSH ISLAND		
			98054		52.1	45.0	EE BRICKEYS		
	J	8,600	98065		66.5	59.4	SG STE GENEVIEVE		
		8,600	98081		79.7	72.6	VV MCBRIDE		
		8,600	98103		102.3	95.2	UR WITTENBERG		
		5,040	98115		115.6	108.5	NP NEELYS		
		8,600	98129		129.7	122.6	FZ FREEZE		
	BK	5,032	98131		132.0	124.9	CP CAPE GIRARDEAU		
	M				133.1	126.0	M.P.		
			98137		137.0	122.9	NX NASH		
	AJ				141.8	134.7	S.S.W.		
	B	9,150	98144		143.3	136.2	CF CHAFFEE		
	M				150.0	142.9	M.P.		
		7,600	98155		154.8	147.7	BF BROOKS		
	A	3,756	98166		165.9	158.8	SI SKESTON (M.P.)		
		8,263	98180		180.6	173.5	KA KEWANEE		
	M				185.7	178.6	S.S.W.		
	JM				186.2	179.1	S.S.W.		
		10,583	98194		193.0	185.9	JD CONRAN		
			98199		199.6	192.5	PO PORTAGEVILLE		
			98211		211.5	204.4	TE TERRY		
	JT		98213		213.6	206.5	HY HAYTI		
		8,610	98224		225.4	218.3	UE STEELE		
			98235		235.7	228.6	NM NORBLY		
	BK	8,610	98237		238.1	231.0	BLYTHEVILLE To Armored 6.4		
			98249		248.2	241.1	LU LUXORA		
			98253		252.7	245.6	MD HAROLD		
	T		98254		254.9	247.8	OS OSCEOLA		
		8,610	98264		265.5	258.4	WS WILSON		
			98272		272.4	265.3	JR JOINER		
			98272		272.4	265.3	JR JOINER		
	T	8,610	93462		282.3	275.2	TR TURRELL		
	J		93462		283.3	276.2	JG RIVER JCT.		
			93472		471.9	285.7	HV HARVARD		
			93474		473.6	287.4	VO To Hulbert 5.8		
			93475		475.4	289.2	GG CRITCO		

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Lindenwood	1st Subdivn Cont. MAIN LINE STATIONS Office Calls		NORTHWARD
	AI				481.4	295.2	BRIDGE JCT. (M.P.)		
			93483	1001	483.1	296.9	SH SHELCO		
	UJ				483.8	297.6	I.C.G.		
	BKT		93496		496.4	310.2	TY MEMPHIS (Tenn. Yard)		

BETWEEN LINDENWOOD AND MP 9.0 EMPLOYEES ARE UNDER THE JURISDICTION OF THE GALESBURG DIVISION CHICAGO REGION.

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

Train Dispatcher Call—7

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ref. Points	FOR INFORMATION ONLY MAIN LINE STATIONS Office Calls		NORTHWARD
					483.1	296.9	SH SHELCO		
					483.6	297.4	(Kansas Ave.)		
	X				483.7	297.5	(Kentucky St.)		
	JU				483.8	297.6	I.C.G.		
	X				485.4	299.2	(Neptune St.)		
	X				486.6	300.4	(Mclemore ST.)		
	X				487.9	301.7	(North Yale)		
	X				489.5	303.3	(South Yale)		
	X				490.0	303.8	(Pendleton St.)		
	X				491.5	304.3	(Demo)		
	BKT				494.6	308.4	(North Tenn. Yd.)		
					497.1	310.9	MEMPHIS (South Tenn. Yd.)		

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

Train Dispatcher Call—2

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

ACTION TO BE TAKEN BY TRAIN AND ENGINE CREWS

When derailment or incident occurs in which hazardous materials may be involved:

- Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- Notify train dispatcher (yardmaster in terminal areas) advising portion of train or cars involved. From waybills, consist or other data source, determine appropriate precautions in the event there has been a product release.
- Inspection of trains or cars should be undertaken with caution. If a release of hazardous materials is evident, the area must not be entered except by person(s) with proper protective equipment.
- If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- When practicable to accomplish without personal risk, determine position of tank cars (upright, on side, on top, etc.), specific information about tank damage (length, depth of dents, gouges, etc.), location and extent of leakage (hole in end, dome, drip, ½ inch stream, vapor, etc.) and tank car specification (example: DOT 112J340W)

BE SPECIFIC WHEN REPORTING DAMAGE/LEAKAGE INFORMATION

- When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- Remain at the scene, in close contact with the train dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and conditions of cars. Furnish them all emergency response information available. This position should be maintained until relieved by a supervisor on the scene or emergency is corrected.

NOTE: Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads, or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

EXCERPTS FROM D.O.T. REGULATIONS

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

DEFINITIONS:

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

"TRAIN" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

§ 174.59 Marking and placarding of rail cars. No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified.

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

- Rail cars containing any amount of hazardous material.
- Each trailer/container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material.
- Each trailer/container containing 1000 lbs. or more of any other hazardous material.

§ 174.24 Shipping Papers. (a) No person may accept for transportation by rail any hazardous material unless he has received a shipping paper prepared in the manner specified in subpart C of Part 172 of the regulations, (outlined in 174.25 (b) and (c));

(b) Paragraph (a) does not apply to a material classed as an ORM-A, B, C, or D, unless it is a:

- Hazardous substance or,
- Hazardous waste.

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

- Each waybill, switching ticket, switching order or shipping order used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.
- When the initial movement of a loaded rail car required to be placarded is a switching operation, the switch order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:
 - The shipping description consisting of—
 - The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
 - The hazard class specified for the material in the same table;
 - The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
 - The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;
 - Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.
 - The placard notation.
 - For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.
- For an empty tank car that previously contained a hazardous material, other than combustible liquid, or unless the tank car has been reloaded with a material not subject to this subchapter, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "EMPTY" or "EMPTY: Last Contained," followed by the basic description of the hazardous material last contained in the tank car, and the word, "PLACARDED." For example, "EMPTY: SULFURIC ACID, Corrosive Material, UN 1830 Placarded," or "EMPTY: Last Contained SULFURIC ACID, Corrosive Material, UN 1830. Placarded."

§ 172.205 Hazardous waste manifest.

- No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared, signed, carried, and given as required of that person by this section.
- A copy of the manifest bearing all required dates and signatures must be—
 - Carried during transportation in the same manner as required by this subchapter for shipping papers,
 - Given to a person representing the designated facility receiving the waste.
- If a shipment is delivered to the waste facility by railroad, manifest information may be included on the waybill in lieu of complying with paragraph (e) (2) of this item.
 - The delivering carrier shall obtain receipt for waste shipment that includes date and handwritten signature of person representing the facility.

§ 174.26 Notice to train crews of placarded cars.

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

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

NON-FLAMMABLE GAS (toxic)	FLAMMABLE GAS (toxic)	FLAMMABLE (toxic)	COMBUSTIBLE (toxic)
PLACARDS ARE IDENTIFIED BY: BACKGROUND COLOR SYMBOL U.N. HAZARD CLASS NUMBER			

U.N. HAZARD CLASS NUMBERS	
1. EXPLOSIVES	6. POISONOUS AND INFECTIOUS
2. GASES	7. RADIOACTIVE
3. FLAMMABLE LIQUIDS	8. CORROSIVE
4. FLAMMABLE SOLIDS	9. MISCELLANEOUS
5. OXIDIZING MATERIALS	(other regulated material)

4-DIGIT ID. NUMBER

The identification numbers may be displayed on orange panels along with a standard placard or on an alternate placard with the identification number in the center of the placard.

The numbers are for emergency response and have no application for railroad operation.

Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113	LOADED PLACARDED CARS	TOFC/COFC	Box, Flat, Hopper Cars	Cars placarded:	Empty placarded tank cars:	Cars placarded:
				POSITION IN TRAIN RESTRICTIONS					
				Must not be nearer than the sixth car from the engine caboose or passenger car.					
				When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.					
				MUST NOT BE NEXT TO:					
				Engine, occupied caboose or passenger car					
				Car occupied by guard or escort					
				Loaded plain flat car					
				Backhead flat car or open top car with shiftable load					
				Loaded TOFC/COFC flat car					
				Car loaded with vehicles					
				Car with internal combustion engine in operation					
				Car with any heating apparatus or any lighted stove, heater or lantern					
				Car placarded EXPLOSIVES A					
				Car placarded POISON GAS					
				Car placarded RADIOACTIVE					
				Any loaded placarded car (other than COMBUSTIBLE) in same placard					
				SWITCHING RESTRICTIONS					
				Must not be out off in motion, be inspected by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling					
				Must be restricted from engine by at least one non-placarded car					
				Where use of handbrakes is necessary, must not be out off in motion until preceding car is clear of lead plus, restricted car must be clear of lead before another car is allowed to follow					

NOTES	
	Cars with same placards may be placed next to each other.
(1)	A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.
(2)	Restriction applies only when any of the leading protrudes beyond the car ends or when any of the leading extending above the car ends is liable to shift as to protrude beyond the car ends.
(3)	Cars placarded EXPLOSIVES A may be placed next to each other.
(4)	Restriction applies only to loaded flatbed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.
(5)	Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car end of a type generally accepted for handling in interchange between railroads.
(6)	Cars placarded RADIOACTIVE must not be placed next to car loads of undeveloped film.
(7)	Restriction applies only to flat switching of loaded tank cars placarded FLAMMABLE GAS, NON-FLAMMABLE GAS, CHLORINE (displayed in line box, above and Canadian POISON GAS 2.3 (displayed on reverse side). In humping operation, these cars may be allowed to roll free provided: a) the intended track contains one or more standing cars b) the preceding car is clear of all switches before the placarded car is out off c) the placarded car is out off singly d) the placarded car is clear of all switches before the following car is out off e) the next car into the track containing the placarded car is out off singly.

MISSING PLACARDS MUST BE REPLACED. LOCATIONS WHERE CARS ARE INSPECTED SHALL HAVE A SUPPLY FOR THIS PURPOSE. IDENTIFICATION NUMBERS SHALL BE ADDED TO ALTERNATE PLACARDS WITH A BLACK MARKING PEN. CORRECT NUMBERS SHALL BE OBTAINED FROM EXISTING PLACARDS ON CAR OR SHIPPING PAPER.

- (b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.
- (c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §§ 172.202 and 172.203 of this subchapter.

SWITCHING AND TRAIN PLACEMENT

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

§ 174.8

INSPECTION

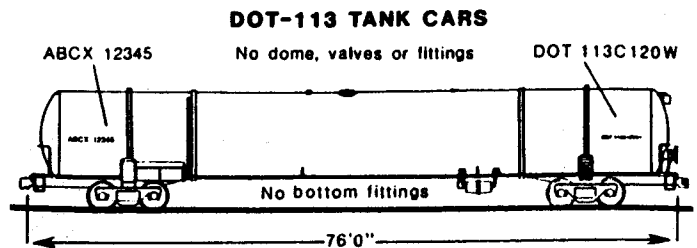
- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by § 174.26(b).
- (c) For inspection requirements applicable to rail cars containing Class A explosives, see §§ 174.10 and 174.104.

§ 174.9 Inspection of tank cars.

- (a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that they are not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

§ 174.10 Inspection of cars at interchange.

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.
- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.



DOT 113 TANK CARS MAY BE IDENTIFIED BY:

- (1) DOT specification number (Example - DOT 113C 120W) stencilled on both sides of car, at opposite end from car initial and number.
- (2) No dome, fittings or valves visible on top or bottom of tank.
- (3) Extreme length of car (76' 0" over strikers).

**THESE TANK CARS MUST NOT BE HUMPED
OR CUT OFF IN MOTION!**

CANADIAN POISON GAS 2.3 PLACARDS



Some compressed gases, such as Anhydrous Ammonia and Hydrogen Chloride, are classified differently in Canada than in the United States. When shipments of these commodities originate in Canada, the Hazard Class entry on the waybill will read "Poison Gas 2.3" and the tank car will be placarded with the placards depicted above.

In the United States, tank cars with Canadian POISON GAS 2.3 placards shall be handled in accordance with the train placement and switching restrictions which apply to tank cars placarded **FLAMMABLE GAS**, **NON-FLAMMABLE GAS** and **CHLORINE**. (see note 7 on reverse side).

The following codes shown in the special handling column of the train or switch list describe hazardous materials:

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

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

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

Lindenwood and Chaffee	50 MPH.
Chaffee and River Jct.	55 MPH.
MP 7.4 to MP 8.5	30 MPH.
MP 12.7 to MP 23.8	45 MPH.
MP 26.7 to MP 30.6	45 MPH.
MP 35.5 to MP 37.7	45 MPH.
MP 38.7 to MP 39.7	30 MPH.
MP 40.1 to MP 40.3	40 MPH.
MP 44.6 to MP 44.8	45 MPH.
MP 58.9 to MP 60.0	45 MPH.
MP 64.8 to MP 65.0	40 MPH.
MP 65.0 to MP 65.2	20 MPH.
MP 70.0 to MP 70.4	45 MPH.
MP 83.2 to MP 83.6	45 MPH.
MP 88.2 to MP 91.8	45 MPH.
MP 96.0 to MP 100.6	35 MPH.
MP 103.5 to MP 103.6	30 MPH.
MP 103.6 to MP 105.8	40 MPH.
MP 109.5 to MP 113.6	45 MPH.
MP 118.2 to MP 119.6	45 MPH.
MP 125.2 to MP 125.6	45 MPH.
MP 128.8 to MP 129.6	45 MPH.
MP 130.6 to MP 131.7	20 MPH.
MP 131.7 to MP 132.9	20 MPH.
MP 142.5 to MP 143.6	20 MPH.
MP 150.0 Missouri Pacific Crossing	20 MPH.
MP 164.3 to MP 166.3	20 MPH.
MP 181.5 to MP 181.8	50 MPH.
MP 185.5 to MP 186.6	20 MPH.
MP 190.9 to MP 191.2	50 MPH.
MP 198.6 to MP 199.0	30 MPH.
MP 212.2 to MP 213.4	20 MPH.
MP 217.0 to MP 224.2	50 MPH.
MP 224.2 to MP 224.8	20 MPH.
MP 224.8 to MP 227.0	50 MPH.
MP 227.0 to MP 227.6	30 MPH.
MP 227.6 to MP 236.3	50 MPH.
MP 236.3 to MP 237.9	20 MPH.
MP 253.1 to MP 254.3	20 MPH.
MP 283.3 Through turnout River Jct.	25 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 to MP 480.9	45 MPH.
Bridge Jct. to Shelco	25 MPH.
Shelco to Memphis (Tennessee Yard)	20 MPH.
Shelco through turnout	20 MPH.
Through crossover, Neptune St., McLemore St., North Yale, South Yale, Pendleton St., Democrat Road	20 MPH.
Through turnouts controlled sidings	20 MPH.
Controlled sidings: Crystal City, Wittenburg, Freeze, Cape Girardeau, Kewanee, Conran, Steele and Turrell	10 MPH.
Over south switch, No. 1 track M & I connection at Crystal City	5 MPH.
Loop Track, Rush Island	8 MPH.
Over Scale, Rush Island	4 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Between Blytheville and Armorel and between Marion and Hulbert, cars heavier than 263,000 lbs. not permitted.

Sidings capable of handling loaded unit coal or loaded unit grain trains are:

Byers
Ste. Genevieve
McBride
Cape Girardeau

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

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

Osceola product tracks
Paymaster lead from Wye Switch East.

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

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

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

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

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

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

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

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

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

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

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

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

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

Chaffee—All trains require clearance.

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

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

6. **ABS:** MP 7.4 to 9.0
CTC: MP 9.0 to 283.3
 MP 462.4 to 494.6

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

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

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

Rule 93—In effect at Lindenwood to MP 9.1.

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 509.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Oran—House Track, Highway W.
 Hayti—No. 1 Track, Highway 84.
 Norbly—Moultrie St. and siding
 Blytheville—Hoop Track, Ash St.,—Crafton Lead, Highway 61.
 Osceola—House Track, Union Avenue and Southwire Lead, Highway 61.
 Wilson—Gin and Scale Tracks, Highway 14.
 Memphis—All yard movements over public street crossings, except those equipped with automatic crossing signals, will be protected by member of crew from ground position. Flagman will use lighted red fusee.

9. **Crossing Gates**—

Station	Mile Post	Intersecting Line	Normal Position
Presley Jct.	476.2	M.P.	Against BN
Cape Girardeau	133.1	M.P.	Against M.P.
Oran	150.0	M.P.	Against M.P.
Lilbourn	185.7	S.S.W.	Against S.S.W.
Lilbourn	186.1	S.S.W.	Against S.S.W.

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

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

MP 16.4, MP 21.8, MP 31.5, MP 47.2, MP 53.2, MP 104.4, MP 135.3, MP 141.5 and MP 468.4.

Other Failed Equipment Detectors—

MP 77.1, MP 126.9, MP 162.2, MP 189.5, MP 217.0, MP 241.3 and MP 268.5.

SOUTHWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Memphis	2nd Subdivn MAIN LINE STATIONS Office Calls		NORTHWARD
							TY	MEMPHIS (Tenn. Yd.)	
	BKRT		93496		496.4	0.0		3.6	
			93500		500.0	3.6		MINERAL WELLS	
		10,590	93512		511.2	14.8	BH	BYHALIA	
		8,875	93528		527.2	30.8	TO	TOURS	
	IJ		93529		528.3	31.9	HS	HOLLY SPRINGS	
		7,990	93541		541.0	44.6	PQ	POTTS CAMP	
		10,114	93552		552.1	55.7	MY	MYRTLE	
		6,636	93561		561.3	64.9	PE	PECK	
	AI				562.3	65.9		I.C.G.	
	J		93562		563.0	66.6	NY	NEW ALBANY	
		7,480	93571		571.4	75.0	RE	REESE	
		7,303	93582		582.4	86.0	BD	BELDEN	
	JT		93588		587.5	91.1	TU	TUPELO	
	AI				588.2	91.8		I.C.G.	
		8,135	93592		591.6	95.2	PV	PLANTERSVILLE	
		6,904	93603		602.7	106.3	AJ	ARJAY	
	BJKTR		93611		611.2	114.8	AY	AMORY	
		8,414	93621		620.3	123.9	JU	JUDGE	
		6,518	93629	1001	628.4	132.0	GM	GATMAN	
		7,600	93642		641.2	144.8	BV	BEAVERTON	
	BK	8,600	93655		654.6	158.2	WD	WINFIELD	
		5,487	93669		669.2	172.8	EL	ELDRIDGE	
		8,305	93675		675.1	178.7	CK	CARBON HILL	
		7,600	93683		682.2	185.8	TW	TOWNLEY	
	AI				693.7	197.3		SOU.	
	BJK	4,302	93694		693.8	197.4	JS	JASPER	
		7,600	93698		698.4	202.0	AM	ALMA	
		6,234	93704		703.5	207.1	BE	BENOIT	
	J		93707		707.4	211.0	DO	DORA	
		8,600	93713		712.2	215.8		To DeBardeleben	
		6,729	93722		722.3	225.9	QT	QUINTON	
		7,953	93725		725.0	228.6	AI	ADAMSVILLE	
	AI				729.1	232.7	OO	OAKWOOD	
		4,880	93730		729.3	232.9		L & N SOU. BS.	
	J		93731		730.6	234.2	PZ	PRATT CITY	
	M				731.1	234.7	WG	WEST BIRMINGHAM	
	BKRTY		93732		731.3	234.9		THOMAS JCT.	
					732.1	235.7		B.S.	
							BY	BIRMINGHAM	

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

Train Dispatcher Call—4

1. Speed Restrictions—
Zone—Between

Maximum Speeds Permitted

MP	513.8 to MP	514.0	50 MPH.
MP	520.1 to MP	520.8	50 MPH.
MP	520.8 to MP	523.1	45 MPH.
MP	523.1 to MP	525.5	50 MPH.
MP	525.5 to MP	528.1	45 MPH.
MP	528.1 to MP	528.5	30 MPH.
MP	528.5 to MP	530.6	45 MPH.
MP	531.8 to MP	532.3	50 MPH.
MP	534.6 to MP	538.1	45 MPH.
MP	543.4, Northward	trains until engine through limits	55 MPH.
MP	550.4 to MP	550.6	50 MPH.
MP	560.5 to MP	560.6	Southward trains until engine through limits
MP	561.3 to MP	562.3	45 MPH.
MP	562.3 to MP	562.6	50 MPH.
MP	562.6 to MP	574.0	30 MPH.
MP	575.3 to MP	575.7	45 MPH.
MP	586.4 to MP	588.1	50 MPH.
MP	588.1 to MP	588.3	45 MPH.
MP	587.4 to MP	588.6	30 MPH.
MP	609.9	Trains handling pulpwood	20 MPH.
MP	610.6 to MP	612.2	Until engine through limits
MP	613.8, Northward	trains until engine through limits	25 MPH.
MP	619.5 to MP	620.0	50 MPH.
MP	620.0 to MP	624.9	50 MPH.
MP	634.3 to MP	634.9	55 MPH.
MP	649.1 to MP	649.9	50 MPH.
MP	649.9 to MP	650.2	40 MPH.
MP	654.3 to MP	667.8	45 MPH.
MP	667.8 to MP	668.1	40 MPH.
MP	668.1 to MP	688.7	45 MPH.
MP	688.7 to MP	688.8	40 MPH.
MP	688.8 to MP	692.4	45 MPH.
MP	692.4 to MP	693.0	30 MPH.
MP	693.0 to MP	699.3	45 MPH.
MP	694.6 to MP	694.7	Northward trains until engine through limits
MP	699.3 to MP	699.7	30 MPH.
MP	699.7 to MP	701.3	40 MPH.
MP	701.3 to MP	708.2	45 MPH.
MP	702.5	Trains handling pulpwood,	30 MPH.
MP	708.2 to MP	715.0	25 MPH.
MP	715.0 to MP	722.0	35 MPH.
MP	722.0 to MP	724.2	30 MPH.
MP	724.2 to MP	724.8	35 MPH.
MP	724.8 to MP	728.1	30 MPH.
MP	728.1 to MP	729.1	30 MPH.
MP	729.1 to MP	731.2	Until engine through limits
	Through turnouts controlled sidings		20 MPH.
	Through sidings Winfield, Jasper 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.
	Dora to DeBardeleben		10 MPH.
	Tennessee Yard—outside track, hump tower to South Tennessee Yard		20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

Glen Allen—Locomotive cannot be operated under loading conveyor.**Jasper**—Locomotive cannot be operated over unloading pit, Wilcut track.**Debardeleben**—Locomotive cannot be operated over unloading pit, Boren Explosive track.

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

Locomotives in Groups G, H and I not permitted: Dora to Debardeleben.

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

Sidings capable of handling loaded unit coal or loaded unit grain trains are:

Myrtle	Townley
Judge	Alma
Gatman	Benoit
Beaverton	Quinton
Eldridge	Adamsville
Carbon Hill	Oakwood

3. Train Register Exceptions—

Amory—Trains originating will register.

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

Southward ICG trains will secure clearance at Haleyville and will not require clearance Jasper.

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

6. CTC—MP 497.9 to MP 731.0

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

Birmingham—

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

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

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

Cordova—Dock Track, Highway 173.

Sumiton—Old Highway 78.

Birmingham—All street crossings Roberts Field Industrial Park.
 8th Avenue North & 30th St. — Over Hill Lead.
 9th Avenue North & 15th St. — 9th Avenue Lead.
 9th Avenue North & 16th St. — 9th Avenue Lead.
 24th Avenue North & 24th St. — ICG Main track.
 24th Avenue North & 26th St. — ICG Main track.
 27th Avenue North near 24th St. — ACIPCO Route.
 27th Avenue North near 25th St. — ACIPCO Route.
 27th Avenue North near 35th St. — North Birmingham.

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

9. Dora to DeBardleben—The following track has been identified as Excepted Track under FRA Track Safety Standards Rule 213.4 which restricts operating speed to maximum 10 MPH. and prohibits revenue passenger trains and provides that no freight train shall be operated that contains more than five (5) cars required to be placarded by the Hazardous Material Regulation (49 CFR Part 172).

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

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

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

Conductors of northward trains will arrange to have train inspected on both sides as train departs Thomas Yard, when practicable.

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

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

11. Failed Equipment Detectors protecting bridges, tunnels or other structures—MP 699.7 and MP 704.6.

Other Failed Equipment Detectors—

MP 519.3	MP 545.1	MP 577.6	MP 597.8
MP 631.9	MP 651.5	MP 678.1	MP 696.5
MP 707.0	MP 710.0	MP 714.5	MP 716.1
MP 719.9	MP 723.9	MP 728.1	

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

BN Radio Channel No. 2 in Service on this Subdivision.
Train Dispatcher Call—7

1. Speed Restrictions— Maximum Speeds Permitted Zone—Between

Caruthersville and Bragg City.....	10 MPH.
Bragg City and Kennett	30 MPH.
Cars heavier than 220,000 lbs. as follows:	
Between Hayti and MP 222.6	10 MPH.
Over bridge 225.4.....	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 220,000 lbs. must have length of 50 ft. or more.
Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—None.

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

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

6. Crew member must protect crossings from ground position:

Kennett—First, Second and Fourth Street, and Highway EE and West Side lead.

Hayti—Lincoln Street, Broadway Street and Highway 84.

7. Rule 93—in effect Caruthersville to Hayti Kennett (MP 229.4)

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

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

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

Train Dispatcher Call—3

- Speed Restrictions—Maximum Speeds Permitted**
Zone—Between
 MP 612.0 to MP 669.2 49 MPH.
 Except at
 Aberdeen Spur from Wye to New Bridge 30 MPH.
 Bridge 635.8 Trains handling pulpwood 25 MPH.
 MP 647.3 to MP 648.8 20 MPH.
 MP 669.2 to MP 680.0 40 MPH.
 MP 680.0 to MP 742.0 49 MPH.
 Except at:
 MP 708.2 Until engine through interlocking 20 MPH.
 MP 724.0 to MP 725.0 25 MPH.
 MP 726.9 to MP 728.9 Southward until engine through limits 15 MPH.
 Bridge 728.9 Over steel spans 10 MPH.
 MP 728.9 to MP 730.9 Northward until engine through limits 10 MPH.
 MP 730.9 to MP 731.5 20 MPH.
 Green Tree Spur—Highway 21 Crossing until engine over crossing 5 MPH.
 MP 742.0 to MP 750.0 35 MPH.
 Except at
 MP 748.7 Until engine through interlocking 20 MPH.
 MP 750.0 to MP 759.0 30 MPH.
 MP 759.0 to MP 764.0 35 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

Siding capable of handling loaded unit coal or loaded unit grain trains is: AIRPORT

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

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

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

3. Train Register Exceptions—

Boligee and Demopolis—Register station for Southward trains only.

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

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

5. Rule 99—When flagging is required, between MP 612.0 to MP 742.0, distance will be 2 miles; between MP 742.0 to MP 764.0, distance will be 1.5 miles.

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

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

Green Tree Spur—Highway 80.

Airport Spur—Highway 45, and street crossings, Columbus AFB.

8. Fourth Subdivision trains between York and Boligee will use Southern RR track, and be governed by Southern Railway Rules, Time Table, and Special Instructions.

9. Rule 93—In Effect—MP 612.4 to MP 613.0 MP 646.0 to MP 649.7 MP 677.5 to MP 682.0 MP 705.3 to MP 709.5 MP 730.5 to MP 736.5 MP 763.0 to MP 764.3

10. Whitbury—lead can be used for local service only.

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

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

Other Failed Equipment Detectors—

MP 633.7, MP 660.6 and MP 697.9

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

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

Train Dispatcher Call—3

1. Speed Restrictions— Maximum Speeds Permitted Zone—Between

Magnolia and Pensacola 35 MPH.
MP 774.0 Until engine through interlocking 20 MPH.
MP 777.4 to MP 777.7 25 MPH.
Bridge 783.7 10 MPH.
MP 796.4 to MP 797.3 30 MPH.
MP 809.7 to MP 810.0 25 MPH.
MP 810.0 to MP 825.4 30 MPH.
Fountain: Alabama River Pulp lead between main
track and Ft. Claiborne Highway Crossing 10 MPH.
From Ft. Claiborne Highway Crossing to ARP Storage
yard 25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

When handling 250 ton Wrecking Derrick over Bridge 783.7 it must
be separated from locomotive by at least 4 cars not heavier than
100,000 lbs. each.

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

3. Train Register Exceptions—None.

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

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

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

Pace Blvd.
Texar Drive.
Barrancas Ave.

7. Rule 93—In effect—MP 764.3 to MP 765.3 MP 772.5 to MP 775.0 MP 777.7 to MP 781.0 MP 898.0 to MP 900.3 MP 910.0 to MP 915.0

SOUTH WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From York	6th Subdivn MAIN LINE STATIONS Office Calls	
	BJKRY		95732		731.1	0.0	YO	YORK 18.9
	JY	1,616	95750		750.0	18.9		CROMWELL 0.3
	A				750.3	19.2		M. & B. 6.1
		6,435	95756		756.4	25.3		POND 11.5
		1,742	95768		767.9	36.8		BOGUELOOSA 12.2
		3,542	95781		780.1	49.0		SOUWILPA 15.4
		5,242	95794		795.5	64.4		MILLRY 11.9
			95807	1021	807.4	76.3		CHATOM 11.9
		2,670	95820		819.3	88.2		SEABOARD 25.5
			95845		844.8	113.7		MT. VERNON 13.3
			95858		858.1	127.0		GETTY 4.6
		2,956	95864		862.7	131.6		SARALAND 5.8
	JY				868.5	137.4		TERMINAL JCT. To Chickasaw 1.0 0.1
	AY				868.6	137.5		SOU. 2.0
	MY				870.6	139.5		THREE MILE CREEK 2.9
	BKRY		95874		873.5	142.4	MB	MOBILE

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

Train Dispatcher Call—3

1. Speed Restrictions— Maximum Speeds Permitted Zone—Between

York and Mobile 40 MPH.
MP 750.3 Until engine through interlocking 20 MPH.
MP 793.0 to MP 793.5 35 MPH.
MP 795.5 to MP 796.0 35 MPH.
MP 798.5 to MP 799.0 35 MPH.
MP 801.0 to MP 801.5 35 MPH.
MP 801.5 to MP 805.0 30 MPH.
MP 809.0 to MP 811.0 35 MPH.
MP 815.0 to MP 815.5 35 MPH.
MP 823.0 to MP 823.5 35 MPH.
MP 836.5 to MP 837.5 35 MPH.
Over Bridge 866.1 25 MPH.
MP 868.6 Until engine through interlocking 20 MPH.
Over Three Mile Creek Bridge 5 MPH.
All Tracks Terminal Ry. Alabama State Docks 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Group I not permitted.

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

3. Train Register Exceptions—None.

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

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

6. Sixth Subdivision trains—Terminal Railway Alabama State Docks tracks between Terminal Jct. and Mobile. Consolidated Code of Operating Rules, edition of 1980 apply.

7. Rule 93—In effect—MP 731.0 to MP 732.2 MP 749.4 to MP 751.0 MP 868.0 to MP 873.5

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

Other Failed Equipment Detectors—
MP 749.8 MP 853.0
MP 799.3

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard
1121	Memphis Back Tracks
1122	Tennessee Yard
1123	Amory
1124	Birmingham
1125	Cantonment
1126	Pensacola
1127	Mobile

OTHER ROAD SEGMENTS

Line Segment	Limits	Mileposts
1014	Marion — Hulbert	471.9 to 479.4
1023	Dora — DeBardeleben	708.3 to 717.9
1029	Blytheville — End of Track	237.3 to 238.4
1030	Blytheville — Armored	237.3 to 243.4

MEMPHIS DIVISION

Base Stations	Channel	Hours in Operation
Crystal City	2	Mon. thru Fri. 0700-1700
Cape Girardeau	2	Continuous
Blytheville	2	Mon. thru Sat. 0700-1700
Memphis	2	Continuous
Amory	2	Continuous
Winfield	2	Mon. thru Fri. 0700-1600
Jasper	2	Mon. thru Fri. 0700-1700, Sat. 0800-1700
Birmingham	2	Continuous
Columbus	2	Mon. thru Sat. 0630-1430
Aliceville	2	Sat. thru Thurs. 0900-1800, Fri. 2300-0800
Demopolis	2	Mon. thru Sat. 0700-1500, Mon. thru Fri. 1600-0100, Sat. 2030-0030
Magnolia	2	Daily 0700-1600
MacMillan	2	Mon. thru Fri. 0700-1630, Mon. thru Fri. 2000-0430, Sat. & Sun. 0800-1630
Fountain	2	Tues. thru Sat. 0900-1800
Cantonment	2	Daily 0630-1530 1530-0030
Pensacola	2	Continuous
York	2	Continuous except: Sunday 0800 to 1600
Mobile	2	Mon. thru Fri. 0800-2359 Sat. 0800-1600

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
321-2228	Chief Dispatcher	(417) 864-2228
321-2246	1st, 2nd	(417) 864-2246
321-2244	1st Turrell-Memphis	(417) 864-2244
321-2595	3rd, 4th, 5th, 6th	(417) 864-2595

INDUSTRIAL TRACKS AND OTHER TRACKS
NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision			
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	28	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	4	North
98037 Ludwig	1.7 north of Festus	20	Both
98045 Selma	2.5 south of Crystal City	65	Both
98061 Duren	5.0 north of Ste. Genevieve	17	South
98074 St. Marys	5.5 north of McBride	30	N/S
98095 Seventy-Six	6.9 north of Wittenberg	12	North
98134 Marquette	2.0 south of Cape Girardeau	30	South
98151 Oran	3.9 north of Brooks	12	South
98160 McMullin	5.9 north of Sikeston	10	North
98186 Lilbourn	5.1 south of Kewanee	12	North
98191 Marston	2.0 north of Conran	25	South
98227 Holland	1.9 south of Steele	10	North
98494 Armored	6.4 east of Blytheville	135	Both
98244 Burdette	3.8 north of Luxora	57	Both
98259 Rotan	4.4 south of Osceola	15	South
98261 Driver	4.8 north of Wilson	14	North
98267 Delpro	1.3 south of Wilson	46	Both
93779 Hulbert	5.8 south of Marion	Yard	North
93796 Presley Jct.	0.8 south of Marion	7	Both
93798 W. Memphis	3.0 south of Marion	Yard	Both
2nd Subdivision			
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
93560 Glenfield	1.0 north of Peck	4	North
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 Gatman	11	North
93635 Sulligent	6.5 south of Gatman	85	Both
93638 Crews	3.0 north of Beaverton	14	South
93649 Guin	6.1 north of Winfield	52	Both
93660 Glen Allen	9.0 north of Eldridge	120	Both
93663 Bazemore	6.2 north of Eldridge	55	Both
93702 Cordova	2.0 north of Benoit	150	Both
93927 DeBardeleben	9.6 east of Dora	Yard	Both
93717 Lindbergh	5.0 north of Adamsville	15	North
4th Subdivision			
98661 Forrester	8.0 south of Whitbury	45	Both
98695 West Greene	5.5 north of Mt. Hebron	5	North
98705 Crossroads of America Industrial Park	2.8 north of Boligee	5	North
98721 Forkland	4.1 north of Centrala	5	South
98735 Stokley	0.4 north of Green Tree	29	Both
98756 Octagon	6.2 south of Linden	5	North
5th Subdivision			
98785 Sheppard	7.9 north of Hybart	6	North
98835 Megargel	2.7 north of Goodway	12	South
98847 Huxford	9.4 south of Goodway	5	North
98853 McCullough	5.6 south of Huxford	8	South
98866 Pine	3.2 south of Atmore	31	North
98906 Ensley	7.6 south of Cantonment	11	South
98907 Edge	8.0 north of Pensacola	15	South
6th Subdivision			
95776 Gilbertown	8.5 south of Bogueloosa	6	North
95784 Bolinger	0.9 north of Silas	12	South
95785 Silas	4.6 south of Souwilpa	24	Both
95815 Tibbie	4.2 north of Seaboard	6	South
95827 Sims Chapel	7.9 south of Seaboard	12	North
95838 Fairford	6.8 north of Mt. Vernon	15	North
95868 Chickasaw	1.0 north of Terminal Jct.	120	Both
95866 Blakely Island	Mobile	Yard	

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

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

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

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

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

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

Unless otherwise provided—

Movements on:	
Sidings	20 MPH.
Tracks other than main tracks and sidings	10 MPH.
Light locomotive consist or caboose hop	50 MPH.

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

Cold Weather Speed Restrictions (fahrenheit)

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

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99799	45 MPH.	20 MPH.
All other ore cars	40 MPH.	20 MPH.
Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and FWD S780	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Wedge plow or dozer (dead in tow)	35 MPH.	20 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH.	15 MPH.
Log cars not equipped with permanent steel side stakes	30 MPH.	15 MPH.
Ribbon rail cars (loaded)	35 MPH.	25 MPH.
Clay cars, BAP 3801-4199	45 MPH.	45 MPH.
Empty bulkhead flat cars:	45 MPH.	45 MPH.
BN 615312-616999 NP 67183-67514		
BCIT 816150-817649 NP 67595-67599		
CPI 316397-316599 GN 160000-160744		
BCOL 17000-17999 GN 161300-161499		

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

Maximum Speed—

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

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

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

2. Restrictions on Locomotives—

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

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

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

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

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist.

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

Trains of more than 15 cars—

May be all or any portion of the powered consist. Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist. Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

Trains of 15 cars or less—

No placement restrictions.

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

1-585, 1000-1004, 1400-1438, 1955-1971, 6100-6237, 9900-9925.

3. Manned Helper Operations—

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

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

1702-1721, 1723-1749, 1751-1775, 1777-1779, 1782-1791, 1795-1799, 1802-1807, 1811-1812, 1816, 1819, 1822, 1829, 1831-1833, 1835-1836, 1839-1864, 1868-1875, 1877-1882, 1887-1889, 1892, 1896-1898, 1900-1901, 1903-1904, 1909, 1914-1926, 1928, 1930, 1932-1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1993-1997.

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

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

Unless otherwise provided in Individual Subdivision Special Instructions:

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

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

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

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

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

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

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

3A. Locomotive Group Chart

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

Group	Model	Locomotive Numbers
A	SW-1	70, BNET 1-3.
B	GP-9B	600-604.*
	GP-5	1350-1361, 1363-1365.
	GP-9	1723, 1725-1726, 1728-1729, 1731-1732, 1734, 1736-1749, 1751-1754, 1758-1760, 1811-1816, 1819, 1821-1822, 1829, 1887-1889, 1891, 1902-1904, 1907, 1909-1910, 1913-1920, 1922-1936, 1938-1939, 1941-1942, 1944, 1946-1948, 1950-1958, 1960-1964, 1966-1969, 1971, 1980.
	GP-18	1991, 1993-1997.
C	SW-7	75-79, 108-110, 112-113, 115-119, 122-126, 128-130, 132, 134, 137, 139-142.
	SW-12	106, 162-166, 170-220, 222-255, LSTT 105.
	SW-9	146-152, 154-158, 160, 167-169, 260-269.
	SW-10	375-394, 427-449, 574-585.
	NW-2	LSTT 101-104.
D	NW-12	1, 5, 14, 19.
	SW-7	107, 136, 143-145.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1422, 1426, 1436, 1438.
	GP-9	1702-1707, 1709-1717, 1719-1721, 1761-1770, 1772-1775, 1777-1779, 1782-1787, 1791, 1795-1796, 1799-1800, 1802-1805, 1807, 1831-1836, 1839-1841, 1846, 1850-1851, 1853-1854, 1857-1858, 1860-1864, 1867-1869, 1873, 1875, 1877-1878, 1880-1883, 1892-1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1973, 1975, 1977-1978.
	GP-20	2003-2006, 2008-2012, 2014-2016, 2018, 2020, 2023-2024, 2026-2028, 2030-2031, 2034-2037, 2039-2042, 2044-2045, 2047-2055, 2057-2060, 2062-2071.
	GP-30	2217-2219, 2221-2227, 2229, 2231-2232, 2234, 2236, 2238, 2240-2242, 2244-2246.
	GP-39-2	2700-2739.

Group	Model	Locomotive Numbers
E	SW-15	20-65, 300-324.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-2	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-30	2200, 2203-2216, 2247, 2249-2253.
	GP-35	2501, 2503-2504, 2507-2509, 2511-2514, 2516-2537, 2539-2545, 2550-2572, 2574-2582.
	GP-38-B	2600*.
	GP-38-2B	2601*.
	GP-40	3000-3013, 3015-3017, 3019-3020, 3022-3038.
	GP-40-2	3040-3064.
	GP-50	3100-3109.
	B-30-7A	4000-4050, 4052-4119.
	U-28-B	5450-5451, 5453-5459.
	U-30-B	5471-5481, 5483-5484, 5770-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	Amtrak 200-399.
F		None.
G	SD-9	6127-6129, 6131-6135, 6139-6143, 6145-6148, 6150-6164, 6166-6168, 6170-6185, 6187-6202, 6204-6206, 6216-6219, 6221-6228, 6230-6237.
H	SD-9 E-9	6100-6105, 6107-6123, 6125-6126. 9900-9908, 9910-9925.
I	U-3-CB	4500*.
	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5335, 5338-5362, 5364-5394, 5396-5399, 5800-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	U-33-C	5725-5765.
	SD-38-2	6260-6263.
	SD-40	6300-6301, 6303-6318, 6320-6324, 6335-6342, 6344-6347, 6394-6395, 6397-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6376-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7801-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-45	6400, 6402-6403, 6405-6407, 6411, 6414-6421, 6423-6425, 6428-6430, 6432, 6435-6436, 6439-6445, 6447, 6472-6478, 6480-6483, 6485-6527, 6530-6567, 6570-6576, 6592-6599, 6650-6656, 6658-6664, 6666-6669, 6671-6696.
	F-45	6614-6645.
	SD-42B	7500-7502*.
	SD-40-B	7600*.
		* Cabless.

4. Restrictions On Cars—

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

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and FWD S780

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

4A. Handling 80 Foot or Longer Cars—

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

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

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

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

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

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

4B. Multi-Platform Intermodal Cars—

Description—

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

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

Train Operation—

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

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

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 Foot or Longer Cars does not apply to 5 or 10-platform cars.

5. Car Weight and Length Restrictions—

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

These restrictions must not be exceeded without authority of superintendent.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. Air Repeater Operation—

When air repeater equipment is to be operated in train, it must be placed approximately in the middle of the train. Air repeater equipment is identified as follows:

Cars—BNH 3-14.

Locomotives—5450-5451, 5453-5459, 5473, 5475-5476, 5479, 5481, 5484, 5771, 5773, 5776, 5778 and 5781.

7. Dimensional and Special Shipment Restrictions—

- All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 900.
- 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.
- Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- 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.
- Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
BRAVO	When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 11 ft. 6 in. wide loads.	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.
	<i>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</i> Handle cautiously through yards enroute.	INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.
	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.	JULIET	When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.
CHARLIE	When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. wide loads.	KILOGRAM	Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.
	<i>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</i> Handle cautiously through yards enroute.	LIMA	Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.
	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.	MIKE	Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.
DELTA	Observe track center restrictions for 12 ft. 4 in. wide loads.		
	<i>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</i> Handle cautiously through yards enroute.		
	Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.	NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on <i>curved part</i> of adjacent tracks.
ECHO	When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. 8 in. wide loads.		
	<i>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</i> Handle cautiously through yards enroute.		
	Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.	OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
FOXTROT	When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. wide loads.	PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
	<i>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</i> Handle cautiously through yards enroute.	QUEBEC	Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.
	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.	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.
GOLF	When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 4 in. wide loads.	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.
	<i>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</i> Handle cautiously through yards enroute.		
	Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.		
	When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 8 in. wide loads.		

CODE	RESTRICTION APPLICABLE
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.

8. Train Inspection and Failed Equipment Detector Instructions—

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

Conductors of freight trains will determine when train is required to reduce speed or stop to afford proper inspection when:

- Conditions restrict visibility to the point that proper running inspection cannot be made.
- Notified that a failed equipment detector is out of service.
- Failed equipment detector may be ineffective account blowing snow.

Inspection intervals must not exceed 35 miles which includes those made by crew or employees on the ground.

Crews will inspect train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

The location of failed equipment detectors which protect bridges, tunnels or other structures is shown under Individual Subdivision Special Instructions.

When conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and then train may be moved at no more than 10 MPH until inspection can be completed.

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

If the actual inspection of equipment as indicated by detector does not reveal a defect or indication of overheating, inspection must be made of at least eight (8) axles on both sides of indicated equipment. If no defect or indication of overheating is found, train may proceed at maximum authorized speed, 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 (2) successive detectors, the identified equipment must be set out of train. **EXCEPTION:** If overheating or defect detected involves a locomotive unit, such unit need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect.

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.

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

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train and location of failed equipment detector which failed to

detect the hot bearing, with a copy of the wire to Chief Engineer Communications and Signals, Overland Park. Train dispatchers will arrange inspection of the detector by the signal maintainer in all such instances and notify the communication and signal supervisors and the superintendent of signals.

Failed Equipment Indicators that must be observed by crew on rear of train do not apply to trains without a caboose.

Failed Equipment Wayside Display—

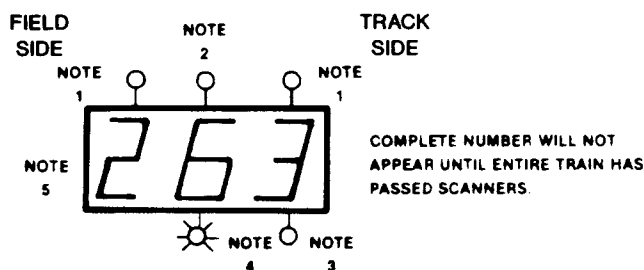
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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

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

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

FAILED EQUIPMENT DISPLAY AS VIEWED FROM PASSING TRAIN



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

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

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

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

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

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

Failed Equipment Radio Reporter—

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

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

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

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

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

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

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

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

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

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

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

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

Failed Equipment Alarm Indicator—

Alarm Indicator Assembly employing radio for defect location.

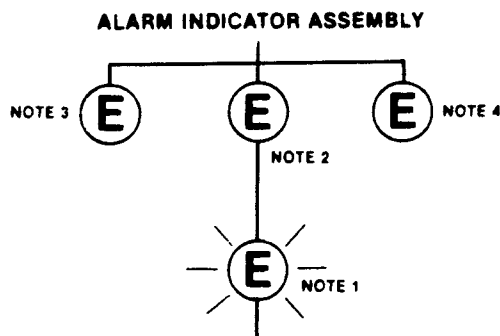
This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

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

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

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

Rules 501S and 501T are in effect.



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

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

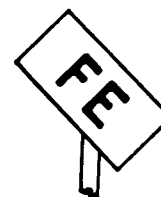
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

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

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

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

FAILED EQUIPMENT SIGN—



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

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

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

10. Spring Switches—

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

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

11. Commodities Insulating Track in CTC and ABS—

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

12. Rules Changes and Modifications—

Consolidated Code of Operating Rules:

Continental Time—

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

Definition—RESTRICTED SPEED—change to read:

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

Rules 19, 19(A), 19(B) and 19(C)—are cancelled.

Rule 19—new:

A marker of the prescribed type in red-orange-amber color range will be displayed at the rear of every train to indicate the rear of the train.

From one hour before sunset to one hour after sunrise, when weather conditions restrict visibility to less than one half mile and at times as may be prescribed by special instructions, the marker must be illuminated either steady or flashing. Note: Portable markers that are photo electrically actuated will comply with this requirement.

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

A train may proceed without a marker to the next forward location where the marking device can be repaired or replaced when:

- (1) The marker becomes inoperative enroute,
- (2) A defective car must be placed at the rear for movement to a car repair point; or
- (3) The rear portion of the train is disabled and prescribed marker cannot be displayed on rear car of portion to be moved.

The marker must be inspected at each crew change point to assure that it is properly displayed.

When a crew leaves a portion of their train, they must not handle a caboose as the rear car of the head portion which would indicate that the train is complete.

Rules 83 (B), 200, 202, 209, 219, 224 and 671D pertaining to signature on train orders and clearances are modified to permit them to be issued over the signature of the train dispatcher.

Rule 93—add two paragraphs:

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

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

Rule 102—change first paragraph to read:

When a train is disabled or stopped suddenly by an emergency application of air brakes or other causes, immediate radio transmission must be made giving exact location and status of train. Trains receiving this warning must approach the location at reduced speed. A lighted red fusee must be immediately displayed on adjacent tracks at front and rear of train and adjacent tracks as well as tracks of other railroads that are liable to be obstructed must at once be protected in both directions as prescribed by Rule 99, until it is ascertained they are safe and clear for the movement of trains. When train involved does not have a caboose, such protection must be provided as soon as possible.

Rule 214—add to the fourth paragraph:

If train does not have a caboose, conductor's copy of all train orders, clearances and messages will be placed in envelope on engine.

Rule 216—change first paragraph to read:

Under the following conditions, a train order restricting the movement of a train must not be repeated until operator has obtained

signature of conductor or engineer to the order. Train order must not be signed until conductor and engineer understand their train will be restricted:

Rule 217—change third paragraph to read:

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

Rule 218—change to read:

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

Rule 219—add two paragraphs:

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

Record of correction must be made by train dispatcher.

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

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

New Form of Train Order:

Q

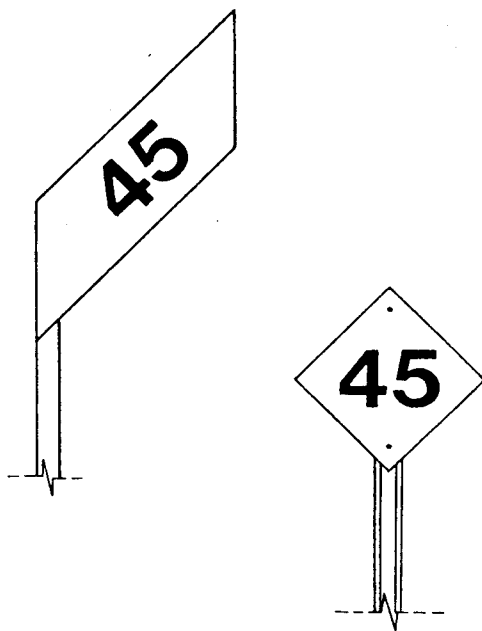
ESTABLISHING TEMPORARY YARD LIMITS

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

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

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

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

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

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

Rule 250—change to read:

Except when movement at restricted speed is required by rule or by indication of previous signal, the indication of the next signal in advance may be complied with when the aspect can be clearly seen and it is known such aspect governs the track on which the movement is being made or is to be made.

Rule 271—change to read:

Trains or engines, and Maintenance of Way employes or equipment per Rule 271(A), may occupy track(s) within specified limits for time period authorized by the control operator as follows:

_____ may use (track(s)) between (location) and (location) from (time) until (time)

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

In transmitting and repeating track and time limits, 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 direction must be pronounced then spelled.

When clearing track and time limits, individual to whom issued must identify self by name and clear by number. Control operator must repeat individual's name, track and time limits number and time cleared.

No movement may be made under this rule until conductor and engineer, and Maintenance of Way employes, receive and understand the track and time limits granted.

Track(s) may be used in either direction within limits specified without flag protection, but all train and engine movements must be made at restricted speed, regardless of signal indication. Compliance with Stop signal indications is required by trains and engines.

NOTE—When control operator authorizes a train or engine to pass a Stop indication to enter or within track and time limits, third paragraph of Rule 269 will not apply. Track and time limits granted to trains or engines includes authority to hand operate dual control switches within such limits in accordance with Rule 276.

Track and time limits do not authorize occupancy of tracks within interlocking limits.

Trains or engines and/or Maintenance of Way employes and equipment must be clear of track(s) specified or work completed and switches restored to normal position and track in safe condition for passage of trains before expiration of time specified. If additional time is required, authority must be secured from the control operator before previously authorized time expires.

Control operator must be notified by each employe granted track and time limits, when trains or engines and/or Maintenance of Way employes and equipment are clear of the limits and track and time limits released.

EXCEPTION—When control operator authorizes a train or engine to move out of the limits by signal indication, it will be considered clear when entire movement has passed such signal.

Rule 271(A)—change to read:

Unless protected by Form Y train order, track and time limits per Rule 271 will be issued to Maintenance of Way employes when necessary to move track car or on-track equipment or to perform work on main track or controlled siding.

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

Rule 275(A) Revised—

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

Selector Lever Type:

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

Hand Crank Type:

- (1) Unlock and remove hand crank from crank holder located in telephone booth.
- (2) Unlock hasp on switch machine, insert crank on shaft and turn until switch points fit properly.
- (3) After leading wheels of movement have moved onto switch points, remove crank, lock crank hasp, return crank to crank holder, secure with switch lock.

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

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

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

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

Rule 281 Note—change to read:

The following Rule 281 is in effect on Burlington Northern Railroad:

An electrically locked switch must not be used, or door of case opened, to enter or foul a main track or a controlled siding without permission of the control operator.

RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) LIMITS

The following Rules 400-412 supersede all previous Track Warrant Control (TWC) rules inconsistent therewith.

TRACK WARRANT CONTROL (TWC) is a method of authorizing movements of trains or engines or protecting men or machines on a main track within specified limits in territory designated by timetable, special instructions or superintendent's bulletin in accordance with the following rules.

400. AUTHORITY—Where designated by timetable, special instructions or superintendent's bulletin, use of the main track will be authorized by issuance of Track Warrant under the direction and over the signature of the train dispatcher.

Track Warrants must be numbered consecutively beginning at midnight each calendar date. They will be the only authority for movement issued within TWC territory, except the main track may be used by trains and engines as prescribed by Rule 93.

There is no superiority of trains within TWC territory.

401. DESIGNATED LIMITS—The limits of a Track Warrant must be designated by specifying exact points such as switches, mile posts or identifiable points, except station names may be used.

When a station name is used to designate the first named point, the authority will extend from the last siding switch or from the station sign if no siding.

When a station name is used to designate the second named point, the authority will extend to the first siding switch or to the station sign if there is no siding. At the second named point, authority will extend to the last siding switch when specific instructions include "hold main track at last named point."

402. REQUESTING—Employee requesting Track Warrant must advise the dispatcher of the movement to be made and, when applicable, tracks to be used and time required.

403. COPYING—The conductor and engineer must have a copy of the Track Warrant, addressed to their train or engine showing date, location, name of employee who copied it and any specific instructions issued. All information and instructions must be entered on Track Warrant form provided and repeated to the train dispatcher who will check and if correct, will give "OK", the time and train dispatcher's initials. The OK time and train dispatcher's initials will be entered on the Track Warrant in the space provided. The OK and the time must be repeated to the train dispatcher. The Track Warrant is not in effect until the OK time and the train dispatcher's initials are shown on it.

When verbally transmitting and repeating track warrants, numbers must first be pronounced, then each figure stated separately, except numbers less than ten will be pronounced then spelled. Station names and directions must be pronounced then spelled.

When transmitting a Track Warrant, the required information must be recorded in the book or form provided, reading aloud all applicable preprinted and written instructions.

Employee copying a Track Warrant must repeat all applicable preprinted and written instructions. Each written word and figure must be underscored by train dispatcher or relaying employee each time it is repeated.

If the Track Warrant restricts authority previously granted, it must not be considered in effect by the train dispatcher until acknowledgment of the OK and time has been received.

Track Warrants may be relayed by employees who must make record on Track Warrant form.

404. SPECIFIC INSTRUCTIONS—When Track Warrant indicates the following Specific Instructions are in effect, they must be complied with as follows:

- a. NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____
Track Warrant is not in effect until the arrival of specified train. Crew to whom Track Warrant is issued must verify the arrival of the specified train as prescribed by rule before Track Warrant is used as authority to occupy main track.
- b. NOT IN EFFECT UNTIL AFTER DEPARTURE OF _____ AT _____
Track Warrant is not in effect until the departure of specified train. Crew to whom Track Warrant is issued must verify the departure of the train specified as prescribed by rule before Track Warrant is used as authority to occupy main track and must follow such train.
- c. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____
Speed shown must not be exceeded between points specified because of equipment in train or track condition.

Any specific instructions must be clear and concise and worded so they will have but one meaning.

405. CHANGING TRACK WARRANT—When a Track Warrant is in effect and it is desired to change the limits or instructions, a new Track Warrant must be issued with the desired instructions and include the words "TRACK WARRANT NO. _____ IS VOID" giving the number of the Track Warrant being changed. The previous Track Warrant mentioned will no longer be in effect.

406. OPERATING WITH TRACK WARRANT—Track Warrant authorizes the train or engine addressed to occupy the main track within designated limits and as prescribed by specific instructions on the Track Warrant.

Movement must be made as follows:

- a. When authorized to proceed from one point to another, movement must be made ONLY in the direction specified.
 - b. When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points.
 - c. Train or engine must not foul a switch at either end of the limits which may be used by an opposing train or engine to clear the main track.
- 407. OCCUPYING SAME LIMITS**—Not more than one train or engine may be permitted to occupy the same or overlapping limits of a Track Warrant at the same time except when:
- a. All trains or engines within the limits have been authorized to move only in the same direction and have not been relieved of providing flag protection as prescribed by Rule 99. In Non-ABS territory all trains and engines except the leading train or engine must move at restricted speed.
 - b. Two or more crews performing switching or work service have been notified of each other and instructed that all movements must be made at restricted speed within the overlapping limits.

408. IN EFFECT—A Track Warrant, once in effect, is in effect until crew member has reported clear of the limits; it has become void; or time limit has expired. Crew member must report to the train dispatcher when they have cleared the limits.

If a time limit is shown on the Track Warrant, train, engine or men or machines must be clear of the limits by the time specified, or protection provided in both directions, unless another Track Warrant has been obtained.

Train dispatcher must not authorize a train or engine in the same or overlapping limits with other trains, engines, men or machines until previous Track Warrant(s) have been reported clear except as provided by Rules 407 and 410.

409. MARKING VOID—The word VOID must be written legibly through the number of each copy of the Track Warrant when:

- a. Crew member has reported train or engine clear of the limits;
- b. Time limit specified has expired; or,
- c. Track Warrant has been changed as prescribed by Rule 405.

410. PROTECTING MEN OR MACHINES—A Track Warrant may be issued in the same manner as to trains or engines to permit men or machines to occupy or perform maintenance on main track, or in emergency to protect track condition, without other protection.

Before doing work which would require the use of impassable track flags or to provide protection for on-track equipment which cannot be readily removed from the track, employee in charge of work or equipment must obtain Track Warrant authority. This authority will permit track work to be performed or on-track equipment to occupy track(s) between times and points shown without flag protection against trains.

A Track Warrant must not be issued to protect men or machines within the same or overlapping limits with a train or engine unless:

- a. All trains or engines authorized to occupy the same or overlapping limits have been authorized to move in one direction only and Track Warrant specifies that it is granted behind such trains or engines; or,
- b. Trains or engines authorized to occupy the same or overlapping limits have been notified of the authority granted men or machines; have been instructed to make all movements at restricted speed and to stop short of men or machines fouling track; and employee in charge of men or machines is so notified by Track Warrant.

Form Y train orders will not be used in Track Warrant Control territory.

411. RULES IN EFFECT—All rules not modified by these rules remain in effect.

412. RESTRICTED TRACK CONDITIONS—Within Track Warrant Control territory and in territory specified by timetable, special instructions or superintendent's bulletin, Restricted Track Conditions (RTC) will be issued over signature of the train dispatcher. They will contain speed restrictions and notice of other conditions affecting the movement or safety of trains and engines. The train dispatcher must see that all trains affected are furnished copies of RTC.

RTC will be numbered using a unique series of numbers. They may be sent by voice or telecommunications devices to locations designated by the superintendent. When sent by voice they will be written or typewritten by the receiving employee. The initials of the train dispatcher will be placed directly under the last word in the body. When verbally transmitted or any time repeated, second paragraph of Rule 403 applies. When received or recopied, RTC must be repeated to the train dispatcher who will underscore each word and figure on the office copy as it is repeated. When repeated correctly, dispatcher will state "Correct" and the time. The time given must be placed directly under the train dispatcher's initials. Receiving employee must then repeat "Correct" and the time.

RTC must not be acted upon or mechanically reproduced until the time is shown under dispatcher's initials.

The employee delivering RTC to trains must retain the original for duplicating and filing.

An RTC may be modified or cancelled. The train dispatcher who cancels an RTC must write on office copy of cancelled RTC: VOID in red pencil across body, his initials, date, new RTC number and file that copy. Employee receiving instructions cancelling an RTC must make separate written record of such instructions including date, train dispatcher's initials, time repeated as received from the train dispatcher and mark VOID through the number of the cancelled RTC. If employee delivers RTC to employees, other than members of the same crew, both documents must be filed.

The number(s) of RTC in effect will be listed on the initial Track Warrant or Clearance for a crew. Additional RTC numbers will be listed on subsequent Track Warrants or Clearances unless transmitted directly to the crew. Conductor and engineer must have a copy of

RTC listed on Track Warrant or Clearance. All crew members must read and comply with RTC. RTC must be retained on all trips made during the tour of duty on which they were received.

All rules not modified by this rule remain in effect.

Rule 501K—change to read:

NAME—Restricted Proceed

INDICATION—Proceed at restricted speed through entire block.

Rule 511—change to read:

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

Rule 718—change to read:

Whenever passengers or 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 802 (A)—new:

802 (A). Conductors must see that their cabooses are kept in clean and tidy condition. Engineers must see that their engines are kept in clean and tidy condition.

Rule 804 (A)—change second paragraph to read:

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

—change third paragraph to read:

When train without caboose is moving between stations, conductor should, when practicable, ride in control cab of the engine.

Rule 808 (G)—new:

808 (G). Within a hump yard, during humping operations, before a train or yard crew member places himself between engines or cars on a bowl track for the purpose of coupling air hoses or adjusting coupling devices, protection against cars being released from the hump into the track involved must be provided as follows:

- (1) A crew member must notify the employee controlling switches that provide access from the hump to the track on which such work is to be performed;
- (2) Upon such notification, any remotely controlled switch must be lined against movement to the affected bowl track and employee must apply or have applied a locking or blocking device, or reminder, to the control for that switch; and
- (3) Crew member must then be notified that the required protection has been provided and such protection shall be maintained until the crew member advises that work is completed and protection is no longer required.

Rules of the Maintenance of Way Department:

Definition—RESTRICTED SPEED—change to read:

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

Rule 14 Exception—change to read:

EXCEPTION: On Branch Line subdivisions, track flags and torpedoes as required by Rule 14 need not be displayed when line-up covering entire work day states "no trains" will be operated. Individual Subdivision Special Instructions or Superintendent's bulletin or notice must specify: Maintenance of Way Rule 14 EXCEPTION applies on this subdivision.

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

Rule 40—change first paragraph to read:

The time of all trains must be cleared no less than 10 minutes. If the line-up indicates scheduled train is running late, the later time will be used. Only train location time issued by train dispatcher can be used

in clearing trains except, when authorized by the train dispatcher, the location of specified trains may be determined by direct communication with such trains.

Rule 46—new January 15, 1985:

When necessary to perform work which would require the use of impassable track flags or to move track car or on-track equipment on a main track or controlled siding in CTC territory, employee in charge must obtain track and time limits as prescribed by Rules 271 and 271(A), unless protected by Form Y train order. Line-up must also be obtained where required by the superintendent. This authority will permit work to be performed on track cars and on-track equipment to occupy track(s) within the limits specified without flag protection against trains or engines. Track and time limits must be copied on the prescribed form and repeated by person copying.

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

Rule 83—change to read:

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

Rule 85—change to read:

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

Rule 97—change to read:

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

All rules not modified by this rule remain in effect.

Rule 271—change to read:

Trains or engines, and Maintenance of Way employees or equipment per Rule 271(A), may occupy track(s) within specified limits for time period authorized by the control operator as follows:

_____ may use (track(s)) between (location) and (location) from (time) until (time)

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

In transmitting and repeating track and time limits, 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 direction must be pronounced then spelled.

When clearing track and time limits, individual to whom issued must identify self by name and clear by number. Control operator must repeat individual's name, track and time limits number and time cleared.

No movement may be made under this rule until conductor and engineer, and Maintenance of Way employees, receive and understand the track and time limits granted.

Track(s) may be used in either direction within limits specified without flag protection, but all train and engine movements must be made at restricted speed, regardless of signal indication. Compliance with Stop signal indications is required by trains and engines.

NOTE—When control operator authorizes a train or engine to pass a Stop indication to enter or within track and time limits, third paragraph of Rule 269 will not apply. Track and time limits granted to trains or engines includes authority to hand operate dual control switches within such limits in accordance with Rule 276.

Track and time limits do not authorize occupancy of tracks within interlocking limits.

Trains or engines and/or Maintenance of Way employees and equipment must be clear of track(s) specified or work completed and switches restored to normal position and track in safe condition for passage of trains before expiration of time specified. If additional time is required, authority must be secured from the control operator before previously authorized time expires.

Control operator must be notified by each employee granted track and time limits, when trains or engines and/or Maintenance of Way employees and equipment are clear of the limits and track and time limits released.

EXCEPTION—When control operator authorizes a train or engine to move out of the limits by signal indication, it will be considered clear when entire movement has passed such signal.

Rule 271(A)—change to read:

Unless protected by Form Y train order, track and time limits per Rule 271 will be issued to Maintenance of Way employees when necessary to move track car or on-track equipment or to perform work on main track or controlled siding.

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

RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) LIMITS

The following Rules 300-312 supersede all previous Track Warrant Control (TWC) rules inconsistent therewith.

TRACK WARRANT CONTROL (TWC) is a method of authorizing movements of trains or engines or protecting men or machines on a main track within specified limits in territory designated by timetable, special instructions or superintendent's bulletin in accordance with the following rules.

300. AUTHORITY—Where designated by timetable, special instructions or superintendent's bulletin, use of the main track will be authorized by issuance of Track Warrant under the direction and over the signature of the train dispatcher.

Track Warrants must be numbered consecutively beginning at midnight each calendar date. They will be the only authority for movement issued within TWC territory, except the main track may be used by trains and engines as prescribed by Rule 93.

There is no superiority of trains within TWC territory.

301. DESIGNATED LIMITS—The limits of a Track Warrant must be designated by specifying exact points such as switches, mile posts or identifiable points, except station names may be used.

When a station name is used to designate the first named point, the authority will extend from the last siding switch or from the station sign if no siding.

When a station name is used to designate the second named point, the authority will extend to the first siding switch or to the station sign if there is no siding. At the second named point, authority will extend to the last siding switch when specific instructions include "hold main track at last named point."

302. REQUESTING—Employee requesting Track Warrant must advise the dispatcher of the movement to be made and, when applicable, tracks to be used and time required.

303. COPYING—The conductor and engineer must have a copy of the Track Warrant, addressed to their train or engine showing date, location, name of employee who copied it and any specific instructions issued. All information and instructions must be entered on Track Warrant form provided and repeated to the train dispatcher who will check and if correct, will give "OK", the time and train dispatcher's initials. The OK time and train dispatcher's initials will be entered on the Track Warrant in the space provided. The OK and the time must be repeated to the train dispatcher. The Track Warrant is not in effect until the OK time and the train dispatcher's initials are shown on it.

When verbally transmitting and repeating track warrants, numbers must first be pronounced, then each figure stated separately, except numbers less than ten will be pronounced then spelled. Station names and directions must be pronounced then spelled.

When transmitting a Track Warrant, the required information must be recorded in the book or form provided, reading aloud all applicable preprinted and written instructions.

Employee copying a Track Warrant must repeat all applicable preprinted and written instructions. Each written word and figure must be underscored by train dispatcher or relaying employee each time it is repeated.

If the Track Warrant restricts authority previously granted, it must not be considered in effect by the train dispatcher until acknowledgment of the OK and time has been received.

Track Warrants may be relayed by employees who must make record on Track Warrant form.

304. SPECIFIC INSTRUCTIONS—When Track Warrant indicates the following Specific Instructions are in effect, they must be complied with as follows:

a. NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____

Track Warrant is not in effect until the arrival of specified train. Crew to whom Track Warrant is issued must verify the arrival of the specified train as prescribed by rule before Track Warrant is used as authority to occupy main track.

b. NOT IN EFFECT UNTIL AFTER DEPARTURE OF _____ AT _____

Track Warrant is not in effect until the departure of specified train. Crew to whom Track Warrant is issued must verify the departure of the train specified as prescribed by rule before Track Warrant is used as authority to occupy main track and must follow such train.

c. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____

Speed shown must not be exceeded between points specified because of equipment in train or track condition.

Any specific instructions must be clear and concise and worded so they will have but one meaning.

305. CHANGING TRACK WARRANT—When a Track Warrant is in effect and it is desired to change the limits or instructions, a new Track Warrant must be issued with the desired instructions and include the words "TRACK WARRANT NO. _____ IS VOID" giving the number of the Track Warrant being changed. The previous Track Warrant mentioned will no longer be in effect.

306. OPERATING WITH TRACK WARRANT—Track Warrant authorizes the train or engine addressed to occupy the main track within designated limits and as prescribed by specific instructions on the Track Warrant.

Movement must be made as follows:

- When authorized to proceed from one point to another, movement must be made **ONLY** in the direction specified.
- When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points.
- Train or engine must not foul a switch at either end of the limits which may be used by an opposing train or engine to clear the main track.

307. OCCUPYING SAME LIMITS—Not more than one train or engine may be permitted to occupy the same or overlapping limits of a Track Warrant at the same time except when:

- All trains or engines within the limits have been authorized to move only in the same direction and have not been relieved of providing flag protection as prescribed by Rule 99. In Non-ABS territory all trains and engines except the leading train or engine must move at restricted speed.
- Two or more crews performing switching or work service have been notified of each other and instructed that all movements must be made at restricted speed within the overlapping limits.

308. IN EFFECT—A Track Warrant, once in effect, is in effect until crew member has reported clear of the limits; it has become void; or time limit has expired. Crew member must report to the train dispatcher when they have cleared the limits.

If a time limit is shown on the Track Warrant, train, engine or men or machines must be clear of the limits by the time specified, or protection provided in both directions, unless another Track Warrant has been obtained.

Train dispatcher must not authorize a train or engine in the same or overlapping limits with other trains, engines, men or machines until previous Track Warrant(s) have been reported clear except as provided by Rules 307 and 310.

309. MARKING VOID—The word VOID must be written legibly through the number of each copy of the Track Warrant when:

- Crew member has reported train or engine clear of the limits;
- Time limit specified has expired; or,
- Track Warrant has been changed as prescribed by Rule 305.

310. PROTECTING MEN OR MACHINES—A Track Warrant may be issued in the same manner as to trains or engines to permit men or machines to occupy or perform maintenance on main track, or in emergency to protect track condition, without other protection.

Before doing work which would require the use of impassable track flags or to provide protection for on-track equipment which cannot be readily removed from the track, employee in charge of work or equipment must obtain Track Warrant authority. This authority will permit track work to be performed or on-track equipment to occupy track(s) between times and points shown without flag protection against trains.

A Track Warrant must not be issued to protect men or machines within the same or overlapping limits with a train or engine unless:

- All trains or engines authorized to occupy the same or overlapping limits have been authorized to move in one direction only and Track Warrant specifies that it is granted behind such trains or engines; or,
- Trains or engines authorized to occupy the same or overlapping limits have been notified of the authority granted men or machines; have been instructed to make all movements at restricted speed and to stop short of men or machines fouling track; and employee in charge of men or machines is so notified by Track Warrant.

Form Y train orders will not be used in Track Warrant Control territory.

311. RULES IN EFFECT—All rules not modified by these rules remain in effect.

312. RESTRICTED TRACK CONDITIONS—Within Track Warrant Control territory and in territory specified by timetable, special instructions or superintendent's bulletin, Restricted Track Conditions (RTC) will be issued over signature of the train dispatcher. They will contain speed restrictions and notice of other conditions affecting the movement or safety of trains and engines. The train dispatcher must see that all trains affected are furnished copies of RTC.

RTC will be numbered using a unique series of numbers. They may be sent by voice or telecommunications devices to locations designated by the superintendent. When sent by voice they will be written or typewritten by the receiving employee. The initials of the train dispatcher will be placed directly under the last word in the body. When verbally transmitted or any time repeated, second paragraph of Rule 303 applies. When received or recopied, RTC must be repeated to the train dispatcher who will underscore each word and figure on the office copy as it is repeated. When repeated correctly, dispatcher will state "Correct" and the time. The time given must be placed directly under the train dispatcher's initials. Receiving employee must then repeat "Correct" and the time.

RTC must not be acted upon or mechanically reproduced until the time is shown under dispatcher's initials.

The employee delivering RTC to trains must retain the original for duplicating and filing.

An RTC may be modified or cancelled. The train dispatcher who cancels an RTC must write on office copy of cancelled RTC: VOID in red pencil across body, his initials, date, new RTC number and file that copy. Employee receiving instructions cancelling an RTC must make separate written record of such instructions including date, train dispatcher's initials, time repeated as received from the train dispatcher and mark VOID through the number of the cancelled RTC. If employee delivers RTC to employees, other than members of the same crew, both documents must be filed.

The number(s) of RTC in effect will be listed on the initial Track Warrant or Clearance for a crew. Additional RTC numbers will be listed on subsequent Track Warrants or Clearances unless transmitted directly to the crew. Conductor and engineer must have a copy of RTC listed on Track Warrant or Clearance. All crew members must read and comply with RTC. RTC must be retained on all trips made during the tour of duty on which they were received.

All rules not modified by this rule remain in effect.

Safety Rules and General Rules:

Rule 299—add the following paragraph:

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.

Rule 336m—new:

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

Rule 345—add the following paragraph:

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

Rule 575(A)—new:

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—change to read:

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

Rule 597—change to read:

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

13. Automatic Cab Signals—

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

14. Helper Behind Caboose—

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

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

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

16. Trackman's Train Location Line-up—

Unless otherwise specified in Individual Subdivision Special Instructions, Trackman's Train Location Line-up is not required in CTC territory.

17. Certificate of Rules Examination—

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

18. Time Signals Received from WWV Time—

Time signals received from WWV Time may be used to set watches and clocks to standard time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used.

To call WWV Time on the company telephone, dial:

8-466-2121 (Springfield, Chicago, Denver and Twin Cities Regions)
8-566-2121 (Billings Region)
8-766-2121 (Seattle Region)
8-776-2121 (Spokane Division)

19. Restricted Track Conditions (RTC)—

Restricted Track Conditions (RTC) as prescribed by Rule 412 of the Consolidated Code of Operating Rules and Rule 312 of the Rules of the Maintenance of Way Department will be used on portions of the railroad specified by timetable, special instructions or superintendent's bulletin.

RTC will be handled the same as train orders for clearance purposes as required by Rules 83(B), 219, 220 and 220(B) of the Consolidated Code of Operating Rules.

Rule 412 of the Consolidated Code of Operating Rules and Rule 312 of the Rules of the Maintenance of Way Department reads:

RESTRICTED TRACK CONDITIONS—Within Track Warrant Control territory and in territory specified by timetable, special instructions or superintendent's bulletin, Restricted Track Conditions (RTC) will be issued over signature of the train dispatcher. They will contain speed restrictions and notice of other conditions affecting the movement or safety of trains and engines. The train dispatcher must see that all trains affected are furnished copies of RTC.

RTC will be numbered using a unique series of numbers. They may be sent by voice or telecommunications devices to locations designated by the superintendent. When sent by voice they will be written or typewritten by the receiving employee. The initials of the train dispatcher will be placed directly under the last word in the body. When transmitted by voice or any time repeated, Rule 212 of the Consolidated Code of Operating Rules applies. When received or recopied, RTC must be repeated to the train dispatcher who will underscore each word and figure on the office copy as it is repeated. When repeated correctly, dispatcher will state "Correct" and the time. The time given must be placed directly under the train dispatcher's initials. Receiving employee must then repeat "Correct" and the time.

RTC must not be acted upon or mechanically reproduced until the time is shown under dispatcher's initials.

The employee delivering RTC to trains must retain the original for duplicating and filing.

An RTC may be modified or cancelled. The train dispatcher who cancels an RTC must write on office copy of cancelled RTC: VOID in red pencil across body, his initials, date, new RTC number and file that copy. Employee receiving instructions cancelling an RTC must make separate written record of such instructions including date, train dispatcher's initials, time repeated as received from the train dispatcher and mark VOID through the number of the cancelled RTC. If employee delivers RTC to employees, other than members of the same crew, both documents must be filed.

The number(s) of RTC in effect will be listed on the initial Track Warrant or Clearance for a crew. Additional RTC numbers will be listed on subsequent Track Warrants or Clearances unless transmitted directly to the crew. Conductor and engineer must have a copy of RTC listed on Track Warrant or Clearance. All crew members must read and comply with RTC. RTC must be retained on all trips made during the tour of duty on which they were received.

All rules not modified by this rule remain in effect.

20. Remote Control Operation—

When operating in remote control operation with trains over 100 tons/OB and exceeding 8,000 feet in length, train speed must be reduced 10 MPH less than the maximum speed authorized when radio communication between the master and remote locomotive is interrupted (COM INT) or remote shows feed value out (FEED VALUE OUT).

Such speed or slower speed must be maintained until communication is re-established.

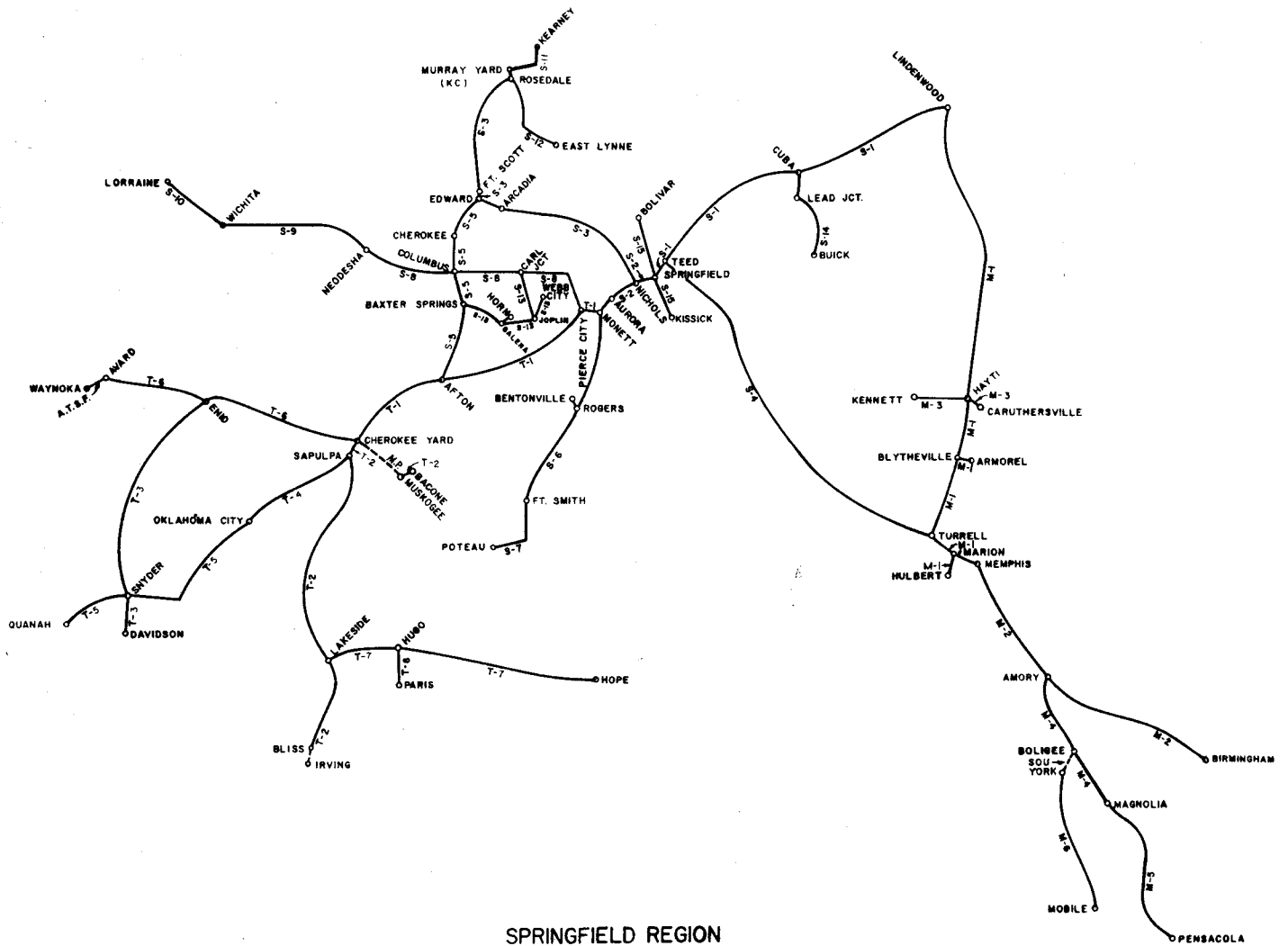
CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer Ft. Worth, Texas
 Dr. Hi E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. D. C. Ramsey	Ada	Dr. F. A. Ray	Miami
Dr. D. L. Speed	Ada	Dr. C. G. Oswalt	Mobile
Dr. Wm. T. Oaks	Amory	Dr. Stiner Garrett	Mobile
Dr. W. E. Yoe	Amory	Dr. S. Cruz	Monett
Dr. James D. Nettles	Arlington	Dr. F. A. Moorhead	Neodesha
Dr. J. A. Gillean	Ashdown	Dr. D. C. Boone	N. Kansas City
Dr. James H. Isobe	Birmingham	Dr. D. F. Werner	N. Kansas City
Dr. T. O. O'Conner	Birmingham	Dr. G. A. Bocox	Oklahoma City
Dr. Chauncey B. Thuss	Birmingham	Dr. L. M. White	Oklahoma City
Dr. R. D. Smith	Blytheville	Dr. J. P. Myers	Okmulgee
Dr. D. L. Parsons	Cape Girardeau	Dr. Norman G. Marvin	Overland Park
Dr. R. H'Romas	Enid	Dr. Larry Walker	Paris
Dr. Michael McKenna	Ft. Scott	Dr. C. E. Miller	Pensacola
Drs. Nichols & Phelps & Parris	Ft. Scott	Dr. H. L. Simpson, Jr.	Pensacola
Dr. Edwin Glassell	Ft. Smith	Dr. L. A. Martin	Sapulpa
Dr. M. B. Hoge	Ft. Smith	Dr. Elliott O'Reilly	St. Louis
Dr. R. E. Snyder	Ft. Worth	Dr. E. H. Schaper	St. Louis
Dr. Wm. Patrick Higgins, Jr.	Ft. Worth	Dr. Tom Miller	Sherman
Dr. R. D. Warren	Hanover	Dr. C. H. Sisco	Springdale
Dr. Wm. O. Bryant	Hayti	Dr. A. A. Ancheta	Springfield
Dr. F. L. Waters	Hugo	Dr. Peter H'Doubler	Springfield
Dr. Robert Lloyd	Irving	Dr. H. A. Lowe	Springfield
Dr. Bernard Richmond	Irving	Dr. Donald E. Menchetti	Springfield
Dr. G. D. Wisdom	Jonesboro	Dr. Carle Schroff	Springfield
Dr. Mark A. Judge	Joplin	Dr. John Williams (Oculist)	Springfield
Dr. Dennis W. Smith	Joplin	Dr. A. T. Walker	Thayer
Dr. James Lally	Kansas City	Dr. H. E. Dunlap	Tulsa
Dr. Joe L. Potter	Madill	Dr. J. Giddens	Tulsa
Dr. Hugh Francis, Jr.	Memphis	Surgical Staff Glass-Nelson Clinic	Tulsa
Dr. J. Don Johnson	Memphis	Dr. D. A. Bitzer	Washington
Dr. Howard T. Akers	Memphis	Dr. Doyle Schrader (Oculist)	Wichita
Dr. John R. Wills	Memphis	Dr. B. R. McMullen	Wichita

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



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

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

SPEED TABLE

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

**MAINTENANCE OF WAY
CONDITIONAL STOP**

(Form Y Train Order)

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

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

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

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

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

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