

SPRINGFIELD DIVISION

W. D. Macormic—Division Superintendent, Springfield

J. P. KAY	Asst. Supt. Transportation	Springfield
R. C. WAGONER	Asst. Supt. Roadway Maintenance	Springfield
G. L. TOWNSEND	Asst. Supt. Administration	Springfield
R. L. SPEIR	Trainmaster	Springfield
F. W. COMISKEY	Trainmaster	Thayer
D. L. ROGERSON	Trainmaster-Agent	Joplin
B. J. MAYS	Trainmaster-Agent	Ft. Scott
B. E. MOORE	Road Foreman	Springfield
D. G. WILLIS	Road Foreman	Springfield
C. E. WHERRY	Road Foreman	Ft. Scott

J. W. Tolbert—Terminal Superintendent, Kansas City

C. L. CARLSON	Asst. Terminal Superintendent	Kansas City
J. C. KLAUS	Terminal Trainmaster	Kansas City
R. I. CHERNER	Terminal Trainmaster	Kansas City
R. W. SCHOENEBECK	Terminal Trainmaster	Kansas City
R. W. KIPPER	Terminal Trainmaster	Kansas City
B. MAMER	Terminal Trainmaster	Kansas City
D. L. HIBNER	Terminal Trainmaster	Kansas City
L. E. FREEMAN	Terminal Trainmaster	Kansas City

J. F. Moore—Terminal Superintendent, Springfield

K. D. DUNN	Terminal Trainmaster	Springfield
G. J. KONECNY	Terminal Trainmaster	Springfield
	Terminal Trainmaster	Springfield

MEMPHIS DIVISION

W. V. Eisenman—Division Superintendent, Memphis

R. L. BEEM	Asst. Supt. Transportation	Birmingham
E. M. BULGOZDY	Asst. Supt. Transportation	Memphis
R. P. WIESE	Asst. Supt. Roadway Maintenance	Memphis
J. P. STEWARD	Asst. Supt. Administration	Memphis
L. A. BROWER	Trainmaster	Chaffee
J. M. SANDERS	Trainmaster	Amory
J. G. HERRING	Trainmaster	Amory
C. W. CALDER	Trainmaster-Agent	Mobile-Pensacola
D. M. KLUTHE	Terminal Trainmaster	Birmingham
W. L. MARTIN	Terminal Trainmaster	Birmingham
J. K. MCCREERY	Road Foreman	Cape Girardeau
L. L. EDGEWORTH	Road Foreman	Memphis
	Road Foreman	Amory

C. J. Greeling—Terminal Superintendent, Memphis

C. P. EVANS	Asst. Terminal Superintendent	Memphis
S. F. WEST	Terminal Trainmaster	Memphis
W. S. SMITH	Terminal Trainmaster	Memphis
F. E. THURSTON	Terminal Trainmaster	Memphis
L. D. STINNETT	Terminal Trainmaster-Agent	Memphis

TULSA DIVISION

G. W. Williams—Division Superintendent, Tulsa

J. H. GRUNDMANN	Asst. Supt. Transportation	Tulsa
W. F. SWITZER	Asst. Supt. Roadway Maintenance	Tulsa
J. D. DRESSLER	Asst. Supt. Administration	Tulsa
G. SERNA	General Road Foreman	Tulsa
C. E. PAYNE	Trainmaster	Madill
C. L. HARRISON	Trainmaster	Hugo
K. SEWELL	Trainmaster	End
R. E. RUST	Trainmaster	Oklahoma City
R. D. STEVENS	Trainmaster	Vinita
E. A. CHESTER	Terminal Trainmaster	Irving
R. E. ROBERTS	Asst. Trainmaster	Irving
A. J. PHILLIPS	Road Foreman	Madill
M. L. COLEMAN	Road Foreman	Oklahoma City

T. D. Rainey—Terminal Superintendent, Tulsa

J. E. DOUGHMAN	Asst. Terminal Superintendent	Tulsa
W. P. MACKENZIE	Terminal Trainmaster	Tulsa
J. T. CAIN	Terminal Trainmaster	Tulsa
W. C. BLACKLER	Terminal Trainmaster	Tulsa
C. L. MALLONEE	Terminal Trainmaster-Agent	Tulsa
A. MARX	Terminal Trainmaster	Tulsa

REGION TRANSPORTATION

M. H. Steele—Superintendent Transportation, Springfield

D. W. BLACK	Manager Train Operations	Springfield
D. H. JETER	Chief Dispatcher	Springfield
C. E. ENYART	Chief Dispatcher	Springfield
A. D. WILKERSON	Chief Dispatcher	Springfield

Printed in U.S.A.

BURLINGTON NORTHERN RAILROAD CO. SPRINGFIELD REGION

SPRINGFIELD, TULSA AND
MEMPHIS DIVISIONS

TIMETABLE NO. 5

IN EFFECT AT 0001
Continental Central Standard Time

Sunday, April 27, 1986

Vice President
R. S. HOWERY

General Manager
A. J. THOMPSON

Vice President
Transportation—System
J. R. GALASSI

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. For purposes of this definition, each platform of multi-platform cars is considered one car.

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

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 979026	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Wedge plow or dozer (hailed in tow)	35 MPH.	25 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH.	25 MPH.
Log cars not equipped with permanent steel side stakes	30 MPH.	15 MPH.
Ribbon rail cars (loaded)	35 MPH.	25 MPH.
Clay cars, BAP 3801-4199	45 MPH.	45 MPH.
Empty bulkhead flat cars:	45 MPH.	45 MPH.
BCIT 816150-817649	GN 60680-60686	NP 68011-68023
BCOL 17000-17999	GN 160000-160744	SLSF 5200-5249
BN 615312-616999	GN 161300-161499	SLSF 5600-5646
CB&Q 92400-92799	NP 62300-62949	SLSF 5650-5657
CPI 316397-316599	NP 66100-66249	SLSF 5662-5694
CS 300-349	NP 67183-67514	SLSF 5701-5748
CS 616375-616474	NP 67550-67552	SLSF 5750-5794
FWD 644-699	NP 67595-67599	

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.

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 to ensure brakes release. If other placement is required, release of the brakes must be ensured.

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

Trains of more than 15 cars—

May be all or any portion of the powered locomotive except if 18 or more powered axles the powered locomotive attached to the leading car must be equipped with alignment control couplers if train tonnage is 5,000 trailing tons or over.

Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist.

Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

Trains of 15 cars or less—

No placement restrictions.

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

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, 1839-1863, 1868-1875, 1877-1882, 1887-1889, 1892, 1896-1898, 1900-1901, 1903-1904, 1909, 1914-1926, 1928, 1930, 1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1993, 1995-1997.

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 if there are 18 or more powered axles in the combined helper and road locomotive.

Unless otherwise provided in Individual Subdivision Special Instructions:

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

Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or 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	GP9B GP-5 GP-9	600-602, 604.* 1352, 1355-1360, 1364-1365. 1723, 1725-1726, 1728-1729, 1731-1732, 1734, 1736-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821-1822, 1829, 1887-1889, 1902-1904, 1910, 1913-1918, 1920, 1922-1931, 1934-1936, 1938-1939, 1941-1942, 1944, 1946, 1951-1952, 1954-1958, 1960-1964, 1966-1967, 1969, 1971, 1980, 1991, 1993, 1995-1997.
C	SW-7 SW-12 SW-9 SW-10 NW-2	77-78, 115, 122, 132, 142. 106, 162-166, 170-220, 222-255, LSTT 105, AMTK 565. 155, 169, 262-266, 268-269. 375-394, 427-449, 574-585. LSTT 101-104.
D	NW-12 MP-15 GP-15-1 GP-10 GP-9 GP-20 GP-30 GP-39-2	1, 5, 14, 19. 1000-1004. 1375-1399. 1400-1422, 1426, 1436, 1438. 1702-1704, 1706-1707, 1709-1714, 1717, 1719-1721, 1762-1767, 1769-1770, 1773-1775, 1777, 1779, 1782-1787, 1791, 1799-1800, 1802-1804, 1807, 1831-1836, 1839-1841, 1850-1851, 1853-1854, 1858, 1860-1863, 1867-1869, 1873, 1875, 1877-1878, 1881-1883, 1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1977-1978. 2003, 2005-2006, 2008-2012, 2014, 2016, 2026, 2030-2031, 2034-2037, 2041-2042, 2044-2045, 2047-2050, 2052-2054, 2058-2060, 2062-2064, 2066-2068, 2070. 2217-2219, 2221-2227, 2229, 2232, 2234, 2236, 2241-2242, 2244-2246. 2700-2739.

Group	Model	Locomotive Numbers
E	SW-15 GP-38 GP-38-2 GP-30 GP-35 GP-38-B GP-38-2B GP-40 GP-40-2 GP-50 B-30-7A U-28-B U-30-B B-30-7 B-32-8 F-40-PH	20-65, 300-324. 2072-2077, 2110-2135, 2137-2138, 2155-2189. 2078-2109, 2150-2154, 2255-2314, 2316-2369. 2200, 2203-2207, 2210, 2212-2216, 2247, 2249-2253. 2501, 2503-2504, 2507-2509, 2511-2514, 2516-2518, 2521-2537, 2539-2545, 2550-2552, 2554-2557, 2559-2561, 2570-2572, 2576, 2579-2580, 2582. 2600*. 2601*. 3000-3013, 3015-3017, 3019-3020, 3022-3038. 3040-3064. 3100-3162. 4000-4050, 4052-4119. 5450-5451, 5453-5459, 5471-5481, 5483-5484, 5770-5780, 5782-5799. 5485-5492. 5497-5499. Amtrak 200-400.
F		None.
G	SD-9	6127-6128, 6131-6135, 6139, 6141-6143, 6145-6148, 6150-6154, 6156-6164, 6166-6168, 6170-6172, 6174, 6176-6179, 6181-6185, 6187-6200, 6202, 6204-6206, 6216-6219, 6221, 6223-6228, 6230-6237.
H	SD-9 E-9	6100-6103, 6105, 6107-6123, 6125-6126. 9900-9908, 9910-9925.
I	U-3-CB C-30-7 U-30-C U-33-C SD-38-2 SD-40 SD-40-2 SD-45 F-45 SD-40-2B SD-40-B	4500*. 5000-5135, 5137-5141, 5500-5599. 5300-5335, 5338-5362, 5364-5394, 5396-5399, 5800-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944. 5725-5765. 6260-6263. 6300-6301, 6303-6318, 6320-6324, 6335-6341, 6344-6347, 6394-6395, 6397-6399. 6325-6334, 6348-6366, 6368-6373, 6377-6385, 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, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181, 8300-8302. 6400, 6402-6403, 6405, 6411, 6415-6421, 6423-6425, 6428-6429, 6435-6436, 6440, 6442-6645, 6447, 6492-6527, 6530-6567, 6570-6574, 6593-6599, 6650, 6653-6656, 6659-6664, 6666-6669, 6671, 6673-6696. 6626-6645. 7500-7502* 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 979026

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

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

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

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

4A. Handling 80 Feet or Longer Cars—

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

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

4B. Multi-Platform and Stack Intermodal Cars—

Description—Multi-Platform Cars

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

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

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

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

Description—Stack Cars

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

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

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

Yard Operation—

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

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

Train Operation—

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

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 Feet or Longer Cars does not apply to multi-platform or stack 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 and 5778.

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 625.
- 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	CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 11 ft. 6 in. wide loads.	GOLF	LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE 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.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. wide loads.	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.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.	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.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. 8 in. wide loads.	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.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. wide loads.	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.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 4 in. wide loads.	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.
		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.
		NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
		OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
		PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
		QUEBEC	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.

CODE	RESTRICTION APPLICABLE
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.
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.
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. Track Side Warning Detector—

Train Inspection—

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

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

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

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

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

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

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

When track side warning detector which protects bridge, tunnel or other structure is out of service, crew will inspect train in advance of such structure.

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

Track Side Warning Detector—Radio Reporter—

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

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

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

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

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

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

XXX is the axle count from the rear of the train to the defect indicated.

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

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

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

Track Side Warning Detector—Radio Tone—

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

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

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. Commodities Insulating Track in CTC and ABS—

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

11. General Code of Operating Rules—Rules changes and additions—

The following General Code of Operating Rules apply only on Burlington Northern Railroad.

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.

Rule G—change to read:

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

Rule Q—Add the following:

MT — Main Track(s)

Rules 2 and 3—

Employees governed by the General Code of Operating Rules are “designated employees” under Rules 2 and 3.

Rule 2—

A reliable watch that indicates hours, minutes and seconds will comply with the requirement of Rule 2. Hours and minutes must be indicated in arabic numerals.

Watches must be cleaned and oiled in accordance with manufacturer's instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

Rule 3—

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

Rule 6(A)—explanation of characters:

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

Rule 10(E)—add the following paragraphs:

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

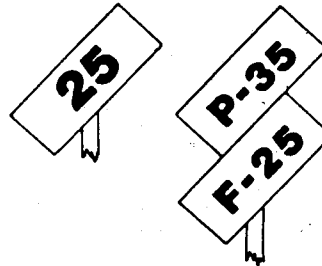
The “Advance Warning Sign” will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a “Resume Speed Sign” or another “Speed Sign” is displayed.

At the end of a reduced speed zone, a train or engine will be governed by a “Speed Sign” displaying a higher speed or a “Resume Speed

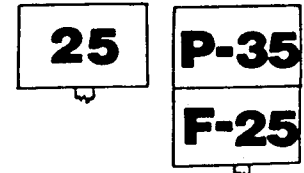
Sign” which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

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

ADVANCE WARNING SIGN



SPEED SIGN



RESUME SPEED SIGN



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

- Figures preceded by letter P apply to passenger trains.
- Figures preceded by letter F apply to freight trains.
- Figures not preceded by a letter apply to all train movements.

Rule 81—

Within yard limits, switch crew may ascertain from the yardmaster instead of the train dispatcher that there are no train orders or track bulletins that they must obtain. This will fulfill the requirement of Rule 81.

Rule 82(A)—add as last paragraph:

At intermediate locations in CTC territory, Rule 82(A) will not apply when so authorized by train dispatcher.

Rule 93—add the following two paragraphs:

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

General order 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. If in effect 24 hours per day, time need not be specified.

Rule 103(E)—change to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

Rule 104(M)—change first paragraph to read:

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. Facing point movements over spring switches will be protected by signals or indicators where required.

Rule 104(M)—change fifth paragraph first sentence to read:

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

Rule 153—add the following paragraph:

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

Rule 223, Rule 225 and Form N Train Order—Will not be used.

Form M Train Order—

The following is added to Form M train order:

(3) Line No _____ of order No _____ is ANNULLED

Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

Form O Train Order and Rule 456—Will not be used; Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.

Form Y Train Order, Example (2)—Will not be used.

Rule 241—NAME is changed to: **RESTRICTED PROCEED.**
INDICATION is changed to: **Proceed at restricted speed.**

Rule 248—new:

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

Rule 248(A)—Take Siding Indicator

Aspects	Indication
	When illuminated, proceed at restricted speed without stopping. Hand operate switch and enter siding.

Rule 248(B)—Operate Switch Indicator

Aspects	Indication
	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.

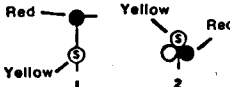
Rule 248(C)—Block Indicator

Aspects	Indication
	Block clear.

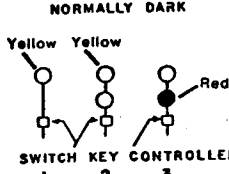
Rule 248(D)—Block Indicator

Aspects	Indication
	Block occupied.

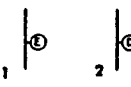
Rule 248(E)—Spring Switch Indicator

Aspects	Indication
	Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 236.

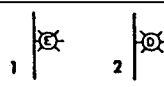
Rule 248(F)—Switch Indicator

Aspects	Indication
	Switch indicators operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing train is met and the automatic block signal governing movement indicates "Proceed" it is not necessary to operate switch indicator. If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules. If switch indicator remains dark or displays a red light, movement to main track may be made in accordance with operating rules after operating switch by hand and waiting five (5) minutes. To operate switch indicator, turn switch key clockwise toward "R", hold a few seconds and remove key. If, after operating indicator, movement is not made to main track turn switch key counter-clockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track.

Rule 248(G)—Failed Equipment Indicator

Aspects	Indication
	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.

Rule 248(H)—Failed Equipment Indicator

Aspects	Indication
	When flashing, no failed equipment has been detected.

Rule 248(I)—Slide Fence Indicator

Aspects	Indication
	When illuminated continuously or when not illuminated, slide fence has been activated, proceed at restricted speed.

Rule 248(J)—Slide Fence Indicator

Aspects	Indication
	When flashing, slide fence has not been activated.

Rule 248(K)—Resume Speed

Aspects	Indication
	End of slide fence restriction; resume speed.

Rule 312(2)(b)—

The waiting time is 10 minutes.

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

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

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

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

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

Rule 319—add new paragraph following paragraph (2):

When necessary to release electric lock by use of emergency release and movement is to be made to a main track, member of crew must wait five minutes after release has been operated before changing main track switch and movement must be made at restricted speed to next signal. This does not modify the requirements of Rule 350(A).

Rule 351—add the following two paragraphs:

When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks.

Rule 408—add the following two paragraphs:

Items 2 and 3 on the same track warrant must not be used in single track territory to authorize a second movement. Each movement must be authorized by a separate track warrant.

Where double track is separated by CTC on the same subdivision, items 2 and 3 on the same track warrant may be used to authorize a second movement.

Rules 410 and 411—modification:

When an expiration time is specified in Line 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked void, until the limits have been reported clear. Rule 410 and 411 are modified accordingly.

Rule 413—add the following paragraph:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

Rule 463—change first paragraph to read:

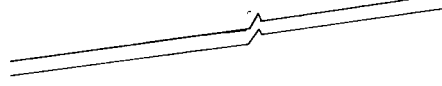
To void a track bulletin or part of a track bulletin, the train dispatcher will issue a track bulletin Form D using the following:

(a) LINE 4 OF TRACK BULLETIN NO 8 IS VOID.

Rule 463—example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D 

No.	Date	19
TO	AT	
	AT	
	AT	
	AT	



OK	CHANGED BY	DISPATCHER
FORM 100-10-10		FORM 100-10-10

Rule 620—change to read:

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

YARD SERVICE RULES

Rule Y-1. The general direction and government of a yard is under the direction of the yardmaster where one is employed. At such locations, employees in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employees will be governed by instructions of agents or other designated employee in doing work at stations.

Rule Y-2. The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other employees working in the yard and must see that they carry out their work in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the Company. Yardmasters are charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

12. Rules of the Maintenance of Way—Rules changes and additions—**Rule G—change to read:**

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

Rule Q—Add the following:

MT — Main Track(s)

Rule 3—

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in the Coordinated

Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV time is 8-998-8463 (8-WWV Time).

Rule 6(A)—explanation of characters:

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

Rule 351—cancel fourth paragraph reading:

The track specified must be continuously occupied, or a switch left open within the limits on such track. If, for any reason, track specified is cleared before the time stated, track must not again be occupied, or fouled, without authority from the control operator.

Rule 408—add the following two paragraphs:

Items 2 and 3 on the same track warrant must not be used in single track territory to authorize a second movement. Each movement must be authorized by a separate track warrant.

Where double track is separated by CTC on the same subdivision, items 2 and 3 on the same track warrant may be used to authorize a second movement.

Rules 410 and 411—modification:

When an expiration time is specified in Line 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked void, until the limits have been reported clear. Rule 410 and 411 are modified accordingly.

Rule 413—add the following paragraph:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

13. Safety Rules and General Rules—Rules changes and additions—

Rule 299—last paragraph is changed to read:

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

Rule 336 m—added:

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

Rule 345—following paragraph added:

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

Rule 565—change to read:

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

Rule 566—cancel.

Rule 572—changed to read:

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

Rule 575(A)—added:

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

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

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

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

Rule 592—changed to read:

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

Rule 597—changed to read:

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

14. Automatic Cab Signals—

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

15. Helper Behind Caboose—

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

16. Trackman's Train Location Line-up—

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

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. 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 valve out (FEED VALVE OUT).

Such speed or slower speed must be maintained until communication is re-established.

19. Federal Railroad Administration Presumption of Impairment Notice—

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that

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

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

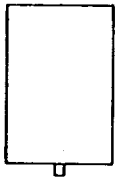
"If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and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

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

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

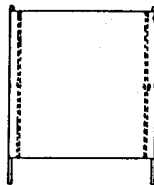
Burlington Northern rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not BN's policy to measure degree of impairment. If a urine test indicates the presence of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

20. Roadway Signs—

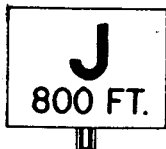


Track Flag

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



Track Flag



Junction
Rule 98(B)



Railroad Crossing
Rules 98 & 98(B)



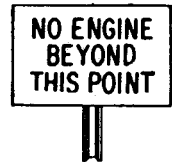
Yard Limit
Rule 93



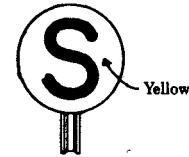
Conditional Yard Limits
Rule 93



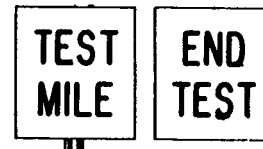
End Double Track



No Engine Beyond This Point



Spring Switch
Rule 104(M)



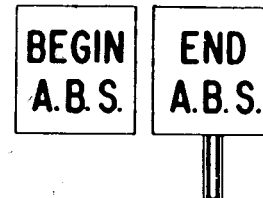
Begin Test Mile and End Test Mile



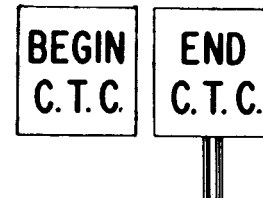
Stop
Rules 98 and 98(B)



One Mile Switch



Begin and End ABS



Begin and End CTC

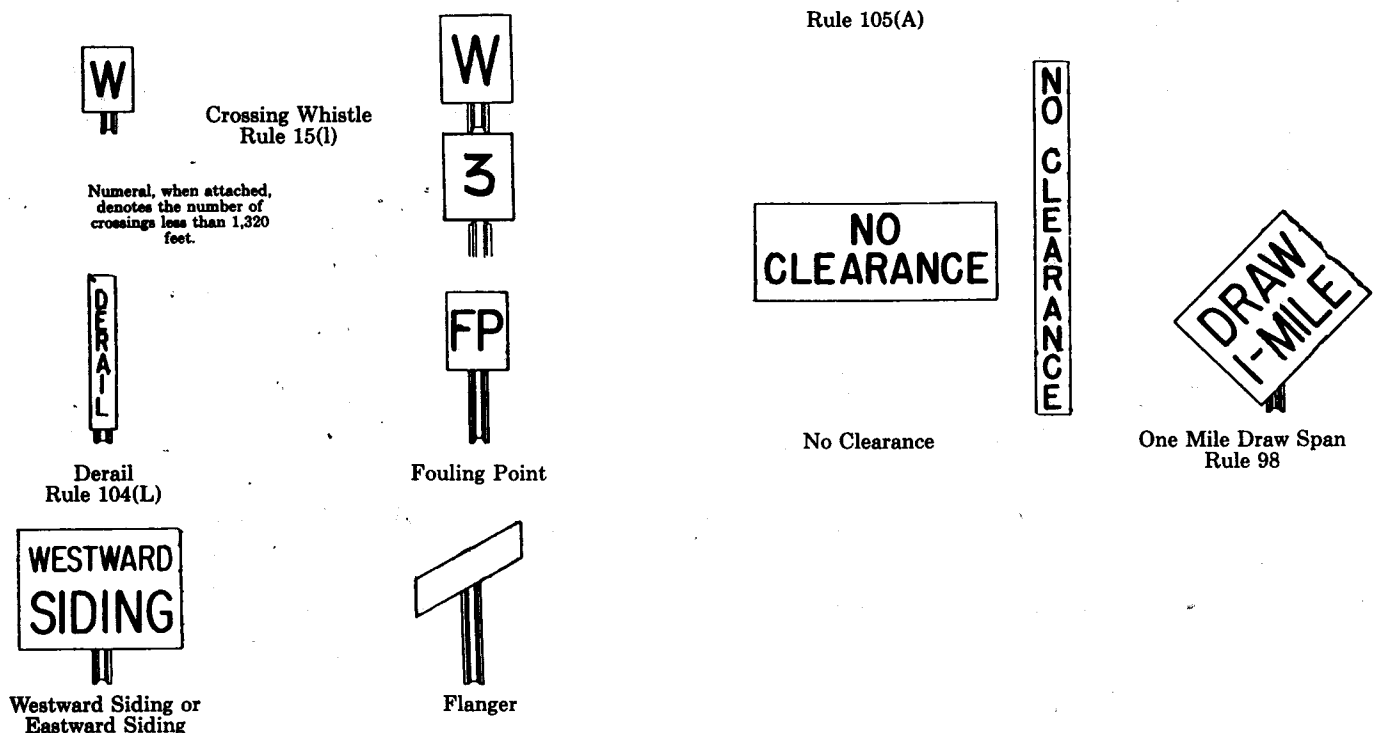


Signal Overlap
Rule 303



End of Overlap
Rule 303

SPECIAL INSTRUCTIONS



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

Drs. Steve/Joanne Carpenter Ada
 Dr. Wm. T. Oaks Amory
 Dr. W. E. Yoe Amory
 Dr. James D. Nettles Arlington
 Dr. J. A. Gillean Ashdown
 Dr. John L. Mathews Birmingham
 Thuss Clinic Birmingham
 Dr. R. D. Smith Blytheville
 Family Physicians Group Cape Girardeau
 Dr. Larry Thead Demopolis
 Dr. R. H. Romas Enid
 Dr. Michael McKenna Ft. Scott
 Drs. Nichols & Phelps & Parris Ft. Scott
 Holt-Krock Clinic Ft. Smith
 Dr. M. B. Hoge Ft. Smith
 Dr. R. E. Snyder Ft. Worth
 Dr. Wm. Patrick Higgins, Jr. Ft. Worth
 Dr. R. D. Warren Hanover
 Bryant Clinic Hayti
 Dr. Sridbar Patman Hugo
 Dr. Robert Lloyd Irving
 Dr. K. A. Carpenter Jonesboro
 Dr. Craig McDaniel Jonesboro
 Wisdom Clinic Jonesboro
 Dr. Dennis W. Smith Joplin
 Dr. James Lally Kansas City
 Dr. John McCormack Mammoth Springs
 Dr. Joe L. Potter Madill
 Dr. Hugh Francis, Jr. Memphis
 Dr. J. Don Johnson Memphis

Dr. Howard T. Akers Memphis
 Dr. John R. Wills Memphis
 Dr. F. A. Ray Miami
 Dr. C. G. Oswalt Mobile
 Dr. Stiner Garrett Mobile
 Dr. S. Cruz Monett
 Dr. F. A. Moorhead Neodesha
 Dr. D. C. Boone N. Kansas City
 Dr. G. A. Bocox Oklahoma City
 Dr. L. M. White Oklahoma City
 Dr. J. P. Myers Okmulgee
 Dr. Norman G. Marvin Overland Park
 Dr. Larry Walker Paris
 Dr. H. L. Simpson, Jr. Pensacola
 Martin Memorial Clinic Sapulpa
 Dr. E. H. Schaper St. Louis
 Dr. Tom Miller Sherman
 Dr. C. H. Sisco Springdale
 Dr. A. A. Ancheta Springfield
 Dr. Peter H'Doubler Springfield
 Dr. H. A. Lowe Springfield
 Dr. Donald E. Menchetti Springfield
 Dr. Carle Schroff Springfield
 Dr. A. T. Walker Thayer
 Dr. J. Giddens Tulsa
 Glass-Nelson Clinic Tulsa
 Hillcrest Occupational Medical Group Tulsa
 Dr. Gary W. Kelly Tulsa
 Dr. B. R. McMullen Wichita

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

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Lindenwood	1st Subdiv MAIN LINE STATIONS			Office Calls	Rule 6(A)	
		92007	7.1	1002	0.0	DT	LI	LINDENWOOD	BJKTY		See Sp. Instr. No. 6 TWC
			7.9		0.8		SHREWSBURY	Y			
			11.8		4.7		M.P.	A			
		92016	15.7		8.6		TC	TREE COURT	X		
		92018	17.9		10.8	VP	VALLEY PARK				
			18.3		11.2	YP	CHRYSLER SPUR	T			
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					
6,371	92087	86.8		79.7	CU	CUBA	BJK				
6,811	92095	94.8		87.7	RS	ROSATI					
7,129	92106	105.6		98.5	OY	DILLON					
7,001	92111	110.6		103.5	RA	ROLLA					
	92113	112.7		105.6	SS	SILLS					
6,313	92119	119.1		112.0	NB	NEWBURG	BK				
	92121	121.5		114.4	BW	BUNDY JCT.	T				
	92123	122.7		115.6	AN	ARLINGTON	CTC				
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					
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					
	92235	235.1		228.0	2MT	TD	TEED	JX			
		237.2		230.1			43 TRACK				
	92239	239.7		232.6		SY	SPRINGFIELD YARD	BJKT			

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— Zone—Between

Maximum Speeds Permitted		
Freight trains over 100 tons/OB		
MP 9.0 to MP 34.0	34.0	35 MPH.
MP 46.0 to MP 50.0	50.0	30 MPH.
MP 111.0 to MP 117.0	117.0	30 MPH.
Westward trains		
MP 123.0 to MP 134.0	134.0	30 MPH.
Trains entering or leaving Lindenwood Yard		
MP 7.5 to MP 10.5	10.5	35 MPH.
MP 10.5 to MP 19.0	19.0	45 MPH.
MP 22.9 to MP 26.9	26.9	55 MPH.
MP 32.7 to MP 41.1	41.1	50 MPH.
MP 41.1 to MP 43.0	43.0	40 MPH.
MP 43.0 to MP 54.6	54.6	45 MPH.
MP 54.6 to MP 57.3	57.3	50 MPH.
MP 57.3 to MP 59.4	59.4	40 MPH.
MP 59.4 to MP 70.7	70.7	50 MPH.
MP 70.7 to MP 74.3	74.3	40 MPH.
MP 74.3 to MP 80.8	80.8	50 MPH.
MP 80.8 to MP 84.8	84.8	55 MPH.
MP 84.8 to MP 88.2	88.2	50 MPH.
MP 88.2 to MP 95.7	95.7	55 MPH.
MP 95.7 to MP 106.7	106.7	50 MPH.
MP 106.7 to MP 109.9	109.9	45 MPH.
MP 109.9 to MP 120.7	120.7	40 MPH.
MP 120.7 to MP 124.3	124.3	45 MPH.
MP 124.3 to MP 130.5	130.5	50 MPH.
MP 130.5 to MP 132.1	132.1	40 MPH.
MP 132.1 to MP 134.3	134.3	50 MPH.
MP 134.3 to MP 137.3	137.3	40 MPH.
MP 137.3 to MP 142.3	142.3	45 MPH.
MP 142.3 to MP 145.1	145.1	40 MPH.
MP 145.1 to MP 149.8	149.8	45 MPH.
MP 149.8 to MP 175.9	175.9	40 MPH.
MP 175.9 to MP 181.2	181.2	55 MPH.
MP 181.2 to MP 182.8	182.8	40 MPH.
MP 182.8 to MP 188.5	188.5	45 MPH.
MP 188.5 to MP 205.8	205.8	50 MPH.
MP 205.8 to MP 212.8	212.8	50 MPH.
MP 212.8 to MP 216.8	216.8	50 MPH.
MP 216.8 to MP 221.4	221.4	40 MPH.
MP 221.4 to MP 223.9	223.9	55 MPH.
MP 223.9 to MP 227.9	227.9	55 MPH.
MP 227.9 to MP 235.1	235.1	55 MPH.
MP 235.1 to MP 237.2	237.2	20 MPH.
Main 1 (North)		
Through turnouts controlled sidings (Except West end Rolla)		
20 MPH.		
Through sidings: Rook, Stanton, Cuba, Dillon, Rolla, Franks, Dixon, Jury, Swedeborg, Richland, Stoutland, Sleeper, Conway, Niangua, Marshfield, Northview and Strafford.		
10 MPH.		
Springfield Yard		
North and South tracks Nichols MP 241.7, 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 MP 237.2		
20 MPH.		

2. Bridge, Engine and Heavy Car Restrictions—

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

Cars loaded with company rock, chat or ballast in units of five (5) or more must move on head end only.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—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 Main 1 (North) and Main 2 (South).

ABS— MP 7.4 to MP 15.7 Westward track.
MP 17.9 to MP 07.9 Eastward track.

CTC— 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.

Track Warrant Control (TWC)—In effect between—

Lindenwood and MP 15.7—Westward track
 MP 7.9 and MP 17.9—Eastward track

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

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

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.

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

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

7. **Rule 93**—Yard Limit in effect between: MP 7.3 and MP 9.1.
8. **Rule 450**—In effect.
9. **Rule 105**—In effect between MP 237.2 and MP 239.7.
10. **Track Side Warning Detectors protecting bridges, tunnels or other structures**—None

Other Track Side Warning Detectors—Radio Reporter:

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

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	
MP 250.1 to MP 252.2	45 MPH.
MP 255.2 to MP 255.5	55 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 MP 241.7 to Division	
St. 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 238.2 to 43 Track MP 237.2	20 MPH.
Old Passenger Main Nichols MP 198.2 to South Yard MP 201.1	20 MPH.
Old Passenger Main Jefferson Ave. until leading engine over crossing	5 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Verona—Locomotives in Groups G, H and I not permitted on Syntex Agribusiness tracks.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—

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

Trains originating Springfield Yard destined to Springfield 6th Subdivision require a clearance and Track Warrant Authority form.

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.

6. Rule 450—In effect.

7. Rule 105—In effect between MP 239.7 and MP 242.0.

8. CTC—MP 241.7 to MP 282.5

Two main tracks between Globe MP 279.1 and Lou MP 282.5 designated Main 1 (North) and Main 2 (South). 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.

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.

9. Missouri Pacific trains operating on Second Subdivision will be governed by General Code of Operating Rules and BN timetable.

10. Track Side Warning Detectors protecting bridges, tunnels or other structures—None

Other Track Side Warning Detectors—

Radio Reporter: MP 260.9

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

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

Train Dispatcher Call—1

S O U T H W A R D	3rd Subdiv MAIN LINE STATIONS					Office Calls		Rule 6(A)	N O R T H W A R D
	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Kansas City				
		25300	2.7	16	0.0	KD	KANSAS CITY (Murray Yard)	BIJKRT	
			2.3		0.3		USTICK TOWER	IJ	
			1.6		1.4		K.C.T. R.R.	I	
			0.0		2.4		NINETEENTH ST.	Y	
			2.0	2MT	4.4		K.C.T. (Twenty-Ninth St.)	IY	
	93004		3.9		6.3	RO	ROSEDALE	BK	
			5.6		8.0		CROSSOVER B	X	
			16.5		18.9		CROSSOVER C	X	
	93025		26.5	1001	28.9	BN	BONITA		
	93036		36.2		39.7	HC	HILLSDALE		
	93043		42.9		46.4	2MT	PD PAOLA		
			43.1		46.6		M.P.	AI	
6,798	93048		48.3	1002	51.8	HE	HENSON		
8,979	93054		54.2		57.7	FN	FONTANA		
7,434	93062		61.7		65.2	LC	LaCYGNE		
8,780	93074		74.0		77.5	PL	PLEASANTON		
7,026	93082		81.9	2MT	85.4	PS	PRESCOTT		
8,842	93092		91.7		95.2	HM	HAMMOND		
			98.0		101.5		M.K.T.	A	
	93099		98.6		102.1	FT	FT. SCOTT	BK	
	93103		102.7	CTC	106.2	EW	EDWARD	J	
8,947	93116		116.9		120.4	AR	ARCADIA To Mertz 4.5		
			118.4		121.9		K.C.S.	AI	
			123.8		127.3		M.P.	A	
8,947	93132		132.8		136.3	IA	IANTHA		
	93139		138.7		142.2	LM	LAMAR		
			139.1		142.6		M.P.	A	
8,920	93149		149.4		152.9	DZ	DIX		
7,054	93162		162.0		165.5	DK	DUMBECK		
9,125	93171		170.6		174.1	PM	PILGRIM		
	93176		179.0		182.5	EV	EVERTON		
9,133	93195		194.5		198.0	EO	ELWOOD		
			198.3	1002	201.8	NS	NICHOLS	J	
	92242		198.3		204.1	SY	SPRINGFIELD YARD	BJKT	
	92239		200.6						

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

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

Train Dispatcher Call—5

- Speed Restrictions—**

Zone—Between

MP 2.3 (Ustick Tower) to MP 2.0 (Twenty-Ninth St.)

(Both Tracks) 10 MPH.

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 (Main 1) (West) 40 MPH.

MP 7.9 to MP 11.5 (Main 2) (East) 40 MPH.

MP 9.8 to MP 11.5 (Main 1) (West) 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 between Bonita and Paola at the following locations:

MP 26.5, MP 37.2 and MP 41.8 35 MPH.

MP 30.0 to MP 30.3 until engine through limits 25 MPH.

MP 37.8 to MP 41.9 (Both Tracks) 50 MPH.

MP 41.9 to MP 43.4 40 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 81.7 to MP 82.0 until engine through limits 55 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 20 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 MP 241.7 to Division

St. MP 240.2 20 MPH.

Long 4 South 20 MPH.

North and South tracks Broadway Ave. MP 238.1 to 43 Track MP 237.2 20 MPH.

All other long track 12 MPH.
- 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, 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., Garland.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—

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 Main 2 (East) and Main 1 (West) tracks between—

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

Rule 93—Yard limits in effect—

MP 0.4 to MP 2.2 between KCT RR and Rosedale.

7. Rule 450—In effect.

8. Kansas City—

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.

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

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

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

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

10. Pleasanton—Cars longer than 60 feet not permitted north of first crossings on Elevator track.

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

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

13. 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.

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

15. Crew member must protect crossing from ground position
—Greenfield: All street and highway crossing on Greenfield Lead.

Olathe—All street crossings on connection track to west side.

16. 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 312(1). Before operating time release, crew member must examine dual control switches per Rule 315(A). If signal does not clear at the expiration of the time interval, crew member must remain at the automatic interlocking until engine passes signal.

17. Track Side Warning Detectors protecting bridges, tunnels or other structures—

Radio Reporter: MP 50.8

Radio Tone: MP 47.7, MP 60.1 and MP 72.0

Other Track Side Warning Detectors—

Radio Reporter: MP 27.4, MP 78.7, MP 130.2, MP 154.7 and MP 178.8.

S O U T H W A R D	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Teed	4th Subdiv MAIN LINE STATIONS			N O R T H W A R D
						Office Calls	Rule 6(A)		
		92235	203.2		0.0	TD TEED	J		
			206.2		2.9	WS W.S.			
	10,266	93219	219.0		15.7	RR ROGERSVILLE			
	8,844	93232	231.5		28.2	DG DIGGINS			
	8,653	93243	243.2		39.9	YD CEDAR GAP			
		93249	249.6		46.3	MF MANSFIELD			
	8,000	93260	260.2		56.9	NR NORWOOD			
	9,405	93270	269.5		66.2	MR MOUNTAIN GROVE			
	8,380	93279	279.1		75.8	CA CABOOL			
	8,517	93293	293.3		90.0	WL WILLOW SPRINGS			
	9,046	93306	306.1		102.8	OL OLDEN			
	8,699	93314	314.4		111.1	WP WEST PLAINS			
	8,723	93331	330.8	1001	127.5	KK KOSHKONONG		CTC	
	8,786	93340	339.8		136.5	TH THAYER	BK		
	7,742	93350	350.3		147.0	KG KING			
	7,485	93363	363.0		159.7	BA BAKER			
	8,574	93381	380.7		177.4	IM IMBODEN			
	8,706	93398	398.0		194.7	HX HOXIE (MP) To Walport 4.4	AJ		
	7,015	93406	406.1		202.8	SW SEDGWICK			
	10,528	93420	420.0		216.7	JB JONESBORO	BKT		
			422.2		218.9	S.S.W.	A		
			423.8		220.5	M.P.	A		
	5,857	93431	430.7		227.4	BB BAY			
	9,311	93440	439.9		236.6	CD COON			
		93450	449.6		246.3	TX TYRONZA			
	8,598	93462	462.2		258.9	TR TURRELL	T		
		93462	462.6		259.3	RIVER JCT.	J		

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

Train Dispatcher Call—2

1. Speed Restrictions—Zone—Between Maximum Speeds Permitted

Teed and Thayer	55 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 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	30 MPH.
MP 291.7 to MP 295.2	50 MPH.
MP 295.2 to MP 299.4	45 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	30 MPH.
MP 336.6 to MP 339.4	35 MPH.
MP 339.4 to MP 340.0	20 MPH.
MP 340.0 to MP 358.8	35 MPH.
MP 358.8 to MP 364.6	45 MPH.
MP 364.6 to MP 365.4	35 MPH.
MP 365.4 to MP 372.2	40 MPH.
MP 372.2 to MP 374.4	35 MPH.
MP 374.4 to MP 385.8	40 MPH.
MP 385.8 to MP 391.0	45 MPH.
MP 398.0 Missouri Pacific Crossing	40 MPH.
MP 413.1 to MP 414.5	50 MPH.
MP 419.2 to MP 420.6 Until engine through limits	20 MPH.
MP 422.2 S.S.W. Crossing	40 MPH.
MP 430.2 to MP 431.3	45 MPH.
MP 436.6 to MP 436.7 Until engine through limits	45 MPH.
MP 447.0 to MP 448.0 Until engine through limits	45 MPH.
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.

2. Bridge, Engine and Heavy Car Restrictions—

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 82(A)—

River Jct.—Rule 82 (A) does not apply.

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

6. Rule 450—In effect.

7. 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 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.

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

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

10. Track Side Warning Detectors protecting bridges, tunnels or other structures—None.

Other Track Side Warning Detectors—

Radio Reporter: MP 228.3, MP 255.2, MP 273.6, MP 303.5, MP 325.3, MP 344.9, MP 368.4, MP 401.0, MP 427.1 and MP 445.2.

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

S O U T H W A R D ↓	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Edward	5th Subdiv MAIN LINE STATIONS			I N O R T H W A R D ↑
						Office Calls	Rule 6(A)		
		93103	102.7	1040	0.0	EW EDWARD	J	CTC	
	7,550	97117	117.0		14.3	FG FARLINGTON			
			124.2		21.5	A.T.S.F.	A		
	7,600	97130	129.6		26.9	ZH BEULAH			
						CH CHEROKEE			
		97136	135.9		33.2	To Pittsburg 9.0 To Parsons 25.0	JT		
			136.7		34.0	M.P.	M		
	7,550	97141	140.7		38.0	UC SCAMMON			
						CB COLUMBUS			
		97148	147.7		45.0	(8th SUB)	ABJKT		
	7,420	97154	153.8		51.1	NU NEUTRAL			
		97159	159.0		56.3	BX BAXTER SPGS.	BJKT		
	7,600	97165	165.3		62.6	QP QUAPAW	T		
		97173	172.5		69.8	ME MIAMI	BK		
	7,577	97179	179.2		76.5	NI NARCISSA			
		96347	186.2		84.0	KO AFTON JCT.	J		

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

Train Dispatcher Call—5

1. Speed Restrictions—Zone—Between Maximum Speeds Permitted

Edward and Afton Jct.	55 MPH.
Until engine through limits:	
MP 124.2 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 over Circle Track Switch and	
Circle Track	5 MPH.
Miami—B. F. Goodrich Lead Between Main Street and	
B. F. Goodrich Gate	20 MPH.

Parsons Lead..... 20 MPH.
 MP 157.0 to MP 172.0 is 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):
 MP 157.0 to MP 172.0 10 MPH.
 Parsons: All tracks inside gate at Kansas Army Ammo Plant 20 MPH.
 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.

Narcissa—Coal and grain trains do not use siding.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—

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. Rule 450—In effect.

7. CTC—MP 102.7 to MP 186.2.

8. 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.

9. Track Side Warning Detectors protecting bridges, tunnels or other structures—None.

Other Track Side Warning Detectors—

Radio Reporter: MP 121.1, MP 162.5

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From C.D. Jct	6th Subdiv MAIN LINE STATIONS		Rule 6(A)	
					Office Calls			
		282.2		0.0	C.D. JCT	JY		
				18.6	EXETER			
6,752	92301	300.6		18.6				
2,515	92313	312.8		30.8	SELIGMAN			
6,727	92327	327.1		45.1	AVOCA			
				50.0	BENTONVILLE JCT.			
		332.0		50.0	To Bentonville 5.7	Y		
	92333	332.7		50.7	ROGERS	BKTY		
2,260	92338	338.0		56.0	LOWELL	Y		
	92343	343.1		61.1	SD SPRINGDALE	BKY		TWC
	92352	352.4		70.4	FAYETTEVILLE	BKTY		
4,820	92358	357.8		75.8	GREENLAND	Y		
2,728	92367	367.0		85.0	CLARY			
2,142	92375	374.7	1002	92.7	WINSLOW			TWC ABS
3,979	92386	386.1		104.1	CHESTER			TWC
2,847	92408	408.3		126.3	COPP	Y		
	92410	410.4		128.4	VB VAN BUREN	Y		
		410.5		128.5	MP	AI		CTC
		410.6		128.6	BRIDGE 410.6	I		
		412.1		130.1	N. FT. SMITH	Y		
		414.1		132.1	M.P.	MY		
	92415	414.9		132.9	FX FORT SMITH	BKRTY		
		416.1		134.1	M.P. JCT.	JY		
		416.7		134.7	K.C.S.	MY		
		417.0		135.0	M.P.	MY		
		417.1		135.1	K.C.S.	MY		
		417.1		135.1	S.F. JCT.	JY		
		421.0		139.0	S. FT. SMITH	Y		

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
MP 316.0 to MP 328.5	40 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
MP 352.5 to MP 374.6	10 MPH.
MP 374.6 to MP 375.5	35 MPH.
MP 375.6 to MP 395.2	20 MPH.
MP 395.2 to MP 404.6	35 MPH.
MP 404.6 to MP 407.5	25 MPH.
MP 407.5 to MP 410.4	35 MPH.
MP 410.4 to MP 410.9	20 MPH.
MP 410.9 to MP 412.1	10 MPH.
MP 412.1 to MP 421.0	25 MPH.
Bentonville lead	20 MPH.
	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 MP 359.0 and MP 422.0, between Fayetteville and Ft. Smith, or on south leg of wye at Rogers, MP 333.0.

Between MP 283.5 and MP 359.0, between Monett and Clary, train crews should use "reach cars, when possible, on tracks other than main tracks and sidings.

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 82(A)—

Trains originating at Ft. Smith destined to Springfield Yard require a clearance and TWC authority form and Track Bulletin(s), if any.

Trains originating Springfield Yard destined to Springfield 6th Subdivision require a clearance and TWC authority form and Track Bulletin(s), if any.

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

6. Rule 93—Yard limit in effect between:

MP 282.0 and MP 283.5

MP 331.0 and MP 356.6

MP 407.5 and MP 410.5

MP 412.1 and MP 421.0

7. Track Warrant Control (TWC)—In effect between C.D. Jct and Van Buren.

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

8. 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.

9. 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 312.

10. Interlockings—When signal at interlocking MP 410.4 displays Stop indication, a member of train crew must communicate with train dispatcher per Rule 312(1). Before operating time release, crew member must examine dual control switch per Rule 315(A). If signal does not clear at the expiration of the time interval, crew member must remain at the automatic interlocking until engine passes signal.

11. Track Side Warning Detectors protecting bridges, tunnels or other structures—

Radio Tone: MP 374.0 and MP 381.0.

Other Track Side Warning Detectors—None.

S O U T H W A R D	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From S. Fort Smith	7th Subdiv BRANCH LINE STATIONS	
						Office Calls	Rule 6(A)
			421.0		0.0	S. FT. SMITH	Y
						8.3	
		92429	429.3		8.3	JENSON To Montreal 9.4	TY
						7.3	
	1,760	92437	436.6	1002	15.6	CAMERON	Y
						7.0	
		92445	443.6		22.6	POTEAU	JY
						0.0	
			443.6		22.6	K.C.S.	AY

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

Train Dispatcher Call—3

1. Speed Restrictions— Zone—Between Maximum Speeds Permitted

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 82(A)—Rule 82(A) 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—Yard limit in effect on entire subdivision.

7. Crew member must protect crossing from ground position

Ft. Smith—Highways 45 and 271—North I Street to Garrison Ave., inclusive, unless crossing signals operating.

WEST WARD ↓	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Pierce City	8th Subdiv MAIN LINE STATIONS			TWC
						Office Calls	Rule 6(A)		
		96287	286.9	1003	0.0	PC	PIERCE CITY	J	
							11.8		
	3,713	95299	298.7		11.8		SARCOXIE		
							12.3		
	5,004	95311	311.0		24.1		MENK	Y	
							1.7		
			312.7		25.8		M.P.	AJY	
							0.5		
	2,643	95313	313.2		26.3	CJ	CARTHAGE	Y	
							13.9		
			327.1		40.2		K.C.S.	AY	
							1.0		
	3,008	95328	328.1		41.2		CARL JCT.		
							6.8		
			334.9		48.0		K.C.S.	M	
							8.6		
	2,399	97148	343.5	1004	56.6	CB	COLUMBUS (5th SUB)	ABJKTY	
							6.2		
			349.7		62.8		M.P.	M	
							10.2		
	3,019	95360	359.9		73.0		OSWEGO		
							1.2		
			361.1		74.2		M.K.T.	AJ	
							9.5		
	2,218	95371	370.6		83.7		ALTAMONT		
							6.2		
	2,236	95377	376.8		89.9		MOUND VALLEY		
							11.1		
							CHERRYVALE (A.T.S.F.)	MJ	
		95387	387.0		101.0		14.3		
					115.3		MP	MJY	
			401.3				0.1		
		95401	401.4		115.4	NA	NEODESHA	BKRY	

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.
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 82(A)—None.

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

6. Rule 93—Yard limit in effect between:

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

7. Track Warrant Control (TWC)—In effect between Pierce City and Neodesha.

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

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Neodesha	9th Subdiv MAIN LINE STATIONS			TWC	EAST WARD	
						Office Calls	Rule 6(A)				
		95401	401.4	1004	0.0	NA	NEODESHA	BKRY			
			414.0		12.6		12.6				
					12.6		A.T.S.F. & M.P.	JMY			
	3,506	95414	414.0		12.6		0.0				
					12.6		FREDONIA		Y		
	4,281	95426	426.4		25.0		12.4				
					25.0		FALL RIVER				
	1,205	95439	438.6		37.2		12.2				
					37.2		SEVERY				
	2,789	95458	458.5		57.1		19.9				
					57.1		BEAUMONT				
			483.6		82.2		25.1				
					82.2		A.T.S.F.		IJY		
		95484	484.0		82.6		0.4				
			506.4	105.0		AU	AUGUSTA		Y		
				105.0		22.4					
			506.6	105.2			M.P.		AJY		
				105.2			0.2				
				105.2			O.K.T.		AJY		
				106.4			1.2				
		95508	507.8	106.4		WH	WICHITA		BKRTY		

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 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 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 82(A)—None

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

6. Rule 93—Yard limit 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. Track Warrant Control (TWC)—In effect between Neodesha and Wichita.

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

8. 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.

9. 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.

10. **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. Within the limits as indicated, Rule 93 (Yard Limits) are in effect; non-sigaled Territory with no First Class Trains scheduled on either Railroad.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Wichita	10th Subdiv MAIN LINE STATIONS			Rule 6(A)
					Office Calls			
	95508	507.8	1004	0.0	WH WICHITA	6.8	BKRTY	
		514.6		6.8	A.T.S.F.	23.2	AJY	TWC
		537.8		30.0	A.T.S.F.	9.2	AJ	
	95547	547.0		39.2	BUHLER	30.1		
		577.1		69.3	LY LYONS	12.1	Y	
		589.2		81.4	M.P.	4.9	MY	
		594.1		86.3	LORRAINE		JY	

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

Train Dispatcher Call—3

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

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).

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

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

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

Locomotives in Groups G, H and I not permitted.

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

4. **Clearance Provisions and Exceptions Rule 82(A)—None.**

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—**Yard limit in effect between:
MP 507.8 and MP 515.0
MP 577.1 and MP 594.1

7. **Track Warrant Control (TWC)—**In effect between MP 515.0 and MP 551.5.

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

8. **Crew member must protect crossing from ground position:**

Burton—Burton Ave.

Lyons—Highway 96.

9. **Lyons and Lorraine**—ATSF trains operating between Lyons and Lorraine will be governed by the General Code of Operating Rules, except as modified by BN Timetable.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Birmingham	11th Subdiv BRANCH LINE STATIONS			Rule 6(A)
					Office Calls			
	25291	216.2	18	0.0	BIRMINGHAM	5.7	IJY	CTC
	76406	210.5		5.7	LIBERTY	11.4	Y	
	76416	199.1		17.1	KEARNEY		Y	

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

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

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 82(A)—**

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—**Yard limit in effect entire subdivision.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Kansas City	12th Subdiv BRANCH LINE STATIONS			Rule 6(A)
					Office Calls			
	93001	0.0	1005	0.0	KC KANSAS CITY (19th St.)	0.4	BJKRTY	
		0.4		0.4	25th St. JCT.	5.3	JY	

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

	5.7	1005	5.7	K. C. BELT JCT.	JY
	5.9		5.9	SHEFFIELD JCT.	IJY
95006	6.0		6.0	SHEFFIELD	Y
95007	7.4		7.4	CENTROPOLIS	Y
	8.8		8.8	LEEDS JCT.	JY
95010	10.3		10.3	LEEDS	Y
	11.7		11.7	B.V.JCT.	JY
					4.3

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

	95016	16.0	1005	16.0	DODSON	JY
	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	Y
		44.8		44.8	M.P.	MY
	95045	45.2		45.2	HARRISONVILLE	Y
	95052	51.8		51.8	EAST LYNNE	Y

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

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

- (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

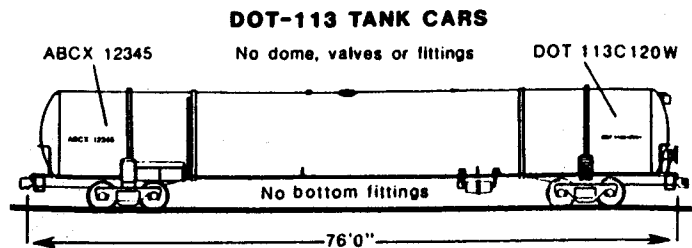
- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 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.

SOUTH WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Spring- field Yard	15th Subdiv BRANCH LINE STATIONS		TWC	Office Calls	Rule 6(A)
		95154	153.6	1005	38.2	BOLIVAR				
		95173	173.0		18.8	WALNUT GROVE				
		95183	182.7		9.1	WILLARD	Y			
		92239	191.8		0.0	SY SPRINGFIELD YARD	BJKRTY			
		92866	246.5	1011	9.3	GALLOWAY	Y			
		92869	249.1		11.9	KISSICK	Y			

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

- Speed Restrictions—Maximum Speeds Permitted**
Zone—Between
 Bolivar and Willard 25 MPH.
 MP 182.2 to MP 189.0 10 MPH.
 Middle Belt MP 237.2 to MP 240.8 10 MPH.
 MP 240.8 to MP 246.5 20 MPH.
 MP 246.5 to MP 250.1 10 MPH.
 Springfield Yard
 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 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.
 Lilly Tulip Track at Chestnut Expressway until
 engine over crossing 5 MPH.
 National Ave. MP 239.9 until engine over crossing ... 5 MPH.
 Sunshine Street MP 242.6 until engine over crossing 10 MPH.
 Cars heavier than 220,000 lbs., over Bridge 165.8 10 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 82(A)—None.**
- 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.
- Rule 93—**Yard limit in effect Springfield Yard to Willard and MP 237.3 to MP 249.1.
- Track Warrant Control (TWC)—**In effect between Bolivar and Willard.
 Train location line-up will be issued by train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by Track Warrant Authority.
- Rule 105—**Applies Springfield Yard.

RADIO INFORMATION

Base Stations
Kansas City, MO
Kansas City, KS
Lenexa, KS
Ft. Scott, KS
Columbus, KS
West Plains, MO
Thayer, MO
Jonesboro, AR
Springfield, MO
With Call In
Ft. Scott, KS
Greenfield
Cabool, MO
Thayer, MO
Jonesboro, AR
Springfield, MO
Springdale, AR

Ft. Smith, AR
Joplin, MO
Columbus, KS
Neodesha, KS
Wichita, KS
St. Louis, MO
Valley Park, MO
Cuba, MO
Newbury
Lebanon
Monett, MO

With Call In
Fayetteville, AR
Rodgers, AR
Joplin, MO
Cuba, MO
St. Louis, MO
Springfield, MO
Exeter, MO

SPRINGFIELD DIVISION

Channel	Hours in Operation
2	Continuous
2	Continuous
2	Mon. thru Sat. 0400-2000
2	Continuous
2	Continuous except 1500-2300 Sun. & Mon.
2	Mon. thru Fri. 0700-1600
2	Continuous
2	Mon. thru Fri. 0700-1700, Sat. 0800-1700
2	Continuous
2	Dispatcher Controlled
2	Manned continuously
2	Manned continuously
2	Manned continuously
2	Manned continuously
2	Manned continuously
2	Manned continuously
2	Manned continuously except 0800-1600 Sunday
2	Continuous except 2300 Fri. until 2300 Sun.
2	Mon. thru Fri. 0700-1600, Tues. thru Sat. 0800-1700
2	Continuous except 1500-2300 Sun. & Mon.
2	Mon. thru Sun. 0700-1500, 2300-0700
2	Mon. thru Sat. 0630-0030
2	Continuous
2	Continuous
2	Mon. thru Fri. 0700-2330
2	Manned continuously
2	Manned continuously
2	Continuous except Sunday 0700-1500
2	Dispatcher Controlled
2	Manned continuously
2	Manned continuously
2	Manned continuously
2	Manned continuously
2	Manned continuously
2	Manned continuously

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
864-2224	Chief Dispatcher	(417) 864-2224
864-2246	1st, 2nd, 14th	(417) 864-2246
864-2243	3rd, 5th	(417) 864-2243
864-2244	4th	(417) 864-2244
864-2595	6th, 7th, 8th, 9th, 10th, 13th, 16th	(417) 864-2595
864-2247	15th	(417) 864-2247

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				97271 Parsons	25.0 west of Cherokee	12	East
92013 Kirkwood	5.6 west of Lindenwood	15	East	6th Subdivision			
92074 Bourbon	2.9 east of Coffeyton	15	West	92290 Purdy	7.6 south of Monett	31	Both
92099 Schundler	1.3 east of St. James	10	East	92293 Butterfield	7.1 north of Exeter	15	Both
92100 St. James	5.6 west of Rdsati	18	West	92307 Washburn	6.3 south of Exeter	20	Both
92147 Crocker	4.5 west of Jury	30	Both	Bentonville Lead	At Bentonville Jct.	Yd.	South
Sho-Me-Spur	0.8 west of Huben	11	West	94838 Bentonville	6.0 on Bentonville Lead	Yd.	Both
92182 Lebanon	7.7 west of Sleeper	25	Both	92251 Efay	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	10.0 south of Rosedale	112	Both	92390 Mountainburg	4.1 south of Chester	6	Both
93021 Olathe	6.0 north of Bonita	114	Both	92402 Ball	6.7 north of Copp	5	North
93024 Moss	1.4 north of Bonita	92	Both	7th Subdivision			
93030 Spring Hill	3.6 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	70	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	58	North	95552 Medora	4.5 west of Buhler	22	East
93390 Black Rock	9.2 south of Imboden	75	Both	95584 Pollard	6.4 west of Lyons	20	Both
93392 Portia	2.3 south of Black Rock	12	North	95590 Fredrick	4.9 east of Lorraine	114	Both
93800 Walnut Ridge	1.5 east of Hoxie	29	Both	12th Subdivision			
93802 Walport	4.4 east of Hoxie	200	West	95025 Belvidere	2.6 south of Grandview	31	Both
93412 Bono	6.0 south of Sedgwick	20	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	40	North	13th Subdivision			
93447 Marked Tree	7.5 south of Coon	150	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.	Both	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				

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

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

OTHER ROAD SEGMENTS

Line Segment	Limits	Mileposts
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	Rogers 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.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Lou	1st Subdiv MAIN LINE STATIONS		Office Calls	Rule 6(A)	EAST WARD
			282.5	1003	0.0	2MT	LV	LOU		
9,240	96287	286.9			4.4		PC	PIERCE CITY	J	
6,450	96297	297.2			14.7		ET	RITCHIEY		
6,435	96309	308.5			26.0		JF	JEFF		
	96310	309.2			26.7			K.C.S.	AI	
	96310	309.8			27.3		NH	NEOSHO		
6,319	96319	319.2			36.7		RC	RACINE		
	96325	325.4			42.9		SX	SENECA		
7,084	96333	332.9			50.4		WY	WYANDOTTE		
6,939	96341	340.6			58.1		FQ	FAIRLAND		
		347.6			65.1		KO	AFTON JCT.	J	
		347.9			65.4	2MT		CROSSOVER 67	X	
	96348	348.1			65.6		AF	AFTON		
6,383	96354	353.6			71.1		TQ	TODD		CTC
		359.6			77.1			M.K.T.	AI	
7,896	96360	359.7			77.2		VN	VINITA		
7,600	96367	366.7			84.2		WO	WHITE OAK		
6,110	96374	374.0			91.5		EF	CATALE		
	96375	375.6			93.1		PB	PEABODY SPUR		
7,600	96385	384.8			102.3		ZF	BUSHYHEAD		
6,665	96396	396.4			113.9		XD	DEGROAT		
		397.0			114.5			M.P.	AI	
	96398	397.6			115.1		CW	CLAREMORE		
7,600	96404	404.3			121.8		VR	VERDIGRIS		
	96409	409.0			126.5		EQ	CATOOSA		
7,600	96413	412.6			130.1		TG	TIGER	T	
		416.2			133.7		DL	DOUGLAS		
	96420	420.4			137.9	2MT	JT	EAST TULSA		
		423.0		140.5			M.K.T.	AI		
	96426	426.9		144.4		CY	CHEROKEE YARD	BJKRT		

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 Main 2 (South)	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.
Eastward trains until engine by MP 284.0	55 MPH.
MP 287.3 over switch	50 MPH.
MP 292.7 to MP 309.6	45 MPH.
MP 309.6 to MP 310.3	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 Main 1 track only	25 MPH.
Through turnouts Main 1 (North):	

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 360.7	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	25 MPH.
Through turnout Peabody Spur	25 MPH.
Controlled siding Wyandotte	10 MPH.
Peabody Spur	25 MPH.
Cherokee Yard—R&D tracks, Freight Lead, Middle Hump, Old Passenger Main and Classification Tracks	10 MPH.
Static scale (no-hump)	5 MPH.
In-motion hump scale	10 MPH.

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

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—

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.

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 Main 1 (North) and Main 2 (South) 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. Rule 450—In effect.

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

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

11. Interlockings—When signal at interlockings located at MP 309.2 Neosho, MP 359.7 Vinita, MP 397.0 Claremore or MP 423.0 Tulsa displays Stop indication, a member of train crew must communicate with train dispatcher per Rule 312(1).

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

Westward trains, a crew member must examine the dual control switch, per Rule 315(A), before operating the time release and will remain at the crossing until engine passes signal.

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

12. **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.
13. **Rule 350(B)**—Following switches not equipped with electric locks:
MP 313.3 Ragland Mills
MP 397.7 Dock Track
MP 402.5 WR Steel
14. **Tulsa**—Spring switches are not equipped with a facing point lock.
15. **Track Side Warning Detectors protecting bridges, tunnels or other structures**—
Radio Reporter: MP 400.4
Radio Tone: MP 409.3
Other Track Side Warning Detectors—
Radio Reporter: MP 284.7, MP 314.6, MP 343.3 and MP 370.6.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Cherokee Yard	2nd Subdiv MAIN LINE STATIONS		
					Office Calls	Rule 6(A)	
	96426	426.9	1003	0.0	2MT	CY CHEROKEE YARD	BJKRT
	96431	430.5		3.6		NO NORRIS	
	96436	435.5		8.6		OM OMA	
	96438	437.2		10.3	2MT	SQ SAPULPA	JT
5,844	94442	442.2	1046	15.3		KF KIEFER	
8,651	94456	456.2		29.3		ZB BEGGS	
6,176	94467	467.2		40.3		ZU BUTLER	
	94469	468.6		41.7		OG OKMULGEE	
8,678	94476	476.2		49.3		QC SCHULTER	
5,079	94482	482.1		55.2		HN HENRYETTA	
8,580	94495	494.7		67.8		WK FRED	
	94504	504.4		77.5		WM WETUMKA	
8,078	94513	513.0		86.1		YG YEAGER	
		519.6		92.7		O.K.T.	A
6,392	94525	525.0		98.1		UP SPAULDING	
9,251	94539	539.1		112.2		FC FRANCIS	CTC
	94548	548.2		121.3		AD ADA	BK
8,633	94558	558.2		131.3		FH FITZHUGH	
8,713	94571	571.0		144.1		UJ SCULLIN	
	94580	579.3		152.4		ML MILL CREEK	
8,777	94592	591.8		164.9		RV RAVIA	
8,900	94603	603.4		176.5		MA MADILL	BKR
8,577	94610	610.6		183.7		KT KINGSTON	
	94620	620.2		193.3		LK LAKESIDE	J
8,801	94625	624.8		197.9		ZY BARRY	
	94631	631.1		204.2		IT STALEY	I
		631.4		204.5		M.K.T. JCT.	IJ
9,310		632.5		205.6		JOE	
	94637	636.5		209.6		DN DENISON	
		636.6		209.7		S.P. JCT.	J

BETWEEN S.P. JCT. AND SOUTH SHERMAN JCT. TRAINS WILL USE SOUTHERN PACIFIC TRACKS AND WILL BE GOVERNED BY GENERAL CODE OF OPERATING RULES AND SP TIMETABLE.

	94650	649.9	1046	223.0		SOUTH SHERMAN JCT.	J	CTC
8,661	94658	657.7		230.8		DORCHESTER		
	94665	664.8		237.9		GUNTER		
	94674	673.6		246.7		CELINA		
8,761	94680	679.7		252.8		PROSPER		
	94686	685.6		258.7		FRISCO		
4,432	94700	699.9		273.0		BLISS		
	94701	700.5		273.6		CARROLLTON		
		700.5		273.6		M.K.T.-S.S.W.	A	
7,400	94705	704.9		278.0		GRIBBLE	Y	
2,497	94711	710.7		283.8		IR IRVING	BKTY	

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 Main 2 (East)	40 MPH.
MP 428.9 to MP 429.9 Until engine through limits Main 1 (West)	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 Until engine through limits	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 635.2	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 700.5 Southward trains until engine over MKT- SSW 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.
Static Scale—Sherman 5 MPH.
Coupled in-motion scale—Ada 4 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.
Static Scale (no-hump) 5 MPH.
In-motion hump scale 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, North End Mill Track and Clint Williams Spur
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
Carrollton	Gin Track
Holdenville	OKT Connection track.
Dallas	Dadiz Street Yard.

3. **Train Register Exceptions—Madill**—Expediter trains No. 78
and No. 79 will not register.

4. Clearance Provisions and Exceptions Rule 82(A)—

Irving—Trains originating will receive one clearance with all Track
Bulletin(s) in effect between Denison and Madill. Trains originating
Madill destined Irving will receive one TWC authority with all Track
Bulletin(s) in effect between Denison and Irving and will also receive
one clearance with all Track Bulletin(s) in effect between Madill and
Denison. Trains originating Madill destined Hugo will receive one
clearance with all Track Bulletin(s) in effect between Madill and
Lakeside and one TWC Authority with all Track Bulletin(s) in effect
between Lakeside and Hugo.

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

6. Rule 93—Yard limit in effect between—

MP 645.7 to MP 647.8
MP 649.9 and MP 651.0
MP 704.0 to MP 711.0

7. **Track Warrant Control (TWC)**—In effect between MP 651.0
and MP 704.0.

Train location line-up will be issued by train dispatcher in accor-
dance with Rule 35 of the Rules of the Maintenance of Way for track
occupancy not protected by Track Warrant Authority.

8. **Rule 450**—In effect.

9. Two Main tracks between Cherokee Yard MP 428.6 and Norris and
between Oma and Sapulpa are designated as Main 1 (West) and
Main 2 (East).

Cherokee Yard—Spring switches are not equipped with a facing
point lock.

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

When leaving cars on the TSU connection, handbrakes must be
applied on all cars and track skates must be applied and cars shoved
to rest on skates. DO NOT apply skates to the rail when connection is
to be left clear.

10. 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.

11. Cherokee Yard to Muskogee—BN trains will use Missouri Pacific tracks between Cherokee yard and Muskogee. Missouri Pacific Time Table 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. Use single locomotive to switch Container lead and 24th Street West. At grade crossing MP 524.5 (U.S. Highway 69) 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. 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 312 before proceeding.

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

13. Denison to South Sherman Jct—BN trains will use Southern Pacific track between S.P. Jct., Denison and South Sherman Jct. and are governed by SP rules and Timetable.**14. 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

15. 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.**16. 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 and General Code of Operating Rules.**

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.

17. Dallas—

ATSF Tracks—BN trains use ATSF tracks between Santa Fe Jct. and East Dallas. General Code of Operating Rules governs: except as modified in Tulsa Division, Sixth Subdivision, item 8.

Rule 93 (yard limit) 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.

18. Bridge 618.9—do not use dynamic brakes.**19. Rule 350(B)—Following switches not equipped with electric locks:**

MP 438.0 Bartlett Collins Spur
MP 482.3 Broadway Exchange Spur
MP 504.3 Team Track
MP 505.2 Clint County Spur
MP 519.4 Old Ramp Track

20. Track Side Warning Detectors protecting bridges, tunnels or other structures—

Radio Reporter: MP 613.7

Radio Tone: MP 592.4, MP 601.1 and MP 623.1

Other Track Side Warning Detectors—

Radio Reporter: 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.

S O U T H W A R D	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From End	3rd Subdiv MAIN LINE STATIONS			I N O R T H W A R D
						Office Calls	Rule 6(A)		
		96145	585.7		0.0	EN ENID BJKRTY			
					11.5	DRUMMOND			
		97597	597.2		11.5	AMES			
		97607	606.7		21.0	OKEENE			
		97618	618.2		32.5	SU SOUTHARD			
		97629	629.4		43.7	FAY			
		97650	649.7		64.0	THOMAS			
		97658	658.1		72.4	FOLEY		J	
		97666	666.2		80.5	CUSTER CITY			
	2,820	97668	668.4		82.7	EWING		J	
		97679	679.0		93.3	F.M.R.C.		M	
			679.7	1051	94.0	CZ CLINTON		BKY	TWC
		97681	680.6		94.9	BESSIE			
		97690	690.0		104.3	CQ CORDELL			
		97697	696.8		111.1	ROCKY			
		97707	707.4		121.7	HOBART			
		97717	716.8		131.1	ROOSEVELT			
		97729	729.5		143.8	SN SNYDER		JY	
		96664	744.1		158.4	MANITOU			
		97755	755.0		169.3	FREDERICK		Y	
		97763	763.4		177.7	M.K.T.		UY	
			763.9		178.2	DAVIDSON		Y	
		97774	774.2		188.5				

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 10 MPH.
Static Scale—Enid 5 MPH.

Main track between Frederick and Davidson, MP 764.2 to MP 774.3, is identified as Excepted Track under FRA Track Safety Standards, Rule 213.4 which restricts operating speed to a maximum of 10 MPH and prohibits revenue passenger trains. These regulations also provide that no freight train shall be operated that contains more than five (5) cars required to be placarded by the Hazardous Material Regulations (49 CFR Part 172).

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted except cars heavier than 220,000 lbs. not permitted between Frederick and Davidson. Do not operate 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 82(A)—None.

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

6. Rule 93—Yard limit in effect between—

MP 585.7 and MP 588.3
MP 678.8 and MP 686.5
MP 743.1 and MP 744.7
MP 762.0 and MP 774.2

7. Track Warrant Control (TWC)—In effect between Enid and Davidson.

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

2. Bridge, Engine and Heavy Car Restrictions—Cars heavier than 263,000 lbs. not permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—

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 and Track Bulletin(s), if any.

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

6. Rule 93—Yard limit in effect between—

MP 437.2 and MP 438.4
MP 536.4 and MP 539.5

7. Track Warrant Control (TWC)—In effect between Sapulpa and Oklahoma City.

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

8. Between Sapulpa and Oklahoma City—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. All trains and engines except the leading train or engine must move at restricted speed.

9. 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. When leaving cars on TSU connection, track skates must be applied and cars shoved to rest on the skates. DO NOT apply skates to the rail when connection is to be left clear.

10. Track Side Warning Detectors protecting bridges, tunnels or other structures—None.

Other Track Side Warning Detectors—

Radio reporter: MP 450.4, MP 472.2, MP 500.9 and MP 526.8.

4th Subdiv MAIN LINE STATIONS

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

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.
Static Scale—Oklahoma City 5 MPH.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Oklahoma City	5th Subdiv MAIN LINE STATIONS		
					Office Calls	Rule 6(A)	
	96540	539.5		0.0	OC OKLAHOMA CITY	BJKRTY	
		542.8		3.3	A.T.S.F.	MY	
4,199	96554	553.9		14.4	MUSTANG		
5,138	96567	567.5		28.0	SOONER		
		580.5		41.0	O.K.K.T.	A	
2,073	96581	580.8		41.3	CC CHICKASHA		
4,160	96605	605.0		65.5	CR CYRIL	Y	
	96611	610.6		71.1	FLETCHER		
1,972	96626	625.5	1003	86.0	FI FORT SILL	T	
		629.7		90.2	O.K.K.T.	MY	
2,050	96630	630.2		90.7	LT LAWTON	BKY	
4,283	96644	643.9		104.4	CACHE		
	96664	664.4		124.9	SN SNYDER	JY	
		686.7		147.2	H & E	M	
1,695	96687	687.2		147.7	AS ALTUS	Y	
		688.1		148.6	A.T.S.F.	A	
	96709	709.4		169.9	ELDORADO		
	96723	723.3		183.8	QUANAH	BJKRTY	

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 557.9 over Bridge	30 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.
Sidings	10 MPH.
Static Scale—Oklahoma City	5 MPH.

2. Bridge, Engine and Heavy Car Restrictions— Cars heavier than 263,000 lbs. not permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—None.

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

6. Rule 93—Yard limit in effect between—

MP 539.2 and MP 549.7
MP 603.4 and MP 606.0
MP 628.7 and MP 638.3
MP 663.7 and MP 665.6
MP 686.2 and MP 688.0
MP 722.0 and MP 723.3

7. Track Warrant Control (TWC)—In effect between Oklahoma City and Quanah.

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

8. 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

9. Use of Dynamic Brakes Prohibited—

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

11. Track Side Warning Detectors protecting bridges, tunnels or other structures—None.

Other Track Side Warning Detectors—

Radio Reporter: MP 565.2 and MP 590.8.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Cherokee Yard	6th Subdiv MAIN LINE STATIONS		
					Office Calls	Rule 6(A)	
	96426	426.9		0.0	CY CHEROKEE YARD	BJKRTY	
				18.9	VU MANNFORD		
7,865	96046	445.8		18.9	CASEY		
	96069	469.3		42.4	CAMP	AJ	
	96072	471.6		44.7	PAWNEE	J	
8,041	96078	478.0		51.1	A.T.S.F.	A	
		479.7		52.8	MORRISON		
8,868	96091	490.6		63.7	BLACK BEAR	AJ	
	96103	502.7		75.8	A.T.S.F.	M	
		508.7		81.8	PERRY	J	
	96109	508.8		81.9	CALLAHAN		
8,048	96125	525.3		98.8	A.T.S.F.	A	
		533.3		106.4	FAIRMONT		
	96134	534.0	1047	107.1	A.T.S.F.	UY	
		543.0		116.1	STEEN	Y	
	96143	543.1		116.2	O.K.T.	AY	
		544.2		117.3	EN ENID	BJKRTY	
	96145	545.4		118.5	BLANTON	JY	
	96148	548.2		121.3	CARRIER		
	96155	554.5		127.6	GOLTRY		
	96163	562.8		135.9	HELENA		
	96169	569.3		142.4	McWILLIE		
	96174	574.4		147.5	A.T.S.F.	M	
		580.2		153.3	CARMEN		
	96181	580.5		153.6	DACOMA		
	96189	588.6		161.7	HOPETON		
	96195	595.0		168.1	AV AVARD	Y ABS	
	96202	601.9		175.0			

BETWEEN AVARD AND WAYNOKA TRAINS WILL USE A.T.S.F. TRACKS AND WILL BE GOVERNED BY GENERAL CODE OF OPERATING RULES AND BN TIMETABLE.

96205	612.5	185.6	WQ	WAYNOKA	BKR
-------	-------	-------	----	---------	-----

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 Avard	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 Through interlocking	40 MPH.
MP 537.0 to MP 542.0	35 MPH.
MP 548.1 to MP 548.7	35 MPH.
MP 601.3 to MP 602.1	35 MPH.
Avard: through ATSF turnout	35 MPH.
Siding Pawnee	10 MPH.
Static Scale—Enid	5 MPH.
Cherokee Yard—R&D tracks, Freight Lead, Middle Hump, Old Passenger Main, Classification Tracks, and East and West leg of Wye	10 MPH.
Static Scale (No-Hump)	5 MPH.
In-motion Hump Scale	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 Avard 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 82(A)—

Trains will secure ATSF TWC Authority at Waynoka for movement Waynoka to Avard.

Westward trains will retain track bulletins at Waynoka for eastward movement Avard to Enid unless otherwise provided.

Eastward trains arriving Avard will contact Train Dispatcher for TWC authority and instructions, if any, authorizing movement Avard to Enid.

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

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

Two main tracks between ATSF MP 342.4 and MP 346.9 designated Main 1 (North) track and Main 2 (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. Track Warrant Control (TWC)—In effect between Cherokee Yard and Avard.

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

8. Modifications of rules in the General Code of Operating Rules, for trains and engines using A.T.S.F. tracks

General Rules—

- 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.
- 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.
- 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.

9. Rule 93—Yard limit in effect between:

MP 426.9 and MP 428.0
MP 542.0 and MP 548.1
MP 600.0 and MP 601.9

10. Time applies per General Code Rule 5(A) for trains leaving Cherokee Yard at MP 425.5.

11. Track Side Warning Detectors protecting bridges, tunnels or other structures—None.

Others Track Side Warning Detectors—

Radio Reporter: 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	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Hope	7th Subdiv MAIN LINE STATIONS				
						Office Calls	Rule 6(A)			
		92806	805.5	1048	0.0	HP	HOPE	Y	TWC	
			805.4		0.1		0.1			
			773.4		32.1		M.P.			MY
							32.0			
			773.3		32.2		G.N.A.			MY
		92773	773.3				0.1			
			772.9		32.6	AW	ASHDOWN			BJY
							0.4			
			772.9				K.C.S.			AY
		92757	757.3		48.2		15.6			
		92751	751.1		54.4	FO	FOREMAN			Y
							6.2			
							ARKINGA			
		92728	728.0		77.5		23.1			
						ID	IDABEL			Y
		92710	710.2	95.3		17.8				
			710.0	95.5	VA	VALLIANT		Y		
						0.2				
						T.O.E.		MY		
						9.8				
		92700	700.2	105.3		FORT TOWSON				
						3.4				
		92696	696.8	108.7		WESCO				
						11.9				
		92559	684.9	120.6		HU	HUGO	BJKRTY		
							24.1			
8,310	92661	660.8		144.7			BO			
							22.0			
8,106	92639	638.8		166.7			PIRTLE			
							5.9			
			632.9	172.6			M.K.T.	A		
							0.4			
	92633	632.5		173.0			DURANT			
							12.3			
	94620	620.2		185.3		LK	LAKESIDE	J		

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

Train Dispatcher Call—3

1. Speed Restrictions— Zone—Between Maximum Speeds Permitted

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.
 Static Scale—Hugo 5 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 82(A)—None.

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—Yard limit in effect between—

MP 682.0 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. Track Warrant Control (TWC)—In effect between Hope and Lakeside.

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

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

Arko—Highway 32 over both legs of wye

9. Foreman—Do not exceed five (5) MPH while performing switching on Arkansas cement trackage.

10. Wesco—Do not exceed five (5) MPH on all industrial tracks.

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

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

Train Dispatcher Call—3

1. Speed Restrictions—

Zone—Between Maximum Speeds Permitted

Hugo and MP 571.5 30 MPH.
 MP 571.5 and MP 579.5 25 MPH.
 MP 580.0 and MP 583.8 10 MPH.
 Antler Spur: MP 559.0 and MP 542.4 10 MPH.

Main Track and all auxiliary tracks between MP 579.5 to MP 583.8, and Industrial track MP 559.0 to MP 542.4 are identified as Excepted Track under FRA Track Safety Standards, Rule 213.4, which restricts operating speed to a maximum of 10 MPH and prohibits revenue passenger trains. These regulations also provide that no freight train shall be operated that contains more than five (5) cars required to be placarded by the Hazardous Material Regulations (49 CFR Part 172).

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 82(A)—None.

5. Rule 99—Unless otherwise provided, protection against following train is not required. When required to flag, distance will be 1.5 miles.

6. Rule 93—Yard limit in effect—MP 579.5 to MP 583.8

7. Track Warrant Control (TWC)—in effect between—

Hugo and MP 579.5

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

8. Crew member must protect crossing from ground position at the following locations:

Paris—Bonham and Graham Streets
 Antlers—Main Street

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

LINE SEGMENT NUMBERS

Name	Miles—Location	Capacity Cars	Switch Opens	YARD LINE SEGMENTS		
1st Subdivision				Line Segment	Yard	
96313	Ragland Mills	3.2 west of Neosho	10	East	1141	Cherokee
96375	New Storage	1.0 west of Catale	65	Both	1142	Enid
96379	Chelsea	5.7 east of Bushyhead	55	Both	1143	Oklahoma City
96392	Sequoyah	4.8 east of DeGroat	117	Both	1144	Muskogee
96405	Williams	0.8 west of Verdigris	134	East	1145	Sherman
96408	Port Lead	4.3 east of Tiger	220	East	1148	Hugo
96409	Catoosa	3.5 east of Tiger	35	East	1149	Paris
96414	Garnett	1.4 west of Tiger	60	Both		
2nd Subdivision				OTHER ROAD SEGMENTS		
94520	Holdenville	6.6 south of Yeager	10	North	Line Segment	Limits
94521	Sisson	7.1 south of Yeager	60	Both	1002	Hugo to Antlers
94564	Roff	6.1 south of Fitzhugh	97	Both	1052	Muskogee To Bacone
94584	Ryder	5.2 south of Mill Creek	150	Both		Mileposts
94620	Lakeside	4.6 north of Barry	60	Both		559.0 to 542.4
94637	Denison	at Denison	75	Both		524.8 to 530.3
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				TULSA DIVISION		
97592	Imo	4.9 north of Drummond	22	Both	Base Stations	Channel
97633	Carleton	3.9 south of Southard	59	Both	Durant, OK	2
97640	Eagle City	10.8 south of Southard	6	North	Enid, OK	2
97683	Fransen	2.9 south of Clinton	19	Both	Southard, OK	2
97741	Svoboda	3.5 north of Snyder	4	North	Clinton, OK	2
97742	Mountain Park	3.0 north of Snyder	42	Both	Oklahoma City, OK	2
4th Subdivision					Cyril, OK	2
96467	Depew	7.6 west of Bristow	12	West	Lawton, OK	2
96514	Luther	3.3 west of Hibsaw	10	East	Snyder, OK	2
96534	Red Horse	10.1 west of Jones	6	West	Muskogee, OK	2
5th Subdivision					Ada, OK	2
96546	Lillard Pk.	5.8 west of Oklahoma City	15	West	Mill Creek, OK	2
96549	Wheatland	4.6 east of Mustang	59	Both	Madill, OK	2
96563	Tuttle	4.7 east of Sooner	25	Both	Sherman, TX	2
96573	Amber	5.2 west of Sooner	35	West		
96586	Williams	5.4 west of Chickasha	6	East	Irving, TX	1 and 2
96587	Norge	6.1 west of Chickasha	8	East	Fort Worth, TX	1 and 2
96615	Elgin	9.6 west of Cyril	8	East	Hugo, OK	2
96652	Indianoma	8.1 west of Cache	35	Both	Paris, TX	2
96676	Headrick	11.2 east of Altus	30	Both	Ashdown, AR	2
96695	Olustee	8.3 west of Altus	65	Both	Tulsa, OK	2
96703	Creta	6.7 east of Eldorado	31	Both		
6th Subdivision					Dispatcher Controlled With Call In	
96032	Shirk	5.1 west of Cherokee Yd.	5	West	Tulsa	2
96055	Terlton	9.6 west of Mannford	6	West	Catale	2
96062	Hallett	7.8 east of Casey	10	East		
96085	Lela	5.1 east of Morrison	26	Both		
96114	Gansel	4.7 west of Perry	15	West		
96118	Lucien	9.1 west of Perry	89	Both		
96127	Covington	1.0 west of Callahan	15	Both		
96139	Shea	4.4 east of Steen	36	Both		
7th Subdivision				TRAIN DISPATCHERS PHONE NUMBERS		
92785	Bridge Spur	12.2 east of Ashdown	4	East	Company	Subdivs
92755	Arko	1.9 west of Foreman	Yard	Both	864-2226	Chief Dispatcher
92744	Bokhoma	7.3 west of Arkinda	7	East	864-2240	1st, 2nd to Sherman
92647	Bokchito	14.6 east of Durant	15	Both	864-2247	2nd Sherman to
8th Subdivision						Irving, 3rd, 6th, 7th,
92542	Antlers	17.4 north of Hugo	28	Both	864-2595	8th
						4th, 5th
						(417) 864-2595

S
O
U
T
H
W
A
R
D

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Lindenwood	1st Subdiv MAIN LINE STATIONS		
					Office Calls	Rule 6(A)	
	92007	7.1		0.0	LI LINDENWOOD	BJKY	ABS
	98008	9.1		2.0	XM MUTUAL	Y	
	98012	12.5		5.4	KX ALPHA		
8,600	98025	24.9		17.8	JX BYERS		
	98039	38.7		31.6	IS FESTUS		
7,111	98040	42.1		35.0	CX CRYSTAL CITY	J	
	98047	49.7		42.6	RH RUSH ISLAND		
	98054	52.1		45.0	EE BRICKEYS		
8,600	98065	66.5		59.4	SG STE GENEVIEVE	J	
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		
5,032	98131	132.0		124.9	CP CAPE GIRARDEAU	BJK	
	98139	137.0		129.9	NX NASH		
9,150	98144	143.3	1025	136.2	CF CHAFFEE (S.S.W.)	ABJ	
	98151	150.0		142.9	ORAN (M.P.)	M	CTC
7,600	98155	154.8		147.7	BF BROOKS		
3,756	98166	165.9		158.8	SI SIKESTON (M.P.)	A	
8,263	98180	180.6		173.5	KA KEWANEE		
	98186	186.2		179.1	LILBOURN (S.S.W.)	JM	
10,583	98194	193.0		185.9	JD CONRAN		
	98199	199.6		192.5	PO PORTAGEVILLE		
	98211	211.5		204.4	TE TERRY		
	98213	213.6		206.5	HY HAYTI	JT	
8,610	98224	225.4		218.3	UE STEELE		
	98235	235.7		228.6	NM NORBLY		
8,610	98237	238.1		231.0	BL BLYTHEVILLE	BK	
	98249	248.2		241.1	LU LUXORA		
	98253	252.7		245.6	MD HAROLD		
	98254	254.9		247.8	OS OSCEOLA	T	
8,610	98264	265.5		258.4	WS WILSON		
	98272	272.4		265.3	JR JOINER		
8,610	93462	282.3		275.2	TR TURRELL	T	
	93462	283.3		276.4	JG RIVER JCT.	J	
	93472	471.9	1001	285.7	HV HARVARD		
	93474	473.6		287.4	VO MARION To Hulbert 5.8		2MT
	93475	475.4		289.2	GG CRITCO		

S
O
U
T
H
W
A
R
D

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

N
O
R
T
H
W
A
R
D

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.

Between Lindenwood and River Jct., Train Dispatcher Call—7
Between River Jct. and Shelco, Train Dispatcher Call—4

1. Speed Restrictions— Maximum Speeds Permitted Zone—Between

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 22.1	45 MPH.
MP 22.1 to MP 22.3	25 MPH.
MP 22.3 to MP 23.8	45 MPH.
MP 26.7 to MP 30.6	45 MPH.
MP 35.5 to MP 38.7	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 130.6	45 MPH.
MP 131.7 to MP 132.9	20 MPH.
MP 142.5 to MP 143.6	20 MPH.
MP 150.0 to MP 150.3	20 MPH.
MP 164.3 to MP 166.3	20 MPH.
MP 181.5 to MP 181.8	55 MPH.
MP 185.5 to MP 186.6	20 MPH.
MP 190.9 to MP 191.2	55 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 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 481.4	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.
Sidings: Crystal City, Wittenberg, Neelys, Freeze, Brooks, Sikeston, 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.
 In motion scale, Rush Island 4 MPH.
 In motion scale, Tennessee Yard..... 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Between Blytheville and Armored 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

Locomotives in Groups G, H and I not permitted as follows:

Blytheville to Armored.
 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
5251 - 7000	Throttle Off	0-7
	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.

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

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—

Chaffee—Trains changing crews will compare train order and/or Track bulletin numbers as required and need not contact train dispatcher before proceeding.

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 Main 2 (east) and Main 1 (west).

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 351 receiving signal aspect 248(B), after complying with that signal indication, may consider signal aspect 242 suspended while switch is reversed during switching operations.

Rule 93—Yard limit in effect 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 312(1).

7. Rule 450—In effect.

8. Memphis—Two main tracks between Shelco and Memphis (North Tennessee Yard) designated as Main 2 (east) and Main 1 (west).

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.

- e. Return switch machine to power operation by pulling the ring toward the handle of hand throw lever, allowing the lever to drop below horizontal position into the switch stand.
- f. Release the ring and lock switch, inform the Yardmaster, Memphis (Tennessee Yard), power restored.

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

When operating on ICG tracks—General 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 General Code of Operating Rules, Rule 255. 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.

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

Oran—House Track, Highway W.
Hayti—No. 1 Track, Highway 84.
Norbly Siding—Moultrie St.
Blytheville—Hoop Track, Ash St.
Osceola—House Track, Union Avenue and Southwire Lead, Highway 61.

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.

10. Crossing Gates—

Station	Mile Post	Intersecting Line	Normal Position
Presley Jct.	476.2	M.P.	Against BN
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.

- 11. Interlocking**—When signal at interlocking MP 481.4 Bridge Jct. displays Stop indication, a member of train crew must communicate with train dispatcher per Rule 312(1). Before operating time release, crew member must examine dual control switch per Rule 315(A). If signal does not clear at the expiration of the time interval, crew member must remain at the automatic interlocking until engine passes signal.

12. Track Side Warning Detectors protecting bridges, tunnels or other structures—

Radio Reporter: MP 53.2, MP 104.4 and MP 468.4
Radio Tone: MP 16.4, MP 21.8, MP 47.2, MP 135.3 and MP 141.5

Other Track Side Warning Detectors—

Radio Reporter: MP 31.5, MP 77.1, MP 126.9, MP 162.2, MP 189.5, MP 217.0, MP 241.3 and MP 268.5

SOUTHWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Memphis	2nd Subdiv MAIN LINE STATIONS		Office Calls	Rule 6(A)
		93496	496.4	1001	0.0	TY	MEMPHIS (Tenn. Yd.)		BKRT
		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		
	93529	528.3	31.9			HS	HOLLY SPRINGS		IJ
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		
		562.3	65.9				I.C.G.		AI
	93562	563.0	66.6			NY	NEW ALBANY		J
7,480	93571	571.4	75.0			RE	REESE		
7,303	93582	582.4	86.0			BD	BELDEN		
	93588	587.5	91.1			TU	TUPELO		JT
		588.2	91.8				I.C.G.		AI
8,135	93592	591.6	95.2			PV	PLANTERSVILLE		
6,904	93603	602.7	106.3			AJ	ARJAY		
	93611	611.2	114.8			AY	AMORY		BJKTR
8,411	93621	620.3	123.9			JU	JUDGE		
6,554	93629	628.4	132.0			GM	GATMAN		
7,586	93642	641.2	144.8			BV	BEAVERTON		CTC
8,653	93655	654.6	158.2			WD	WINFIELD		BK
5,596	93669	669.2	172.8			EL	ELDRIDGE		
8,158	93675	675.1	178.7			CK	CARBON HILL		
7,505	93683	682.2	185.8			TW	TOWNLEY		
		693.7	197.3				SOU.		AI
	93694	693.8	197.4			JS	JASPER		BJK
7,634	93698	698.4	202.0			AM	ALMA		
6,316	93704	703.5	207.1			BE	BENOIT		
	93707	707.4	211.0			DO	DORA To DeBardeleben		
7,679	93713	712.2	215.8			QT	QUINTON		
6,826	93722	722.3	225.9		AI	ADAMSVILLE			
8,032	93725	725.0	228.6		OO	OAKWOOD			
		729.1	232.7			L & N SOU. BS.		AI	
		729.3	232.9		PZ	PRATT CITY			
4,880	93730	730.6	234.2		WG	WEST BIRMINGHAM			
	93731	731.1	234.7			THOMAS JCT.		J	
		731.3	234.9			B.S.		M	
	93732	732.1	235.7		BY	BIRMINGHAM		BKRTY	

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	528.1	45 MPH.	
MP	528.1 to MP	528.5	30 MPH.	
MP	528.5 to MP	530.6	45 MPH.	
MP	530.6 to MP	534.6	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	45 MPH.
MP	561.3 to MP	562.3	50 MPH.	
MP	562.3 to MP	562.6	30 MPH.	
MP	562.6 to MP	574.0	45 MPH.	
MP	574.0 to MP	575.7	50 MPH.	
MP	586.4 to MP	587.4	45 MPH.	
MP	587.4 to MP	588.6	20 MPH.	
MP	610.6 to MP	612.2	Until engine through limits	20 MPH.
MP	613.8	Northward trains until engine through limits	50 MPH.	
MP	619.5 to MP	620.0	55 MPH.	
MP	620.0 to MP	624.9	45 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	699.3 to MP	699.7	40 MPH.	
MP	699.7 to MP	701.3	45 MPH.	
MP	701.3 to MP	708.2	30 MPH.	
Bridge	702.5	Trains handling pulpwood	25 MPH.	
MP	708.2 to MP	715.0	35 MPH.	
MP	715.0 to MP	724.8	30 MPH.	
MP	724.8 to MP	728.1	35 MPH.	
MP	728.1 to MP	729.1	30 MPH.	
MP	729.1 to MP	731.2	Until engine through limits	20 MPH.
Through turnouts controlled sidings				20 MPH.
Through sidings Winfield and Benoit				10 MPH.
Birmingham Terminal, all trains, transfers and cuts arriving and departing East Thomas Yard until last car passes by TV cameras located at:				
Highway 78 overpass and 16th St.				5 MPH.
Tennessee Yard—outside track, hump tower to South Tennessee Yard				20 MPH.
Static scales—Birmingham				5 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

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 feet long or longer without multi-level racks, or flat cars 85 feet 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 82(A)—

Haleyville—Southward ICG trains will secure clearance 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. Rule 255 apply.

7. Rule 450—In effect.

8. 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.

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

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

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

9. Interlockings—When signal at interlocking located at MP 562.3, MP 588.2, MP 693.7 or MP 729.1 displays Stop indication, a member of train crew must communicate with train dispatcher per Rule 312(1). Before operating time release, crew member must examine dual control switch(es) per Rule 315(A). If signal does not clear at the expiration of the time interval, crew member must remain at the automatic interlocking until engine passes signal.

10. Dora to Debardeleben—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).

11. 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.

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

- Havti**—Lincoln Street, Broadway Street and Highway 84.

Train Dispatcher Call—2

Train Dispatcher Call—7

BETWEEN BOLIGEE AND YORK SOUTHERN R.R. RULES AND TIMETABLE GOVERN.

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

Train Dispatcher Call—3

1. Speed Restrictions—Maximum Speeds Permitted Zone—Between

Amory and Magnolia.....	49 MPH.
Except at	
Bridge 635.8 Trains handling pulpwood	25 MPH.
MP 647.3 to MP 648.8	20 MPH.
MP 669.2 to MP 680	40 MPH.
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.
MP 748.7 Until engine through interlocking ..	20 MPH.
Aberdeen Spur from Wye to New Bridge	30 MPH.
Green Tree Spur—Highway 21 Crossing until	
engine over crossing	5 MPH.
Sidings	10 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.

Six axle locomotives are permitted only on sidings at Airport and Pickensville.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—

York—Northward trains destined Fourth Subdivision will secure TWC authority form.

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

6. Rule 93—Yard limit in effect between—

- MP 612.4 and MP 613.0
- MP 646.0 and MP 649.7
- MP 677.5 and MP 682.0
- MP 705.0 and MP 709.5
- MP 730.5 and MP 736.5
- MP 763.0 and MP 764.3

7. Track Warrant Control (TWC)—In effect between Amory and Magnolia.

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

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

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

- Green Tree Spur—Highway 80.
- Airport Spur—Highway 45, and street crossings, Columbus AFB.

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

11. 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.

12. Track Side Warning Detectors protecting bridges, tunnels or other structures—None.

Other Track Side Warning Detectors—

Radio Reporter: MP 633.7, MP 660.6 and MP 697.9

S O U T H W A R D	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Magnolia	5th Subdiv MAIN LINE STATIONS			T W C	
						Office Calls	Rule 6(A)			
		98764	764.3	1020	0.0	MG	MAGNOLIA	BKRY		
	3,680	98774	773.7		9.4			9.4 KIMBROUGH	JY	
			774.1		9.8			0.4 SOU.	A	
		98780	779.3		15.0		MC	MACMILLAN	BKTY	
			783.7		19.4			4.4 BRIDGE 783.7	M	
	1,238	98793	793.2		28.9			9.5 HYBART	J	
	3,535	98804	804.6		40.3			11.4 PRYOR		
	4,644	98814	814.2		49.9			9.6 FOUNTAIN	T	
	4,038	98830	830.1		65.8			15.9 FRISCO CITY		
	2,949	98838	837.5		73.2			7.4 GOODWAY		
	3,006	98863	862.5		98.2			25.0 ATMORE	J	
	3,493	98873	873.4		109.1			10.9 WALNUT HILL		
	3,587	98898	898.7		134.4			25.3 CANTONMENT	JY	
		98915	915.0		150.7	PN	PENSACOLA	BKRTY		

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.
MP 781.7 to MP 784.0	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.
MP 888.3 to MP 894.0	49 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.
Sidings	10 MPH.
Static scale—Pensacola	5 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

When have other type cars in train, empty automobile rack cars and empty or part load 85 feet 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 82(A)—None.

5. Rule 99—When required to flag, distance will be 2.0 miles.

6. Rule 93—Yard limit in effect between—

- MP 764.3 and MP 765.3
- MP 772.5 and MP 775.0
- MP 777.7 and MP 781.0

MP 898.0 and MP 900.3
MP 910.0 and MP 915.0

7. Track Warrant Control (TWC)—In effect between Magnolia and Pensacola.

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

8. 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.

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 feet 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.

Six axle locomotives permitted only on sidings at York, Pond, Millry.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—None.

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

6. Rule 93—Yard limit in effect between—

MP 731.0 and MP 732.2
MP 749.4 and MP 751.0
MP 868.0 and MP 873.5

7. Rule 450—In effect.

8. Train location line-up—Will be issued by train dispatcher in accordance with Rule 35 of the Rules of Maintenance of Way.

9. Train order, Form F, Example three (3)—In effect.

10. Sixth Subdivision trains—Terminal Railway Alabama State Docks tracks between Terminal Jct. and Mobile. General Code of Operating Rules apply.

11. Track Side Warning Detectors protecting bridges, tunnels or other structures—None.

Other Track Side Warning Detectors—Radio Reporter:

MP 749.8 MP 853.0
MP 799.3

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

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 732.0 to MP 760.0 25 MPH.
MP 750.3 Until engine through interlocking 20 MPH.
MP 793.0 to MP 801.5 35 MPH.
MP 801.5 to MP 805.0 30 MPH.
MP 805.0 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 Bridges 840.1 and 886.1 25 MPH.
MP 868.6 Until engine through interlocking 20 MPH.
Over Three Mile Creek Bridge 5 MPH.
All Tracks Terminal Rv. Alabama State Docks 10 MPH.
York main track north of depot 10 MPH.
Sidings 10 MPH.
Blakely Island: 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 Materials Regulation (49 CFR Part 172).

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

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

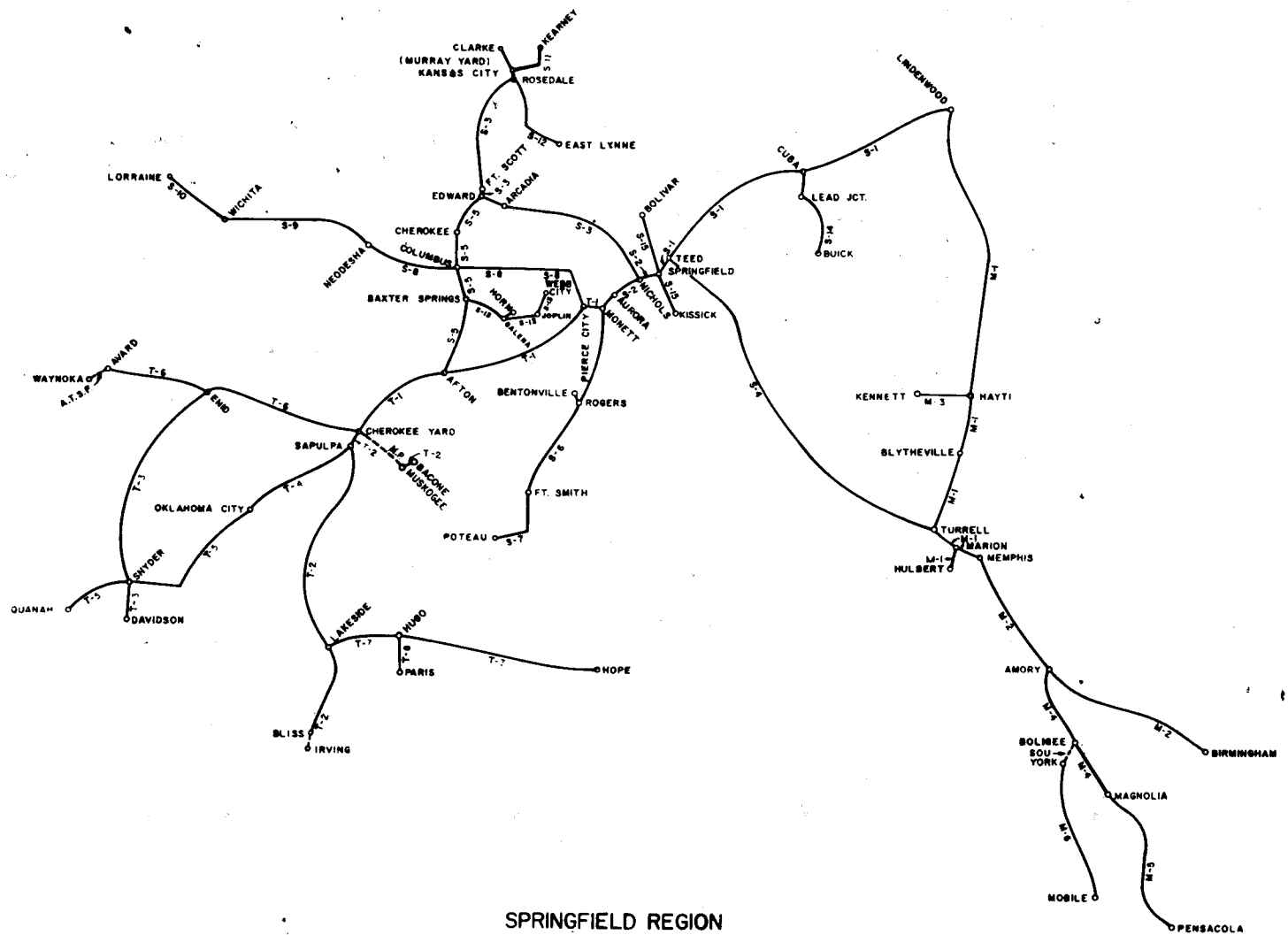
Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision			
98009 Koberman	2.7 south of Lindenwood	5	North
98010 Hydraulic	1.0 south of Mutual	64	Both
98011 Gravois	1.5 north of Alpha	28	South
98016 LeMay	3.1 south of Alpha	3	South
98021 Ten Brook	4.1 north of Byers	73	South
98027 Imperial	1.7 south of Byers	12	South
98029 Barnhart	3.7 south of Byers	24	Both
98035 Horine	3.8 north of Festus	62	Both
98037 Ludwig	1.7 north of Festus	24	Both
98045 Selma	2.5 south of Crystal City	65	Both
98061 Duren	5.0 north of Ste. Genevieve	17	South
98074 St. Marys	5.5 north of McBride	30	Both
98095 Seventy-Six	6.9 north of Wittenberg	12	North
98134 Marquette	2.0 south of Cape Girardeau	30	Both
98160 McMullin	5.9 north of Sikeston	10	North
98191 Marston	2.0 north of Conran	25	South
98174 Mathews	6.6 north of Kewanee	32	Both
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	70	North
93663 Bazemore	6.2 north of Eldridge	10	North
93702 Cordova	2.0 north of Benoit	150	Both
93927 DeBardleben	9.6 east of Dora	Yard	Both
93717 Lindbergh	5.0 north of Adamsville	15	North
4th Subdivision			
98661 Forreton	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	

MEMPHIS DIVISION

Base Stations	Channel	Hours in Operation
Crystal City	2	Mon. thru Fri. 0730-1630
Cape Girardeau	2	Continuous
Blytheville	2	Mon. thru Sat. 0700-1700
Memphis	2	Continuous
Amory	2	Continuous
Jasper	2	Mon. thru Sat. 0700-1600
Birmingham	2	Continuous
Columbus	2	Mon. thru Fri. 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
864-2224	Chief Dispatcher	(417) 864-2224
864-2246	1st, 3rd	(417) 864-2246
864-2244	1st Turrell-Memphis and 2nd	(417) 864-2244
864-2595	4th, 5th, 6th	(417) 864-2595



SPRINGFIELD REGION

LEGEND

SPRINGFIELD DIVISION --- S-1

TULSA DIVISION --- T-1

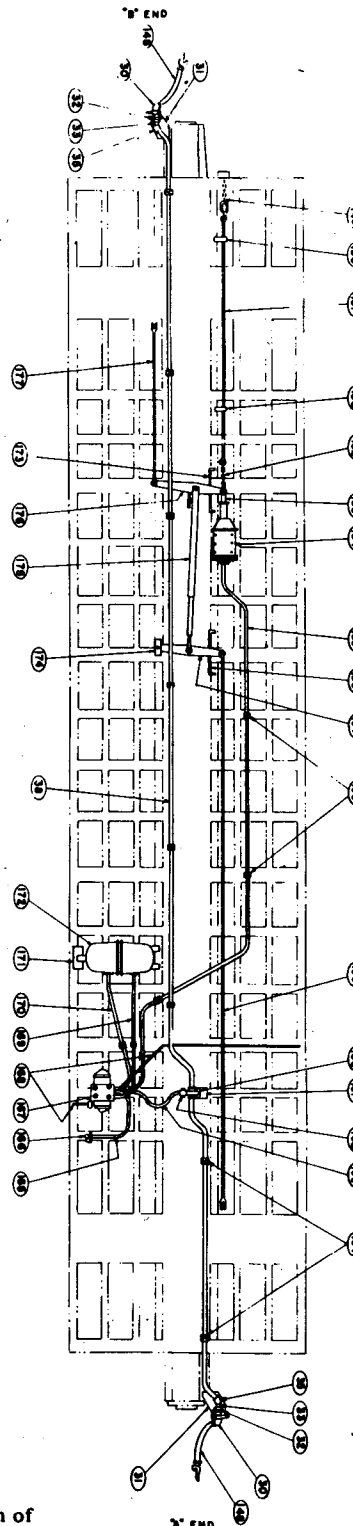
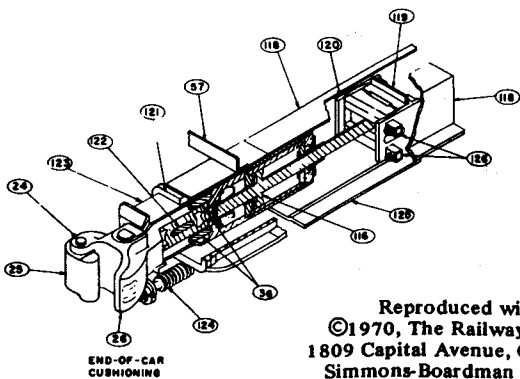
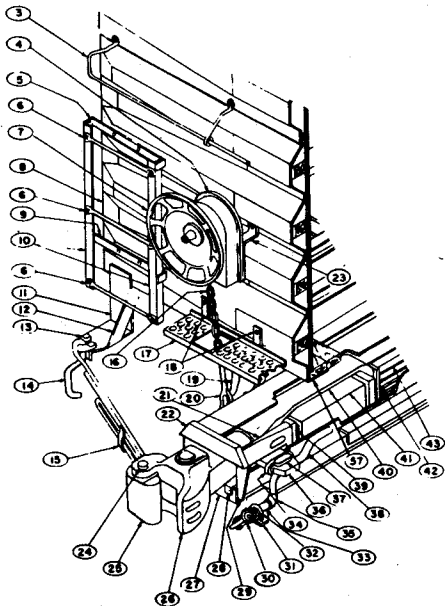
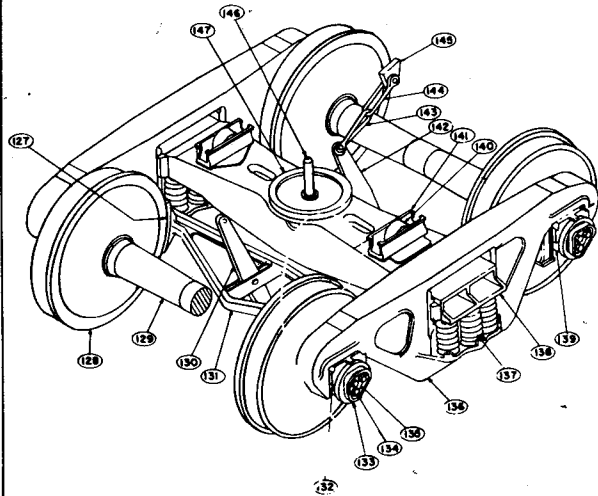
MEMPHIS DIVISION --- M-1

FOR INFORMATION PURPOSES ONLY

JANUARY 1986

CAR CHART

43



3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/2"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/2"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/2"
170. Emergency reservoir pipe, 1/2"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

Reproduced with permission of
©1970, The Railway Educational Bureau
1809 Capital Avenue, Omaha, Nebraska 68102
Simmons-Boardman Publishing Corporation

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

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

SPEED TABLE

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

TRACK BULLETIN FORM B OR FORM Y TRAIN ORDER

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

Engineer will state: "Burlington Northern engineer, (train designation), calling foreman in charge of _____ (Form Y Train Order or Track Bulletin Form B Number). My location is MP _____ on (specify track), over."

In granting verbal authority the following words will be used:

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

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

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

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

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

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

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

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

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