

BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

BNSF



Springfield Division

Timetable No. 5

IN EFFECT AT 0800
Central Continental Time

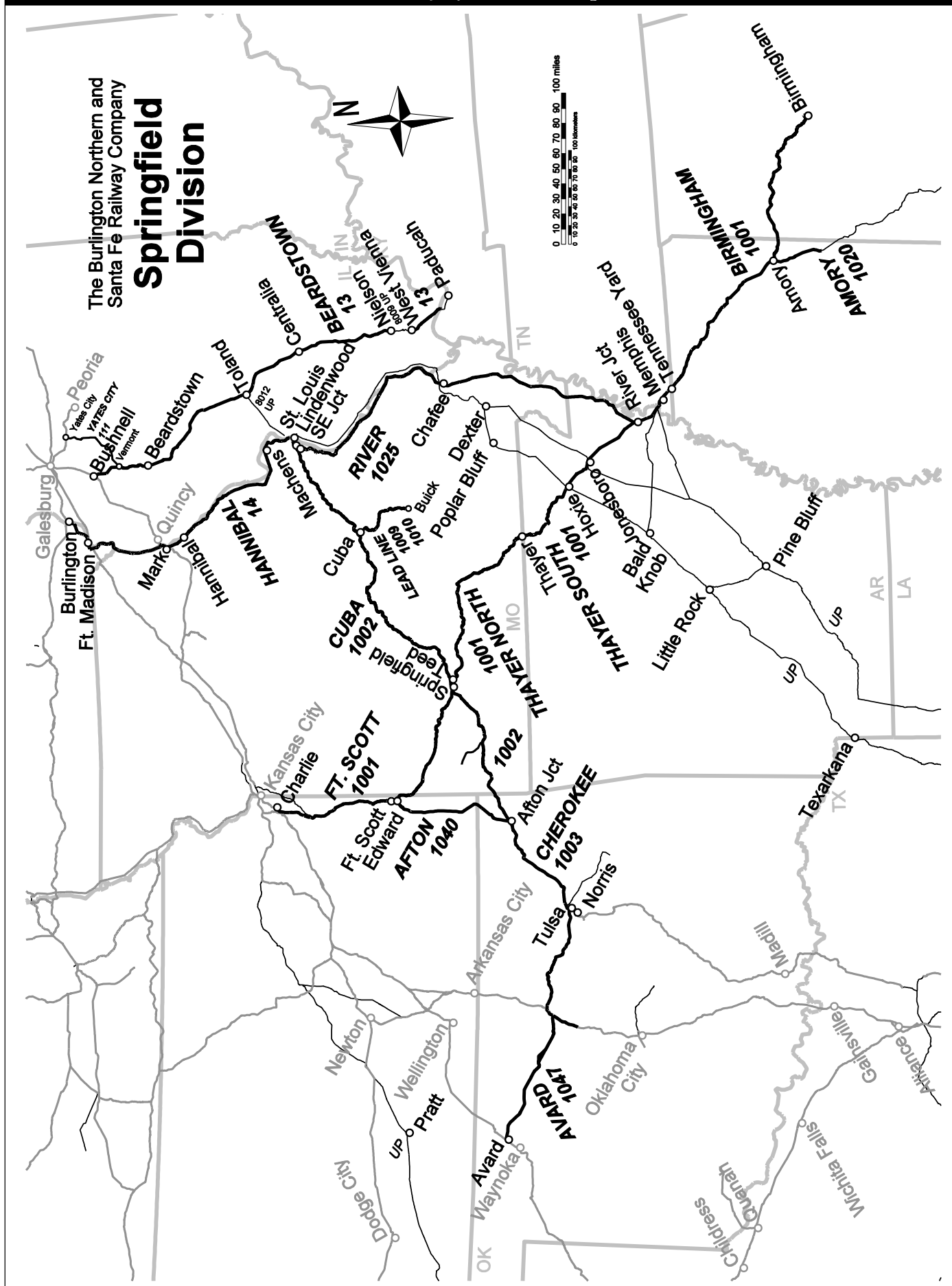
Wednesday, July 7, 2004

Division General Manager

F. David Clifton
Springfield, Missouri
(417) 829-3200

General Director Transportation

Greg L. Luck
Springfield, Missouri
(417) 829-2105



Division Managers

Amory

GABE METCALF Roadmaster (662) 305-3127
 RYAN RATLEDGE Trainmaster (662) 305-3121

Beardstown

D.L. MCCURDY Roadmaster (217) 323-4807
 J.K. OLIVER Trainmaster (217) 323-4802

Birmingham

DAVID P. BLACK Terminal Trainmaster (205) 320-3604
 RYAN BOYD Terminal Trainmaster (205) 320-3603
 GERALD BUZBEE Roadmaster (205) 320-3666
 ROMAN CISNEROS Asst. Gen. Fore. Mech. (205) 320-3679
 DAVE DEVAULT Terminal Manager (205) 320-3600
 AARON RATLEDGE Road Foreman (205) 320-3621
 MIKE RUSSELL Terminal Trainmaster (205) 320-3618

Blytheville

DARREN HALE Trainmaster (901) 433-7510

Cape Girardeau

HAROLD JONES Roadmaster (417) 829-4791
 J. BRENT LEE Road Foreman (417) 829-4732
 CHARLES NITSCH Trainmaster (417) 829-3991

Centralia

J.A. CLAUSEN Roadmaster (618) 545-2063
 J.D. VERNE Road Foreman (618) 545-2061

Cuba

COTTON SMITH Roadmaster (417) 864-2585

Enid

FRANK MOFFITT Roadmaster (580) 445-2508
 KELLY SULLIVAN Trainmaster (580) 445-2586

Ft. Scott

RICH DUNCAN Trainmaster (620) 223-7500
 JEFF JARMAN Signal Supervisor (620) 223-7520
 CHRIS WANG Roadmaster (620) 223-7510

Galesburg

D.A. ADAMS Supt. Operations (309) 345-6221

Jonesboro

SHAWN CRYSTAL Signal Supervisor (901) 433-7505
 JOSEPH NORRIS Roadmaster (901) 433-7501

Memphis

ROGER BRADFORD Terminal Trainmaster (901) 433-7346
 CALVIN BRAY Manager Gangs (901) 433-7401
 BOBBY BROOKS Terminal Trainmaster (901) 433-7346
 DAVID CARROLL Terminal Manager (901) 433-7380
 MIKE DONIGIAN Gen. Foreman Mech. ... (901) 433-7550
 JASPER DOWDY Roadmaster (901) 433-7410
 ART FOOTE Signal Supervisor (901) 433-7486
 HOSEY GLADNEY Asst. Roadmaster (901) 433-7420
 JERRY INMAN Terminal Trainmaster (901) 433-7346
 DON MURPHY Structures Supervisor.. (901) 433-7425
 MIKE RENNER Division Engineer (901) 433-7400
 DONNIE RIDDLE Terminal Trainmaster (901) 433-7346
 PHILLIP STEWARD Terminal Trainmaster (901) 433-7346
 RAY STIMART Supt. Operations (901) 433-7306
 PAT TOBOSA Terminal Supt. (901) 433-7340
 WILLIAM (ALAN) TURNER Road Foreman (901) 433-7364
 MATT WYRICK Structures Supervisor.. (901) 433-7427

Neosho

TERRY FARRIS Roadmaster (417) 829-2360

Palmyra

BRUCE STUFF Structures Supervisor.. (573) 769-5420

St. Louis

DON BOARDMAN Terminal Trainmaster (314) 768-7025
 KERRY LAMPRECHT Trainmaster (314) 768-7026
 BOB MAHLANDT Car Foreman (314) 768-7080
 MIKE McLAUGHLIN Supt. Operations (314) 768-7021
 RANDY R. McQUEARY Roadmaster (314) 768-7030
 ROB MILLINDER Signal Supervisor (314) 768-7040
 PAUL WERNER Terminal Trainmaster (314) 768-7025
 JONATHAN WILSON Terminal Trainmaster (314) 768-7025

Springfield

BOB BAKER Supt. Operations (417) 829-2103
 STEVE BARROW Terminal Manager (417) 829-2109
 SCOTT BOEHME Signal Supervisor (417) 829-2124
 NEWTON BROWN Dir. Administration (417) 829-2102
 DEMOND DORTCH Terminal Trainmaster (417) 829-2110
 BILL FLECK Superintendent Mech. ... (417) 829-2123
 GARY GAUMER Mgr. Signal Mtnce. (417) 829-4969
 DOUG GIBSON Road Foreman (417) 829-2166
 LARRY GILMORE Facility Supervisor (417) 829-4931
 ALDEN JENKINS Supt. Operations (417) 829-2108
 MARK JOHNSON Dir. Line Maintenance ... (417) 829-2113
 STANLEY KING Terminal Trainmaster (417) 829-2110
 AMOS LORENZEN Gen. Foreman Mech. ... (417) 829-3266
 GARY ROUFS Road Foreman (417) 829-2167
 JEFF SCHMIDT Planned Mtce. (417) 829-2116
 BOBBY SIZEMORE Trainmaster (417) 829-2136
 DON SMITH Terminal Trainmaster (417) 829-2110
 TOM SOLIE Structures Supervisor.. (417) 829-4958
 JOE THORNBURG Division Engineer (417) 829-2115
 CARTER TUGGLE Division Trainmaster (417) 829-2135
 ERIC VAHLIDICK Terminal Trainmaster (417) 829-2110
 JON WESCOTT Roadmaster (417) 829-2148
 JOHN WETTA Terminal Trainmaster (417) 829-2110
 ARNOLD WILKERSON Safety Manager (417) 829-2106

Thayer

JEFF BECK Trainmaster (417) 264-4700
 DARL FARRIS Road Foreman (417) 264-4711
 LARRY MILLER Roadmaster (417) 829-2126

Tulsa

RICHARD BARNITZ Structures Supervisor.. (918) 445-3419
 RONALD BENNETT Road Foreman (918) 445-7965
 BEN CLARK Roadmaster (918) 445-2566
 RICK DITZENBERGER Terminal Trainmaster (918) 445-2518
 ED FERRIS Terminal Manager (918) 445-2554
 GREG FEYERABEND Terminal Trainmaster (918) 445-2518
 FRED GULLEDGE Terminal Trainmaster (918) 445-2518
 JOE JERNEGAN Signal Supervisor (918) 445-2534
 DOUG LONDENE Asst. Roadmaster (918) 445-3409
 PHIL McNAUL Gen. Foreman Mech. ... (918) 445-2575
 RICKEY ROOKS Road Foreman (918) 445-2503
 AUDIE STOUT Terminal Trainmaster (918) 445-2518
 KEARY WALLS Terminal Supt. (918) 445-2501
 CORY WASHAM Terminal Trainmaster (918) 445-2518

West Quincy

D.W. GEORGE Roadmaster (573) 393-4016
 T.L. HEMMERLE Road Foreman (573) 393-4011
 D.B. HOOTEN Trainmaster (573) 393-4015

SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Afton Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
		93103	102.6	EDWARD	J			14.3	
	7,550	97117	117.0	FARLINGTON				12.8	
	7,600	97130	129.6	BEULAH				6.3	
		97136	135.9	CHEROKEE	T			0.8	
			136.7	SEK	g			4.0	
	7,550	97141	140.7	SCAMMON				7.0	
		97148	147.7	COLUMBUS	AJT	CTC	1040	6.1	
	7,420	97154	153.8	NEUTRAL				5.2	
		97159	159.0	BAXTER				6.3	
	7,600	97185	165.3	QUAPAW				7.2	
		97173	172.5	MIAMI				8.7	
	7,577	97179	179.2	NARCISSA				7.1	
		96347	186.3	AFTON JCT.	JT			85.8	

Radio Channel No. 82 in service.

Radio Call-In		
Ft. Scott-45(X)	Pittsburg-15(X)	Lamar-35(X)
Miami-82(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

(817) 234-6152, (800) 666-1025, Fax (817) 234-6412

Mobile Radio		Access Digit	Disconnect Digit
Ft Scott (Green)	223-7562	*2	#2
Joplin (Green)	829-3203	*4	#4
Pittsburg (Yellow)	223-7560	*1	#1

1. Speed Regulations**1(A). Speed—Maximum**

MP 102.6 to MP 186.3 **Freight**
50 MPH.

1(B). Speed—Permanent Restrictions

MP 102.6 to MP 103.3 40 MPH.
MP 124.2 to MP 125.3 40 MPH.
MP 135.6 to MP 136.7 (HER) 35 MPH.
MP 136.7 25 MPH.
MP 140.3 to MP 140.9 (HER) 45 MPH.
MP 146.6 to MP 148.5 (HER) 30 MPH.
MP 153.0 to MP 158.7 40 MPH.
MP 158.7 to MP 160.2—SWD (HER) 35 MPH.
MP 159.2 to MP 160.2—NWD (HER) 35 MPH.
MP 160.2 to MP 171.7 40 MPH.
MP 171.7 to MP 173.2 35 MPH.
MP 173.2 to MP 186.0 40 MPH.
MP 186.0 to MP 186.2 25 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts 20 MPH.
MP 146.5—turnout Columbus north end 10 MPH.
MP 148.5—turnout Columbus south end 10 MPH.
MP 186.3—turnout Afton Jct. 25 MPH.
All other turnouts 10 MPH.

1(D). Speed—Other

Freight
All Sidings 10 MPH.
Columbus wye tracks with six-axle locomotives 5 MPH.
Cherokee wye tracks with six-axle locomotives 5 MPH.
Joplin Branch and all industrial tracks 10 MPH.

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F. the applicable speed restriction will apply on the main track at the following locations:

MP 148.5 to MP 186.3

Trains 100 TOB and over 30 MPH.

Trains under 100 TOB 40 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Edward to Afton 143 tons, Restriction C

Joplin Branch 134 tons, Restriction G

Six-axle locomotives and six-axle derricks not permitted on the following tracks:

Joplin Branch

Girard—yard tracks

Cherokee—No. 1 track

Cherokee—Wye tracks, no more than one six-axle locomotive permitted

Columbus—Wye tracks, no more than two six-axle locomotives permitted

Baxter—No. 2 track

Miami Lead—from truck route to end of track

3. Type of Operation**CTC**—in effect: MP 102.6 to MP 186.3

Crossing Gates	Mile	Intersecting	Normal
Station	Post	Line	Position
Cherokee	136.7	SEK	Against SEK

4. General Code of Operating Rule Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28—in effect:

Columbus, MP 419.0 to Horn, MP 434.2 (End of Track)

Galena, MP 339.8 to Joplin, MP 333.8 (MNA RR Yard)

Rule 9.1—Signals Not Conforming to Indications Shown in the System Special Instructions

Aspect	Name	Indication
-Flashing Yellow -Flashing Yellow/Red -Flashing Yellow/Red/Red -Flashing Yellow/Dark -Flashing Yellow/Dark/Dark	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH.
-Yellow/Yellow -Yellow/Yellow/Red	Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD Locations

MP 107.7—Recall Code 457

MP 121.1—Recall Code 458

MP 150.2—Recall Code 358

MP 176.9—Recall Code 828

6. FRA Excepted Track—None
7. Special Conditions

Hot Weather Train Handling (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Joplin—Grade crossings at Pennsylvania Avenue, Main, Joplin, Roosevelt and Wall streets (Carterville Track) must be flagged by a crew member to afford vehicle traffic warning before fouling crossings unless automatic warning device is operating.

Grade crossing at Pennsylvania Avenue on track serving Joplin Warehouse building must be flagged by a crew member to afford vehicle traffic warning before fouling crossing.

Loaded Unit Train Restrictions

Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding.

If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

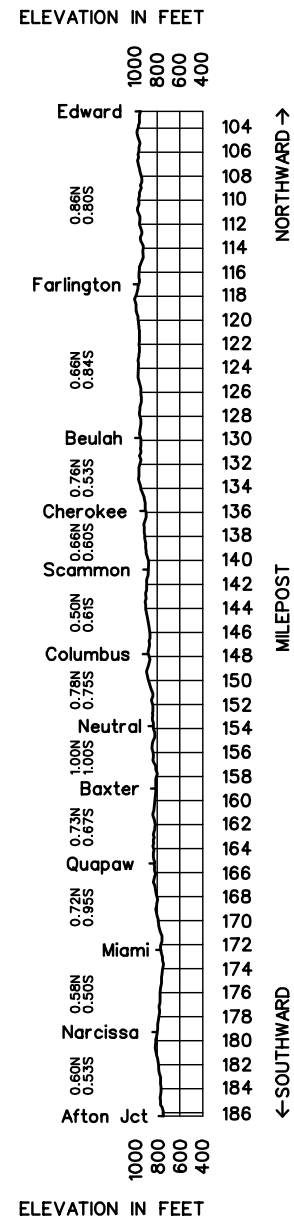
"BNSF 6301 West approach signal north Imboden at 35 MPH".

8. Line Segments
Road Line Segments
Line Segment Limits

- 1007 Joplin Branch—MP 339.8 to MP 334.4
- 1044 Miami Lead
- 1040 Edward to Afton Jct.
- 1070 Joplin Branch—MP 419.1 to MP 434.2

9. Locations Not Shown as Stations

Name	Location	Capacity Cars	Switch Opens
97124 Girard	MP 124.4	60	Both

10. Grade Chart


SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Amory Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
		93611	612.3	AMORY	BJTR			11.4	
		98624	623.7	ABERDEEN (Aberdeen Lead 3.6 miles)	T			7.2	
		98631	630.9	HAMILTON				6.0	
		98637	636.9	KOLOLA SPRINGS				1.9	
	7,900	98639	638.8	AIRPORT				8.5	
			647.3	CG	A			0.9	
		98648	649.3	COLUMBUS	BJR			37.0	

Radio Channel No. 70 in service.

Radio Call-In		
Amory - 84(X)	Amory - 83(X)	Columbus - 23(X)
Linden - 73(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers**Amory**—Voice: (817) 234-6150, (800) 666-1392, Fax: (817) 234-6374**Cherokee West Dispatcher**—Fax: (817) 234-6413**Avard Sub. Dispatcher**—Fax—(817) 234-6487

Mobile Radio		Access Digit	Disconnect Digit
Amory	305-3123	*1	#1

1. Speed Regulations**1(A). Speed—Maximum**

	Freight
MP 612.3 to 649.3	49 MPH.

1(B). Speed—Permanent Restrictions

Aberdeen Spur from Wye to New Bridge	30 MPH.
MP 635.2 to MP 635.9	25 MPH.
MP 648.8 to MP 649.3	20 MPH.

1(C). Speed—Switches and Turnouts—None**1(D). Speed—Other**

Sidings	10 MPH.
Bridges 615.9, 618.3, 618.6 and 627.4, cars heavier than 134 tons	25 MPH.
Bridge 628.4, cars heavier than 134 tons	10 MPH.
Green Tree Spur—Highway 21 Crossing (HER)	5 MPH.

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F. the applicable speed restriction will apply on the main track at the following locations:

MP 612.3 to 623.7	
Trains 100 TOB and over	30 MPH.
Trains under 100 TOB	40 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Refer to Table 5 found in the System Special Instructions:

Amory to Hamilton	143 tons, Restriction D
Hamilton to Columbus	134 tons, Restriction G

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:

Amory—Rip Tracks 4012 and 4013
All industry tracks
MSRW Interchange
Hamilton—Kerr McGee tracks

3. Type of Operation**CTC**—in effect:

Between opposing signals of dual control switch No. 1 Track MP 612.3. It is controlled by Birmingham Subdivision dispatcher.

TWC—in effect:

Amory to Columbus

Restricted Limits—in effect:

MP 612.3 to MP 614.0

MP 644.8 to MP 649.3

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

MP 708.1

MP 748.7

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels, or other structures: None
- B. Other TWD locations
MP 633.7—Recall Code 838

6. FRA Excepted Track

Amory Yard—Tracks 12, 13, Plum, Rip 3 and Weyerhaeuser not including switches.

7. Special Conditions

Amory—All trains, engines, and Maintenance of Way on-track equipment entering or leaving Amory Yard from the north or south must first have permission from the yardmaster. Contact the yardmaster on channel 70.

Do not leave cars unattended on the rip track lead between the south switching lead and the rip track derail. Line and lock switches against movement into the engine storage tracks (4011 and) after use.

Hot Weather Train Handling—(See Item 1(D) For Hot Weather Speed Restrictions.) In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Loaded Unit Train Restrictions

Loaded unit trains of grain, coal, taconite, potash, coil steel and other such bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:
 "BNSF 6301 West approach signal north Imboden at 35 MPH".

8. **Line Segments**

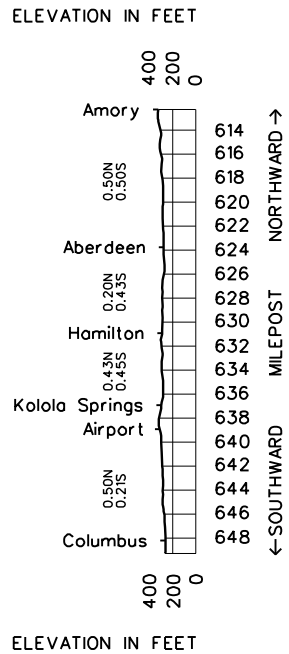
Road Line Segment

Line Segment Limits

1020 Amory to Columbus

9. **Locations Not Shown as Stations—None**

10. **Grade Charts**



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Avarð Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			425.6	CHEROKEE JCT. (CHEROKEE YARD)	JTR			20.2	
	7,550	96046	445.8	MANNFORD				23.5	
		96069	469.3	CASEY		TWC		8.7	
	7,590	96078	478.0	PAWNEE	J			12.6	
	8,500	96091	490.6	MORRISON				12.0	
		96103	502.6	BLACK BEAR	MJ	CTC		6.2	
		96109	508.8	PERRY	J			16.9	
	7,550	96125	525.3	CALLAHAN		TWC		7.9	
		96134	533.2	FAIRMONT		DT TWC		9.9	
			543.2	DOUBLE TRACK ENID				2.4	
		96145	543.9	ENID	AJTR		1047	10.5	
		96155	554.4	CARRIER				2.9	
	8,440	96157	557.5	WALKER				5.5	
		96163	562.8	GOLTRY		TWC		6.5	
		96169	569.3	HELENA				5.1	
	7,800	96174	574.4	McWILLIE				6.1	
		96181	580.5	CARMEN				8.1	
		96189	588.6	DACOMA				6.4	
		96195	594.9	HOPETON				6.8	
		96202	601.8	AVARD				0.1	
			601.9	AVARD JCT (Panhandle Subdivision)	J	TWC ABS CTC		180.2	

Radio Channel 44 in service—Avarð Subdivision.

Radio Channel 30 in service—Red Rock Subdivision.

Radio Channel 66 in service at Cherokee Yard and Enid Yards.

Radio Call-In		
Tulsa-23(X)	Helena-43(X)	Enid-53(X)
Perry-83(X)	Pawnee-73(X)	Mannford-63(X)
Avarð-23(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Avarð Subdivision—(817) 234-1635, Fax (817) 234-6487

Red Rock Subdivision—(817)234-2321, Fax (817) 234-2421

1. Maximum Speed Permitted

1(A). Speed—Maximum

	Freight
MP 425.6 to MP 601.9	49 MPH.

1(B). Speed—Permanent Restrictions

MP 425.6 to MP 426.5	20 MPH.
MP 426.5 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 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 480.7	40 MPH.
MP 502.5 to MP 503.2	40 MPH.
MP 507.5 to MP 509.5	20 MPH.
MP 519.1 to MP 519.8	40 MPH.

Freight

MP 537.0 to MP 542.0 Main 2 (HER)	35 MPH.
MP 545.2 to MP 548.7 (HER)	35 MPH.
MP 601.2 to MP 601.9	20 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts:

Walker	35 MPH.
Mannford, Morrison, Callahan	20 MPH.
Pawnee, McWillie	10 MPH.
MP 425.6—turnout Cherokee Jct.	10 MPH.
MP 504.2—turnout Black Bear	35 MPH.
MP 508.2—turnout Perry	35 MPH.
MP 533.2—turnout Main 1	35 MPH.
MP 543.2—turnout Main 1, Main 2	20 MPH.
MP 601.9—turnout Avarð Jct.	20 MPH.

1(D). Speed—Other

Sidings:

Walker (HER)	20 MPH.
Walker, leaving after head end through turnout	35 MPH.
Mannford, Morrison, Callahan	20 MPH.
Pawnee, McWillie	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Cherokee Jct. to Black Bear	136 tons, Restriction F
Black Bear to Enid	143 tons, Restriction D
Enid to Avarð	136 tons, Restriction F

Six-axle locomotives and six-axle derricks not permitted on the following tracks:

Lela—Elevator Track
Lucien—Elevator Track
Enid—Wye Track, Z-Yard
Goltry—Fertilizer Spur Track

3. Type of Operation

TWC—in effect:

MP 428.0 to MP 502.5
MP 508.2 to MP 601.9

Double Track—in effect:

MP 533.2 to MP 543.2

CTC—in effect:

MP 502.5 to MP 508.2 controlled by Red Rock Subdivision Dispatcher.
MP 601.9 Avarð Jct. Control Point

ABS—in effect:

MP 601.3 to MP 601.9

Restricted Limits—in effect:

MP 426.5 to MP 428.0
MP 542.0 to MP 545.2

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 8.19—Location of Automatic Switches

Mile Post	Location	Normal Position	Sw. Point Indicator Lights	Absolute Signals	Distant Signal MP	Radio Tone
533.2	Fairmont Turnout DT	Main 1	No	Yes	530.9 535.1(1) 534.6(2)	None
543.2	Enid Turnout DT	Main 2	Yes	No	None	None
542.8	Enid E-Yard E-Lead	MT	Yes	No	None	None
556.7	Walker ESS	MT	No	Yes	552.9	4467 Channel 55
558.5	Walker WSS	MT	No	Yes	562.7	5585 Channel 55

Rule 8.19—Stopping within 200 feet of the absolute signals for automatic switches at ESS and WSS Walker is not required if switch is operated by radio command and signal indicates switch is lined for desired route.

Rule 9.1—Signals Not Conforming to Indications Shown in the System Special Instructions:

Aspect	Name	Indication
-Flashing Yellow -Flashing Yellow/Red -Flashing Yellow/Red/Red -Flashing Yellow/Dark -Flashing Yellow/Dark/Dark	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH.
-Yellow/Yellow -Yellow/Yellow/Red	Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnels or other structures: None
- B. Other TWD locations
 - MP 451.1—Recall Code 638
 - MP 472.5—Recall Code 738
 - MP 494.0—Recall Code 837
 - MP 516.6—Recall Code 838
 - MP 550.8—Recall Code 437
 - MP 573.1—Recall Code 438

6. FRA Excepted Track—None
7. Special Conditions

Remote Control Area—Signs at MP 428.0 (Avard Subdivision), MP 411.2 (Cherokee Subdivision), and MP 430.5 (Creek Subdivision) designate the Remote Control Area at Cherokee Yard.

Cherokee Yard—Close clearance between Avard storage tracks 1 and 2. The main track begins and ends at MP 426.5. All movement other than on the main track will be under the authority of the Tulsa Yardmaster. Eastbound trains contact the yardmaster before entering Restricted Limits at MP 428.0 for yarding instructions.

Black Bear—Manual Interlocking MP 502.6 controlled by Red Rock Subdivision dispatcher.

Enid—Close Clearance on Track 8311. Will not clear a person on the side of a car.

Eastward trains will contact the Enid Yardmaster and receive authorization to enter Restricted Limits before passing Oakwood Road, MP 548. Westward trains will contact the Enid Yardmaster and receive authorization to pass 30th Street. All

trains, if unable to contact the Enid Yardmaster, will contact the Avard Subdivision Dispatcher to receive authorization.

Walker—ESS and WSS are automatic switches with radio remote control. A roadway “KEYPAD” sign is located at MP 552.1 in advance of the ESS and MP 563.5 in advance of the WSS. After head end of train passes sign, use a radio to send a tone code to the switch. Depress and hold each radio tone key for 1 second and pause 1 second between each tone. A return tone of 2 beeps indicates your radio command was successful.

Avard—For westward trains, when indicator at MP 601.6 is dark, stop and contact dispatcher. When indicator displays white light, continue movement to absolute signal at MP 601.9.

Tracks Out of Service—

Fisher Spur, MP 433.4
 Mannford Spur, MP 445.9
 Pawnee tracks 5402, 5403, and 5404
 Fairmont Elevator track, MP 534.3, Main One
 Enid Yard tracks 3910, 4006, 4008, 4009, 4010 and 4017
 West switch Hopeton at MP 595.2

Hot Weather Train Handling (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperatures information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

MP 428.0 to MP 432.0

MP 550.0 to MP 601.0

Loaded Unit Train Restrictions

Loaded unit trains of grain, coal, taconite, potash, coil steel and other such bulk trains, when practicable, must not take siding.

If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

“BNSF 6301 West approach signal North Imboden at 35 MPH”.

8. Line Segments
Yard Line Segments
Line Segment Limits

1142 Enid

Road Line Segments
Line Segment Limits

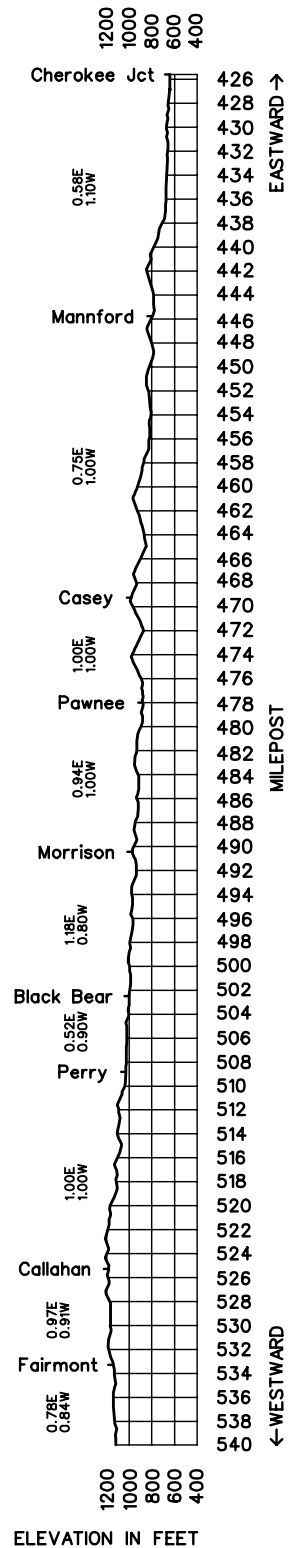
1047 Cherokee Yard to Avard

9. Locations Not Shown as Stations

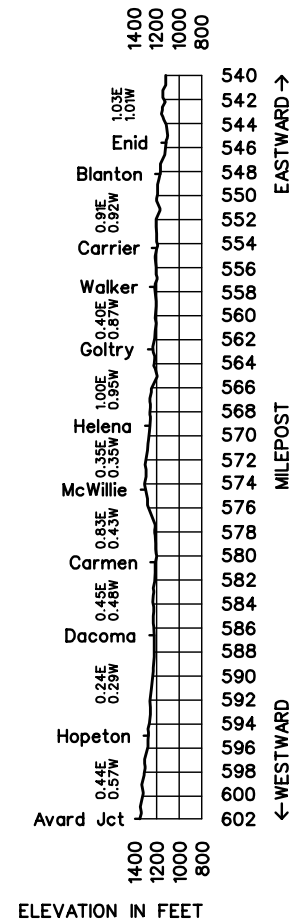
Name	Mile Post Location	Capacity Cars	Switch Opens
96055 Terlton	MP 455.4	3	West
96062 Hallett	MP 461.6	4	East
96085 Lela	MP 485.5	12	East
96118 Lucien	MP 518.4	18	West
96139 Shea	MP 538.7 - Main 2	36	Both
96148 Blanton	MP 548.1	130	East

10. Grade Charts

ELEVATION IN FEET



ELEVATION IN FEET



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Beardstown Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		25029	159.6X	WEST BUSHNELL	J	CTC		9.1	
	8,770	23008	151.3X	ADAIR				10.7	
	6,880	23019	140.6X	VERMONT	J	TWC		8.2	
	6,900	23027	129.0X	STEWART			12	9.7	
	7,850	23037	119.3X	GRIMES		CTC		2.2	
			117.1X	BEARDSTOWN BRIDGE	M			1.2	
		23040	115.9X	BEARDSTOWN	BR	2MT		5.7	
	10,037	23046	110.2X	HAGENER		CTC		8.1	
	7,353	23054	102.1X 0.0	CONCORD				10.2	
			10.2	NS XING	M			0.8	
	6,850	24010	11.0	JACKSONVILLE	J			24.0	
	8,600	24035	35.0	LOWDER		TWC		7.1	
		24040	42.1	VIRDEN				2.3	
			44.4	GIRARD-UP XING	M			8.7	
	7,358	24052	53.1	ATWATER				11.1	
	7,620	24063	64.2	LITCHFIELD				1.4	
			65.6	WINSTON-NS XING	M			0.6	
			66.2	NS JCT	J	CTC		7.8	
	11,234	24074	74.0	TOLAND	JT	TWC		3.8	
			77.8	SORENTO	J	CTC		7.3	
	6,801	24084	85.1	AYERS			13	8.1	
	7,894	24092	93.2	SMITHBORO-CSX XING	M			11.3	
	7,424	24103	104.5	KEYESPORT		TWC		10.4	
		24114	114.9	SHATTUC-CSX XING	AJ			6.1	
		24120	121.0	CENTRALIA	BJXR	CTC		1.3	
			122.3	CENTRALIA-CNIC XING	M			0.3	
			122.6	SOUTHERN RY JCT.	JMX			13.9	
	10,367	24135	136.5	WOODLAWN	J			0.1	
			136.6	WOODLAWN-CSX XING	A			8.0	
		24143	144.6	WALTONVILLE				0.1	
			144.7	WALTONVILLE-UP XING	A			1.5	
			146.2	WALTONVILLE-CNIC XING	A			1.3	
			147.5	REND LAKE MINE		TWC		5.7	
	16,184	24152	153.2	SESSER	T			8.4	
		24160	161.6	CHRISTOPHER-CNIC XING	A			3.4	
			165.0	ZIEGLER-UP XING	A			2.5	
	9,432	24166	167.5	CAMBON				5.5	
		24172	173.0	HERRIN				1.9	
			174.9	HERRIN JCT.				4.4	
			179.3	MARION				8.1	
	7,474	24186	187.4	NEILSON	JR			15.4	
Between Neilson and West Vienna UP RR timetable governs.							8009		
	6,850	24202	202.8	WEST VIENNA				15.8	
			218.6	JOPPA JCT.	JT			2.9	
		24222	221.5	COOK		TWC	13	4.4	
		24224	225.9	BURLINGTON JCT.	J			13.1	
Between Burlington Jct. and Paducah CN/IC Rules, Timetable and Special Instructions govern.							104		
		24239	239.0	PADUCAH	T			296.8	

Radio Channel No. 85 in service Bushnell to Beardstown.

Radio Channel No. 66 Beardstown to Paducah.

Radio Channel No. 70 in service in Beardstown and Centralia Yard

Radio Call-In		
Bushnell-40(X)	Stewart-49(X)	Beardstown-42(X)
Jacksonville-43(X)	Virden-54(X)	Toland-45(X)
Smithboro-46(X)	Centralia-47(X)	Sesser-48(X)
Herrin-49(X)	Goreville-40(X)	W. Vienna-41(X)
Cook-42(X)		
Emergency Call-911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Dispatchers' Phone Numbers

Bushnell to Paducah—(817) 234-6026, FAX (817) 234-6063

1. Speed Regulations
1(A). Speed—Maximum

	Freight
MP 159.6X to MP 220.0	49 MPH.
MP 220.0 to MP 225.4	30 MPH.

1(B). Speed—Permanent Restrictions

MP 159.6X to MP 159.2X	35 MPH.
MP 146.1X to MP 145.6X	40 MPH.
MP 140.0X to MP 118.1X	40 MPH.
MP 118.1X to MP 116.3X	25 MPH.
MP 107.0X to MP 105.0X	
Eastward	30 MPH.
Westward	35 MPH.
MP 9.5 to MP 10.8	35 MPH.
MP 44.4—over UP crossing Girard	40 MPH.
MP 65.5 over crossing Winston	40 MPH.
MP 93.2—over CSX crossing Smithboro	40 MPH.
MP 114.9 over CSX crossing Shattuc	40 MPH.
Centralia—West Running Track, Rule 6.28	20 MPH.
CNIC crossing	30 MPH.
Eastward trains passing signal MP 123.4	30 MPH.
MP 136.6—over CSX crossing Woodlawn	40 MPH.
MP 144.6 to MP 146.2	40 MPH.
MP 161.6, over CNIC Crossing Christopher	40 MPH.
MP 165.0—over UP crossing Ziegler Jct.	40 MPH.
MP 173.0 to MP 173.3	30 MPH.
MP 186.7 to MP 187.3	30 MPH.
Joppa Jct. to Joppa	10 MPH.
Ohio River Bridge, Metropolis	10 MPH.

1(C). Speed—Switches and Turnouts

Through turnout East siding switch Grimes	10 MPH.
Through turnout MP 66.2	25 MPH.
Through turnout MP 115.9X	25 MPH.
Through turnout MP 114.3X	35 MPH.
Through turnouts of controlled sidings	20 MPH.

1(D). Speed—Other

Sidings Vermont and Concord	10 MPH.
Eastward trains using siding at Ayers; between east switch of siding and highway crossing, 165 feet east (HER)	5 MPH.

Temperature Speed Restrictions

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 125.0X to MP 114.0X
MP 107.0X to MP 104.0X
MP 9.0 to MP 12.0
MP 119.0 to MP 123.0
MP 173.0 to MP 174.0
MP 186.5 to MP 187.5

(See table next page)

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions Maximum Gross Weight of Car

Bushnell to Paducah 143 tons, Restriction C
Loaded coal, taconite, and grain trains are not permitted on the siding at Vermont.

Six-axle engines not allowed on:

Elevator track, Terra track, and FS track at Adair
House track and East Yard track at Vermont

Use only one four-axle locomotive on the following tracks:

Vermont Amax Coal Lead
Girard Vermiculite Track
Beardstown Running Track, Excel and Kent Feed
Centralia Industrial Park Lead, Valley Steel Lead
Metropolis Allied Chemical, lead to lower yard

Jacksonville AC Humpco Plant—2 four axle locomotives coupled together may be used in power when needed while shoving cars from the siding into the facility. One unit must be isolated for all other moves within the facility.

3. Type of Operation

Restricted Limits—in effect:

MP 116.3X and 114.3X
MP 119.0 and 124.0
MP 187.4 to MP 185.0

CTC—in effect:

MP 119.7X to MP 116.3X
MP 114.3X to MP 0.1
MP 65.6 to MP 66.2
MP 77.7 to MP 77.9
MP 121.3 to MP 121.4

TWC—in effect:

MP 159.6X to MP 119.7X
MP 0.1 to MP 65.6
MP 66.2 to MP 77.7
MP 77.9 to MP 119.0
MP 124.0 to MP 185.0
MP 202.7 to MP 225.9

Manual Interlockings Not Controlled By BNSF

Jacksonville—Controlled by NS
Girard—Controlled by UP
Winston-NS Xing—Controlled by NS
Smithboro—Controlled by CSX
Centralia, CNIC crossing—Controlled by CNIC

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 6.28—Industrial Track:
Virden to Crown II—2.0 miles

Waltonville to Orient 6—1.0 miles
Sesser to Old Ben 21—3.0 miles
Sesser to Old Ben 26—3.0 miles
Burlington Jct. to Metropolis—1.0 mile

Rule 6.32.4—In the state of Illinois, the last paragraph of Rule 6.32.4 is changed to read: When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Rule 8.3—Beardstown and Centralia—Normal position of main track switches within Restricted Limits does not apply. These switches may be left lined as last used. Trains must approach these switches expecting to find them lined against movement.

Neilson—Siding switches may be left lined and locked in the position last used. Trains must approach these switches expecting to find them lined against their movement.

Rule 8.11—Switches in Sidings—The following switches in sidings may be left lined and locked in the position last used. Trains must approach these switches expecting to find them lined against their movement.

Toland east and west wye
Sesser east and west wye

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures
MP 121.5X DED—WWD—Recall Code 477
MP 112.2X DED—EWD—Recall Code 467
- B. Other TWD locations
MP 133.8X—Recall Code 478
MP 121.5X DED—EWD—Recall Code 477
MP 112.2X DED—WWD—Recall Code 467
MP 3.7—Recall Code 428
MP 15.0—Recall Code 438
MP 37.5—Recall Code 548
MP 60.1—Recall Code 547
MP 81.7—Recall Code 468
MP 98.7—Recall Code 458
MP 149.2—Recall Code 488
MP 176.7—Recall Code 498
MP 213.6—Recall Code 428

6. FRA Excepted Track—None

7. Special Conditions

Adair Siding—Trains must not occupy Oak Street crossing, MP 151.1, and Cherry Street crossing, MP 151.4, until the crossing gates are fully lowered and operational.

Vermont—Eastward trains holding main track when making meets at east end Vermont MP 142.4X, will stay west of highway circuit sign until train being met is in the siding and switch is lined normal.

Beardstown Bridge—CTC in effect between MP 118.1X at Grimes to MP 116.3X at Beardstown, except lift span bridge at MP 117.3X over Illinois River is a manual interlocking.

Lift span bridge MP 117.3X is locked for rail traffic by remotely controlled bridge locking machines. When train is stopped by a signal governing movement over the bridge and control machine indicates that the bridge is lined and locked for route to be used, control operator may authorize train movement over the bridge at restricted speed. If control machine does not indicate the bridge is lined and locked for the route to be used, control operator will instruct crew member to ascertain if lift span bridge is in proper position for passage of train and after being so informed that bridge is in proper position he may authorize train movement over bridge at restricted speed.

Jacksonville—The portion of the siding between the East Switch and the crossover is designated as storage track.

To contact the NS dispatcher at Decatur to use the Jacksonville interlocking, engines equipped with 99 channel radios can turn to Channel No. 22. The NS dispatcher call in sign is 942. Once 942 is pressed, you should receive a confirmation tone. If the NS dispatcher fails to respond, use the wayside phone located at the diamond.

Virden—When loading coal trains at Freeman United Crown II, the mine caboose must be cut off on the loop track and not pass under the loading tipple.

Toland—Between Toland and Lenox UP RR Rules and Timetable govern.

Between No Wood River and Bridge Jct. (East St. Louis) and between WR Granite City and Lenox, Gateway Eastern Railway and Union Pacific Timetables govern.

Between WR (Granite City) and East St. Louis via Madison, TRRA Rules, Timetable, and Special Instructions govern.

Clearance or verbal permission must be secured from operator before leaving Toland or North Lenox. BNSF trains operating between North Lenox and Wood River will use most northerly track in Worcester Yard, and will advise operator at Lenox when train is clear of UP main track. Tracks No. 9 and No. 10 in Worcester Yard are auxiliary tracks. Movement over or into the south leg of the wye is governed by the UP dispatcher. Before operating the electric unlock switch on the north leg of the wye, permission must be obtained from the UP dispatcher. You can contact the UP dispatcher by calling (402) 633-1754 using the phone provided near the electric unlock switch.

Shattuc—To contact CSX dispatcher (At Jacksonville, FL), to use interlocking, engines equipped with 99 channel radios can turn to Radio Channel 14. CSX dispatcher call sign is the digit (5) five. Once the digit (5) five is pressed, you should receive a confirmation tone.

Centralia—NS Railway Jct. switch MP 122.6 normal position is for NS Railway main track. Contact Centralia Yard for instructions prior to heading in yard.

Remote Control Operations—Signs located at MP 117.0 and MP 124.0 designate the Remote Control Area at Centralia

Waltonville Siding—Trains must not occupy the crossings at MP 144.9 and MP 145.7 until the crossing gates are fully lowered and operational.

Neilson—The normal position of the spring switch is lined and locked for movement on the UP Railroad.

Between Neilson and West Vienna—Track warrant authority over the signature of the UP dispatcher required. After obtaining a Track Warrant southward, BNSF trains may proceed at 30 MPH through the spring switch. The switch point indicator, signal 3240, will indicate the position of the spring switch for facing point movement as follows:

- A. Green—Indicates switch is lined for UP track.
- B. Yellow—Indicates switch is lined for BNSF track.
- C. Red—Indicates switch is out of correspondence.

Northward BNSF trains must stop and line the switch for their movement. After the train has completed movement, the switch must be lined and locked for the UP track. Failure of the switch point indicator must be reported to the UP dispatcher.

Joppa Jct.—The normal position of the Kelley switch is lined toward East Joppa Jct. Trains must have permission from train dispatcher before entering Joppa industrial track and before doubling train together when leaving Joppa.

Train Length Restriction—All trains operating between Centralia and Cook, except loaded or empty coal trains must not exceed 6700 ft., including locomotives.

Speed Test Signs—Engineers shall test the speed of their trains passing the following points as compared with the Speed Table:

MP 120X to MP 121X between Stewart and Grimes

MP 3 to MP 4 between Concord and NS Crossing

MP 112 to MP 113 between Keyesport and Shattuc

MP 130 to MP 131 between Southern Ry, Jct. and Woodlawn

MP 216 to MP 217 between W. Vienna and Joppa Jct.

Missing Mileposts—MP 137.0X through MP 139.0X are missing. Distance from MP 136.0X to MP 140.0X is 0.6 miles.

Taconite Trains-ABTH Rule 103.3 Exception—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control train speed. An initial brake pipe reduction of less than 10 psi may result in an undesired release of the train's brakes.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 18.0 to MP 22.0

MP 116.0X to MP 136.0X

MP 176.0 to MP 178.0

8. Line Segments

Yard Line Segments

Line Segment Limits

856 Beardstown

857 Centralia

Road Line Segments

Line Segment Limits

13 Concord to Burlington Jct.

979 Sesser to Old Ben 21

981 Sesser to Old Ben 26

104 Metropolis to Paducah

12 Bushnell to Concord

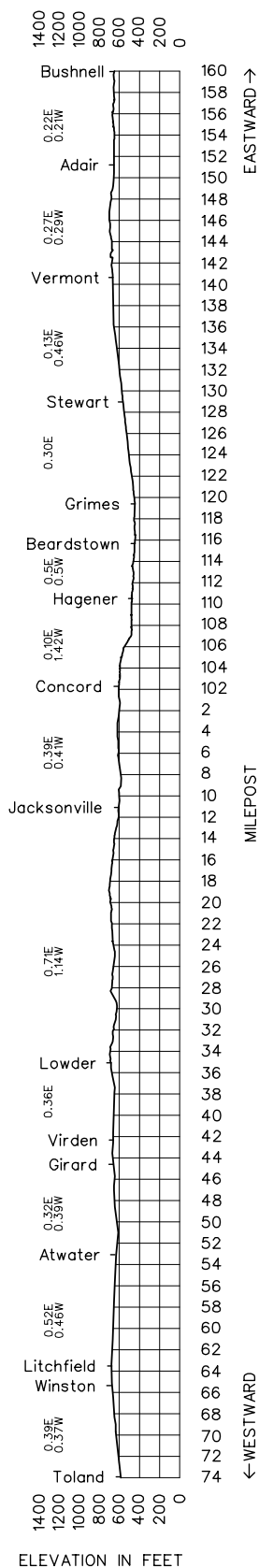
13 Concord to Paducah

9. Locations Not Shown as Stations

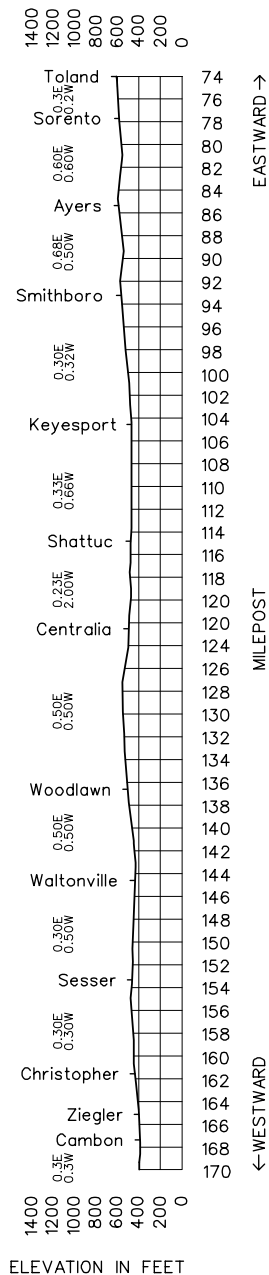
Name	Miles - Location	Capacity Feet	Switch Opens
24017 Pisgah	7.1 west of Jacksonville	500	East
24023 Franklin	12.2 west of Jacksonville	610	West
24028 Waverly	6.2 west of Franklin	627	West
24057 Barnett	4.8 west of Atwater	300	West
24097 Hookdale	5.1 west of Smithboro	800	West
24225 Metropolis	1.0 from Burlington Jct.	1,410	Both
Mine Spurs			
74006 Old Ben Mine 24	6.0 from Meyer	Yard	Both
79004 Old Ben Mine 21	3.0 from Sesser	Yard	Both
79104 Old Ben Mine 26	3.0 from Sesser	6,500	Loop
24144 Orient Mine 6	1.0 from Waltonville	8,730	Loop
Crown 2	2.0 from Virden	8,730	Loop
Forman	7.3 from West Vienna	575	East

10. Grade Charts

ELEVATION IN FEET

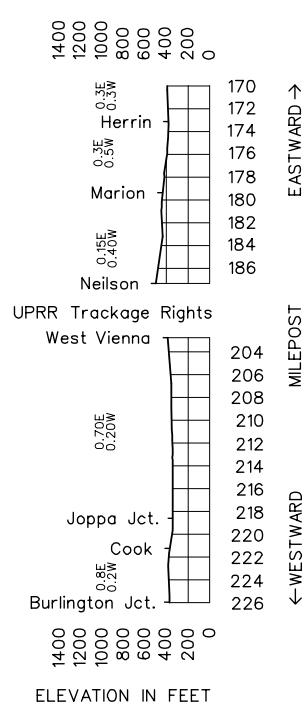


ELEVATION IN FEET



ELEVATION IN FEET

ELEVATION IN FEET



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Birmingham Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
			497.9	SOUTH TY				2.1	
		93500	500.0	MINERAL WELLS				11.2	
	10,590	93512	511.2	BYHALIA				16.0	
	8,875	93528	527.2	TOURS				1.1	
		93529	528.3	HOLLY SPRINGS	J			12.7	
	7,990	93541	541.0	POTTS CAMP				11.1	
	10,114	93552	552.1	MYRTLE				9.2	
	6,636	93561	561.3	PECK				1.0	
			562.3	MT	A			0.7	
		93562	563.0	NEW ALBANY	J			8.4	
	7,341	93571	571.4	REESE				11.0	
	7,094	93582	582.4	BELDEN				5.1	
		93588	587.5	TUPELO	J			0.7	
			588.2	KCS	A			3.4	
	8,135	93592	591.6	PLANTERSVILLE				11.1	
	6,650	93603	602.7	ARJAY				8.5	
		93611	611.2	AMORY	BJT			9.1	
	8,411	93621	620.3	JUDGE		CTC	1001	8.1	
	6,554	93629	628.4	GATMAN				12.8	
	7,586	93642	641.2	BEAVERTON				13.4	
	8,653	93655	654.6	WINFIELD				14.6	
	5,596	93699	669.2	ELDRIDGE				5.9	
	8,158	93675	675.1	CARBON HILL				7.1	
	7,505	93683	682.2	TOWNLEY				11.5	
			693.7	NS	A			0.1	
		93694	693.8	JASPER	J			4.6	
	7,634	93698	698.4	ALMA				5.1	
	6,316	93704	703.5	BENOIT				2.1	
			712.3	NORTH QUINTON				2.9	
			714.4	SOUTH QUINTON				0.8	
			715.2	PALOS				7.1	
	6,826	93722	722.3	ADAMSVILLE				2.7	
	8,032	93725	725.0	OAKWOOD				4.1	
			729.1	CSX NS BS	A			0.2	
			729.3	PRATT CITY				0.9	
		93732	730.2	BIRMINGHAM	BT	Rule 6.28		226.4	

Radio Channel No. 39 in service.

Radio Call-In		
Holly Spring - 14(X)	Sherman - 24(X)	Amory - 84(X)
Guin - 54(X)	Jasper - 64(X)	Birmingham - 74(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

(817) 234-6154, (800) 666-1393, Fax (817) 234-6414

NS Dispatcher Radio Channel—70-28 and Tone 803.

NS Dispatcher Telephone—205-951-4842.

Mobile Radio		Access Digit	Disconnect Digit
Memphis	433-3996	*2	#2
Holly Springs	433-3995	*1	#1
Sherman	305-3124	*1	#1
Amory	305-3123	*1	#1
Guin	305-3125	*2	#2
Jasper	320-3655	*2	#2
Birmingham	320-3647	*1	#1

1. Speed Regulations**1(A). Speed—Maximum**

MP 497.9 to MP 730.2 **Freight**
60 MPH.

1(B). Speed—Permanent Restrictions

MP 497.9 to MP 498.0 40 MPH.
MP 513.8 to MP 514.0 50 MPH.
MP 520.1 to MP 528.1 45 MPH.
MP 528.1 to MP 528.7 30 MPH.
MP 528.7 to MP 530.6 45 MPH.
MP 530.6 to MP 534.6 50 MPH.
MP 534.6 to MP 535.6 45 MPH.
MP 535.6 to MP 535.9 40 MPH.
MP 535.9 to MP 538.1 45 MPH.
MP 550.4 to MP 550.6 50 MPH.
MP 561.3 to MP 562.3 50 MPH.
MP 562.3 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 (HER) 20 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 668.3 40 MPH.
MP 668.3 to MP 688.7 45 MPH.
MP 688.7 to MP 688.8 25 MPH.
MP 688.8 to MP 692.4 45 MPH.
MP 692.4 to MP 693.1 30 MPH.
MP 693.1 to MP 699.3 45 MPH.
MP 697.5 to MP 697.7, SWD, 90 TOB and over (HER) 25 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.
MP 708.2 to MP 715.0 35 MPH.
MP 715.0 to MP 724.8 30 MPH.
MP 724.8 to MP 728.0 35 MPH.
MP 728.0 to MP 729.1 30 MPH.
MP 729.1 to MP 730.2 25 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts:

Trains up to 100 TOB 20 MPH.
Trains 100 TOB and over 10 MPH.
Turnout South Shelby Main 40 MPH.
Turnouts at Reese 30 MPH.
Turnouts at Carbon Hill 20 MPH.
MP 730.2, IC Side Track Turnout 20 MPH.

1(D). Speed—Other

Sidings:

Trains up to 100 TOB 20 MPH.
Trains 100 TOB and over 10 MPH.
Siding—Reese 30 MPH.
Sidings—Tours, Myrtle, Belden, Plantersville, Arjay,
Judge, Beaverton, Winfield, Eldridge, Townley, Alma, Benoit,
Adamsville, and Oakwood 10 MPH.
Birmingham Yard
IC Side Track MP 730.2 to MP 731.3 10 MPH.
BN Side Track MP 730.2 to MP 731.3 20 MPH.

Freight

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F. the applicable speed restriction will apply on the main track at the following locations:

MP 641.2 to MP 703.5

Trains 100 TOB and over 30 MPH.

Trains under 100 TOB 40 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Tennessee Yard to Birmingham 143 tons, Restriction C

Shari-Futorian—Six-axle locomotives and six-axle derricks not permitted. (Does not include Shari Pass.)

Tupelo—Multiple-unit engine must not be used on north leg wye.

3. Type of Operation

CTC—in effect:

MP 497.9 to MP 730.2

MP 712.2 to MP 712.4 on Track 1

MP 714.3 to MP 714.4 on Track 1

MP 715.2 to MP 715.3 on Palos Lead Track

4. General Code of Operating Rules Items

Signals Not Conforming to Indications Shown in the System Special Instructions

Aspect	Name	Indication
Flashing Yellow Flashing Yellow/Red Flashing Yellow/Red/Red Flashing Yellow/Dark Flashing Yellow/Dark/Dark	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH.
Yellow/Yellow Yellow/Yellow/Red	Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28—in effect between:

Tennessee Yard and STY

MP 712.4 and MP 714.3 on Track 1

MP 714.4 and MP 715.2 on Palos Lead Track

BN Side Track, MP 730.2 to MP 731.3

IC Side Track, MP 730.2 to MP 731.3

Rule 9.9.1—At MP 693.8, NS automatic interlocking, and at MP 588.2, KCS automatic interlocking, for southward movement only, the rule is amended to read:

A train must proceed prepared to stop at the interlocking signal when:

- Moving below 15 MPH and passing a signal displaying an indication more favorable than Approach that governs the approach to the interlocking, or
- Speed is reduced to below 15 MPH after a signal displaying an indication more favorable than Approach that governs the approach to the interlocking.

The train must continue to move prepared to stop at the interlocking signal until the train reaches a point approximately 1,000 feet from that signal. If the train interlocking signal then indicates proceed, the train may resume speed.

Rule 9.12.1—Absolute signals governing movement through interlockings at MP 588.2, MP 693.7 and MP 729.1 are also controlled signals. To pass stop indication, crew must comply with Rule 9.12.3 by complying with instructions in the release box and comply with Rule 9.12.1 by contacting the BNSF control operator.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures

Radio tone detectors:

MP 699.7—SWD—DED/Recall Code 748

MP 704.6—NWD—DED/Recall Code 747

B. Other TWD locations

MP 514.5—DED/Exception Reporting

MP 519.3—Recall Code 147

MP 524.1—DED/Exception Reporting

MP 528.8—DED/Exception Reporting

MP 530.7—DED/Exception Reporting

MP 535.5—DED/Exception Reporting

MP 540.0—DED/Exception Reporting

MP 545.1—Recall Code 148

MP 551.1—DED/Exception Reporting

MP 557.4—Recall Code 247

MP 563.0—DED/Exception Reporting

MP 569.2—DED/Exception Reporting

MP 574.7—DED/Exception Reporting

MP 577.6—Recall Code 248

MP 583.1—DED/Exception Reporting

MP 588.1—DED/Exception Reporting

MP 594.7—DED/Exception Reporting

MP 597.8—Recall Code 847

MP 603.4—DED/Exception Reporting

MP 608.4—DED/Exception Reporting

MP 614.8—DED/Exception Reporting

MP 617.1—Recall Code 847

MP 623.0—DED/Exception Reporting

MP 627.8—DED/Exception Reporting

MP 631.9—Recall Code 848

MP 638.4—DED/Exception Reporting

MP 643.6—DED/Exception Reporting

MP 648.5—DED/Exception Reporting

MP 651.5—Recall Code 548

MP 658.2—DED/Exception Reporting

MP 661.7—DED/Exception Reporting

MP 666.9—DED/Exception Reporting

MP 671.8—DED/Exception Reporting

MP 678.1—Recall Code 647

MP 683.3—DED/Exception Reporting

MP 688.2—DED/Exception Reporting

MP 694.3—DED/Exception Reporting

MP 696.5—Recall Code 648

MP 699.7—NWD—DED/Recall Code 748

MP 704.6—SWD—DED/Recall Code 747

MP 707.0—DED/Exception Reporting

MP 709.9—Recall Code 647

MP 714.5—DED/Exception Reporting

MP 716.1—DED/Exception Reporting

MP 719.9—DED/Exception Reporting

MP 723.9—DED/Exception Reporting

MP 728.1—DED/Exception Reporting

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 483.1 (Thayer South Subdivision) and MP 500.0 (Birmingham Subdivision) designate the Remote Control Area at Tennessee Yard.

Signs located at MP 730.1 and MP 733.8, (Birmingham Subdivision) designate the Remote Control Area at Birmingham Yard.

Between STY and Birmingham—At following crossings, crew must flag the crossing:

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

Cordova Dock Track, Highway 173

Pratt City House Track at Avenue F, MP 729.3, House Track at Avenue W, MP 729.7

Birmingham All street crossings, Roberts Field Industrial Park

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

STY—Prior to passing absolute signal at STY, inbound trains must contact yardmaster for instructions on track to yard train, and route to be used.

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

Amory—All trains, engines, and Maintenance of Way on-track equipment entering or leaving Amory Yard from the north or south must first have permission from the yardmaster. Contact the footboard yardmaster on channel 70. For restrictions or special instructions that apply to Amory refer to Amory Subdivision timetable page.

Birmingham—All trains, engines and maintenance of way on-track equipment entering or leaving Thomas Yard must have permission from the Yardmaster. The inbound contact point should be Pratt City and crews must not pass the signal located at North Birmingham, MP 730.04, until permission has been received. Contact the Yardmaster on Radio Channel 7070 and remain on that channel until train has entered CTC and inbound locomotives have reached service track. Inbound CSX crews from Boyles Yard must receive permission from Operator or Yardmaster prior to entering BNSF North Belt Track at Vinita Junction.

Crews must obtain permission from the Yardmaster prior to occupying the Water Main from Vinita Junction to 16th Street.

On Birmingham Southern Railroad, the crossing at Norfolk Southern Railroad main track is protected by gate, and normal position is against Birmingham Southern Railroad.

The grade crossing serving Wade Sand & Gravel must not be blocked for more than 10 minutes. If the crossing cannot be cleared within that time, the crew must notify the Birmingham yardmaster, who in turn must notify Wade Sand & Gravel of the approximate length of time the crossing must be blocked.

IC Side Track and BN Side Track are located from MP 730.2 North Birmingham CTC to MP 731.3 Wade's Crossing. When using tracks in a timetable northward direction, IC Side Track is located to the right and BN Side Track is to the left.

At Birmingham Terminal crews must flag the crossing at the Superintendent's Crossing.

Birmingham Southern Railroad—BNSF crews will stay in the clear of main track at Birmingham Southern Interchange Track, Thomas Yard, until they communicate with the yardmaster at East Thomas Yard to request permission. The

yardmaster at Thomas Yard will communicate with the Birmingham Southern train director and request permission to use Birmingham Southern Main Track.

Upon receipt of permission, the yardmaster at Thomas Yard will authorize BNSF crews to use Birmingham Southern Main Track. After clearing Birmingham Southern Main Track, BNSF crews will notify the yardmaster at Thomas Yard that they are in the clear and that switches are lined and locked for Birmingham Southern Main Track movement. The yardmaster will then give up permission to Birmingham Southern train director.

Manual Interlocking—Block 2—NS 23rd Ave. North & 27th St.

Vinita Jct.—Railroad crossing is protected by gate with CSX; normal position of gate is against BNSF route.

Hot Weather Train Handling—(See Item 1(D) for Hot Weather Speed Restrictions.)

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable, and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such bulk trains, when practicable, must not take siding.

If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

Loaded unit trains are not permitted on sidings Tours and Carbon Hill.

Key Train Restrictions—Sidings Prohibited for Key Trains: Plantersville and Tours.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West, approach signal North Imboden at 35 MPH".

8. Line Segments

Yard Line Segments

Line Segment Limits

1121	Memphis Back Tracks
1122	Tennessee Yard
1123	Amory
1124	Birmingham

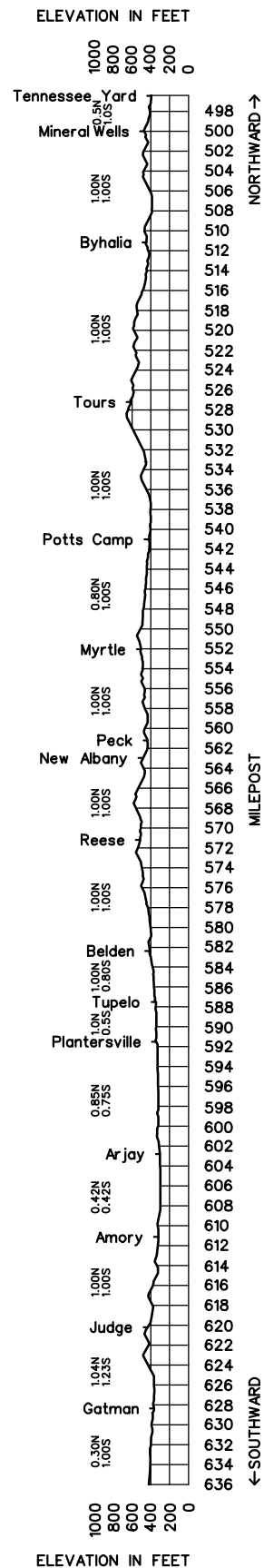
Road Line Segments

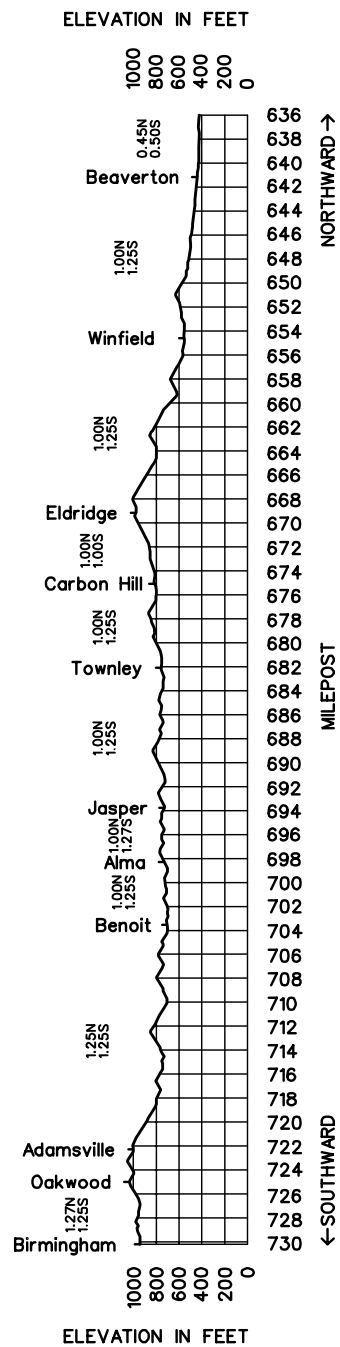
Line Segment Limits

1001	Tennessee Yard to Birmingham
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9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
93502 Olive Branch	5.3 south of Memphis	25	North
93559 Shari	1.6 north of Peck	30	Both
93577 Sherman	5.1 north of Belden	12	North
93600 Nettleton	2.4 north of Arjay	18	South
93635 Sulligent	6.5 south of Gattman	30	Both
93649 Guin	6.1 north of Winfield	25	Both
93660 Glen Allen	9.0 north of Eldridge	18	South
93663 Bazemore	6.2 north of Eldridge	10	North
93702 Cordova	2.0 north of Benoit	65	Both
Wheat-Way	2.0 north of Birmingham	52	Both

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Cherokee Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Strn.
	92239	239.7	SPRINGFIELD YARD	T	Rule 6.28	1002	2.1
	92242	241.7	NICHOLS	J			5.5
6,657	92247	247.2	BROOKLINE				4.6
8,489	92252	251.8	REPUBLIC				5.5
6,584	92257	257.3	BILLINGS				5.0
7,804	92262	262.3	LOGAN				6.6
7,039	92269	268.9	AURORA				0.1
		269.2	MNA RR	A			4.7
8,145	92274	273.7	VERONA				5.4
	82279	279.1	GLOBE				1.9
		281.0	CROSSOVER M	X	2MT CTC	1003	1.0
	92282	282.0	MONETT	T			0.6
		282.6	LOU		4.3		
8,350	96287	286.9	PIERCE		10.3		
6,160	96297	297.2	RITCHEY		11.3		
5,670	96309	308.5	JEFF		0.7		
		309.2	KCS	A	10.0		
5,945	96319	319.2	RACINE		13.7		
7,084	96333	332.9	WYANDOTTE		7.7		
6,939	96341	340.6	FAIRLAND		5.8		
	96348	346.4	EAST AFTON		1.2		
		347.6	AFTON JCT.	JT	2MT CTC	0.3	
		347.9	CROSSOVER 67	X		1.6	
	96348	349.5	WEST AFTON		CTC	4.1	
6,383	96354	353.6	TODD			6.0	
		359.6	UP	A		7.1	
7,600	96367	366.7	WHITE OAK			7.3	
10,550	96374	374.0	CATALE			10.8	
7,600	96385	384.8	BUSHYHEAD			8.4	
		393.2	PSO JCT To Oologah 9.6	J		3.2	
6,150	96336	396.4	DEGROAT			0.6	
		397.0	UP	A		1.0	
	96398	398.0	CLAREMORE			6.3	
7,600	96404	404.3	VERDIGRIS		4.9		
	96409	409.2	CATOOSA		3.4		
7,600	96413	412.6	TIGER	T	2.6		
		415.2	DOUGLAS		5.2		
	96420	420.4	EAST TULSA		2MT CTC	2.6	
		423.0	URBAN	JX(2)	Rule 6.28	3.9	
		426.9	CHEROKEE YARD	JT		187.3	

Radio Channel 54 in service.

Radio Channel 66 in service at Cherokee & Springfield yards.

Radio Call-In		
Springfield Yard-86(X)	Mt. Vernon-76(X)	Joplin-36(X)
Miami-26(X)	Catale-86(X)	Claremore-76(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

(817) 234-6153, (800) 666-1024, Fax (817) 234-6413

Mobile Radio		Access Digit	Disconnect Digit
Springfield (Green)	829-4742	*1	#1
Mt. Vernon (Gray)	829-3202	*1	#1
Joplin (Green)	829-3203	*4	#4
Catale (Blue)	445-2609	*1	#1
Tulsa (Green)	445-2604	*1	#1

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 239.7 to MP 327.0	50 MPH.
MP 327.0 to MP 350.0	60 MPH.
MP 350.0 to MP 426.9	50 MPH.

1(B). Speed—Permanent Restrictions

MP 250.7 to MP 252.4	45 MPH.
MP 263.5 to MP 264.4	45 MPH.
MP 268.7 to MP 269.3	40 MPH.
MP 279.1 to MP 282.6 Both tracks	45 MPH.
MP 282.6 to MP 283.2	45 MPH.
MP 286.5 to MP 309.1	45 MPH.
MP 309.1 to MP 314.3	35 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	25 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 378.8	40 MPH.
MP 378.8 to MP 379.6 (HER)	40 MPH.
MP 396.8 to MP 398.1 (HER)	30 MPH.
MP 397.0 (over diamond)	30 MPH.
MP 408.4 to MP 411.9	45 MPH.
MP 417.3 to MP 420.5	40 MPH.
MP 420.5 to MP 423.3	30 MPH.
MP 423.3 to MP 424.1	20 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts:

Racine, Todd, Catale, Bushyhead, Degroat	20 MPH.
All other siding turnouts	10 MPH.
MP 241.7—all turnouts Nichols	25 MPH.
MP 279.1—turnout Main 1, Main 2	
Trains up to 100 TOB	40 MPH.
Trains 100 TOB and over	25 MPH.
MP 281.0—turnouts Crossover M	20 MPH.
MP 282.6—turnout Main 2	25 MPH.
MP 346.4—turnout Main 1	25 MPH.
MP 346.6—turnout Afton Jct.	25 MPH.
MP 347.9—turnouts Crossover 67	25 MPH.
MP 349.5—turnout Main 1	25 MPH.
MP 393.2—turnout PSO Jct.	25 MPH.
MP 420.5—turnout Main 1, Main 2	
Trains up to 100 TOB	30 MPH.
Trains 100 TOB and over	25 MPH.
MP 422.9—turnout SKOL Jct.	10 MPH.
MP 423.0—turnouts Crossovers Urban	10 MPH.

1(D). Speed—Other

Sidings:

Todd, Catale, Bushyhead	25 MPH.
Racine, Degroat	20 MPH.
All other sidings	10 MPH.

Springfield Yard:

Between Teed and Broadway Street:

North Track from MP 235.4 to MP 238.1	20 MPH.
South Track from MP 237.2 to 238.1	20 MPH.

Between Division Street Overpass and Nichols

North and Middle track from MP 240.3 to MP 241.4	20 MPH.
South track from MP 240.7 to MP 241.4	20 MPH.
PSO Jct. to Oologah	25 MPH.

	Freight
Oologah Power Plant:	
Loop Track	5 MPH.
Plant Dumper	2 MPH.
Old Passenger Main and Old Freight Main MP 427.4 (W. 41st Overpass) to MP 428.6 (Begin CTC)	20 MPH.
(End CTC) Old Main 1 and Old Main 2 MP 423.1 to MP 425.2 (17th Street)	20 MPH.
In motion Hump Scale—Cherokee Yard	10 MPH.

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F. the applicable speed restriction will apply on the main track at the following locations:

MP 326.0 to MP 349.6

 Trains 100 TOB and over 30 MPH.

 Trains under 100 TOB 40 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Springfield Yard to Cherokee Yard 143 tons, Restriction C

Muskogee Branch (MP 426.0) 143 tons, Restriction D

Port Lead, MP 408.4 to Port of
 Catoosa Connection 143 tons, Restriction C

Six-axle locomotives and six-axle derricks not permitted on the following tracks:

 Aurora—MFA Plant Food

 Verona—Syntex Agribusiness tracks

 Howard Branch

Tiger (Yuba Heat Lead, MP 411.8)—Multiple six axle locomotives not permitted.

Howard Branch (MP 418.8)—Not more than one locomotive allowed when switching.

3. Type of Operation

CTC—in effect:
MP 241.4 to MP 423.1

Two Main Tracks

MP 241.4/Main 1 to Ft. Scott Sub MP 198.1

MP 241.4/Main 2 to Cherokee Sub MP 241.8

MP 279.1 to MP 282.6

MP 346.4 to MP 349.5

MP 420.5 to MP 423.1

Rule 6.28—in effect:
Between MP 241.4 and MP 239.7

Between MP 423.1 and MP 426.9

TWC—in effect:
PSO Jct. to Oologah

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

 MP 359.8

 MP 396.9

Rule 8.20—Derails on the east end of tracks 1001, 1002, 1003, 1004, 1005, 1007, 1012, 1308, 1309, 1310, and 1311 in Cherokee Yard will be left locked in the non-derailing position except when placed in the derailing position to protect workmen as required by GCOR 5.13.

Rule 9.1—Signals Not Conforming to Indications Shown in the System Special Instructions

Aspect	Name	Indication
-Flashing Yellow -Flashing Yellow/Red -Flashing Yellow/Red/Red -Flashing Yellow/Dark -Flashing Yellow/Dark/Dark	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH.
-Yellow/Yellow -Yellow/Yellow/Red	Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

Rule 9.12.1—Absolute signals governing movement through interlocking at MP 397.0 are also controlled signals. To pass stop indication crew must comply with Rule 9.12.3 by complying with instructions in the release box and comply with Rule 9.12.1 by contacting the BNSF control operator.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures
 - MP 400.2—WWD—Recall Code 767
 - MP 409.3—DED—EWD—Recall Code 769
- B. Other TWD locations
 - MP 260.9—Recall Code 768
 - MP 284.7—Recall Code 367
 - MP 314.6—Recall Code 368
 - MP 343.3—Recall Code 268
 - MP 359.6—DED/Exception Reporting
 - MP 364.0—DED/Exception Reporting
 - MP 370.6—Recall Code 868
 - MP 375.6—DED/Exception Reporting
 - MP 381.1—DED/Exception Reporting
 - MP 387.2—DED/Exception Reporting
 - MP 393.2—DED/Exception Reporting
 - MP 398.0—DED/Exception Reporting
 - MP 400.2—EWD—Recall Code 767
 - MP 405.2—DED/Exception Reporting
 - MP 409.3—DED—WWD—Recall Code 769
 - MP 414.2—DED/Exception Reporting
 - MP 418.4—Recall Code 768

6. FRA Excepted Track—See GCOR Rule 6.12

Howard Branch (MP 418.8), all tracks.

Springfield—

 Tracks 1115, 1118, 1120, Ralston Purina

 Tracks 9601, 9602 West end of Roadway Shop

 Track 9500 West end of Wheel Shop Lead

 Track 9580 Rose Con

 Track 9550 West Shop Belt

 Track 9590 Dead Freight Dock

7. Special Conditions

Springfield—See Item 7 of the Cuba Subdivision Special Instructions for additional restrictions at Springfield.

Springfield Radio Shop is a test station for head end devices. It simulates signals transmitted from a rear of train device and is operated 24 hours per day. Test procedure is as follows:

Test Number: Dial 90000

Check: All segments lit

 Brake pipe pressure is 125 pounds

 MARKER ON, BATTERY LOW, and

 STOPPED are lit.

Brookline—Eastward trains approaching Springfield Yard notify yardmaster via Radio Channel No. 66. Close clearance between the siding, track 4408 and the team track, 4401, MP 246.7 to MP 246.8.

Verona—Warning signal installed at the Ducoa plant gate. Signal located on pole between tracks with yellow sign and black lettering and two switches. All trains operate toggle switch before switching the plant.

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

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

Pierce City—On Industrial Lead, Hwy. 37 Grade Crossing must be flagged by a crew member to afford vehicle traffic warning before fouling crossing.

Fairland—Engines not permitted on Simmons Elevator track scales.

Afton—Close clearance between Farmland track 5601 and Coop track 5602

Vinita—Eastward trains stopped by the signal governing the UP Interlocking, MP 359.6, will stop clear of Scraper Street, MP 359.91.

PSO Oologah Power Plant

Loaded Trains—Unless instructed by train dispatcher to wait at Oologah Passing Track, trains must:

1. Stop short of the Vehicle Maintenance Building (VMB) crossing if unable to contact the dumper operator by radio (Channel 54).
2. When permission is received, proceed to the dumper. DO NOT enter the dumper, even if indicator light is green, until permission has been received from the dumper operator. Close clearance requires all side awnings and side mirrors be closed.
3. Spot the train for control/positioning arm attachment and unloading as instructed by the dumper operator.
4. When advised by the dumper operator, and ONLY after three (3) loads have dumped, crew will nullify the alertness control device and leave the train unattended during the remainder of the unloading process.
5. The conductor must notify BNSF Field Support of:
 - A. Any car set out or picked up between Ft. Scott and Oologah Power Plant.
 - B. Arrival time and spotting time of the train at the power plant.

Empty Trains—crews will be transported from on-duty point to Oologah and must proceed as follows:

1. Power plant personnel must be advised of the crew's presence on the property prior to boarding the train. The crew is responsible to either contact the PSO dumper operator via radio or the control room via the gate phone and advise of their presence before going to the train.
2. The dumper operator has been instructed not to release the control/positioning arm or wheel chocks until he makes visual contact with the conductor. Therefore, DO NOT move the train until the conductor has made visual contact with the dumper operator in the control room and radio communication has been established with the dumper operator to ensure a clear understanding of the move to be made. The conductor must then visually verify that the control/positioning arm and wheel chocks are released before moving the train.

3. The train must be moved at least 3 car lengths clear of the control/positioning arm before performing required air test, replacing ETD battery, and performing all other tasks that may be required to prepare the train for departure.
4. A spare battery is on charge in the Relay Room near the dumper. Exchange the battery from the ETD to the charger. Be sure to leave the old battery on charge.
5. Do not move the train beyond the loop switch until communication with the BNSF train dispatcher discloses that another train is not enroute to the loop.

Claremore—Eastward trains stopped by signal governing UP Interlocking MP 397.0 will stop clear of Will Rogers Blvd. (Highways 88 and 20).

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

Muskogee, OK—Trains and engines using Muskogee Yard must comply with special notices posted in the UP/BNSF depot. When switching on Fort Howard tracks, Fort Howard safety rules must be followed. 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.

Cherokee Yard—Close clearance between tracks 1101-1102 and between tracks 1070-1071

Remote Control Operations—Signs located at MP 242.0 (Cherokee Subdivision), MP 233.0 (Cuba Subdivision), MP 198.0 (Ft. Scott Subdivision), and MP 206.0 (Thayer-North Subdivision) designate the Remote Control Area at Springfield Yard.

Signs located at MP 428.0 (Avarad Subdivision), MP 411.2 (Cherokee Subdivision), and at MP 430.5 (Creek Subdivision) designate the Remote Control Area at Cherokee Yard.

Hot Weather Train Handling (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

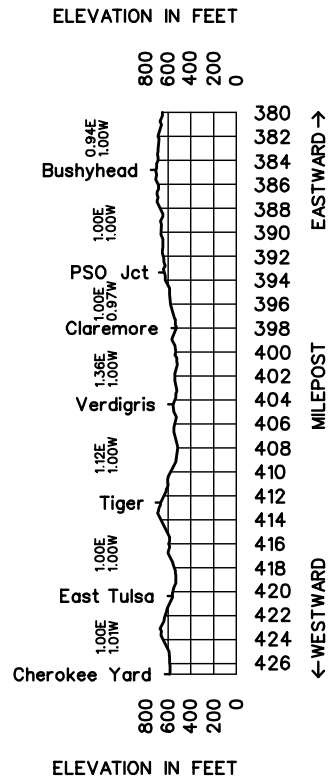
Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West, approach signal North Imboden at 35 MPH".



Length of Siding (Feet)	Station Nos.	Mile Post	Cuba Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	92007	7.1	LINDENWOOD	M	Rule 6.28		0.2
		7.3	S E JCT	J			1.3
		8.6	OLD ORCHARD	XY	DT ABS TWC		7.1
	92016	15.7	TREE COURT				2.2
	92018	17.9	E VALLEY PARK				0.4
		18.3	W VALLEY PARK	T			8.9
8,150	92027	27.2	EUREKA				6.9
10,518	92034	34.1	PACIFIC				9.9
6,542	92044	44.0	ROOK				8.2
6,613	92052	52.2	ST CLAIR				10.0
7,644	92062	62.2	STANTON				15.0
6,545	92077	77.2	COFFEYTON				9.6
6,371	92087	86.8	CUBA	J	CTC		8.0
6,811	92095	94.8	ROSATI				10.8
7,129	92106	105.6	DILLON			1002	13.5
6,313	92119	119.1	NEWBURG				2.4
	92121	121.5	BUNDY JCT	T			13.1
7,410	92135	134.6	DIXON				7.4
6,730	92142	142.0	JURY				10.5
6,443	92152	152.5	SWEDEBORG				15.0
6,060	92168	167.5	STOUTLAND				7.7
6,942	92174	174.1	SLEEPER				7.7
	92182	181.8	LEBANON	T			8.7
8,145	92191	190.5	HUBEN				16.4
8,591	92207	206.9	NIANGUA				13.9
8,899	92220	220.8	NORTHVIEW				6.9
7,570	92228	227.7	STRAFFORD				7.4
	92235	235.1	TEED	X(2)	2MT CTC		2.1
		237.2	43 TRACK (To Kissick 11.9 Miles)	Y			2.5
	92239	239.7	SPRINGFIELD YARD (To Willard 8.6 Miles)	T	Rule 6.28		233.8

Radio Channel No. 57 in service at Lindenwood Yard.

Radio Channel No. 70 in service Lindenwood to Dillon.

Radio Channel No. 15 in service Dillon to Springfield Yard.

Radio Channel No. 66 in service at Springfield Yard.

Radio Call-In		
Lindenwood-81(X)	Valley Park-71(X)	Stanton-61(X)
Cuba-31(X)	Newburg-41(X)	Lebanon-51(X)
Northview-61(X)	Springfield Yard-81(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

0700-2300: Monday - Friday—(817) 234-6150,
fax (817) 234-6374

Saturday, Sunday—(817) 234-6155,
fax (817) 234-6415

2300-0700: Daily—(817) 234-6156, fax (817) 234-6416

Mobile Radio		Access Digit	Disconnect Digit
St Louis	768-7045	*1	#1
Stanton	768-6944	*1	#1
Rosati	829-4681	*2	#2
Sleeper	829-4779	*3	#3
Springfield	829-4742	*1	#1

1. Speed Regulations

1(A). Speed—Maximum

MP 7.1 to MP 239.7 **Freight**
50 MPH.

1(B). Speed—Permanent Restrictions

MP 7.9 for WWD trains on Main 1 after head end of train
arrives MP 7.9 and rear end of train is by MP 7.3 35 MPH.
MP 7.9 to MP 10.5 35 MPH.
MP 10.5 to MP 19.0 45 MPH.
MP 41.1 to MP 59.4 40 MPH.
Bridge 45.5, cars heavier than 134 tons 10 MPH.
MP 70.7 to MP 74.3 40 MPH.
MP 106.4 to MP 110.8 45 MPH.
MP 110.8 to MP 116.2 35 MPH.
MP 116.2 to MP 120.7 40 MPH.
MP 120.7 to MP 124.3 45 MPH.
MP 130.5 to MP 137.3 40 MPH.
MP 137.3 to MP 142.3 45 MPH.
MP 142.3 to MP 145.1 40 MPH.
MP 145.1 to MP 149.8 45 MPH.
MP 149.8 to MP 175.9 40 MPH.
MP 181.2 to MP 182.8 (HER) 40 MPH.
MP 182.8 to MP 188.5 45 MPH.
MP 216.8 to MP 221.4 40 MPH.
MP 235.1 to MP 235.4, Main 1 25 MPH.
MP 235.1 to MP 237.2, Main 2 35 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts:
Pacific 25 MPH.
Coffeyton, St. Clair, Newburg 20 MPH.
All other siding turnouts 10 MPH.
MP 7.3, SE Jct. 10 MPH.
MP 235.3, Teed crossovers 25 MPH.

1(D). Speed—Other

Sidings:
Pacific 25 MPH.
Coffeyton, St. Clair, Newburg 20 MPH.
All other sidings 10 MPH.
Freight trains 100 TOB and over:
MP 7.1 to MP 17.9, Westward trains 30 MPH.
MP 46.0 to MP 50.0 Eastward trains 30 MPH.
MP 111.0 to MP 117.0 Westward trains 30 MPH.
MP 123.0 to MP 134.0 Eastward trains 30 MPH.

Springfield Yard

Between Teed and Broadway Street
North Track from MP 235.4 to MP 238.1 20 MPH.
South Track from MP 237.2 to 238.1 20 MPH.
Between Division Street Overpass and Nichols
North and South Tracks from MP 240.3 to 241.7 20 MPH.
Between Division Street Overpass and Nichols
North and Middle track from MP 240.3 to MP 241.4 20 MPH.
South track from MP 240.7 to MP 241.4 20 MPH.
Old Memphis Passenger Main at Main, Campbell,
Booneville and Jefferson Streets (HER) 5 MPH.
West Belt at Chestnut Expressway (HER) 5 MPH.
Lilly Tulip Track at Chestnut Expressway (HER) 5 MPH.
Francis's Manufacturing at Highway 744 (Kearney St.) (HER) 5 MPH.

Freight

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F. the applicable speed restriction will apply on the main track at the following locations:

MP 53.8 to MP 118.5

Trains 100 TOB and over 30 MPH.

Trains under 100 TOB 40 MPH.

Item 1(A) of the System Special Instructions, Control of Harmonic Rocking on Jointed Rail, applies on the Cuba Subdivision.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Lindenwood to Springfield 143 tons, Restriction C

Springfield to Willard 143 tons, Restriction G

43 Track to Kissick 134 tons, Restriction G

Six-axle locomotive and six-axle derricks not permitted in the following tracks:

Rolla - Maggi Spur

3. Type of Operation

Double Track—ABS—TWC—in effect:

MP 7.9 to MP 17.9

CTC—in effect:

MP 17.9 to MP 237.2.

Rule 6.28—in effect:

MP 7.1 to MP 7.9

MP 237.2 to MP 239.7

Two Main Tracks

MP 235.1 to MP 235.4 on north track is Main Track 1

MP 235.1 to MP 237.2 on south track is Main Track 2

Yard Limits—in effect:

MP 7.9 to MP 9.1.

MP 237.05 to MP 237.21 on Main 2 and on Kissick Branch at 43 track control point.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 8.20—Derails on the West End Hump Lead Track in Springfield Yard will be left locked in the non-derailing position except when placed in the derailing position to secure unattended locomotives.

Derails on the Wheel Yard Lead in Springfield Yard will be left locked in the non-derailing position except when placed in the derailing position to protect workmen as required by GCOR Rule 5.13.

Rule 9.1—Signals Not Conforming to Indications Shown in the System Special Instructions

Aspect	Name	Indication
-Flashing Yellow -Flashing Yellow/Red -Flashing Yellow/Red/Red -Flashing Yellow/Dark -Flashing Yellow/Dark/Dark	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH.
-Yellow/Yellow -Yellow/Yellow/Red	Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

Rule 15.1—43 Track—Southward Thayer Subdivision

Trains—Track warrant from Thayer Subdivision dispatcher will fulfill requirements for eastward movement from 43 Track.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD Locations

MP 29.5—Recall Code 718

MP 57.2—Recall Code 618

MP 78.8—Recall Code 317

MP 101.4—Recall Code 318

MP 120.8—Recall Code 418

MP 150.5—Recall Code 517

MP 177.0—Recall Code 518

MP 193.8—Recall Code 617

MP 215.4—Recall Code 618

6. FRA Excepted Track—

Strafford MP 227.7 to Springfield MP 239.7 all leads, industries, yards and backtracks.

Excluded from FRA Excepted Tracks—All Main Tracks

Springfield inbound and outbound tracks on the East end of Kansas Avenue Yard.

Springfield Long 4 South and Long 5 North.

Springfield yard tracks and leads between Long 4 South and Long 5 North.

Springfield Kissick route from 43 Track switch to end of track.

7. Special Conditions

St. Louis—St. Louis Lindenwood Yardmaster will monitor BNSF radio Channel 57. Trains arriving and departing Lindenwood should remain on Channel 57 within the St. Louis Terminal complex, and when necessary to communicate with the Dispatcher, use proper channel.

In application of ABTH Rule 102.14, the percent of grade on tracks in Lindenwood Yard (MP 9.1 to MP 2.1) and on all TRRA tracks is "Level".

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

Between Lindenwood and Kirkwood—Do not sound whistle signal as prescribed by Rule 5.8.2(11) except when: whistling for Roadway Workers; notified that automatic warning devices are malfunctioning; meeting or passing in the immediate vicinity of a grade crossing and a motorist's view of any part of either train will be or could be obstructed by either train approaching that grade crossing; other operating rules dictate; or an emergency requires.

Between the hours of 2000 and 0800, trains are prohibited from being tied down or left in the vicinity of Big Bend and Geyer Road in Kirkwood. If uncertain as to when train will be relieved, contact the Lindenwood Yardmaster or Train Dispatcher. Trains spotting C&H Lumber Co. may at anytime cut train off at Big Bend and Geyer Road for spotting purposes. If necessary to tie down a train in Kirkwood, it must be left at the I-270 area.

Valley Park—Eastward trains approaching Lindenwood notify yardmaster by radio.

The Valley Park switching area, line segment 1102, is controlled by the Missouri and Valley Park Railroad. Prior to entering yard tracks, the "Nest" Track 1745, or the "Old Main" 1744, contact the Missouri and Valley Park Railroad Coordinator on channel 48, or the Lindenwood Yardmaster and be governed by their instructions. Operation on these tracks will be under GCOR Rule 6.28, Movement on Other Than Main Track.

MP 19.7—Whistle freely for road crossing at MP 19.7 (This is to protect trucks crossing to sand plant).

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

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

Richland—Do not leave cars or engines standing within 350 feet on either side of Dublin Lane Road at MP 158.8, or within 500 feet on either side of Highway 7 at MP 158.4.

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

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

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

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

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

Springfield—The crossing on the Pass adjacent to the Old Memphis Passenger Main at East Trafficway must be protected by a crew member on the ground at the crossing.

Radio communications to the Tower Yardmaster from road crews, or between yard and road crews within the terminal, will be conducted on Channel 66 only.

Overhead clearance on the locomotive turntable in Springfield Yard is not sufficient for all rail equipment. Tri-level automotive equipment will not clear overhead structure on this turntable. Stop movement before placing equipment on the turntable and make visible observation to ensure it will clear overhead structure.

Close Clearance—Watch for close clearance between tracks 118-119, 120-121, 127-128, the first car length of General Electric track 1880, and the last 2 car lengths of MFA Elevator track 3333.

Elevator Track at Broadway Street—Crossing warning devices are not activated by movement on this track. Crew member must flag the crossing.

Remote Control Operations—Signs located at MP 242.0 (Cherokee Subdivision), MP 233.0 (Cuba Subdivision), MP 198.0 (Ft. Scott Subdivision), MP 206.0 (Thayer-North Subdivision) designate the Remote Control Area at Springfield Yard.

Signs located at MP 9.1 (Cuba Subdivision), MP 8.5 (River Subdivision), MP 2.1 (Hannibal Subdivision) designate the Remote Control Area at Lindenwood Yard, St. Louis, Mo.

Head End Device Test Stations—Test station for head end devices has been set up at the Springfield radio shop. This station simulates signals transmitted from a rear of train device and is operational 24 hours per day. Test procedure is as follows:

Test Number: Dial 90000

Check: All Segments lit

Brake pipe pressure is 125 pounds

MARKER ON, BATTERY LOW AND

STOPPED are lit

Hot Weather Train Handling (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as "critical areas" and are limited to restricted speed.

MP 18.0 to MP 142.0

MP 174.0 to MP 190.5

Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West, approach signal East Jury at 35 MPH".

8. Line Segments

Yard Line Segments

Line Segment Limits

1101 Lindenwood Yard

1102 Valley Park

1103 Springfield—Kansas Ave. Yard

Road Line Segments

Line Segment Limits

Mileposts

1005 Springfield Yard to Willard 191.8 to 183.4

1011 Springfield Yard to Kissick 237.2 to 249.1

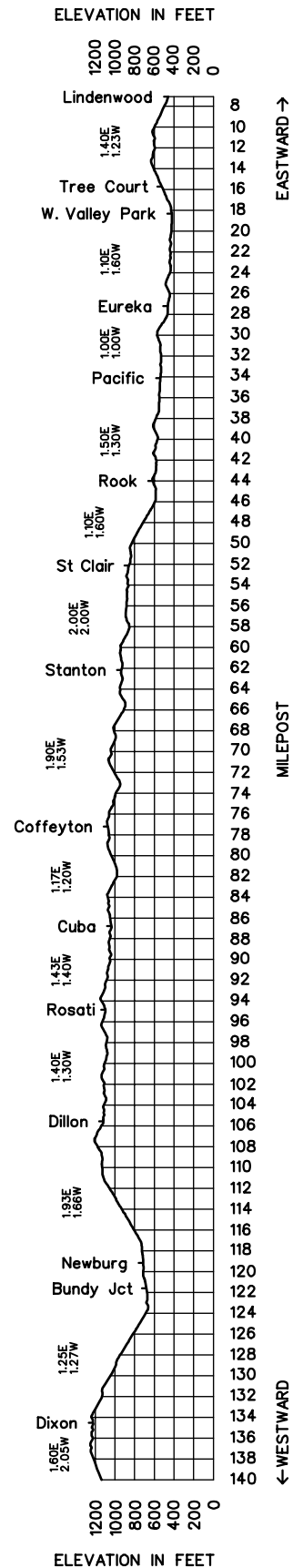
1018 Nichols to WS 198.3 to 205.2

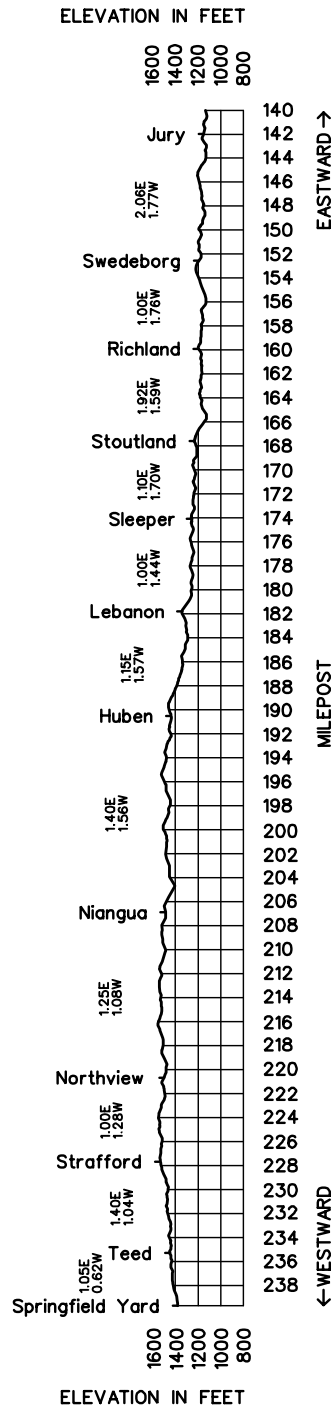
1002 Lindenwood to Springfield Yard

9. Locations Not Shown as Stations

Name	Location	Capacity Cars	Switch Opens
92013 Kirkwood	MP 12.3	15	East
92034 Pacific Lumber	MP 34.6	2	East
92034 Madison Warehouse	MP 35.1	8	West
52052 MFA Spur	MP 54.2	6	East
92068 Sullivan House Track	MP 68.1	5	East
92095 Rosati Spur Track	MP 94.8 - off siding	6	West
92098 Manchester Pkg Spur	MP 98.5	6	West
92100 St James	MP 100.6	8	West
92106 Cantex Spur	MP 107.5	8	East
92111 Rolla - Old PassTrack	MP 109.6	50	Both
92111 Rolla - House Track	MP 110.4	4	East
92135 Dixon Team Track	MP 134.7	3	East
92147 Crocker	MP 147.0	30	Both
92152 Swedeborg House Track	MP 152.5 - off siding	6	West
92160 Richland	MP 159.5	5,300	West
92182 Lebanon	MP 182.0	25	Both
92182 MFA Plant Food	MP 182.7	3	East
92198 Conway Team Track	MP 198.3	20	East
92207 Niangua Team Track	MP 206.9 - off siding	9	West
92214 MFA Plant Food	MP 213.1	13	West
92214 Marshfield Milling	MP 213.3	4	East
92239 French's Spur	MP 233.1	11	West
92239 Wally	MP 234.3	42	Both
43 Track to Kissick:			
92866 Galloway	MP 246.5		
92869 Kissick	MP 249.1		

10. Grade Charts





SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ft. Scott Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
			0.0	19TH STREET YARD				1.6	
			1.6	BN CROSSING-25TH ST.	M	CTC		0.5	
			2.1	KCT-29TH ST.	M			0.1	
			2.2	30TH STREET				1.7	
			3.9	ROSEDALE				1.7	
			5.6	BRAVO	X(2)	2MT CTC		10.9	
			16.5	CHARLIE	X(2)			10.0	
			21.5	CP 215	XJY			5.0	
	93025	26.5	BONITA			CTC		10.8	
	93036	37.3	N. HILLSDALE			2MT CTC		4.5	
	93036	41.8	S. HILLSDALE					1.1	
	93043	42.9	PAOLA					0.2	
		43.1	UP	A				5.2	
6,400	93048	48.3	HENSON			CTC	1001	5.9	
8,635	93054	54.2	FONTANA					8.3	
9,250	93062	62.5	LaCYGNE					11.5	
12,068	93074	74.0	PLEASANTON					7.9	
6,792	93082	81.9	PRESCOTT					9.8	
8,640	93092	91.7	HAMMOND					5.1	
		96.8	N. FT. SCOTT					1.8	
	93099	98.6	FT. SCOTT			2MT CTC		0.3	
		98.9	S. FT. SCOTT					3.8	
	93103	102.6	EDWARD	JX(2)				14.2	
8,750	93116	116.9	ARCADIA					1.5	
		118.4	KCS	A				14.4	
8,600	93132	132.8	IANTHA					5.9	
	93139	138.7	LAMAR					0.4	
		139.1	MNA RR	A		CTC		10.3	
8,600	93149	149.4	DIX					12.6	
6,715	93162	162.0	DUMBECK					8.6	
8,935	93171	170.6	PILGRIM					8.4	
	93176	179.0	EVERTON					15.5	
9,133	93195	194.5	ELWOOD					3.8	
	92242	198.3	NICHOLS	J		Rule 6.28		203.3	

MP 0.0 to MP 16.5 is part of and under the jurisdiction of the Nebraska Division.

Radio Channel No. 66 in service in Kansas City Terminal.

Radio Channel No. 39 in service from 30th Street to NSS Henson.

Radio Channel No. 82 in service from NSS Henson to Nichols.

Ustick Dispatcher has jurisdiction from Kansas City to NSS Henson and radio contact can be made by depressing tone button 1 on channel 66 or 39 depending on train's location. For emergency, depress tone button 9 on the appropriate radio channel.

Ft. Scott Subdivision Dispatcher has jurisdiction from NSS Henson to Nichols and radio contact can be made by using channel 82 and the appropriate radio call-in number shown in the timetable.

Radio Call-In: Ustick Tower Dispatcher uses the AVTEC radio call-in. Dispatcher is tone 1 and emergency is tone 9, both on channel 66.

Radio Call-In		
Paola-65(X)	Mt. Vernon-75(X)	Ft. Scott-45(X)
Lamar-35(X)	Greenfield-25(X)	Springfield Yard-85(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Ustick Tower Dispatcher, Murray Yard to Henson
(913) 551-2365, Fax (913) 551-2395
KC South Dispatcher, Henson to Nichols
(817) 234-6152, (800) 666-1025, Fax (817) 234-6412
Ft. Scott Trainmaster, MP 31 to Nichols
(620) 223-7500, Fax (620) 223-7501

Mobile Radio		Access Digit	Disconnect Digit
Kansas City-Green	472-2287	*1	#1
Ft. Scott-Green	223-7562	*2	#2
Springfield-Green	829-4742	*1	#1
Louisburg-Red	223-7563	*1	#1

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 98.6	60 MPH.
MP 98.6 to MP 198.3	50 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 2.0	10 MPH.
MP 2.0 to MP 7.9	30 MPH.
Bridges 4.4 and 5.2, cars heavier than 134 tons	25 MPH.
MP 7.9 to MP 11.5	40 MPH.
MP 11.5 to MP 16.0	50 MPH.
MP 37.4 to MP 41.9	50 MPH.
MP 41.9 to MP 43.4	40 MPH.
MP 54.8 to MP 60.0	50 MPH.
MP 66.8 to MP 67.3	50 MPH.
MP 86.8 to MP 87.5	50 MPH.
MP 96.0 to MP 96.7	40 MPH.
MP 96.7 to MP 97.7	30 MPH.
MP 97.7 to MP 98.7 (HER)	20 MPH.
MP 98.7 to MP 102.5	30 MPH.
MP 102.5 to MP 106.7	30 MPH.
MP 114.5 to MP 121.0	45 MPH.
MP 137.6 to MP 138.9	45 MPH.
MP 139.0 to MP 139.1, MNA RR Crossing	40 MPH.
MP 158.4 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 188.2	40 MPH.
MP 198.1 to MP 198.3	25 MPH.

1(C). Speed—Switches and Turnouts

	Up to 100TOB	100TOB and Over
Siding Turnouts:		
Henson and Fontana	20 MPH.	10 MPH.
LaCygne and Pleasanton	40 MPH.	25 MPH.
Prescott, Hammond, and Arcadia	20 MPH.	10 MPH.
Iantha	25 MPH.	25 MPH.
Dix, Dumbeck, Pilgrim, and Elwood	20 MPH.	10 MPH.
MP 2.2, crossover	20 MPH.	20 MPH.
MP 5.6, Bravo crossover	30 MPH.	25 MPH.
MP 16.5, Charlie crossovers	35 MPH.	25 MPH.
MP 21.5 CP 215 crossover	40 MPH.	25 MPH.
MP 21.5 CP 215 turnout Olathe Connection Trk ..	10 MPH.	10 MPH.
MP 26.5, Bonita turnout Main 2	40 MPH.	25 MPH.
MP 37.3, N. Hillsdale turnout Main 2	40 MPH.	25 MPH.
MP 41.8, S. Hillsdale turnout Main 2	35 MPH.	25 MPH.

	Up to 100 TOB	100 TOB and Over
MP 41.8, S. Hillsdale turnout Main 1 to UP Long Track	25 MPH.	25 MPH.
MP 96.8, N. Ft. Scott turnout Main 1	25 MPH.	25 MPH.
MP 102.6, Edward crossovers	30 MPH.	25 MPH.
MP 198.3, Nichols crossovers	20 MPH.	20 MPH.

1(D). Speed—Other

Freight

Sidings: Track speeds are same as Item 1(C)
turnout speed at each location.
Olathe Connection Track—MP 0.0Z to MP 1.3Z ... 10 MPH. 10 MPH.
Loaded unit trains of grain, coal, taconite, potash, coil steel and other
bulk commodities must, when practicable, not take siding.

Temperature Restriction—When the ambient (air)
temperature exceeds 90 degrees F. the applicable speed
restriction will apply on the main track at the following locations:

MP 162.9 to MP 198.3	
Trains 100 TOB and over	30 MPH.
Trains under 100 TOB	40 MPH.

See Item 1 of the System Special Instructions for additional
speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

19th Street to Nichols 143 tons, Restriction D

Six-axle locomotives and six-axle derricks not permitted on the
following tracks:

Lamar—O'Sullivan Industry Track.

3. Type of Operation

CTC—in effect:

MP 2.2 to MP 198.3 30th St. to Nichols
MP 0.0Z to MP 1.3Z Olathe Connection Track

Two Main Tracks

MP 2.2 to MP 26.6 30th St. to Bonita
MP 37.3 to MP 41.7 N. Hillsdale to S. Hillsdale
MP 96.8 to MP 102.6 .. N. Ft. Scott to Edward

Manual Interlockings not Controlled by BNSF
KCT Railway

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0
miles.

MWOR Rule 6.58—Automatic Interlockings with MW Release
Box:

MP 43.1
MP 118.4
MP 139.1

Rule 9.1—Signals Not Conforming to Indications Shown in the
System Special Instructions

Aspect	Name	Indication
-Flashing Yellow -Flashing Yellow/Red -Flashing Yellow/Red/Red -Flashing Yellow/Dark -Flashing Yellow/Dark/Dark	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH
-Yellow/Yellow -Yellow/Yellow/Red	Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout

Rule 9.12.1—Absolute signals governing movement through
interlockings at MP 43.1 (Paola) and MP 118.4 (Arcadia) are
also controlled signals. To pass stop indication, crew must
comply with Rule 9.12.3 by complying with instructions in the
release box and comply with Rule 9.12.1 by contacting the
BNSF control operator.

Rule 15.1—Nichols—Track warrant will be received at
Springfield Yard.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures
MP 47.7—DED—SWD

MP 50.8—NWD—Recall Code 657
MP 61.7—DED—NWD—Radio Tone
MP 71.0 NWD—Recall Code 658

B. Other TWD locations

MP 2.6—DED/Exception Reporting
MP 8.1—DED/Exception Reporting
MP 13.0—DED/Exception Reporting
MP 16.4—DED/Exception Reporting
MP 21.6—DED/Exception Reporting
MP 27.4—Recall Code 758
MP 47.7—DED—NWD
MP 50.8—SWD—Recall Code 657
MP 61.7—DED—SWD—Radio Tone
MP 71.0 SWD—Recall Code 658
MP 85.9—Recall Code 457
MP 107.6—Recall Code 458
MP 130.2—Recall Code 357
MP 154.7—Recall Code 358
MP 178.8—Recall Code 258

6. FRA Excepted Track—None

7. Special Conditions

Kansas City

Kansas City Terminal Railway (KCT)—All tracks in the
Kansas City Terminal are designated in The Greater Kansas
City Area Operating and Special Instructions. Crews operating
across Kansas City Terminal Railway Company trackage must
have a current copy of the Greater Kansas City Area
Operating and Special Instructions in their possession and
review all Kansas City Terminal Railway Company General
Notices and General Orders before each day's work or trip.
This will fulfill the requirements of Rule 6.2 of the General Code
of Operating Rules. The Kansas City Terminal Railway
Company does not issue track warrants or bulletins. All
modifications to the Greater Kansas City Area Operating and
Special Instructions are made in the aforementioned General
Notices and General Orders.

KCT RR Telephone Procedures—Trains operating on KCT
RR at Santa Fe Jct, 29th Street, Adams Street, and Old Union
Depot (West Bottoms) can reach the KCT train dispatcher at
551-2188.

KCT RR Radio Procedures—While on the KCT RR, trains
must monitor channel 6060. To reach the KCT train dispatcher,
contact directly without use of tone button..

25th Street—Flashing light signals 25th street: Control circuit
on Main 1 starts 100 feet and on Main 2 starts 300 feet north of
crossing. Do not foul control circuit unless southward absolute
signal Tower 4 displays a proceed indication. When southward
train occupies circuit more than two minutes signals cease to
operate and crossing must be protected from a position on the
ground.

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 at (913) 888-4110.

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

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

Olathe Connection Track—The 1.3 miles of track that connect the Ft. Scott Subdivision Main 1, MP 21.5, to the Emporia Subdivision Main 2, MP 26.1. CTC is in effect under the control of the Ustick Dispatcher. Mileposts on the connection track are designated with a Z and ascend from MP 0.0Z (Fort Scott Subdivision) to MP 1.3Z (Emporia Subdivision). The Emporia Subdivision dispatcher control and radio channel 36 begin at the eastbound controlled signal for the turnout to the Emporia Subdivision.

Crews using the Olathe Connection Track must plan for continuous movement while any portion of the train occupies the track. Stops should only be made for situations that present an emergency. In the event a train receives Track Bulletin Form B that could affect movement on either subdivision, the train crew must contact the employee in charge to ensure continuous movement can be maintained before entering the connection track.

LaCygne—Watch for close clearance between the Main Track and the elevator Track. At Reed Mineral Co. there is an open unloading pit under the loading track 375 feet east of the dock.

Hammond—Watch for close clearance between the Siding and the Elevator Track.

Ft. Scott—Watch for close clearance between yard tracks 104-106.

When trains are present at North Ft. Scott other approaching trains must sound bell and whistle freely to warn other crew members that may be changing crews.

Inbound trains changing crews at Ft. Scott must contact the outbound crew and inform them of any exceptions with their train. If the outbound crew is ready, change crews at the depot. Place FRA tie up slips and signal awareness forms in the appropriate boxes. Due to traffic issues, there will be no crew changes at the depot between 0630-0930 and 1440-1830, Monday through Friday.

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

When spotting O'Sullivan Industry, comply with instructions listed on the north side of the building next to the telephone.

When pulling the MNA RR connection track 5908, an air gauge has been placed at the north end of the track next to the MNA derail. This is to perform an air brake test per ABTH Rule 100.1.

Greenfield—At Highway 160 Crossing on Greenfield Lead, before fouling the crossing with a shoving movement, traffic must be warned by crew member on the ground.

Elwood—Southward trains approaching Springfield Yard must notify the yardmaster via radio. Radio communications to the Tower Yardmaster from yard and road crews, or between yard and road crews within the terminal, will be conducted on Yard Channel 1 or 66 only.

Remote Control Operations—Signs located at MP 242.0 (Cherokee Subdivision), MP 233.0 (Cuba Subdivision), MP 198.0 (Ft. Scott Subdivision), MP 206.0 (Thayer-North Subdivision) designate the Remote Control Area at Springfield Yard.

Signs located at MP 216.2 (Brookfield Subdivision), MP 1.7 and 15.0 (Emporia Subdivision), MP 4.0 (Fort Scott Subdivision), and MP 8.0 (St. Joseph Subdivision) designate the Remote Control Area at Argentine and Murray Yards.

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

Test Number: Dial 90000

Check: All Segments lit

Brake pipe pressure is 125 pounds
MARKER ON, BATTERY LOW AND
STOPPED are lit

Hot Weather Train Handling—(See Item 1(D) for Hot Weather Speed Restrictions) In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as "critical areas" and are limited to restricted speed.

MP 58.6 to MP 59.4

MP 63.0 to MP 70.0

MP 85.1 to MP 86.7

MP 111.1 to MP 114.4

MP 168.1 to MP 170.0

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)

- Signal Name

- Control point location

- Track (on single track, main track designation is not necessary)

- Speed

Example of Transmission:

"BNSF 6301 North approach signal north LaCygne at 35 MPH".

8. Line Segments
Road Line Segments
Line Segments Limits

1001 30th St. to Nichols
 7100 Olathe Conn. Track—MP 0.0Z to MP 1.3Z
 1005 KC Belt Jct. to BB Jct.—MP 5.7 to MP 11.7
 1017 Greenfield Lead—MP 165.7 to MP 168.6

Yard Line Segments
Line Segments Limits

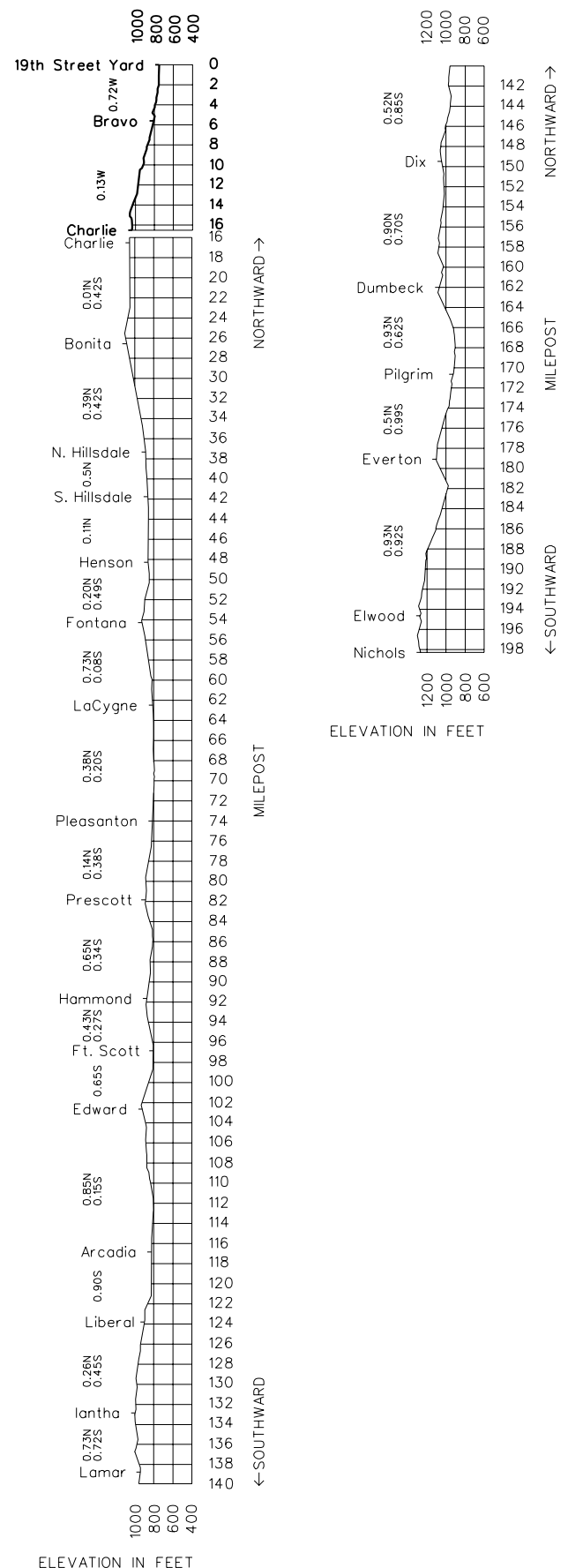
1108 Kansas City - 19th Street Yard
 1109 Lenexa Industrial Park

9. Locations Not Shown as Stations

Name	Location	Capacity Cars	Switch Opens
93014 Lenexa	MP 13.9 (Main 2)	5	North
Lenexa Pass	MP 14.5 (Main 1)	23	Both
Pittsburg Siding	MP 16.0 (Main 1)	68	Both
93021 Olathe	MP 20.5	114	Both
93024 Moss	MP 25.1	78	Both
Bonita Team	MP 25.2 (Main 2)	5	North
AFG Ind. Spur	MP 29.1	22	South
A&M Products	MP 28.82	31	South
93030 Springhill	MP 30.1	10	South
93036 Hillsdale Elevator Track	MP 36.2	15	Both
Boicourt Spur	MP 67.5	5	North
93109 Garland	MP 109.1	5600 ft.	Both
Arcadia House Track	MP 115.3	4	North
93124 Liberal	MP 125.5	2315 ft.	Both
MFA Spur	MP 131.6	15	North
MFA Elevator Spur	MP 139.1	30	South
93151 Golden City	MP 150.9	25	North
93159 Lockwood	MP 158.6	36	Both
93166 Greenfield	MP 165.5	5	South
93166 Greenfield Lead	MP 165.6	2.8 miles	North
93176 Everton Spur	MP 175.6	585 ft.	North
Ash Grove MFA	MP 182.6	5	South
93183 Ash Grove	MP 186.4	19	North

10. Grade Charts

ELEVATION IN FEET



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hannibal Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		20167	220.3	BURLINGTON	BJR			3.9	
		26212	216.4	KEMPER				6.5	
		26205	209.9	WEVER				2.2	
6,450		26203	207.7	SINCLAIR SWITCH				7.7	
		26198	200.0	FORT MADISON				10.7	
7,900		26185	189.3	MONTROSE				3.8	
		26180	185.5	GATEWAY				2.2	
		26178	183.3	SANDUSKY				5.4	
		26173	177.9	KEOKUK	BJR			11.3	
8,056		26162	166.6	GREGORY				10.4	
		26152	156.2	CANTON				6.1	
		26146	150.1	LA GRANGE				2.0	
8,517		26144	148.1	GRIFFITH				11.2	
7,500		25101	136.9	WEST QUINCY	BJTR			2.8	
		25104	134.1	MARK	J			2.6	
7,176		26132	131.5	FALK	J			10.7	
			120.8	NS XING	MX(2)			1.1	
9,300		26119	119.7	HANNIBAL				3.0	
			116.7	ILLASCO				12.4	
8,360		26104	104.3	ASHBURN				10.2	
		26094	94.1	LOUISIANA				0.5	
			93.6	GWWR XING	A			7.2	
		26086	86.4	DUNDEE				18.2	
9,606		26068	68.2	ELSBERRY				16.6	
7,335		26052	51.6	OLD MONROE				7.2	
6,860		26044	44.4	GIBBS				17.5	
10,423		26027	26.9	MACHENS				1.4	
			25.5	EAST UNION ELECTRIC				0.4	
			25.1	WEST UNION ELECTRIC				4.7	
10,620		26020	20.4	WEST ALTON				5.5	
8,924		26015	14.9	SPANISH LAKE				5.5	
		26009	9.4	BADEN	J			2.2	
On TRRA between Baden and Grand Ave., TRAA rules, timetable and Special Instructions govern.									
		26007	7.2	NORTH ST. LOUIS	BJT			0.9	
			6.3	CP 63				2.1	
		26004	4.2	NORTH MARKET	MJ			2.1	
Between North Market and Grand Ave. TRRA rules, timetable and Special Instructions.									
			2.1	GRAND AVENUE	MJ			5.0	
		92007	7.1X	LINDENWOOD	BMJ	Rule 6.28	1002	224.6	

Radio Channel No. 70 in service Burlington to West Quincy.

Radio Channel No. 87 in service West Quincy to Lindenwood.

Radio Channel No. 17 in service at Keokuk Yard and West Quincy Yard.

Radio Channel No. 58 in service at West Quincy Yard.

Dispatchers' Phone Numbers

Burlington to West Quincy—(817) 234-6028, FAX (817) 234-6067
Quincy to No. Market—(817) 234-6027, FAX (817) 234-6066

Radio Call-In		
Kemper-30(X)	Ft. Madison-31(X)	Keokuk-32(X)
Canton-36(X)	Hannibal-35(X)	Louisiana-37(X)
Elsberry-38(X)	Old Monroe-39(X)	Griffith-34(X)
North St. Louis-32(X)	Falk-71(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 220.3 to MP 136.9	40 MPH.
MP 136.9 to MP 7.2	60 MPH.

1(B). Speed—Permanent Restrictions

Loaded unit trains, except intermodal, between	
Burlington and West Quincy	30 MPH.
Grand Ave. Interlocking	10 MPH.
MP 4.2 to MP 4.8	10 MPH.
MP 4.8 to MP 8.1	30 MPH.
MP 8.1 to MP 18.3	45 MPH.
MP 18.3 to MP 20.6 (over Missouri River Bridge)	25 MPH.
MP 77.9 to MP 79.6	45 MPH.
MP 79.6 to MP 80.0	30 MPH.
MP 80.0 to MP 84.4	45 MPH.
MP 84.4 to MP 85.3	40 MPH.
MP 85.3 to MP 93.4	45 MPH.
MP 93.4 to MP 96.5	30 MPH.
MP 96.5 to MP 119.0	45 MPH.
MP 102.0 to MP 116.0 Loaded unit trains	35 MPH.
MP 119.0 to MP 121.2	25 MPH.
MP 125.9 to MP 126.4	55 MPH.
MP 131.5 to MP 134.1	55 MPH.
MP 134.0 to MP 137.0	25 MPH.
End CTC MP 137.7 equals MP 141.8	
East leg of wye MP 141.8	10 MPH.
MP 144.3 to MP 175.0	25 MPH.
MP 175.0 to MP 175.1	10 MPH.
MP 175.1 to MP 176.0	25 MPH.
MP 176.5 Eastward trains over road crossing (HER)	5 MPH.
MP 180.1 to MP 180.2 (HER)	25 MPH.
MP 188.5 to MP 189.5	25 MPH.
MP 194.6 to MP 195.1	25 MPH.
MP 199.0 to MP 203.0	25 MPH.
MP 202.8 (HER)	10 MPH.
MP 203.0 to MP 203.3	30 MPH.
MP 205.1 to MP 209.7	25 MPH.
MP 214.9 to MP 211.2	30 MPH.
MP 216.7 to MP 218.8	25 MPH.

1(C). Speed—Switches and Turnouts

Through Crossovers NS XING	10 MPH.
Through turnout MP 134.1	25 MPH.
Through turnouts East switch and West switch	
into West Quincy Yard	20 MPH.
Through turnout MP 137.1	25 MPH.
Through turnouts of controlled sidings,	
unless otherwise specified	20 MPH.
Through turnouts and sidings Falk, Elsberry, Old Monroe,	
Gibbs, West Alton and Spanish Lake	10 MPH.

1(D). Speed—Other

In West Quincy Yard	10 MPH.
Through controlled siding West Quincy	25 MPH.
Track 1, West Quincy Yard	Rule 6.28
Through controlled siding Gibbs	10 MPH.
Machens—Union Electric Power tracks loaded trains	5 MPH.
At Keokuk on the Moar line	Rule 6.28
Over Johnson St. (HER)	10 MPH.
Siding Sinclair Switch	10 MPH.
Bridge 18.8 cars heavier than 131.5 tons	10 MPH.
Bridge 100.43—Loaded unit coal trains	
consisting of trough car equipment	25 MPH.
Prospect Hill—Water Works Track	5 MPH.

Temperature Speed Restrictions—When the outside air temperature meets the “critical ranges” listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 204.1 to MP 198.6
 MP 195.0 to MP 194.0
 MP 179.5 to MP 169.0
 MP 163.5 to MP 161.0
 MP 124.3 to MP 90.0
 MP 21.0 to MP 20.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Burlington to West Quincy 143 tons, Restriction D
 West Quincy to Mark 143 tons, Restriction C
 Mark to Lindenwood 143 tons, Restriction D

Use only 4-axle locomotives in the following locations:

Cosgrove
 Louisiana Yard
 Illasco
 South River

Ft. Madison—Not more than one four-axle locomotive is permitted on all industrial tracks including Armour Dial. No unit coal trains allowed in Ft. Madison Yard.

Keokuk—Locomotives or box cars will not clear overhead car shaker on Track No 5 inside coal unloading building at Midwest Carbide Co. Locomotives and box cars must not go beyond door opening of building. No unit coal trains allowed in Keokuk Yard.

Dundee—Locomotives or cars must not move over coal unloading pit at Dundee Cement Co.

Winfield—No more than one locomotive on pipe track.

Old Monroe—Only one locomotive may be used when switching Fertilizer plant on Old Francis line.

Prospect Hill—Six-axle locomotives not permitted on water works tracks.

3. Type of Operation

Restricted Limits—in effect:

West Quincy MP 144.0 to MP 137.7
 Burlington MP 220.3 to MP 218.8
 Keokuk MP 178.5 to MP 176.0

CTC—in effect:

MP 137.7 to MP 104.6
 MP 70.0 to MP 4.3

ABS—in effect:

MP 70.0 to MP 104.6

TWC—in effect:

MP 70.0 to MP 104.6.
 MP 144.0 to MP 218.8

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, Burlington to West Quincy distance will be 1.5 miles. West Quincy to North St. Louis, distance will be 2 miles.

Rule 6.28—in effect between:

Grand Ave. Interlocking and Lindenwood.

5. Trackside Warning Detector (TWD)

- A. Protecting bridge, tunnel or other structures
 MP 14.9—DED—EWD—Recall Code 327
 MP 22.7—DED—WWD—Recall Code 247
 MP 135.0—DED—EWD—Recall Code 247
- B. Other TWD Locations
 MP 14.9—DED—WWD—Recall Code 327
 MP 18.0—Recall Code 328
 MP 22.7—DED—EWD—Recall Code 247
 MP 42.2—Recall Code 398
 MP 55.3—Recall Code 348
 MP 72.8—Recall Code 388
 MP 101.9—Recall Code 378
 MP 128.6—Recall Code 368
 MP 135.0—DED—WWD—Recall Code 247
 MP 159.6—Recall Code 367
 MP 192.5—Recall Code 318

6. FRA Excepted Track—None

7. Special Conditions

Loaded Unit Trains—Loaded unit trains must hold the main track at all sidings on the Hannibal Subdivision when possible.

Burlington and West Quincy—Double stacks and auto racks are prohibited from operating on Hannibal Subdivision between Burlington and West Quincy.

Trains leaving Burlington that have a train list indicating double stacks and/or auto racks must have the outbound or inbound crew do a roll-by inspection to ensure this equipment is not moved via this subdivision. This must be completed before passing Kemper Station.

Trains leaving West Quincy that have a train list indicating double stacks and/or auto racks must have the yardmaster or train crew at West Quincy give them a roll-by inspection to ensure this equipment is not moved via this subdivision.

Speed Test Boards—Engineers shall test the speed of their trains between the following points as compared with Speed Table:

MP 211 to MP 212 Kemper and Weaver
 MP 151 to MP 152 Canton and La Grange
 MP 128 to MP 129 Falk and NS Crossing
 MP 35 to MP 36 Machens and Gibbs

West Quincy—Except when track and time is in effect, when necessary to hand operate either switch at the west end of West Quincy both switches must be operated by hand as outlined in GCOR Rule 9.13.1.

Dundee—Cars must be left 500 feet from road crossing Dundee (clearances marked).

North St. Louis—Stop signs have been placed on Yard Track Main 5 just clear of ACT Storage Tracks. All trains must stop. If ACT is unloading, crews must ascertain that it is safe to pass prior to fouling south end of ACT Storage Tracks by contacting ACT or Lindenwood Yardmaster.

Grand Ave. Interlocking and Track 32—Rule 9.17 applies on Track 32 between Grand Avenue and Tower Grove Avenue within manual interlocking limits. All movements within these limits including the use of hand throw switches must be authorized by TRRA Dispatchers.

St. Louis—St. Louis Lindenwood Yardmaster will monitor BNSF Radio Channel No. 57. Trains arriving and departing Lindenwood should remain on Channel 57 within the St. Louis Terminal complex, and when necessary to communicate with the Dispatcher, use proper channel.

Remote Control Operations—Signs located at MP 9.1 (Cuba Subdivision), MP 8.5 (River Subdivision), MP 2.1 (Hannibal Subdivision) designate the Remote Control Area at Lindenwood Yard, St. Louis, Missouri.

TRRA—All BNSF employees operating on TRRA Trackage must have a copy of current Greater St. Louis Operating Rule Book in their possession.

Between Burlington and MP 175—Unless authorized by the roadmaster, all tracks other than main track and those listed below are out of service for unit coal, grain and ore trains or any portion of these trains, except bad order cars may be set out.

Kemper—ISU Power Plant tracks 113-01 through 138-01

Sinclair Switch—Track 2498

Montrose—Track 2198

Gateway—Tracks 2098 and 2020

Keokuk—Track 1801

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 10.0 to MP 18.0

MP 40.0 to MP 68.0

MP 75.0 to MP 122.0

MP 126.0 to MP 135.0

MP 148.0 to MP 152.0

MP 168.0 to MP 175.0

MP 195.0 to MP 196.0

MP 201.5 to MP 207.0

MP 210.0 to MP 211.0

MP 215.0 to MP 218.8

8. Line Segments

Yard Line Segments

Line Segment Limits

850 Ft. Madison

851 Keokuk

852 West Quincy

853 Hannibal

863 West Alton

Road Line Segments

Line Segment Limits

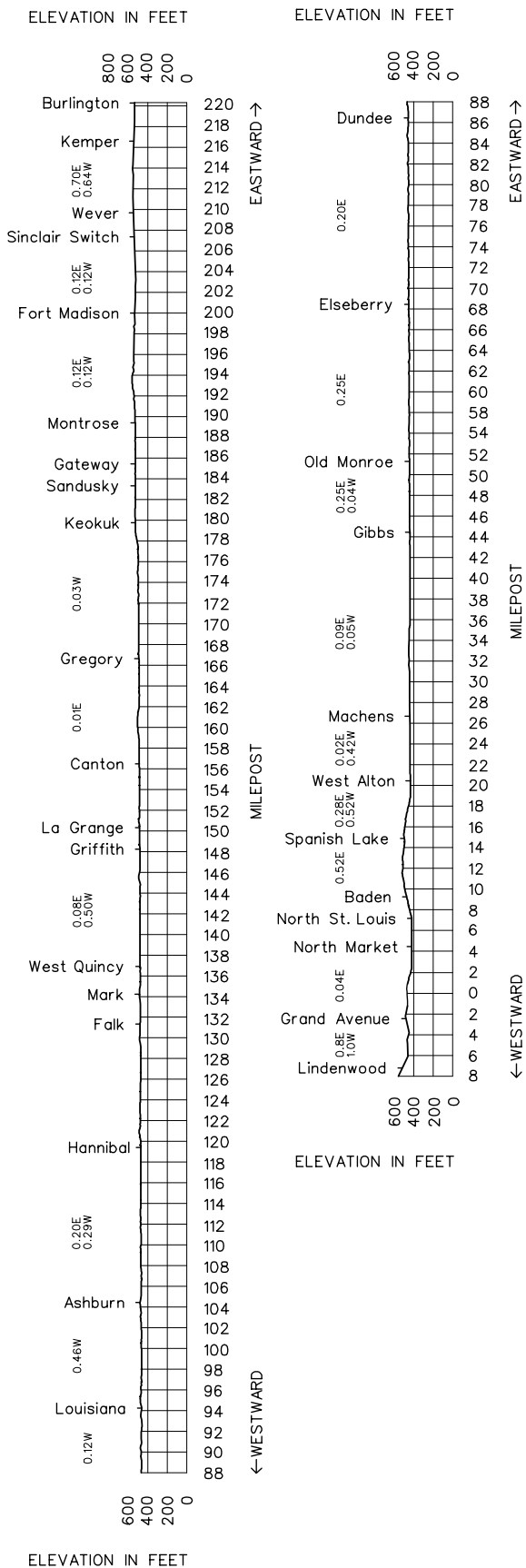
14 Burlington to North Market

1002 Grand Ave. to Lindenwood

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
26157 Fenway	5.2 west of Gregory	110	West
26178 Sandusky	2.2 west of Gateway	3,333	Both
26205 Wever	6.4 west of Kemper	702	West
26130 South River	1.7 west of Falk	5,100	West
26116 Ilasco	3.1 west of Hannibal	2,400	East
26092 Cosgrove	1.2 west of Louisiana	800	East
26075 Annada	11.0 west of Dundee	250	East
26056 Winfield	12.1 west of Elsberry	250	East
26037 Seeburger	7.5 west of Gibbs	600	East
26033 Orchard Farm	10.9 west of Gibbs	900	West
26010 Prospect Hill	4.5 west of Spanish Lake	2,000	Both

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Lead Line Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		86.8	CUBA	J	Rule 6.28	1009	8.3
	92818	95.1	STEELVILLE				5.3
	92823	100.6	LEAD				7.1
	92908	107.5	CHERRYVILLE				15.4
	92923	122.9	ST JOE			1010	7.1
	92933	130.0	BUICK	T	Rule 6.28		43.2

Radio Channel No. 70 in service.

Radio Call-In
Rosati-31(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Telephone Numbers

0700-2300, Monday—Friday: (817) 234-6150, fax (817) 234-6374

Saturday, Sunday: (817) 234-6155, fax (817) 234-6415

2300-0700, Daily: (817) 234-6156, fax (817) 234-6416

Mobile Radio		Access Digit	Disconnect Digit
Rosati	829-4781	*2	#2

1. Speed Regulations**1(A). Speed—Maximum**

	Freight
MP 86.8 to MP 88.0	10 MPH.
MP 88.0 to MP 100.6	25 MPH.
MP 100.6 to MP 130.0	10 MPH.

1(B). Speed—Permanent Restrictions

MP 93.4 to MP 93.6	10 MPH.
MP 98.5 to MP 98.8	10 MPH.

1(C). Speed—Switches and Turnouts

All Turnouts	10 MPH.
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1(D). Speed—Other—None

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Cuba to Buick 143 tons, Restriction C

Six-axle locomotives and six-axle derricks not permitted on this subdivision.

3. Type of Operation

TWC—in effect:
MP 88.0 to MP 129.0

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

Rule 6.28—in effect:
MP 86.8 to MP 88.0
MP 129.0 to MP 133.35 (End of Track)

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

Viburnum—When switching Doe Run Company, shoving movements into shed MUST be preceded by a crew member protecting from ground position. Locomotives are not allowed in shed account insufficient clearance.

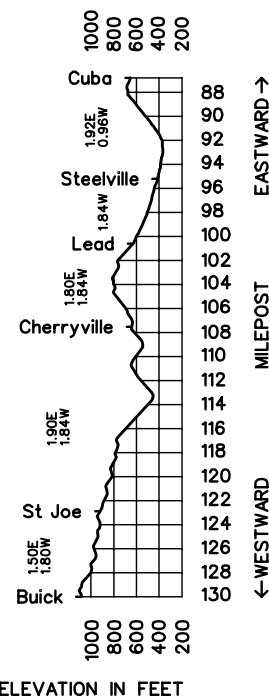
8. Line Segments**Road Line Segments****Line Segments Limits**

1009 Cuba to Lead

1010 Lead to Buick

9. Locations Not Shown as Stations

Name	Location	Capacity Cars	Switch Opens
Sanky	MP 94.3	3	South
92923 Viburnum	MP 124.2	4	North
92934 Fletcher	MP 133.0	26	Both

10. Grade Chart**ELEVATION IN FEET**

SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	River Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
			7.3	SE JCT.	J	Rule 6.28		1.8	
		98008	9.1	MUTUAL				3.4	
		98012	12.5	ALPHA				12.4	
	8,600	98025	24.9	BYERS				13.8	
		98039	38.7	FESTUS				3.4	
	7,111	98040	42.1	CRYSTAL	BJ			5.1	
		98047	47.2	RUSH ISLAND				19.3	
	8,600	98065	66.5	STE. GENEVIEVE	J			13.2	
	8,600	98081	79.7	McBRIDE				22.6	
	8,600	98103	102.3	WITTENBERG				13.3	
	5,040	98115	115.6	NEELYS				14.1	
	8,600	98129	129.7	FREEZE				12.0	
		98142	141.7	ROCKVIEW (UP)	AJ			1.6	
	9,150	98144	143.3	CHAFFEE	B			11.5	
	7,600	98155	154.8	BROOKS				10.3	
			165.1	N. SIKESTON			1025	0.5	
		98166	165.6	SIKESTON (UP)	A			14.7	
	8,263	98180	180.6	KEWANEE				5.6	
		98186	186.1	LILBOURN - UP GATE	g	CTC		6.8	
	10,563	98194	193.0	CONRAN				6.6	
		98199	199.6	PORTAGEVILLE				11.9	
		98211	211.5	TERRY				2.1	
		98213	213.6	HAYTI				11.8	
	8,780	98224	225.4	STEELE				10.3	
		98235	235.7	NORBLV				2.4	
	8,810	98237	238.1	BLYTHEVILLE (To Armored 6.0 miles)	B			14.6	
		98253	252.7	HAROLD				2.2	
		98254	254.9	OSCEOLA	T			10.6	
	7,613	98264	265.5	WILSON				16.8	
	8,610	93462	282.3	TURRELL	T			1.2	
		93462	283.3	RIVER JCT.	J			276.2	

Radio Channel No. 85 in service.

Radio Call-In		
Lindenwood - 87(X)	Crystal - 57(X)	Ste. Genevieve - 27(X)
McBride - 67(X)	Wittenberg - 17(X)	Cape - 47(X)
Sikeston - 37(X)	Portageville - 57(X)	Blytheville - 67(X)
Turrell - 17(X)	Turrell (Thayer Subdivision) - 12(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers—(817) 234-6155
 Fax—(817) 234-6415

Mobile Radio		Access Digit	Disconnect Digit
St. Louis	768-7044	*1	#1
St. Louis	768-7045	*1	#1
Ste. Genevieve	829-3285	*1	#1
Wittenberg	829-3284	*2	#2
Cape Girardeau	829-3283	*3	#3
Sikeston	829-3282	*1	#1
Portageville	829-3281	*1	#1
Blytheville	433-3994	*4	#4
Turrell	433-3997	*1	#1

1. Speed Regulations
1(A). Speed—Maximum

	Freight
MP 7.3 to MP 9.1—SWD after engine arrives MP 9.1	30 MPH.
MP 9.1 to MP 143.3	50 MPH.
MP 143.3 to MP 283.3	55 MPH.

1(B). Speed—Permanent Restrictions

MP 9.1 to MP 38.7	45 MPH.
MP 38.7 to MP 39.7 (HER)	30 MPH.
MP 39.7 to MP 48.0	45 MPH.
MP 48.0 to MP 80.5	25 MPH.
MP 80.5 to MP 93.0	45 MPH.
MP 93.0 to MP 103.6	35 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 130.6 to MP 134.7	20 MPH.
MP 141.7 to MP 142.5	25 MPH.
MP 142.5 to MP 143.6 (HER)	20 MPH.
MP 164.3 to MP 166.3 (HER)	20 MPH.
MP 185.5 to MP 186.6 (HER)	20 MPH.
MP 198.6 to MP 199.0 (HER)	30 MPH.
MP 212.2 to MP 213.4 (HER)	20 MPH.
MP 236.3 to MP 238.0 (HER)	20 MPH.
MP 246.4 to MP 246.5	25 MPH.
MP 253.1 to MP 254.3 (HER)	20 MPH.

1(C). Speed—Switches and Turnouts
Siding Turnouts:

Trains 100 TOB and over—all siding turnouts	10 MPH.
Trains up to 100 TOB on siding turnouts at: Byers, Crystal, Ste. Genevieve, McBride, Wittenberg, Neelys, Freeze, Brooks, Chaffee, Kewanee, Conran, and Turrell	10 MPH.
Trains up to 100 TOB on siding turnouts at: Steel, Blytheville and Wilson	20 MPH.
MP 283.3 Turnout River Jct.	25 MPH.

1(D). Speed—Other
Sidings:

Trains 100 TOB and over—all sidings	10 MPH.
Trains up to 100 TOB on sidings at: Byers, Crystal, Ste. Genevieve, McBride, Wittenberg, Neelys, Freeze, Brooks, Chaffee, Kewanee, Conran, and Turrell	10 MPH.
Trains up to 100 TOB on sidings at: Steele, Blytheville and Wilson	20 MPH.
Rush Island, Loop Track	8 MPH.
Merchandise 1, from perimeter fence to end of track	5 MPH.
Bridge 49.7, cars heavier than 134 tons and loaded trough car equipment	10 MPH.
Bridge 53.3, cars heavier than 134 tons and loaded trough car equipment	25 MPH.
Rockview, BNSF-UP connecting track	5 MPH.
Industrial Lead at Nash	5 MPH.
On Wye between Turrell Siding and Madlock Siding	5 MPH.

Freight

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F. the applicable speed restriction will apply on the main track at the following locations:

MP 7.4 to MP 132.0

Trains 100 TOB and over 30 MPH.

Trains under 100 TOB 40 MPH.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Blytheville to Armorel 143 tons, Restriction D

S.E. Jct. to River Jct. 143 tons, Restriction D

Six-axle locomotives and six-axle derricks not permitted:

- Crystal on UP Connection Track beyond 500 feet north of switch.
- American Greeting Lead at MP 254.3.
- Osceola Product tracks.
- Armorel Branch, Nu-Ark Track 3935
- Paymaster Lead beyond 500 feet east of east Wye switch.
- JLC&E Track at Blytheville, Track 3947

Not more than one six-axle locomotive or six-axle derrick permitted on:

Spur Track at Blytheville Track Number 3938

3. Type of Operation

CTC—in effect:

MP 9.1 to MP 283.3

Crossing Gates—Lilbourn, MP 186.1. Normal position will be as last used.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28—In effect between SE Jct. and Mutual and on the Armorel Branch.

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

MP 141.7

Rule 8.11—Turrell, switch to North Leg of Wye, may be left lined and locked in the position last used. Trains, engines and on-track equipment must approach these switches expecting to find them lined against their movement.

Signals Not Conforming to Indications Shown in the System Special Instructions

Aspect	Name	Indication
Flashing Yellow Flashing Yellow/Red Flashing Yellow/Red/Red Flashing Yellow/Dark Flashing Yellow/Dark/Dark	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH.
Yellow/Yellow Yellow/Yellow/Red	Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

5. Tracksides Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures

MP 16.4—DED—SWD—Recall Code 787

MP 21 .8—DED—NWD—Recall Code 877

MP 47.2—DED—SWD—Recall Code 757

MP 53.2—NWD—Recall Code 578

MP 134.4—DED—SWD—Recall Code 717

MP 141.8—DED—NWD—Recall Code 837

B. Other TWD locations

MP 16.4—DED—NWD—Recall Code 787

MP 21 .8—DED—SWD—Recall Code 877

MP 31.5—Recall Code 878

MP 47.2—DED—NWD—Recall Code 757

MP 53.2—SWD—Recall Code 578

MP 77.1—Recall Code 278

MP 104.4—Recall Code 177

MP 126.9—Recall Code 178

MP 134.4—DED—NWD—Recall Code 717

MP 141.8—DED—SWD—Recall Code 837

MP 162.2—Recall Code 378

MP 189.5—Recall Code 577

MP 217.0—Recall Code 578

MP 248.0—Recall Code 678

MP 268.5—Recall Code 178

6. FRA Excepted Track

Paymaster Lead, MP 256.7

7. Special Conditions

Remote Control Operations—Signs located at MP 9.1 (Cuba Subdivision), MP 10.5 (River Subdivision), and MP 2.1 (Hannibal Subdivision) designate the Remote Control Area at Lindenwood Yard, St Louis, Mo.

Between River Jct. and SE Jct.—Empty auto racks must be handled on rear of train when more than five are coupled together in a group and trailing tonnage behind this group exceeds 1500 tons.

Mutual—Equipment design requires that the northward signal at Mutual MP 9.1 remain a control signal and therefore, if the northward signal at MP 9.1 displays a Stop indication, trains must contact the train dispatcher per Rule 9.12.1. Authority from the train dispatcher to pass the signal northward does not give authority beyond the signal. Movement north of MP 9.1 is governed by GCOR Rule 6.28.

Alpha—Northward trains notify Lindenwood yardmaster by radio.

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

MP 134.4 to MP 134.7—Ballast movement detector monitors this track segment and if conditions alarm the detector it will cause red aspects at southbound signal 1339 and northbound signal 1380. Trains stopped by red aspect must notify dispatcher, proceed per GCOR Rule 9.16, and crew must keep close watch for sagging rail or shifted ballast.

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

Sidings Prohibited for Key Trains—Neelys

Hayti—Highway crossing warning devices located at Cleveland Street, MP 212.4, activate for Main Line movements through the road crossing only.

Hot Weather Train Handling—(See Item 1(D) For Hot Weather Speed Restrictions.)

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable, and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West approach signal north Imboden at 35 MPH".

8. Line Segments

Road Line Segments

Line Segment Limits

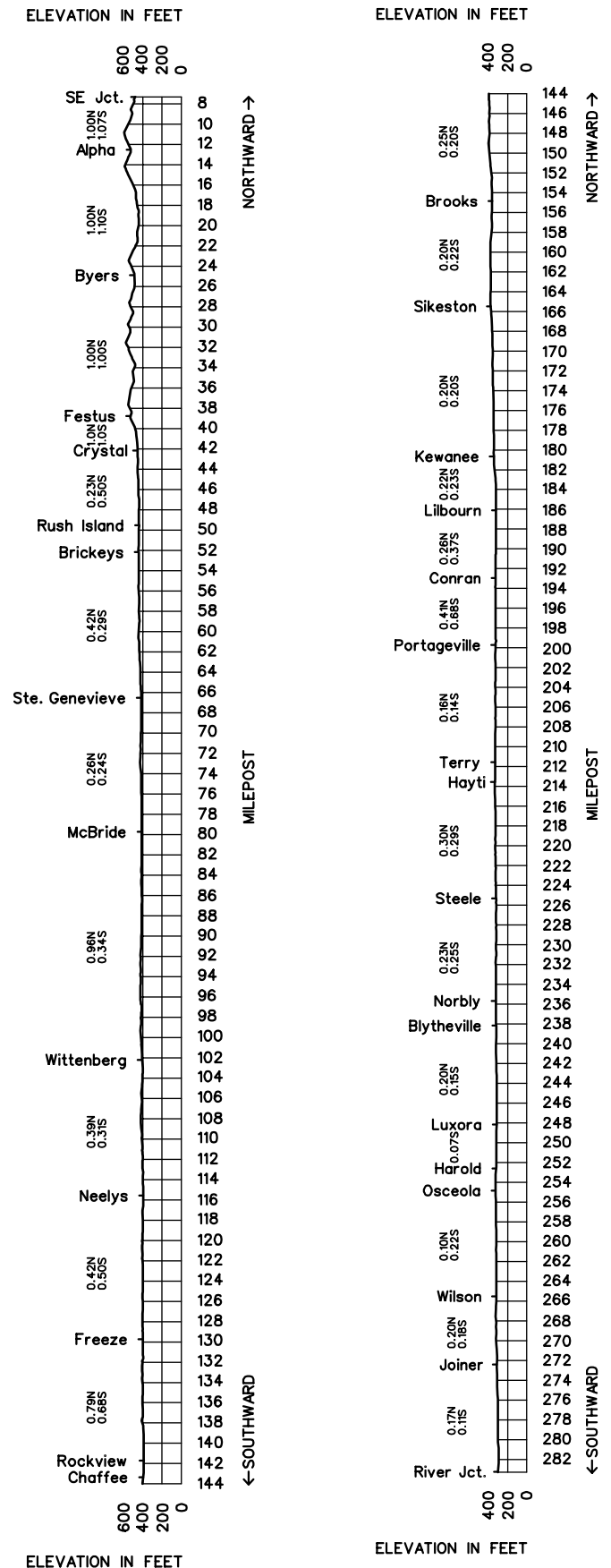
Mileposts

1030 Blytheville to Armorel 238.2 to 243.0
1025 SE Jct. to River Jct.

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
98009 Koberman	2.7 south of Lindenwood	5	North
98010 Hydraulic	1.0 south of Mutual	30	Both
96027 Imperial	1.7 south of Byers	6	South
98029 Barnhart	3.7 south of Byers	8	South
98035 Foster Forbes	3.8 north of Festus	24	North
98045 Selma	2.5 south of Crystal	55	Both
98074 St. Mary's Stub	5.5 north of McBride	7 9	North South
98095 Seventy-Six	6.9 north of Wittenberg	7	North
98131 Cape Girardeau	2.3 south of Freeze	Yard	Both
98134 Lone Star	4.3 south of Freeze	30	North
98191 Marston	2.0 north of Conran	25	South
98227 Holland	1.9 south of Steele	10	North
Tomlinson	3.5 east of Blytheville	Yard	Both
Armorel	6.0 east of Blytheville	Yard	
98244 Burdette	3.8 north of Luxora	57	Both
98256 Paymaster	1.8 south of Osceola	50	Both
98261 Driver	4.8 north of Wilson	14	North
98267 Delpo	1.3 south of Wilson	46	Both
98272 Joiner	6.6 South of Wilson	10	North

10. Grade Charts



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Thayer North Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		92235	203.2	TEED				3	
			206.2	W S				12.8	
	9,716	93219	219.0	ROGERSVILLE				12.5	
	8,844	93232	231.5	DIGGINS				11.7	
	8,653	93243	243.2	CEDAR GAP				9.8	
	9,885	93253	253.0	LOCKE				7.2	
	8,000	93260	260.2	NORWOOD				9.3	
	9,405	93270	269.5	MOUNTAIN				9.6	
	8,380	93279	279.1	CABOOL				14.2	
	7,367	93293	293.3	WILLOW				12.8	
	9,046	93306	306.1	OLDEN				8.3	
	8,055	93314	314.4	WEST PLAINS				6.6	
	8,785	93321	321.0	WINN				9.8	
	8,723	93331	330.8	KOSH				4.3	
			335.1	CP 3351				2.7	
			337.8	CP 3378	X			2.0	
		93340	339.8	THAYER				136.6	

Radio Channel No. 15 in service—Teed to WS

Radio Channel No. 87 in service—WS to Thayer

Radio Channel No. 66 in service—Springfield Yard

Radio Call-In		
Springfield-82(X)	Seymour-62(X)	Cabool-32(X)
Olden-72(X)	Thayer-42(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatchers' Phone Numbers

(817) 234-6156, (800) 666-1398, Fax (817) 234-6416

Mobile Radio		Access Digit	Disconnect Digit
Springfield	864-2050	*1	#1
Cabool	864-2052	*4	#4
Thayer	864-2054	*3	#3

1. Speed Regulations

1(A). Speed—Maximum

MP 203.2 to MP 339.8 **Freight** 50 MPH.

1(B). Speed—Permanent Restrictions

MP 203.2 to MP 206.7 35 MPH.
 MP 206.7 to MP 219.1 40 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 260.2 40 MPH.
 MP 260.2 to MP 266.1 45 MPH.
 MP 266.1 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 295.2 to MP 299.4 45 MPH.
 MP 299.4 to MP 300.9 40 MPH.
 MP 300.9 to MP 325.9 45 MPH.
 MP 325.9 to MP 326.2 40 MPH.
 MP 326.2 to MP 335.1 45 MPH.

Freight
 MP 331.0 to MP 335.1 trains 100 TOB and over 35 MPH.
 MP 335.1 to MP 339.8 both main tracks 35 MPH.

1(C). Speed—Switches and Turnouts

	Up to 100TOB	100TOB and Over
Siding Turnouts:		
Rogersville	30 MPH.	25 MPH.
Diggins	25 MPH.	25 MPH.
Cedar Gap	25 MPH.	25 MPH.
Locke	35 MPH.	25 MPH.
Norwood	20 MPH.	20 MPH.
Mountain	20 MPH.	20 MPH.
Cabool	30 MPH.	25 MPH.
Willow (see 1(D) restrictions)	30 MPH.	25 MPH.
Olden	20 MPH.	20 MPH.
West Plains	20 MPH.	20 MPH.
Winn	40 MPH.	25 MPH.
Kosh	20 MPH.	20 MPH.
MP 335.1, CP 3351 turnout Main 2	35 MPH.	25 MPH.
MP 337.8, CP 3378 crossovers	35 MPH.	25 MPH.

1(D). Speed—Other

Sidings:
 Willow (HER) 20 MPH. 20 MPH.
 Willow (leaving after HER through turnout) 30 MPH. 25 MPH.
 All other siding track speeds are same as Item 1(C) turnout speed.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Teed to Thayer. 143 tons, Restriction D

Six-axle locomotives and six-axle derricks not permitted on the following tracks:

West Plains—City Spur, City Scale Track.

3. Type of Operation

CTC—in effect: MP 203.2 to MP 339.8

Two Main Tracks—MP 335.1 to MP 339.8

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 9.1—Signals Not Conforming to Indications Shown in the System Special Instructions

Aspect	Name	Indication
-Flashing Yellow -Flashing Yellow/Red -Flashing Yellow/Red/Red -Flashing Yellow/Dark -Flashing Yellow/Dark/Dark	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH.
-Yellow/Yellow -Yellow/Yellow/Red	Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

Rule 15.1—Teed-Southward trains must receive track warrant at Springfield Yard instead of Teed unless otherwise instructed by train dispatcher.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD Locations

MP 215.8—Recall Code 828

MP 221.5—DED/Exception Reporting

MP 228.3—Recall Code 628

MP 235.4—DED/Exception Reporting

MP 240.5—DED/Exception Reporting

MP 246.1—DED/Exception Reporting
 MP 248.9—Recall Code 327
 MP 256.2—DED/Exception Reporting
 MP 261.9—DED/Exception Reporting
 MP 267.3—DED/Exception Reporting
 MP 273.6—Recall Code 328
 MP 281.4—DED/Exception Reporting
 MP 286.4—DED/Exception Reporting
 MP 293.3—DED/Exception Reporting
 MP 300.3—DED/Exception Reporting
 MP 303.5—Recall Code 727
 MP 310.0—DED/Exception Reporting
 MP 317.6—DED/Exception Reporting
 MP 322.1—DED/Exception Reporting
 MP 325.3—Recall Code 728
 MP 330.8—DED/Exception Reporting
 MP 336.0—DED/Exception Reporting

6. FRA Excepted Track—None

7. Special Conditions

Teed—Between MP 203.2 and MP 206.2 contact the dispatcher via Channel 15, 81(X).

Rogersville—Northward trains approaching Springfield Yard notify yardmaster via radio channel 66.

Mountain—At MP 269.3, Short Pass Track at Highway 95, crossing devices are not activated by movement on this track. Before occupying this crossing, a crew member must be on the ground to warn highway traffic.

West Plains—At MP 314.7, Oxide Track at Howell Ave., crossing devices are not activated by movement on this track. Before occupying this crossing, a crew member must be on the ground to warn highway traffic.

Remote Control Operations—Signs located at MP 242.0 (Cherokee Subdivision), MP 233.0 (Cuba Subdivision), MP 198.0 (Ft. Scott Subdivision), MP 206.0 (Thayer-North Subdivision) designate the Remote Control Area at Springfield Yard.

Head End Device Test Stations

Test station for head end devices has been set up at the Springfield radio shop. This station simulates signals transmitted from a rear of train device and are operational 24 hours per day.

Test procedure is as follows:

Test Number: Dial 90000

Check: All Segments lit
 Brake pipe pressure is 125 pounds
 MARKER ON, BATTERY LOW AND
 STOPPED are lit

Hot Weather Train Handling (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

MP 209.7 to MP 215.0
 MP 281.0 to MP 287.0
 MP 310.0 to MP 313.0
 MP 316.0 to MP 322.0

Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

“BNSF 6301 South, approach signal North Winn at 35 MPH”.

8. Line Segments

Road Line Segments

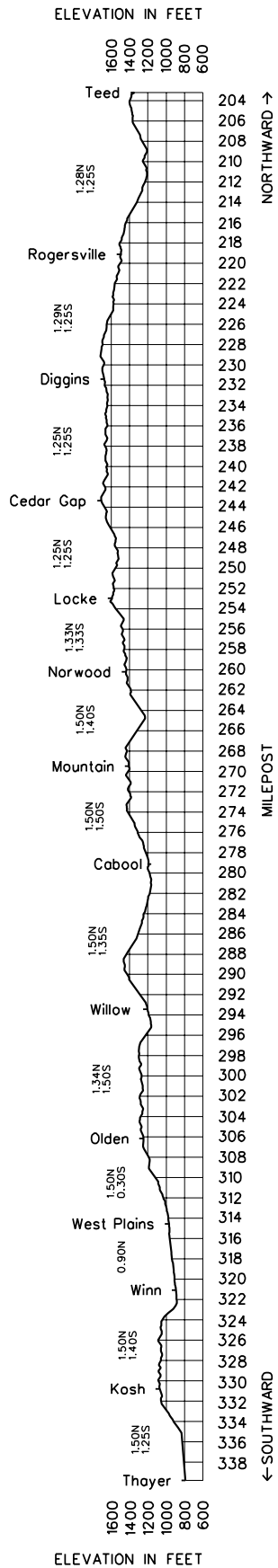
Line Segment Limits

1001 Teed to Thayer

9. Locations Not Shown as Stations

Name	Location	Capacity Cars	Switch Opens
93211 Turner	MP 211.8	10	North
93227 Fordland	MP 226.5	8	North
93237 Seymour	MP 236.6	4	North
93249 Mansfield	MP 249.6	2,000 ft.	Both
93327 Garnett	MP 327.0	4	North

10. Grade Chart



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Thayer South Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
			335.1	CP 3351				14.2	
			337.8	CP 3378	X	2MT		12.5	
		93340	339.8	THAYER	B	CTC		10.5	
			340.0	CP 3400				10.3	
7,554	93350	350.3	KING					12.7	
7,257	93363	363.0	BAKER					5.0	
8,974	93368	368.4	WILLIFORD					12.7	
8,530	93381	380.7	IMBODEN					5.3	
9,325	93386	386.0	HOGAN					12.0	
8,680	93398	398.0	HOXIE (UP)	AJ				8.1	
6,808	93406	406.1	SEDGWICK					13.9	
11,209	93420	420.0	JONESBORO	BT	CTC			2.2	
			422.2	UP RRX	A			1.6	
			423.8	UP RRX	A			6.9	
9,265	93431	430.7	BAY					9.2	
8,965	93440	439.9	ROE					14.6	
8,927	93455	454.5	DRACE					7.7	
8,380	93462	462.2	MADLOCK	T				0.4	
	93462	462.6	RIVER JCT.	J			1001	8.4	
	93472	471.0	HARVARD	B				2.3	
	93474	473.3	MARION To Hulbert (UP)	J	2MT			2.1	
	93475	475.4	CRITCO		CTC			6.0	
			481.4	BRIDGE JCT. (UP)	JA			1.7	
	93483	483.1	SHELCO					0.5	
			483.7	KENTUCKY ST.	X			0.2	
			483.8	IC	JS			1.6	
			485.4	NEPTUNE ST.	X			0.6	
			486.0	KC JCT.				0.6	
			486.6	McLEMORE ST.	X	2MT		1.3	
			487.9	NORTH YALE	X	CTC		1.6	
			489.5	SOUTH YALE	X			2.0	
			491.5	DEMO	X			1.4	
			492.9	CP 4929				1.7	
			494.6	N. SHELBY				1.8	
	93496	496.4	TENNESSEE YARD	BJT				0.8	
			497.5	S. SHELBY		CTC		0.7	
			497.9	S. TENNESSEE YARD				195.1	

Radio Channel No. 87 in service Teed to Madlock.

Radio Channel No. 70 in service Madlock to Tennessee Yard.

Radio Call-In		
Thayer - 42(X)	Imboden - 52(X)	Jonesboro - 62(X)
North Madlock - 12(X)	South Madlock - 13(X)	Memphis Terminal - 83(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Dispatcher—(817) 234-6156, Fax, (817) 234-6416

Memphis Terminal Dispatcher—(817) 234-6032

Mobile Radio	Radio Channel		Access Digit	Disconnect Digit
Thayer	29 - 68	829-4746	*3	#3
Imboden	93 - 37	433-3999	*1	#1
Jonesboro	97 - 34	433-3998	*1	#1
Memphis	29 - 68	433-3996	*2	#2

1. Speed Regulations

1(A). Speed—Maximum

MP 335.1 to MP 497.9 **Freight** 60 MPH.

1(B). Speed—Permanent Restrictions

MP 335.1 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, Union Pacific Crossing 30 MPH.
 MP 413.1 to MP 414.5 50 MPH.
 MP 419.2 to MP 420.4 (HER) 20 MPH.
 MP 422.2 to MP 423.8 40 MPH.
 MP 430.2 to MP 431.3 (HER) 55 MPH.
 MP 436.6 to MP 436.7 (HER) 55 MPH.
 MP 447.0 to MP 448.0 (HER) 45 MPH.
 MP 480.1 to MP 481.4 45 MPH.
 MP 481.4 to MP 483.1 25 MPH.
 MP 483.1 to MP 494.6 20 MPH.
 MP 494.6 to MP 497.7, Shelby Main Track 40 MPH.
 MP 497.7 to MP 498.0, outside track 40 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts:

Imboden, Sedgwick, Hoxie, Roe, Madlock 30 MPH.
 Drace, Williford, Hogan, Bay 40 MPH.
 All other siding turnouts 20 MPH.
 MP 340.0, through turnouts 35 MPH.
 MP 471.0, through turnout 35 MPH.
 MP 473.3, through crossovers 25 MPH.
 MP 475.4, through turnout 35 MPH.
 MP 481.4, through turnout to UP connection 20 MPH.
 MP 483.9, crossovers 10 MPH.
 MP 485.8, crossovers 10 MPH.
 Shelby Main through turnouts 40 MPH.
 Crossovers Neptune St., McLeMore St., North Yale,
 South Yale, Democrat Road 20 MPH.

1(D). Speed—Other

Sidings:

Imboden, Sedgwick, Hoxie, Roe, Madlock 30 MPH.
 Drace, Williford, Hogan, Bay 40 MPH.
 All other sidings 20 MPH.
 On Wye between Turrell Siding and Madlock Siding 5 MPH.
 Hulbert Branch, MP 474.0 to MP 476.2 25 MPH.
 Northbound trains after leading wheels on lead locomotive
 have passed the signal at MP 492.9 20 MPH.
 MP 481.4, Bridge Jct. connection to UP 20 MPH.
 Outside track Tenn. Yard from hump tower to
 MP 497.7 (South Shelby) 20 MPH.
 Middle track Tenn. Yard from hump tower to STY 20 MPH.
 On A Line from A Line Switch on BNSF Main 2 to Switch IC 5 MPH.

Temperature Restriction—When the ambient (air)

temperature exceeds 90 degrees F. the applicable speed restriction will apply on the main track at the following locations:

MP 430.7 to MP 439.9
 MP 462.6 to MP 471.0
 MP 475.4 to MP 481.4
 Trains 100 TOB and over 30 MPH.
 Trains under 100 TOB 40 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions Maximum Gross Weight of Car

Refer to Table 5 in the System Special Instructions:

Thayer to Shelco 143 tons, Restriction E
Shelco to Tennessee Yard 143 tons, Restriction C
Marion to Hulbert 134 tons, Restriction G

35-ft. loaded ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) are not permitted between Thayer and Shelco.

43-ft. to 44-ft 10-in. long cars loaded to 143 tons are limited to blocks of 5 cars or less over Bridge 482.1, Memphis.

Tennessee Yard—No six-axle locomotives are allowed to operate in the Hickory Hill Industrial Park or on Hickory Hill Industrial Park Lead.

Hulbert Branch—No six axle locomotives are allowed to operate from MP 476.0 to MP 479.4 on the Hulbert Branch. The limits are North of Presley Jct. all the way up the UP Connection South of Broadway Street. Six axle locomotives will be able to use the main track switch up to Presley Jct. to make a set out or pick up or to tie up.

Mississippi River Bridge—The following will govern operation of locomotives over the 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:

Throttle Position

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

DC locomotives: Following maximum throttle positions govern:

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

AC locomotives: Following maximum throttle positions govern:

Horsepower In Service	Maximum Throttle Position	Speed
3800 and under	8	11-25
	6	0-10
3801-7600	7	20-25
	5	8-19
	Throttle Off	0-7
Above 7600	5	15-25
	3	8-14
	Throttle Off	0-7

For DC locomotives

- when speed is below 8 MPH with 3501—7000 HP engine or
- when speed is below 15 MPH with over 7000 HP engine, or

For AC locomotives

- when speed is below 8 MPH with over 3800 HP engine:

Power must be shut off and be governed by the following:

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

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

43-ft. tank cars and 45-ft. coil cars weighing 143 tons or greater may not be handled over bridge with more than four cars coupled consecutively in any single block. Additional blocks must be separated by at least one car of another type weighing less than 143 tons.

Thirteen-section trough cars are limited to 855 tons over bridge.

Doubleheading

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

Acceleration, Braking

Trains must not be accelerated while engine is 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.

Six-Axle Derrick

When handling a six-axle derrick over the Mississippi River Bridge Memphis, a car not heavier than 50 tons must be entrained on both ends of the derrick.

3. Type of Operation

CTC—in effect:

MP 335.1 to MP 497.9

Multiple Main Tracks—2 MT:

MP 335.1 to MP 340.0

MP 471.0 to MP 475.4

MP 483.1 to MP 494.6

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2 miles.

Rule 6.28—in effect:

NTY to Tennessee Yard

Hulbert Branch—MP 474.0 to MP 476.2

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

MP 422.2

MP 423.8

MP 476.2 on Hulbert Branch, LS 1014

MP 481.4

Signals Not Conforming to Indications Shown in the System Special Instructions

Aspect	Name	Indication
Flashing Yellow Flashing Yellow/Red Flashing Yellow/Red/Red Flashing Yellow/Dark Flashing Yellow/Dark/Dark	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH.
Yellow/Yellow Yellow/Yellow/Red	Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

Rule 9.12.1—Absolute signals governing movement through interlockings at MP 481.4 are also controlled signals. To pass a Stop indication, a crew must comply with Rule 9.12.3 by complying with instructions in the release box and must comply with Rule 9.12.1 by contacting the BNSF control operator.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
MP 468.4—SWD—Recall Code 128
- B. Other TWD locations
MP 336.0—Exception Reporting Only, Main 1 and Main 2
MP 342.0—DED—Exception Reporting
MP 344.9—(King) Recall Code 428
MP 350.4—DED—Exception Reporting
MP 350.5—Exception Reporting
MP 355.1—DED—Exception Reporting
MP 359.4—Exception Reporting
MP 365.6—Recall Code 527
MP 369.5—DED—Exception Reporting
MP 373.3—DED—Exception Reporting
MP 378.1—DED—Exception Reporting
MP 383.4—DED—Exception Reporting
MP 390.3—DED—Exception Reporting
MP 392.0 (Portia)—Recall Code 528
MP 401.1 (Hoxie)—Recall Code 627
MP 427.1 (Bay)—Recall Code 628
MP 447.9 (Marked Tree)—Recall Code 127
MP 468.4—NWD only—Recall Code 128

**6. FRA Excepted Track
Memphis**

- 1. Parkway Yard, including all leads and back tracks from Island Main to Louisiana Street.
- 2. 1100 Park, all leads and back tracks.
- 3. 1300 Park, all leads and back tracks.
- 4. 1500 Park, all leads and back tracks.
- 5. 1700 Park, all leads and back tracks.
- 6. Yale Yard, with exception of tracks Long 1, Short 1 and Long 2, Short 2 and the Hump Lead.
- 7. Kansas Ave. between McLemore St. and Mid South Milling, which includes Wabash Screen and Door.
- 8. Zone 900 with the exception of Ideal Chemical Spur.
- 9. Tennessee Yard: Store Room Track, Wrecker Track, Rip One, Rip Two, Rip Three, Rip Cab Track.

7. Special Conditions

Thayer—Trains being held on Main 1 for extended periods of time must stop short of the house track switch.

Sloan/Valley Stone—Spot cars according to list found in mail box by Valley Stone electric lock. Do not place cars into track 8501 (Old Sloan) unless 8510, 8511, and 8512 are full. If 8510, 8511, 8512 and 8501 are full, move excess cars to Ravenden or Hardy. Any engines left at Sloan on Valley Stone are to be left at the south end of Sloan Track 8501.

Hoxie—The southward approach signal to Hoxie UP interlocking for purposes of GCOR Rule 9.9.1 (Passing Approach to Automatic Interlocking) is the signal at North Hoxie. The signal at South Hoxie is a repeater signal for the interlocking home signal, Jonesboro addition F/Interlocker.

Jonesboro—The southward approach signal to Jonesboro UP Interlocking for purposes of GCOR Rule 9.9.1 (Passing Approach to Automatic Interlocking) is the signal at North Jonesboro. GCOR Rule 9.9.1 speed for this application is 15 MPH.

Hulbert Branch—Contact the Harvard Yardmaster at 870-739-7115 prior to entering the Hulbert Branch at Marion or Presley Jct.

Presley Jct.—MP 476.2 to Hulbert MP 479.4 is TWC territory and is under the jurisdiction of the UPRR dispatcher. UPRR Rules and authority apply. Contact the UPRR for track warrants and bulletins prior to departing Harvard at phone number 402-636-1600, or 800-726-1106, or radio channel 14. The UPRR crossing at MP 476.2 is protected by a gate. The normal position is against BNSF. Comply with the instructions at the gate and restore the gate to the normal position after movement.

Shelco to IC Connection—The IC Crossing at MP 483.8 is protected by four-way stop signs. All trains and on-track equipment approaching the IC crossing are required to stop short of the permanent stop sign. Crew members must ascertain that no conflicting movements are present prior to proceeding. When conditions require, a crew member must go ahead of the train or on-track equipment and signal when it is safe to proceed.

Permission must be obtained from the IC yardmaster at Johnson Yard before entering the IC main track. Crews must determine from the IC yardmaster whether any track bulletins or track conditions will affect normal movement. Yard Limit (IC Rule 509) is in effect on all IC tracks operated on by BNSF crews.

The following speed restrictions are in effect for BNSF crews on IC tracks:

BNSF crews will not exceed restricted speed on any IC track.
Through crossovers and turnouts 10 MPH.
Broadway to Trigg Ave. 20 MPH.
Broadway, east and west leg of wye 5 MPH.
Trigg Ave. to City Wye 20 MPH.
City Wye to and including Johnson Yard 10 MPH.

Memphis (Shelco to Tenn. Yd.)—Crew must flag all yard moves over public street crossings unless they are equipped with automatic crossing warning signals.

System Special Instructions Item 3(A), Handling 80-ft. or longer cars, does not apply.

Remote Control Operations—Signs located at MP 483.1 (Thayer South Subdivision) and MP 500.0 (Birmingham Subdivision) designate the Remote Control Area at Tennessee Yard.

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

KC Jct.—At KC Jct., between Neptune St. and McLemore St., trains desiring to enter BNSF Main Track 2 must communicate with the train dispatcher and be governed by his instructions. Crossover switch on UP track must not be reversed until electric lock is unlocked and BNSF main track crossover switch is reversed.

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

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

Trains with loaded auto racks destined Memphis must contact Yale yardmaster for instructions on car disposition before passing Yale Yard.

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

Tennessee Yard—The power-operated switch located at the south end of the hump lead and the middle track at the south end of Tennessee Yard is controlled by the hump conductor. The power switch is equipped with electric switch lights that indicate the position of the switch for train movement in both directions. A green indication means that the switch is lined for movements on the middle track. A yellow indication means that the switch is lined for movement on the hump lead. If the switch light is not illuminated, movement must stop and the switch must be examined before making the movement.

No six-axle locomotives are allowed in the Hickory Hill industrial park or on the Hickory Hill industrial park lead.

Instructions to Hand-Operate Power Switch at South End of Hump Lead at Tennessee Yard

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

The power switch at the south end of the hump lead is equipped with a hand-throw lever for manual operation.

Hot Weather Train Handling—(See Item 1(D) for Hot Weather Speed Restrictions.)

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable, and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Empty Coal Trains Operating With Distributive Power

Empty coal trains operating between Palos, Ala., and Kansas City, Mo., with distributive power (DP) will be handled as follows:

Prior to departing the power plant at Palos, the remote consist will be placed in the idle mode and will operate to Kansas City in idle mode. This mode allows the consist to use all the air brake functions. In addition, train check is available and will be used each time the train is stopped.

EXCEPTION: In the event that a locomotive in the lead consist fails and an increase in tractive effort is needed to move the

train, the following will apply until the first opportunity to switch remote to the head end of the train is reached:

- Remote consist will be placed in normal mode.
- Remote consist will be moved to back group and operated independently.
- Lead consist will be used as the primary means to decrease, increase and maintain speed, similar to conventional train operation.
- Remote consist may be used when necessary on ascending grades and to start the train, provided the lead consist is at least four (4) throttle notches higher than the remote consist.
- Remote consist must not be used while operating through other than main track turnouts.
- Locomotives operated on rear of train (remote consist) are exempt from ABTH Rule 106.3 (Shut Down Requirements for Locomotives Not Being Used).

Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH.

Key Trains—Key trains must not use the siding at Madlock.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West approach signal north Imboden at 35 MPH".

8. Line Segments

Yard Line Segments

Line Segment Limits

1110	.....	Jonesboro
1121	.....	Memphis Back Tracks
1122	.....	Tennessee Yard
1129	.....	President's Island

Road Line Segments

Line Segment Limits

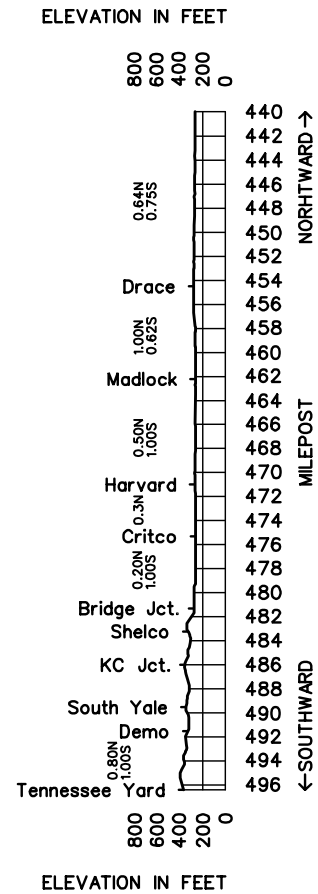
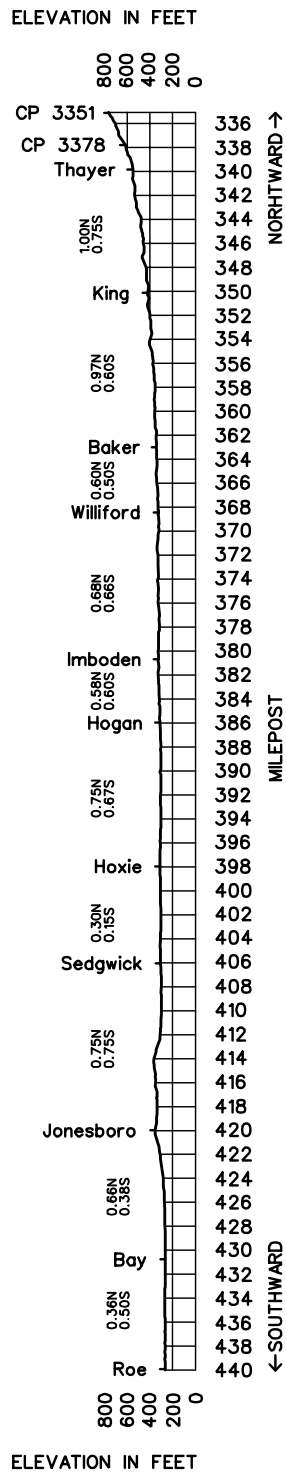
Mileposts

1014	.....	Marion to Hulbert	.....	474.0 to 479.4
1001	.....	Teed to Tennessee Yard		

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
93358 Hardy	8.0 south of King	70	Both
93375 Ravenden	5.5 north of Imboden	55	Both
93384 Sloan	3.0 south of Imboden	47	Both
93385 Valley Stone	3.8 south of Imboden	58	North
93390 Black Rock	9.2 south of Imboden	45	Both
93424 Nettleton	3.8 south of Jonesboro	2 miles	South
93437 Trumann	5.9 south of Bay	83	North
93447 Marked Tree	7.5 south of Roe	50	Both
93796 Presley Jct.	0.8 west of Marion	7	East
93798 W. Memphis	3.0 west of Marion	Yard	Both
93799 Hulbert	5.8 west of Marion	Yard	East

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Yates City Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		73232	46.9	YATES CITY	JT			5.5	
		73053	52.4	FARMINGTON				6.0	
		73059	58.4	NORRIS				4.8	
		73063	63.2	CANTON	G			3.5	
		73067	66.7	DUNFERMLINE	T			1.7	
		73069	68.4	ST DAVID				8.6	
		73077	77.0	LEWISTOWN				10.4	
		73088	87.4	IPAFA				6.9	
		23019	94.3	VERMONT	J			47.4	

MP 46.9 to MP 63.2 is part of and under the jurisdiction of the Chicago Division.

Radio Channel No. 85 in service.

Radio Call-In		
Canton-61(X)	Ipava-41(X)	Yates City-94(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

(817) 234-6025, Fax (817) 234-6062

1. Speed Regulations

1(A). Speed—Maximum

MP 46.9 to MP 94.3 **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 47.0 to MP 64.0 10 MPH.
Buckheart Lead 5 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Temperature Speed Restrictions—When the ambient (air) temperature is 100 degrees F. or higher, all trains operating between the hours of 1100 and 2000 between MP 68.4 and MP 94.3 must move at restricted speed unless the track was inspected after 1400 in which case they may move at 30 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Yates City to Vermont 134 tons, Restriction G

Canton—Loaded coal trains must not use auxiliary track.

Six-axle locomotives and six-axle derricks not permitted on the following tracks:

- Farmington—Illinois Sausage Co. and John Bologna Co.
- Norris—F&S Co.
- Dunfermline—East leg of wye.

3. Type of Operation

TWC—in effect:

MP 46.9 to MP 94.3

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1 mile.

Rule 6.28—Industrial Track:

Dunfermline to Buckheart Mine—2.5 miles

Buckheart Mine to Duck Creek—2.2 miles

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules is changed to read:
When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Canton—Manually operated railroad crossing gate across BNSF main track MP 63.6 in service. Normal position of gate across BNSF track. Crews must restore gate to normal position after movement is made across TPW tracks. Rules 6.16 and 6.18 in effect.

Duck Creek (CILCO plant)—Engines and cabooses must not pass through unloading shed and facilities.

Locomotives will not clear dumper when spotting first car when trailing unit has short end trailing.

Dunfermline—Position of west wye switch is for wye.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 78.0 to MP 84.0

8. Line Segments

Road Line Segments

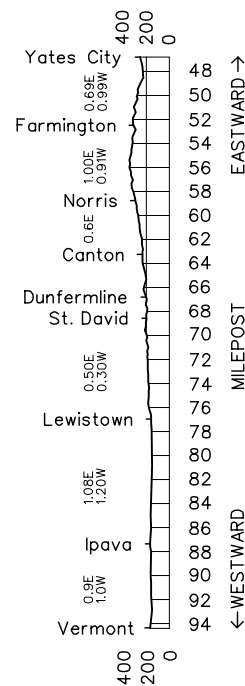
Line Segments Limits

111 Yates City to Vermont

9. Locations Not Shown as Stations—None

10. Grade Chart

ELEVATION IN FEET



ELEVATION IN FEET

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Track Bulletin Form B—Verbal Permission:

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) _____ using Form B Restriction No. _____ between MP _____ and MP _____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP _____ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at _____ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed through the limits at _____ MPH (or maximum authorized speed) but not exceeding _____ MPH between/at (specifying location) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding _____ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

Report Trespassers
1-800-832-5452

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9