

SPRINGFIELD DIVISION

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BURLINGTON NORTHERN RAILROAD CO. SPRINGFIELD REGION

SPRINGFIELD, TULSA AND
MEMPHIS DIVISIONS

TIMETABLE NO. 6

IN EFFECT AT 0001
Continental Central Standard Time

Sunday, October 26, 1986

Vice President
R. S. HOWERY

General Manager
A. J. THOMPSON

Vice President
Transportation—System
J. R. GALASSI

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

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

Trains consisting entirely of passenger equipment are authorized to operate at passenger train speed.

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

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

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

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

Unless otherwise provided—

Movements on:	
Sidings	20 MPH
Tracks other than main tracks and sidings	10 MPH

Light locomotive consist or caboose hop	50 MPH
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All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise	12 MPH
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Cold Weather Speed Restrictions (fahrenheit)

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

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99799	45 MPH	20 MPH
All other ore cars	40 MPH	20 MPH
Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026	35 MPH	20 MPH
Air dump cars (loaded)	35 MPH	20 MPH
Wedge plow or dozer (hailed in tow)	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH
Clay cars, BAP 3801-4199	45 MPH	45 MPH
Empty bulkhead flat cars except cars with center bulkheads	45 MPH	45 MPH
Empty flat cars:	45 MPH	45 MPH
CB & Q 92400-92799 NP 66100-66249		
GN 60680-60686 NP 67550-67552		
NP 62300-62949 NP 68011-68023		

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

Maximum Speed of Locomotives—

Refer to Rule 455 of the Air Brake and Train Handling Rules for maximum authorized speed of locomotives.

1A. Control of Harmonic Rocking—

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

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

2. Restrictions on Locomotives—

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

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

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

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

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist to ensure brakes release. If other placement is required, release of the brakes must be ensured.

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

Trains of more than 15 cars—

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

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

Trains of 15 cars or less—

No placement restrictions.

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

1-585, 1000-1004, 1400-1438, 1956-1971, 6100-6237, 9900-9925.

3. Manned Helper Operations—

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

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

1702-1703, 1706-1707, 1709-1714, 1717, 1719-1721, 1725-1726, 1728-1729, 1731-1732, 1734, 1736, 1738-1742, 1744-1749, 1751-1752, 1758-1760, 1762-1765, 1767, 1769, 1773-1775, 1777, 1779, 1782-1783, 1787, 1791, 1799, 1802-1804, 1807, 1811-1812, 1816, 1819, 1829, 1831-1833, 1835-1836, 1839-1841, 1850-1851, 1854, 1858, 1860-1863, 1868-1869, 1875, 1877-1878, 1881-1882, 1888-1889, 1896-1898, 1900-1901, 1903-1904, 1914-1918, 1920, 1922-1926, 1929-1930, 1942, 1944, 1946, 1951, 1956-1958, 1960-1961, 1964-1965, 1971, 1978, 1993, 1995-1997.

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

Locomotives including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers if there are 18 or more powered axles in the combined helper and road locomotive.

Unless otherwise provided in Individual Subdivision Special Instructions:

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

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

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

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

Note—The following 100-ton coal cars are not equipped with Grade E steel:

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

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

3A. Locomotive Group Chart

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

Group	Model	Locomotive Numbers
A	SW-1	70, BNET 1-3.
B	GP9B*	600-602, 604.
	GP-5	1352, 1355-1360, 1364-1365.
	GP-9	1725-1726, 1728-1729, 1731-1732, 1734, 1736, 1738-1742, 1744-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821-1822, 1829, 1888-1889, 1902-1904, 1910, 1913-1918, 1920, 1922-1927, 1929-1931, 1934-1936, 1938-1939, 1942, 1944, 1946, 1951, 1954, 1956-1958, 1960-1961, 1963-1964, 1966-1967, 1969, 1971, 1980.
	GP-18	1991, 1993, 1995-1997.
C	SW-7	77-78, 115, 122, 132, 142.
	SW-12	162-166, 170-177, 179-220, 222-228, 230-255, LSTT 105, AMTK 565.
	SW-9	169, 262-266, 268-269.
	SW-10	375-394, 427-449, 574-585.
	NW-2	LSTT 101-104.
D	NW-12	1, 5, 14, 19.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1422, 1426, 1436, 1438.
	GP-9	1702-1704, 1706-1707, 1709-1714, 1717, 1719-1721, 1762-1767, 1769-1770, 1773-1775, 1777, 1779, 1782-1783, 1786-1787, 1791, 1799-1800, 1802-1804, 1807, 1831-1836, 1839-1841, 1850-1851, 1854, 1858, 1860-1863, 1867-1869, 1875, 1877-1878, 1881-1883, 1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1977-1978.
	GP-20	2003, 2005-2006, 2008, 2010, 2012, 2016, 2026, 2030-2031, 2034-2037, 2041-2042, 2044-2045, 2047-2050, 2052-2054, 2058-2060, 2063, 2066-2067.
	GP-30	2217-2219, 2221-2226, 2229, 2232, 2234, 2236, 2241-2242, 2244, 2246.
	GP-39-2	2700-2739.

Group	Model	Locomotive Numbers
E	SW-15	20-65, 300-324.
	GP-38	2072-2077, 2110-2135, 2137-2138, 2155-2189.
	GP-38-2	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-30	2200, 2203-2207, 2210, 2212-2216, 2247, 2249-2253.
	GP-35	2501, 2503-2504, 2507-2509, 2511-2514, 2516-2518, 2521-2535, 2537, 2539-2545, 2550-2552, 2554-2557, 2559-2561, 2570-2572, 2576, 2579-2580.
	GP-38-B*	2600.
	GP-38-2B*	2601.
	GP-40	3000-3013, 3015-3017, 3019-3020, 3022-3038.
	GP-40-2	3040-3064.
	GP-50	3100-3162.
	B-30-7A*	4000-4050, 4052-4119.
	U-28-B	5450-5451, 5453-5456, 5458-5459.
	U-30-B	5471-5477, 5479-5480, 5483-5484, 5770-5774, 5776, 5778-5780, 5782-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	AMTK 200-400.
F		None.
G	SD-9	6127, 6131-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6172, 6174, 6176-6179, 6181-6185, 6187-6188, 6190-6200, 6202, 6204-6205, 6217-6219, 6221, 6223-6228, 6230-6237.
H	SD-9	6100-6103, 6107-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	U-3-CB*	4500.
	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5335, 5338-5362, 5364-5394, 5396-5397, 5800-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	U-33-C	5725-5765.
	SD-38-2	6260-6263.
	SD-40	6300-6301, 6303-6318, 6320-6324, 6335-6341, 6344-6347, 6394-6395, 6397-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6377-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-45	6400, 6405, 6411, 6417-6418, 6420-6421, 6423-6425, 6428, 6435-6436, 6440, 6442-6443, 6445, 6447, 6493-6527, 6530-6567, 6570-6574, 6593-6594, 6596-6597, 6599, 6653-6656, 6659-6664, 6666-6668, 6671, 6673-6678, 6680-6684, 6686-6687, 6689-6692, 6694-6696.
	F-45	6626-6645.
	SD-40-2B*	7500-7502.
	SD-40-B*	7600.
	SD-60	8300-8302.
		* Cabless.

4. Restrictions On Cars—

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

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026

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

Pile drivers

Locomotive cranes

Rotary snowplows, wedge plows, dozers

Jordan spreaders

Empty ribbon rail cars

Rear end only cars.

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

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

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

4A. Handling 80 Feet or Longer Cars—

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

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

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

4B. Multi-Platform and Stack Intermodal Cars—

Description—Multi-Platform Cars

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

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

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

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

Description—Stack Cars

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

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

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

Yard Operation—

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

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

Train Operation—

When multi-platform or stack cars have any empty platform(s), they should be placed next ahead of caboose. When empty platform(s) are

within 40 freight cars and/or platforms of head-end locomotive and trailing tonnage behind empty platform exceeds 4,800 tons, the number of powered axles is restricted to 12, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

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

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

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

5. Car Weight and Length Restrictions—

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

These restrictions must not be exceeded without authority of superintendent.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. Air Repeater Operation—

Air repeater units increase the pressure signal received from the head portion of the train approximately 20 percent. To obtain maximum benefit from this system, when air repeater unit is to be operated in train, unit must be placed approximately in the middle of the train.

Air repeater equipment is identified as follows:

Cars—BNH 3-14.

Locomotives—5450-5451, 5453-5456, 5458-5459, 5473, 5475-5476, 5479, 5484, 5771, 5773, 5776 and 5778.

7. Dimensional and Special Shipment Restrictions—

- a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 625.
- d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.
- e. Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.
- g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, engineers and yard forces will be governed by restriction indicated.

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

CODE	RESTRICTION APPLICABLE
ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

8. Track Side Warning Detector—

Train Inspection—

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

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

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

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

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

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

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

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

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

Track Side Warning Detector—Radio Reporter—

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

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

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

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

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

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

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

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

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

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

Track Side Warning Detector—Radio Tone—

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

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

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

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

10. Commodities Insulating Track in CTC and ABS—

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

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

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

Continental Time—

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

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

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

Definition—Restricted Speed—changed to read:

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

Rule G—change to read:

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

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

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

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

Rule Q—add the following:

MT — Main Track(s)

Rules 2 and 3—

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

Rule 2—

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

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

Rule 2—

Continental Time will be used for operating purposes.

Rule 3—

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

Rule 6(A)—explanation of characters:

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

Rule 10(C)—change the second paragraph to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

Rule 10(E)—add the following paragraphs:

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

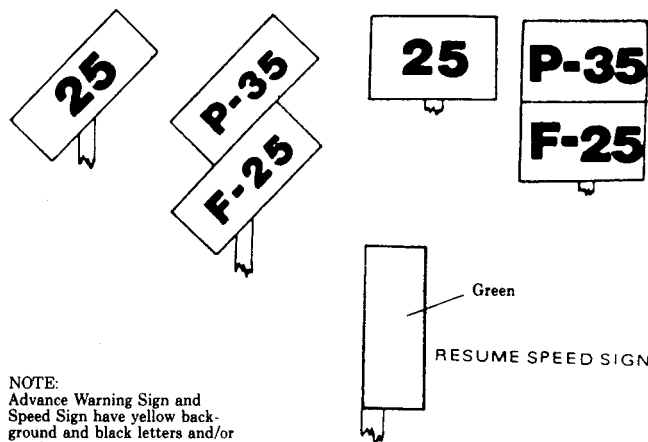
The "Advance Warning Sign" will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a "Resume Speed Sign" or another "Speed Sign" is displayed.

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

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

ADVANCE WARNING SIGN

SPEED SIGN



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

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

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all train movements.

Rule 11—add the following second paragraph:

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

Rule 81—

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

Rule 93—add the following two paragraphs:

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

General order or special instructions will read, as example:

Conditional yard limits in effect between MP _____ and MP _____ between (station) and (station) (time) until (time) daily Monday through Friday. If in effect 24 hours per day, time need not be specified.

Rule 98(A)—

The second paragraph is cancelled.

Rule 103(E)—change to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

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

When signal governing movement over a spring switch displays Stop, Stop and Proceed or Restricted Proceed indication, when indicator displays Stop and Inspect Switch indication, or when switch is not protected by signal or indicator, train or engine making facing point movement must stop and crew member must test the switch, unless the switch has been lined for diverging route or crew has been advised by train order, track bulletin or track warrant that spring switch has been spiked.

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

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

Rule 153—add the following paragraph:

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

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

Form M Train Order—

The following is added to Form M train order:

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

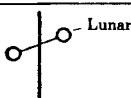
Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

Form O Train Order and Rule 456—will not be used. Dimensional and Special Shipment Restrictions as contained in Item 7 of Timetable, All Subdivision Special Instructions, will govern.


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

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


Rule 248—new:**SPECIAL SIGNAL ASPECTS WHICH ARE NOT A PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS****Rule 248(A)**—Take Siding Indicator

Aspects	Indication
	When illuminated, hand operate switch and enter siding.


Rule 248(B)—Operate Switch Indicator

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

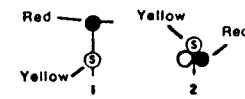
Rule 248(C)—Block Indicator

Aspects	Indication
	Block clear.

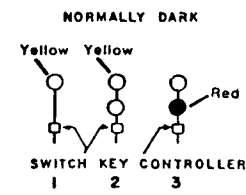
Rule 248(D)—Block Indicator

Aspects	Indication
	Block occupied.

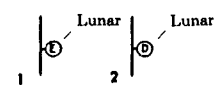
Rule 248(E)—Spring Switch Indicator

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

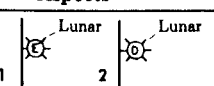
Rule 248(F)—Switch Indicator

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

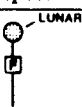
Rule 248(G)—Failed Equipment Indicator

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


Rule 248(H)—Failed Equipment Indicator

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


Rule 248(I)—Slide Fence Indicator

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

Rule 248(J)—Slide Fence Indicator

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

Rule 248(K)—Resume Speed

Aspects	Indication
	End of slide fence restriction; resume speed.

Rule 312(2)(b)—

The waiting time is 10 minutes.

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

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

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

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

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

Rule 316—change second paragraph to read:

On any track where CTC, TWC or APB is in effect, a reverse movement must not be made without flag protection or authority from the control operator or train dispatcher.

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

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

Rule 351—add the following two paragraphs:

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

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

Rule 351(C)—cancel second paragraph reading:

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

Rules 410 and 411—modification:

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

Rule 413—add the following paragraph:

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

Rule 463—first paragraph is changed to read:

To void a track bulletin or part of a track bulletin directly to a train crew member, the train dispatcher will issue a track bulletin Form D, or use Item 17 on a track warrant, using the following:

(a) LINE (No) OF TRACK BULLETIN NO _____ IS VOID

Rule 463—last paragraph is changed to read:

Employees who receive track bulletins for delivery to others must retain copies of the track bulletins voided on file.

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

TRACK BULLETIN FORM D

No. _____	Date _____ 19__
TO _____	AT _____
_____	AT _____
_____	AT _____
_____	AT _____

OK _____	COPIED BY _____	DISPATCHER _____
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Rule 620—change to read:

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

Rule 627-(5)—change to read:

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

YARD SERVICE RULES

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

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

12. Rules of the Maintenance of Way—Rules changes and additions—**Track Permits, Track and Time Limits, Track Warrants and Track Bulletins—**

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

Definition—Restricted Speed—changed to read:

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

Rule G—change to read:

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

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

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

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

Rule Q—add the following:

MT — Main Track(s)

Rule 2—

Continental Time will be used for operating purposes.

Rule 3—

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

Rule 6(A)—explanation of characters:

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

Rule 9(A)—change first paragraph to read:

PLACEMENT OF FLAGS: Flags must be placed to the right of the track as viewed from an approaching train. When flags must be placed to the left of the track, this fact must be stated in train order, track bulletin, track warrant or general order.

Rule 10(C)—change second paragraph to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

Rule 11—add the following second paragraph:

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

Rule 351—cancel fourth paragraph reading:

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

Rule 351C—cancel second paragraph reading:

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

Rules 410 and 411—modification:

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

Rule 413—add the following paragraph:

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

Rule 463—first paragraph is changed to read:


To void a track bulletin or part of a track bulletin directly to a train crew member, the train dispatcher will issue a track bulletin Form D, or use Item 17 on a track warrant, using the following:

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Rule 463—last paragraph is changed to read:

Employees who receive track bulletins for delivery to others must retain copies of the track bulletins voided on file.

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

TRACK BULLETIN FORM D		 BURLINGTON NORTHERN RAILROAD	
No _____	Date _____	19__	
TO _____	AT _____		
_____	AT _____		
_____	AT _____		
_____	AT _____		
OK _____		DISPATCHER _____	
COPIED BY _____			

FORM 15980 4-86 Printed in U.S.A.

13. Safety Rules and General Rules—Rules changes and additions—**Rule 299—last paragraph is changed to read:**

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

Rule 336 m—added:

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

Rule 345—following paragraph added:

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

Rule 565—change to read:

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

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

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

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

Rule 566—cancel.**Rule 572—changed to read:**

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

Rule 575(A)—added:

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

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

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

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

Rule 592—changed to read:

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

Rule 597—changed to read:

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

14. Automatic Cab Signals—

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

15. Helper Behind Caboose—

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

16. Trackman's Train Location Line-up—

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

17. Certificate of Rules Examination—

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

18. Federal Railroad Administration Presumption of Impairment Notice—

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test

cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

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

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

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

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

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

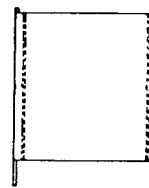
19. Roadway Signs—

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

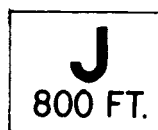
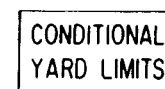
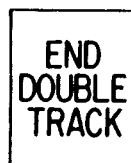


Yellow (Rules 10 & 10(D),
Red (Rule 10(A) or
Green (Rules 10 & 10(D))

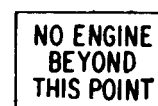
Track Flag



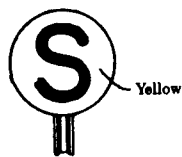
Track Flag

Junction
Rule 98(B)Railroad Crossing
Rules 98 & 98(B)Yard Limit
Rule 93Conditional Yard Limits
Rule 93

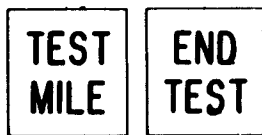
End Double Track



No Engine Beyond This Point



Spring Switch
Rule 104(M)



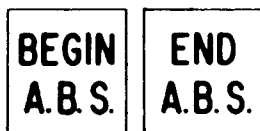
Begin Test Mile and End Test Mile



Stop
Rules 98 and 98(B)



One Mile Switch



Begin and End ABS



Begin and End CTC



Signal Overlap



End of Overlap

Rule 303



Crossing Whistle
Rule 15(l)

Numerals, when attached,
denotes the number of
crossings less than 1,320
feet.



Derail
Rule 104(L)



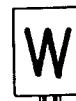
Westward Siding or
Eastward Siding
Rule 105(A)



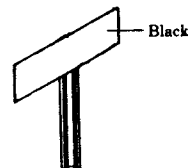
No Clearance



Rule 303



Fouling Point



Flanger



One Mile Draw Span
Rule 98

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

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

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

Train Dispatcher Call—1

1. Speed Restrictions— Zone—Between Maximum Speeds Permitted

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

2. Bridge, Engine and Heavy Car Restrictions—

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

3. Train Register Exceptions—None.

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

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

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

Two main tracks between MP 235.0 and MP 237.2 designated Main 1 (North) and Main 2 (South).

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

CTC— MP 17.9 to MP 237.2
MP 15.7 to MP 17.9 Westward track.
MP 7.2 to MP 7.9 Eastward track.

TWC—In effect between—

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

SPRINGFIELD DIVISION

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

Power crossover MP 235.4 designated "Crossover A".

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

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

7. **Rule 93**—Yard Limit in effect between: MP 7.3 and MP 9.1.

8. **Rule 450**—In effect.

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

Other Track Side Warning Detectors—Radio Reporter:

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance From Spring- field Yard	EAST WARD
					Office Calls	Rule 6(A)		
		92242		242.0	(SPRINGFIELD YARD)			
					NS NICHOLS	J	2.3	
	6,657	92247		247.2	ZE BROOKLINE		7.5	
	8,489	92252		251.8	RJ REPUBLIC		12.1	
	6,584	92257		257.3	ZS BILLINGS		17.6	
	7,804	92262		262.3	JL LOGAN		22.6	
	7,039	92269		268.9	AU AURORA		29.2	
				269.0	U.P.	A	29.3	
	8,145	92274		273.7	VE VERONA		34.0	
		92279		279.1	GZ GLOBE		39.4	
		92281		281.0	XQ CROSSOVER "M"	X	41.3	
		92282		282.0	MO MONETT	BKT	42.3	
				282.2	C. D. JCT.	J	42.5	
				282.5	LV LOU		42.8	
	9,240	96287		286.9	PC PIERCE CITY	J	47.2	
	6,450	96297		297.2	ET RITCHEY		57.5	
	6,435	96309		308.5	JF JEFF		68.8	
		96310		309.2	K.C.S.	AI	69.5	
		96310		309.8	NH NEOSHO		70.1	
	6,319	96319		319.2	RC RACINE		79.5	
		96325		325.4	SX SENECA		85.7	
	7,084	96333		332.9	WY WYANDOTTE		93.2	
	6,939	96341		340.6	FQ FAIRLAND		100.9	
				347.6	KO AFTON JCT.	J	107.9	
				347.9	CROSSOVER 67	X	108.2	
		96348		348.1	AF AFTON		108.4	
	6,383	96354		353.6	TQ TODD		113.9	
				359.6	M.K.T.	AI	119.9	
	7,896	96360		359.7	VN VINITA		120.0	
	7,600	96367		366.7	WO WHITE OAK		127.0	
	6,110	96374		374.0	EF CATALE		134.3	
		96375		375.6	PB PEABODY SPUR		135.9	
	7,600	96385		384.8	ZF BUSHYHEAD		145.1	
	6,665	96396		396.4	XD DEGROAT		156.7	
				397.0	U.P.	AI	157.3	
		96398		397.6	CW CLAREMORE		157.9	
	7,600	96404		404.3	VR VERDIGRIS		164.6	
		96409		409.0	EQ CATOOSA		169.3	
	7,600	96413		412.6	TG TIGER	T	172.9	
				416.2	DL DOUGLAS		176.5	
		96420		420.4	JT EAST TULSA		180.7	
				423.0	M.K.T.	AI	183.3	
		96426		426.9	CY CHEROKEE YARD	BJKRT	187.2	

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

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

Train Dispatcher Call—1 Nichols-Globe

Train Dispatcher Call—6 Globe-Cherokee Yard

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
MP 250.1 and MP 252.2	45 MPH.
MP 255.2 and MP 255.5	55 MPH.
MP 260.5 and MP 260.5 Westward	45 MPH.
MP 263.5 and MP 264.4	45 MPH.
MP 267.4 and MP 267.5 Westward	45 MPH.
MP 268.7 and MP 269.1 Until engine through limits	40 MPH.
MP 273.0 and MP 274.9	50 MPH.
MP 280.0 and MP 280.9 Both tracks	50 MPH.
MP 280.9 and MP 282.5 Both tracks	45 MPH.
MP 282.6 through turnout Main 2 (South)	25 MPH.
MP 282.8 and MP 283.2 Eastward trains until engine through limits	45 MPH.
MP 283.8 and MP 283.9 Westward trains	50 MPH.
Eastward trains until engine by MP 284.0	55 MPH.
MP 287.3 over switch	50 MPH.
MP 292.7 and MP 309.6	45 MPH.
MP 309.6 and MP 310.3	25 MPH.
MP 310.3 and MP 313.1	35 MPH.
MP 313.1 and MP 314.3	55 MPH.
MP 325.0 and MP 326.0 Until engine through limits	30 MPH.
MP 330.9 and MP 331.7	45 MPH.
MP 337.3 and MP 338.0	45 MPH.
MP 346.4 and MP 349.6 Main 1 track only	25 MPH.
Through turnouts Main 1 (North):	
MP 346.4	25 MPH.
MP 347.7	25 MPH.
MP 349.6	25 MPH.
MP 348.0 through crossover	25 MPH.
MP 350.8 and MP 354.3	55 MPH.
MP 359.1 and MP 360.7	30 MPH.
MP 364.3 and MP 365.7	45 MPH.
MP 369.9 and MP 371.3	45 MPH.
MP 375.8 and MP 378.8	40 MPH.
MP 378.8 and MP 379.6 Until engine through limits	30 MPH.
MP 392.5 and MP 392.9	50 MPH.
MP 397.1 and MP 397.8 Until engine through limits	30 MPH.
MP 406.6 and MP 408.4	55 MPH.
MP 408.4 and MP 411.9	45 MPH.
MP 411.9 and MP 417.3	55 MPH.
MP 417.3 and MP 420.5	40 MPH.
MP 420.4 through turnout for Eastward trains	40 MPH.
MP 420.5 and MP 424.1	20 MPH.
MP 423.1 through crossover	10 MPH.
Siding Brookline for unit coal trains	10 MPH.
Controlled siding Wyandotte	10 MPH.
Through turnouts controlled sidings	20 MPH.
Except turnout MP 279.1	50 MPH.
Through turnout Peabody Spur	25 MPH.
Peabody Spur	25 MPH.
Cherokee Yard—R&D tracks, Freight Lead, Middle Hump, Old Passenger Main and Classification Tracks	10 MPH.
Static scale (no-hump)	5 MPH.
In-motion hump scale	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

Loaded unit coal and grain trains must not use sidings at: Pierce City, Ritchey, Jeff, Racine and Wyandotte.

3. Train Register Exceptions—None.

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

Trains originating Tulsa destined Springfield Third and Fifth Subdivisions must secure a clearance from the Springfield Third and Fifth Subdivision train dispatchers.

Clearance is not required at Afton Jct.

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

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

6. Rule 450—In effect.

7. CTC—In effect between MP 241.7 and MP 424.1.

Two main tracks designated as Main 1 (North) and Main 2 (South) between:

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

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

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

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

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

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

Rule 105 applies between CD Jct., MP 282.2, and Arkansas-Missouri Railroad MP 283.0.

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

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

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

13. Tulsa—Spring switches are not equipped with a facing point lock.

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

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

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

15. Rule 350(B)—Following switches not equipped with electric locks:

MP 313.3 Ragland Mills
MP 397.7 Dock Track
MP 402.5 WR Steel

16. Track Side Warning Detectors protecting bridges, tunnels or other structures—Radio Reporter: MP 400.4. Radio Tone: 409.3

Other Track Side Warning Detectors—

Radio Reporter: MP 260.9, MP 284.7, MP 314.6, MP 343.3 and MP 370.6

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

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

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

Train Dispatcher Call—5

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

MP 2.3 (Ustick Tower) and MP 2.0 (Twenty-Ninth St.) (Both Tracks)	10 MPH.
MP 2.0 and MP 4.4 (Both Tracks)	20 MPH.
MP 4.4 and MP 7.9 (Both Tracks)	30 MPH.
MP 5.5 through crossover	30 MPH.
MP 7.9 and MP 9.8 (Main 1) (West)	40 MPH.
MP 7.9 and MP 11.5 (Main 2) (East)	40 MPH.
MP 9.8 and MP 11.5 (Main 1) (West)	50 MPH.
MP 11.5 and MP 12.9 (Both Tracks)	55 MPH.
MP 14.0 and MP 14.9 (Both Tracks)	50 MPH.
Crossover "C", through crossovers, MP 16.5	35 MPH.
MP 15.8 and MP 15.9 (Both Tracks)	55 MPH.
MP 20.2 and MP 21.4 Until engine through limits (Both Tracks)	40 MPH.
Through turnouts at end of two main tracks between Bonita and Paola at the following locations:	
MP 26.5, MP 37.2 and MP 41.8	35 MPH.
MP 30.0 and MP 30.3 until engine through limits	25 MPH.
MP 37.8 and MP 41.9 (Both Tracks)	50 MPH.
MP 41.9 and MP 43.4	40 MPH.
MP 54.9 and MP 59.9	50 MPH.
MP 66.8 and MP 67.2	50 MPH.
MP 73.2 and MP 74.4	45 MPH.
MP 81.7 and MP 82.0 until engine through limits	35 MPH.
MP 86.8 and MP 87.5	55 MPH.
MP 96.0 and MP 96.7	50 MPH.
MP 96.7 and MP 96.8	40 MPH.
MP 96.8 Through Turnout North Ft. Scott	25 MPH.
MP 96.8 and MP 97.9 (Both Tracks)	40 MPH.
Until engine through limits:	
MP 97.9 and MP 98.9 (Both Tracks)	20 MPH.
MP 98.9 and MP 100.9 (Both Tracks)	30 MPH.
MP 102.6 Through turnouts, Edward	25 MPH.
MP 102.6 and MP 106.7	40 MPH.
MP 114.4 and MP 120.9	45 MPH.
MP 123.5 and MP 124.5 Until engine through limits	45 MPH.
MP 128.7 and MP 128.9	50 MPH.
MP 137.6 and MP 139.1	45 MPH.
MP 139.1 and MP 142.3	55 MPH.
MP 151.0 and MP 151.2	55 MPH.
MP 159.1 and MP 167.0	45 MPH.
MP 167.0 and MP 167.9	35 MPH.
MP 167.9 and MP 173.1	45 MPH.
MP 173.1 and MP 176.1	40 MPH.
MP 176.1 and MP 180.1	50 MPH.
MP 179.0 and MP 182.0 Southward train over 100 tons/OB	30 MPH.
MP 180.1 and MP 180.5	40 MPH.
MP 180.5 and MP 186.5	50 MPH.
MP 193.7 and MP 194.0	50 MPH.
MP 198.1 and MP 241.5	25 MPH.
MP 198.3 Through crossover, Nichols	20 MPH.
Through turnouts controlled sidings	20 MPH.
Freight trains over 100 Tons/OB through sidings	10 MPH.
Kansas City Terminal Highline Track Murray Yard ..	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

Locomotives in Groups G, H and I not permitted on Greenfield Lead, O'Sullivan's Lead at Lamar, Industry Track at Liberal, Mertz Lead, Back Track at Paola and all auxiliary tracks at Olathe.

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

3. Train Register Exceptions—None.

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

Southward MKT trains will secure clearance at Glen Park.

Northward MKT trains will secure BN clearance from MKT operator at Parsons.

Southward trains destined Springfield Fifth Subdivision must secure a clearance at Ft. Scott from Springfield Second, Third and Fifth Subdivision train dispatchers. Northward trains from Springfield Fifth Subdivision must secure a clearance at Ft. Scott.

Clearance not required at Edward.

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

6. CTC—MP 2.1 and MP 198.1.

Two Main Tracks designated as Main 2 (East) and Main 1 (West) tracks between—

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

Rule 93—Yard limits in effect—

MP 0.4 to MP 2.2 between KCT RR and Rosedale.

7. Rule 450—In effect.

8. Kansas City—

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

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

Murray Yard (North Kansas City), Rule 104(R), Switch Point Indicator, is modified as follows:

Aspect	Indication
Yellow	Switch points fit properly for normal movement
Red	Switch points fit properly for reverse movement
Dark	Stop and inspect switch points

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

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

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

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

Highway Grade Crossing Warning System on Santa Fe Trail Drive west of Main One, 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 before crossing.

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

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

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

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

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

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

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

16. Interlocking—When interlocking signal at MP 43.1 or MP 118.4 displays Stop indication, a member of train crew must communicate with the train dispatcher per Rule 312(1). At MP 118.4 before operating time release, crew member must examine dual control switches per Rule 315(A). If the signal does not clear at the expiration of the time release interval, Rule 312(3) will govern.

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

Radio Reporter: MP 50.8

Radio Tone: MP 47.7, MP 60.1 and MP 72.0

Other Track Side Warning Detectors—

Radio Reporter: MP 27.4, MP 78.9, MP 130.2, MP 154.7 and MP 178.8.

S O U T H W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	4th Subdiv BRANCH LINE STATIONS		Distance From Spring- field Yard	T O W N A R D
					Office Calls	Rule 6(A)		
		95154	1005	153.6	BOLIVAR		38.2	
		95173		173.0	19.4 WALNUT GROVE	TWC	18.8	
		95183		182.7	9.7 WILLARD	Y	9.1	
		92239		191.8	9.1 SY SPRINGFIELD YARD	BKRTY	0.0	
		92866	1011	246.5	9.3 GALLOWAY	Y	9.3	
		92869		249.1	2.6 KISSICK	Y	11.9	

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Bolivar and Willard	20 MPH.
MP 182.2 and MP 189.0	10 MPH.
Middle Belt MP 237.2 and MP 240.8	10 MPH.
MP 240.8 and MP 246.5	20 MPH.
MP 246.5 and MP 250.1	10 MPH.
Springfield Yard	
Long 4 South	20 MPH.
All Other Long Tracks Springfield Yard	12 MPH.
North and South Tracks Nichols MP 241.7, and Division Street MP 240.2	20 MPH.
North and South Tracks Broadway Ave. MP 238.1 and 43 track MP 237.2	20 MPH.
Old Memphis Passenger Main at Main, Campbell and Jefferson Streets until engine over crossing until engine over crossing	5 MPH.
Old Memphis Passenger Main at Boonville, Sherman, National, Fremont and East Trafficway until engine over crossing	10 MPH.
Old Passenger Main Nichols MP 198.2 to South Yard MP 201.1	20 MPH.
West Belt at Chestnut Expressway until engine over crossing	5 MPH.
West Belt at West Division Street until engine over crossing	10 MPH.
Lilly Tulip Track at Chestnut Expressway until engine over crossing	5 MPH.
National Ave. MP 239.9 until engine over crossing	5 MPH.

Sunshine Street MP 242.6 until engine over crossing 10 MPH.
Cars heavier than 220,000 lbs., over Bridge 165.8 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—None.

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

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

6. Rule 93—Yard limit in effect Springfield Yard to Willard and MP 237.3 to MP 249.1.

7. TWC—In effect between Bolivar and Willard.

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

8. Rule 105—In effect between MP 237.2 and MP 242.0.

9. 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.

S O U T H W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS			Distance From Edward	T N O R T H W A R D
					Office Calls	Rule 6(A)			
		93103		102.7	EW EDWARD	J		0.0	
					14.3				
	7,550	97117		117.0	FG FARLINGTON			14.3	
					12.6				
	7,600	97130		129.6	ZH BEULAH			26.9	
					6.3				
					CH CHEROKEE				
					To Pittsburg 9.0				
		97136		135.9	To Parsons 25.0	JT		33.2	
					0.8				
					M.P.	M		34.0	
					4.0				
	7,550	97141		140.7	UC SCAMMON	CTC		38.0	
					7.0				
					CB COLUMBUS	ABJKT		45.0	
		97148		147.7	(8th SUB)				
					6.1				
	7,420	97154		153.8	NU NEUTRAL			51.1	
					5.2				
		97159		159.0	BX BAXTER SPGS.	JT		56.3	
					6.3				
	7,600	97165		165.3	QP QUAPAW	T		62.6	
					7.2				
		97173		172.5	ME MIAMI	BK		69.8	
					6.7				
	7,577	97179		179.2	NI NARCISSA			76.5	
					7.5				
		96347		186.2	KO AFTON JCT.	J		84.0	

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Call—5

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Edward and Afton Jct.	55 MPH.
Until engine through limits:	
MP 124.2 and MP 125.3	20 MPH.
MP 135.6 and MP 136.7	20 MPH.
MP 140.3 and MP 140.9	35 MPH.
MP 146.6 and MP 148.5	30 MPH.
MP 159.2 and MP 160.2 Until engine through limits	35 MPH.
MP 171.7 and MP 173.2	35 MPH.
MP 186.1 and MP 186.7	35 MPH.
Through turnouts controlled sidings	20 MPH.
Except: Through turnout north Columbus	15 MPH.
Baxter Springs—Picher Lead Between West End	
Hartley and Highway 69 Picher	20 MPH.
Quapaw—Central Mill over Circle Track Switch and	
Circle Track	5 MPH.
Parsons Lead MP 145.4 and MP 172.0	10 MPH.
MP 145.4 and MP 172.0 is identified as Excepted	
Track under FRA Track Safety Standards Rule	
213.4 which restricts operating speed to maximum 10	
MPH and prohibits revenue passenger trains and	
provides that no freight train shall be operated that	
contains more than five cars required to be placarded	
by the Hazardous Materials Regulation (49 CFR	
Part 172):	
Parsons: All tracks inside gate at Kansas Army	
Ammo Plant	20 MPH.
Pittsburg lead, MP 144.8 and MP 138.3, Highway 69	
by-pass	30 MPH.
Except at MP 142.3; Broadway Street MP 137.6	
and Walnut Street MP 134.8 until engine through	
limits	5 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

Locomotives in Groups G, H and I not permitted: Wye at Cherokee, Pittsburg lead, Parsons lead, Ballard lead, Picher lead, Central Mill lead, yard tracks Girard, wye Columbus, BFG lead at Miami and wye at Quapaw.

3. Train Register Exceptions—None.

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

Southward trains from Springfield Third Subdivision destined Springfield Second Subdivision must secure a clearance at Ft. Scott from Springfield Second Subdivision train dispatcher. Clearance is not required at Afton Jct. or Edward.

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

6. Rule 450—In effect.

7. CTC—In effect between MP 102.7 and MP 186.2

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

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

Other Track Side Warning Detectors—

Radio Reporter: MP 121.1, MP 162.5

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

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

1. Speed Restrictions—

Zone—Between Maximum Speeds Permitted
Birmingham and Kearney 20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—None.

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

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

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

6. Rule 93—Yard limit in effect entire subdivision.

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

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

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

BETWEEN BV JCT. AND DODSON U.P. RAILROAD RULES AND TIMETABLE GOVERN.

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

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

1. Speed Restrictions—

Zone—Between Maximum Speeds Permitted

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

2. Bridge, Engine and Heavy Car Restrictions—

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

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

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—None.

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

5. Rule 99—Unless otherwise provided, protection against following trains not required. When flagging is required, distance will be 1.5 mile.

6. Rule 93—Yard limit in effect on entire subdivision.

7. Kansas City Terminal Area—

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

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

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

Train Dispatcher Call—3

- Speed Restrictions—Zone—Between**

	Maximum Speeds Permitted
Pierce City and Neodesha	40 MPH.
MP 287.0 and MP 287.6 Until engine through limits	15 MPH.
MP 287.6 and MP 288.8	35 MPH.
MP 298.5 and MP 299.2 Until engine through limits	20 MPH.
MP 311.5 and MP 314.2 Until engine through limits	20 MPH.
MP 314.6 and MP 315.1	30 MPH.
MP 327.1 Until engine through interlocking	20 MPH.
MP 358.0 and MP 360.1	30 MPH.
MP 361.1 Until engine through interlocking	20 MPH.
MP 370.2 and MP 371.0	30 MPH.
MP 383.5 and MP 383.8	30 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than 263,000 lbs. not permitted.
Locomotives in Groups G, H and I not permitted.
Mound Valley—Do not operate locomotives or cars beyond first switch of Co-op track.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99**—When flagging is required, distance will be 2 miles.
- Rule 93**—Yard limit in effect between:
MP 311.0 and MP 314.1
MP 342.5 and MP 346.0
MP 400.7 and MP 401.4
- TWC**—In effect between Pierce City and Neodesha.

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

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

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

Train Dispatcher Call—3

- Speed Restrictions—Zone—Between**

	Maximum Speeds Permitted
Neodesha and Wichita	40 MPH.
MP 403.0 and MP 413.4	30 MPH.
MP 413.4 and MP 414.2	20 MPH.
MP 414.2 Until engine over crossing, westward movement only	15 MPH.
MP 438.7 Until engine over crossing	25 MPH.
Eastward trains over 100 Tons/OB	
MP 447.0 and MP 452.0	30 MPH.
MP 456.0 and MP 458.0	25 MPH.
MP 472.7 and MP 473.2 Until engine through limits	25 MPH.
MP 483.6 and MP 484.2 Until engine through limits	10 MPH.
MP 493.4 and MP 493.5 Until engine through limits	30 MPH.
MP 500.4 and MP 501.4	30 MPH.
MP 501.4 and MP 504.4	10 MPH.
MP 504.4 and MP 504.4 Until engine through limits	5 MPH.
MP 504.4 and MP 506.7 Until engine through limits	10 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than 263,000 lbs. not permitted.
Locomotives in Groups G, H and I not permitted.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None**
- Rule 99**—When flagging is required, distance will be 2 miles.
- Rule 93**—Yard limit in effect between:
MP 401.4 and MP 403.6
MP 411.9 and MP 415.3
MP 482.6 and MP 485.3
MP 501.0 and MP 507.8
- TWC**—In effect between Neodesha and Wichita.
Train location line-up will be issued by train dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by Track Warrant Authority.
- Augusta**—Trains switching ATSF Connection, must stop in circuit until crossing gates on Ohio Street are down before proceeding over crossing or flag protection provided.

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

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

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

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

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

Train Dispatcher Call—3

8. Crew member must protect crossing from ground position:
Burton—Burton Ave.
Lyons—Highway 96.

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	11th Subdiv MAIN LINE STATIONS		Distance From Cuba
				Office Calls	Rule 6(A)	
			86.8	CU CUBA BJKY		0.0
	370	92818	95.1	STEELVILLE		8.3
	2,014	92823	100.4	LEAD JCT.		13.6
	1,580	92908	107.5	CHERRYVILLE	TWC	20.7
	1,260	92923	122.9	ST. JOE		36.1
	2,358	92933	130.0	BUICK	BTY	43.2

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

- Speed Restrictions—Zone—Between**
Maximum Speeds Permitted
Cuba and Buick 30 MPH.
MP 87.1 (PP Highway) Until engine over crossing: ... 15 MPH.
MP 93.4 and MP 93.6 10 MPH.
MP 98.5 and MP 98.8 10 MPH.
MP 122.9 and MP 123.0 10 MPH.
MP 129.8 and MP 130.0 10 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
Locomotives in Groups G, H and I not permitted.
When have other type cars in train, empty flat cars 85 ft. long or longer without multi-level racks, or flat cars 85 ft. long or longer, loaded with empty trailers will be handled in rear half of train only, except when locomotive horsepower is 5,000 or less restriction does not apply.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99—When flagging is required, distance will be 1 mile.**
- Rule 93—Yard limit in effect between—**
MP 86.8 and MP 88.0
MP 129.0 and MP 130.0
- TWC—In effect between Cuba MP 88.0 and Buick MP 129.0.**
Train location line-up will be issued by train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by Track Warrant Authority.

- Speed Restrictions—Zone—Between**
Maximum Speeds Permitted
Wichita and Lorraine 30 MPH.
The following track has been identified as Excepted track under FRA Track Safety Standards Rule 213.4 which restricts operating speed to maximum 10 MPH and prohibits revenue passenger trains and provides that no freight train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulation (49 CFR Part 172).
MP 510.0 and MP 577.0 10 MPH.
MP 582.5 and MP 582.7 10 MPH.
MP 586.0 and MP 594.1 10 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than 263,000 lbs. not permitted between Wichita and Medora.
Locomotives in Groups G, H and I not permitted.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99—Unless otherwise provided, protection against following trains is not required between Wichita and Lyons. When flagging is required, distance will be 1 mile.**
- Rule 93—Yard limit in effect between:**
MP 507.8 and MP 515.0
MP 577.1 and MP 594.1
- TWC—In effect between Wichita MP 515.0 and Lyons MP 551.3.**
Train location line-up will be issued by train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by Track Warrant Authority.

WEST WARD	Length of Siding In Feet	Station Numbers	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS		Distance From Webb City	EAST WARD
					Office Calls	Rule 6(A)		
		97326		326.0	WEBB CITY	Y	0.0	
				331.2	K.C.S.	JMY	5.2	
					JOPLIN (TOWNES YARD)	BKTY	7.8	
		97331		331.5				
		97340	1007	339.8	GALENA	Y	13.8	
				340.5	HORN JCT. To Horn 2.0	Y	14.5	
		97344		343.8	RIVERTON	Y	17.8	
		97159		347.9	BX BAXTER SPRINGS	BJKTY	21.9	

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

- Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Webb City and Baxter Springs..... 20 MPH.
 Highway 171 crossing, MP 326.9, Webb City 20 MPH.
 MP 330.3 and MP 334.7 10 MPH.
 Over crossings, Pennsylvania Avenue, Main, Joplin,
 and Wall Streets (Carterville Track) and will be
 flagged from ground position unless automatic
 protective device is operating..... 5 MPH.
 J. & G. Jct. (H Line) to K.C.S. Connection 5 MPH.
 Until engine through limits:
 MP 332.3 and MP 332.9..... 10 MPH.
 MP 332.9 and MP 334.9..... 15 MPH.
 MP 338.6 and MP 339.0..... 10 MPH.
 MP 339.8 and MP 340.4..... 10 MPH.
 Over static scales—Joplin..... 5 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than 263,000 lbs. not permitted.
 Locomotives in Groups G, H and I not permitted.
 Locomotives must not be operated over pit Eagle Picher, Joplin.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99—**Unless otherwise provided, protection against following trains not required. When flagging is required, distance will be 1 mile.
- Rule 93—**Yard limit in effect on entire subdivision.
- Rule 450—**In effect.
- Crew member must protect crossing from ground position—**
Joplin—Penn. Avenue track serving Joplin warehouse building.
Galena—Main Street (Carterville Track) and Main Street crossing between 0600 and 1800.
- BN trains using MKT tracks between Columbus and MP S-434.2 will contact BN operator Columbus or Joplin to obtain permission to occupy MKT main track and must notify BN operator Columbus or Joplin when clear of MKT main track.

SOUTH WARD	Length of Siding In Feet	Station Numbers	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS		Distance From S. Ft. Smith	NORTH WARD
					Office Calls	Rule 6(A)		
				421.0	S. FT. SMITH	Y	0.0	
		92429		429.3	JENSON	TY	8.3	
	1,760	92437	1002	436.6	CAMERON	Y	15.6	
		92445		443.6	POTEAU	JY	22.6	
				443.6	K.C.S.	AY	22.6	

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

Train Dispatcher Call—3

- Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 S. Ft. Smith and Poteau 20 MPH.
 MP 425.0 and MP 430.0 10 MPH.
 MP 433.0 and MP 439.0 10 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than 263,000 lbs. not permitted between S. Ft. Smith and Poteau.
 Locomotives in Groups G, H and I not permitted.
- Train Register Exceptions—None.**
- Clearance provisions and Exceptions Rule 82(A)—**Rule 82(A) does not apply.
- Rule 99—**Unless otherwise provided, protection against following trains is not required between S. Ft. Smith and Poteau. When flagging is required, distance will be 1 mile.
- Rule 93—**Yard limit in effect on entire subdivision.
- Crew member must protect crossing from ground position**
S. Ft. Smith—Highways 45 and 271—North I Street to Garrison Ave., inclusive, unless crossing signals operating.

OPERATING RADIOS

Type Control	Location Base Station	Channel	Station Hours
D	St. Louis	2	Unattended
L	Lindenwood	2	24 Hours Attended
D	Rosati	2	Unattended
L	Cuba	2	Mon.-Fri. 0630-2330
D	Newburg	2	Unattended
D	Sleeper	2	Unattended
D	Springfield	2	Unattended
L	Springfield	1&2	24 Hours Attended
L	Monett	2	24 Hours Attended except Sun. 1500-2300
L	Vinita	2	Mon.-Fri. 0700-1600
D/L	Greenfield	2	Unattended
L	Columbus	2	Mon.-Sun. 0700-2300
L	Ft. Scott	2	24 Hours Attended
D	Pleasanton	2	Unattended
L	Paola	2	Unattended
L	Lenexa	2	Mon.-Fri. 0430-2030
D	Rosedale	2	Unattended
L	Kansas City	2	Unattended
L	No. Kansas City	1-2	24 Hours Attended
L	Joplin	2	Mon.-Fri. 0700-0100
D	Carthage	2	Unattended
D	Miami	2	Unattended
L	Wichita	2	Mon.-Fri. 0700-2300
L	Neodesha	2	Mon.-Fri. 0700-1600

Type Control: D=Dispatcher, L=Local

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
864-2224	Chief Dispatcher	(417) 864-2224
864-2246	1st, 11th	(417) 864-2246
864-2240	2nd	(417) 864-2240
864-2243	3rd, 5th	(417) 864-2243
864-2247	4th	(417) 864-2247
864-2595	8th, 9th, 10th, 12th, 13th	(417) 864-2595

MOBILE PHONE RADIOS

Location Base Station	Access Digit	Network
Ft. Scott	2	864-2101
Joplin	4	864-2113
Kansas City	1	234-9287
Rosati	2	864-2103
Sleeper	3	864-2103
Springfield	1	864-2100
St. Louis	1	768-7044

Mobile Radio Control

Touch * Plus Access Digit Selects Base Station Radio Dial Tone.

Touch # Plus Access Digit Selects Base Station Radio Disconnect.

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard
1103	Springfield Yards
1106	Joplin
1107	Wichita
1108	Kansas City
1109	Lenexa
1111	Rosedale

OTHER ROAD SEGMENTS

Line Segment	Limits	Mileposts
16	Murray Yard to Clark	2.7 to 8.0
1008	Horn Jct. to Horn	0 to 2.4
1018	Nichols to W.S. Jct.	198.3 to 205.2
1060	Bundy Jct.—Ft. Wood	121.4 to 141.3
		Via U.S. Army R.R.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision			
92013 Kirkwood	5.6 west of Lindenwood	15	East
92074 Bourbon	2.9 east of Coffeyton	15	West
92099 Schundler	1.3 east of St. James	10	East
92100 St. James	5.6 west of Rosati	18	West
92147 Crocker	4.5 west of Jury	30	Both
Sho-Me-Spur	0.8 west of Huben	11	West
92182 Lebanon	7.7 west of Sleeper	25	Both
2nd Subdivision			
96313 Ragland Mills	3.2 west of Neosho	10	East
96375 New Storage	1.0 west of Catale	65	Both
96379 Chelsea	5.7 east of Bushyhead	55	Both
96392 Sequoyah	4.8 east of DeGroat	117	Both
96402 WR Steel	4.0 west of Claremore	8	West
96405 Williams	0.8 west of Verdigris	134	East
96408 Port Lead	4.3 east of Tiger	220	East
96409 Catoosa	3.5 east of Tiger	35	East
96414 Garnett	1.4 west of Tiger	60	Both
3rd Subdivision			
93008 Merriam	8.4 south of Rosedale	154	Both
93014 Lenexa	10.0 south of Rosedale	112	Both
93021 Olathe	6.0 north of Bonita	114	Both
93024 Moss	1.4 north of Bonita	92	Both
93030 Spring Hill	3.6 south of Bonita	32	Both
93109 Garland	6.4 south of Edward	100	Both
97219 Clemens No. 22	3.5 south of Arcadia	150	South
93124 Liberal	7.2 south of Arcadia	72	Both
93151 Golden City	1.5 south of Dix	25	Both
93159 Lockwood	9.2 south of Dix	60	Both
93166 Greenfield	3.5 south of Dumbeck	5	South
93183 Ash Grove	4.3 south of Everton	19	Both
5th Subdivision			
97124 Girard	7.4 south of Farlington	60	Both
97163 Semple	1.7 west of Baxter Jct.	135	East
97169 Central Mill Spur	3.7 west of Quapaw (Wye) ..	Yd.	
97192 Picher	3.0 west of Baxter Jct.	5	Both
97241 Sinclair	3.6 east of Cherokee	18	Both
97257 McCune	11.2 west of Cherokee	32	Both
97261 Strauss	15.8 west of Cherokee	18	Both
97267 Kansas Ordinance Plant	21.4 west of Cherokee	6	West
97271 Parsons	25.0 west of Cherokee	12	East
7th Subdivision			
95025 Belvidere	2.6 south of Grandview	31	Both
95033 Harrelson	4.6 south of Belton	36	Both
95037 Peculiar	8.5 south of Belton	21	Both
8th Subdivision			
95293 Wentworth	6.1 west of Pierce City	15	East
95335 Military	6.5 west of Carl Jct.	50	East
95336 Crestline	7.3 east of Columbus	8	West
95352 Hallowell	7.4 east of Oswego	30	Both
9th Subdivision			
95447 Piedmont	8.2 west of Severy	14	West
95473 Leon	11.2 east of Augusta	39	Both
95493 Andover	9.5 west of Augusta	25	Both
10th Subdivision			
95511 Wichita Heights	2.9 west of Wichita	20	Both
95515 Valley Center	6.8 west of Wichita	30	Both
95532 Patterson	15.0 east of Buhler	26	Both
95538 Burrton	9.2 east of Buhler	10	Both
95552 Medora	4.5 west of Buhler	22	East
95584 Pollard	6.4 west of Lyons	20	Both
95590 Fredrick	4.9 east of Lorraine	114	Both
11th Subdivision			
92923 Viburnum	1.4 south of St. Joe	4	East
12th Subdivision			
97338 Old Rock, Mo	6.4 west of Joplin	26	West
97339 Old Rock, Kan	6.5 west of Joplin	8	West
97404 Horn	2.0 west of Horn Jct.	2	West

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance From Galveston
				Office Calls	Rule 8(A)	
	40000	492		GZ GALVESTON FRT. YD. 48.2	JY	0.0

BETWEEN GALVESTON FREIGHT YARD AND NEW SOUTH YARD GENERAL CODE OF OPERATING RULES AND A.T.S.F. RY TIMETABLE GOVERN.

40050				HA NEW SO. YD. HOUSTON 11.5	BJKRY	48.2
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BETWEEN NEW SOUTH YARD HOUSTON AND BELT JCT. HB&T RY. RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

40061		57.4		BELT JCT.	JITY	59.7
9,141	40070	70.6		CASEY	Y	72.9
8,448	40081	81.2		ORR	Y	83.5
5,368	40085	84.8		CK TOMBALL		87.1
5,945	40096	96.8		KAREN		99.1
		105.6		A.T.S.F.	A	107.9
7,536	40110	110.5		SIMMONS		112.8
	40125	125.3		SHIRO	TWC ABS	127.6
6,390	40130	130.5		SINGLETON		132.8
6,260	40151	151.8		NORTH ZULCH		154.1
6,360	40168	168.5		FLYNN		170.8
6,092	40185	184.6		NEWBY		186.9
	40204	204.3		DO TEAGUE	BKRTY	206.6
8,976	40222	222.4		STREETMAN		224.7
		239.6		S.S.W.	I	241.9
	40240	239.7		CORSICANA	Y	242.0
6,000	40242	241.6		NORTH CORSICANA	Y	243.9
5,951	40259	258.7		BARDWELL		261.0
4,474	40271	270.3		HC WAXAHACHIE	KRY	273.2
	40272	271.1		JTD. JCT.	JTY	273.9

BETWEEN JTD JCT. AND ENDOT, GENERAL CODE OF OPERATING RULES AND M.K.T. RY. TIMETABLE GOVERN.

40299				ENDOT	J	302.1
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BETWEEN ENDOT AND NORTH JCT. "RIGHT-OF-WAY DISTRICT" RULES IN THE MK & T R.R. RULES AND TIMETABLE GOVERN.

				NORTH JCT.	J	304.7
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BETWEEN NORTH JCT. AND PEACH YARD OKT RR. RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

40336				PEACH YD.	J	337.1
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BETWEEN PEACH YD. AND NORTH YARD, FORT WORTH 2ND SUBDIVISION SPECIAL INSTRUCTIONS GOVERN.

40341	485	6.1		FR NORTH YARD	BJKRTY	341.2
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BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Casey-12, Tomball-13, MP 105.6-14, Shiro-15, North Zulch-16, Newby-17, Teague-18, Corsicana-19, Waxahachie-10.

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Belt Jct. and JTD Jct.

Trains up to 100 Tons O/B	50 MPH.
Trains over 100 Tons O/B	40 MPH.
MP 105.6 (A.T.S.F. Crossing)	30 MPH.
MP 152 to JTD Jct. Trains over 100 Tons/OB	30 MPH.
MP 175.8 and MP 176.4	30 MPH.

MP 181.0 and MP 182.4	30 MPH.
MP 238.0 and MP 242.3 Corsicana City Limits	30 MPH.
MP 239.6 (SSW Crossing)	25 MPH.
MP 270.0 and MP 271.1 Waxahachie Street Crossings	20 MPH.
MP 60.5 and MP 67.8 Houston City Limits	20 MPH.
Trains handling any loads over 20 feet 2 inches ATR at bridges 88.3 and 183.4	25 MPH.
Through all turnouts and sidings	10 MPH.

2. Bridge, Engine, and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

3. Train Register Exceptions—

Waxahachie—All trains will register by register ticket.

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

Belt Jct., Waxahachie—Rule 82(A) does not apply.

5. Rule 99—When flagging is required, distance will be 1.0 miles.

6. Manual Interlocking—

SSW Crossing Corsicana is a remote controlled interlocking under the supervision of the SSW Operator Corsicana. If signal does not permit movement and unable to communicate with Control Operator comply with Rule 312(2).

7. Special Conditions—

Casey—When switching the Power and Light Co. Spur and in the vicinity of the Plant proper, keep engine bell ringing constantly and do not exceed 8 MPH.

Houston Light & Power—Normal position for the inside cross-over switch is for the Houston Light & Power Industry Track.

8. Rule 93—Yard limits in effect between—

MP 57.4 and MP 76.0
MP 203.1 and MP 206.5
MP 236.4 and MP 242.7
MP 268.8 and MP 271.1

9. Rule 450—In effect.

10. ABS—In effect between MP 57.4 and MP 271.1.

11. TWC—In effect between Belt Jct. and Jtd. Jct.

Train location lineup will be issued by train dispatcher in accordance with Rule 35 of the MW for occupancy not protected by Track Warrant.

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

General Rules—

- During snow and ice storms trains must approach all power switches making a full use of the engine whistle to warn men cleaning switches of their approach. When visibility is poor, the whistle should be kept wide open from 400 to 500 feet before reaching the switch until after engine has passed over it.
- Before the engine controlling the air brakes on freight equipment is detached or angle cock closed, the engineman must make a 20 pound brake pipe service reduction with the automatic brake valve. The angle cock must be left open on the cars or the detached portion of train left standing to cause an emergency application on that portion when the separation is made.
- A complete and detailed report must be made by wire to the A.T.S.F. Chief dispatcher at Amarillo, Texas, Ft. Worth, Texas or Newton, Kansas, covering bad order cars set out, all accidents at grade crossings, personal injuries, unusual or defective track, signal or any other condition that would affect the movement of a train or engine on the Joint Trackage.
- Trains and engines using MKT Railroad tracks between North Fort Worth and North Junction, Dallas and Right-of-Way District in Dallas will be governed by MKT Timetable and General Code of Operating Rules.

MKT clearance forms and train order forms will be used.

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance From T&P Jct.	EAST WARD
					Office Calls	Rule 6(A)		
				0.0	T&P JCT.	Y	0.0	
				0.5	NINTH STREET	Y	0.5	
				0.9	HAMPTON	Y	0.9	
				2.0	MP 2	Y	2.0	
				2.5	RIO	Y	2.5	
				3.1	O.K.T.	IV	3.1	
				3.2	S.L. SW	IV	3.2	
		40341		6.1	FR NORTH YARD	BKRTY	6.1	
	8,477	40345		9.1	SAGINAW	IV	9.1	
				12.1	MP 12.1	Y	12.1	
	7,534	40354		19.0	AVONDALE		19.0	
	6,923	40370		34.6	HERMAN		34.6	
	6,098	40376		40.3	DECATUR		40.3	
	7,300	40387		50.8	ALYORD		50.8	
	6,693	40399		63.8	FRUITLAND		63.8	
	2,507	40404		68.5	BOWIE	TWC	68.5	
				69.2	MKT	A	69.2	
	6,390	40415		79.1	BELLEVUE		79.1	
	7,081	40425		90.2	DICKWORSHAM		90.2	
	6,269	40441		105.5	JOLLY		105.5	
		40444		108.9	RHEA JCT.	Y	108.9	
		40449		114.1	W WICHITA FALLS	BKRTUY	114.1	
		40458		118.4	VALLEY JCT.	J	118.4	
	6,681	40460		124.3	IOWA PARK		124.3	
	6,614	40471		135.9	FOWLKES		135.9	
		40476		140.3	ELECTRA		140.3	
	6,577	40483		148.1	HARROLD		148.1	
	10,555	40499		163.3	VERNON	CTC	163.3	
	6,650	40514		178.7	CHILLICOTHE		178.7	
				179.0	A.T.S.F.	I	179.0	
		40527		191.8	Q QUANAH	T	191.8	
		40532		196.7	ACME		196.7	
	6,488	40536		200.5	To Paducah 37.3		200.5	
	6,575	40547		211.7	GOODLETT		211.7	
					KIRKLAND			
		40556		220.2	RS CHILDRESS	BK	220.2	
	6,499	40563		227.8	To Wellington 31.8		227.8	
	7,280	40572		236.7	CAREY	CTC	236.7	
					ESTELLINE	J		

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	2nd Subdiv, Cont. MAIN LINE STATIONS		Distance From T&P Jct.	EAST WARD
					Office Calls	Rule 6(A)		
	7,528	40586		251.9	MEMPHIS		251.9	
	9,141	40599		263.1	HEDLEY		263.1	
	7,890	40613		275.7	CLARENDON		275.7	
	7,562	40623		288.6	ASHTOLA		288.6	
	7,066	40639		304.5	MALDEN		304.5	
	4,026	40643		307.9	CLAUDE		307.9	
	7,310	40653		317.7	KASOTA		317.7	
	3,535	40656		320.5	WASHBURN		320.5	
		40671		335.7	AR AMARILLO	BIKRTY	335.7	

Between MP 328.0 and Amarillo employees are under the jurisdiction of the Colorado Division Denver Region.

BN Radio Channel No. 1 in service on this Subdivision.

BN Radio Channel No. 2 in service at Amarillo.

Train Dispatcher Calls—Ft. Worth-21, Decatur-23, Bowie-24, Dickworsham-25, Wichita Falls-26, Vernon-28, Quanah-29, Childress-20, Memphis-31, Clarendon-32, Claude-34, Amarillo-35.

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted	
20 MPH.	MP 0.0 and MP 3.0.....
10 MPH.	MP 3.0 and MP 3.3.....
20 MPH.	MP 3.3 and MP 7.3.....
30 MPH.	MP 7.3 and MP 9.4.....
50 MPH.	MP 9.4 and MP 12.5.....
55 MPH.	MP 25.1 and MP 25.5.....
55 MPH.	MP 28.6 and MP 30.7.....
50 MPH.	MP 30.7 and MP 32.3.....
50 MPH.	MP 38.8 and MP 41.2.....
55 MPH.	MP 43.5 and MP 46.3.....
45 MPH.	MP 46.3 and MP 48.0.....
30 MPH.	MP 68.3 and MP 70.4.....
55 MPH.	MP 96.0 and MP 96.2.....
30 MPH.	MP 110.9 and MP 113.0.....
20 MPH.	MP 113.0 and MP 116.2.....
35 MPH.	MP 116.2 and MP 119.7.....
30 MPH.	MP 124.1 and MP 126.1.....
30 MPH.	MP 139.6 and MP 140.7.....
30 MPH.	MP 162.7 and MP 164.4.....
55 MPH.	MP 164.4 and MP 166.4.....
30 MPH.	MP 179.0.....
30 MPH.	MP 191.9, Until Engine Over Crossing.....
20 MPH.	MP 219.9 and MP 222.2.....
55 MPH.	MP 228.5 and MP 229.4.....
55 MPH.	MP 231.5 and MP 231.8.....
49 MPH.	MP 237.4 and MP 328.0.....
20 MPH.	MP 328.0 and MP 339.0.....
20 MPH.	At Amarillo, Westbound Mainline
10 MPH.	Except ATSF Crossing (MP 334.69), ATSF Tower and Eastern Fuel Facility.....
35 MPH.	On Sidings
10 MPH.	Estelline.....
10 MPH.	All Others.....
35 MPH.	Through Turnouts
30 MPH.	Estelline, Ends of Siding.....
30 MPH.	Quanah, End of Two Main Tracks.....
30 MPH.	Acme, End of Two Main Tracks.....
10 MPH.	All Others.....
5 MPH.	Static Scales.....

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

ACTION TO BE TAKEN BY TRAIN AND ENGINE CREWS

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

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

BE SPECIFIC WHEN REPORTING DAMAGE/LEAKAGE INFORMATION

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

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

EXCERPTS FROM D.O.T. REGULATIONS

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

DEFINITIONS:

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

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

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

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

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

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

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

- Hazardous substance or,
- Hazardous waste.

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

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

§ 172.205 Hazardous waste manifest.

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

§ 174.26 Notice to train crews of placarded cars.

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

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

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

SWITCHING AND TRAIN PLACEMENT

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

§ 174.8

INSPECTION

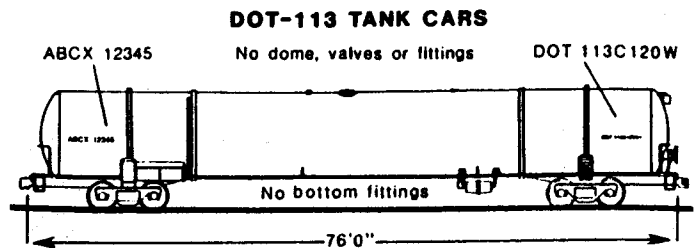
- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and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

§ 174.9 Inspection of tank cars.

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

§ 174.10 Inspection of cars at interchange.

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



DOT 113 TANK CARS MAY BE IDENTIFIED BY:

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

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

CANADIAN POISON GAS 2.3 PLACARDS



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

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

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

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

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

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

Acme and Paducah
Childress and Wellington

2. Bridge, Engine, and Heavy Car Restrictions—

Cars heavier than 263,000 pounds not permitted between:
Acme and Paducah
Childress and Wellington

Locomotive in Groups G, H and I not permitted between:
Acme and Paducah
Childress and Wellington

Acme—Do not put locomotive over hydraulic lift East and West spur track Georgia Pacific.

3. Train Register Exceptions—

North Yard—Wichita Falls—MKT trains will register when directed by track warrant.

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

Valley Jct., Estelline, Wichita Falls and Amarillo—Rule 82(A) does not apply.

Westward trains at Wichita Falls must obtain Track Warrant showing Track Bulletins in effect between Wichita Falls and Amarillo.

Eastward trains at Amarillo must obtain Track Warrant showing Track Bulletins in effect between Amarillo and Wichita Falls.

5. Rule 99—Between T&P Jct. and Estelline when flagging is required, distance will be 1.0 mile.

Between Estelline and Amarillo when flagging is required, distance will be 2.0 miles.

6. Manual Interlocking—

Saginaw, MP 9.1 ATSF-OKT interlocking is remotely controlled from Fort Worth train dispatchers office.

Chillicothe, MP 179.0 interlocking is remotely controlled from Fort Worth and signals are a part of Centralized Traffic Control system. Rules 312, 315(A), and 312(1) are in effect.

7. Flashing Yellow—

Aspect per Rule 234 will be displayed at intermediate signal 233.7 only when signal and power switch at east end Estelline MP 235.8 are lined for siding.

8. Rule 93—Yard limits in effect between—

MP 0.0 and MP 12.1, authority for movement will be issued by yardmaster.

MP 108.9 and MP 118.4, authority for movement will be issued by yardmaster.

MP 219.9 and MP 222.2 between Kirkland and Carey
MP 328.0 and MP 339.0, authority for movement will be issued by yardmaster.

9. Special Conditions—

Bowie—Siding cannot be used without authority of train dispatcher to meet or pass trains, however can be used for industrial work without authority of train dispatcher.

Ft. Worth—North Yd.—Westward trains stopped at block signal at MP 11.1 must obtain authority for continued movement from train dispatcher as well as yardmaster as this signal governs block extending beyond yard limits.

Rhea Jct.—Waiting time for electric lock is eight (8) minutes—Rule 319

Wichita Falls—Trains or engines passing over North Beverly Drive crossing, MP 116.9, on Sunshine Yard Lead must flag the crossing as the signal will not operate except when engine or cars are upon highway crossing.

Trains or engines operating over Seventh Street Crossing Wichita Falls must observe crossing signals in operation for approaching crossing. In the event signals fail to operate for approaching movement, leading wheels of movement must occupy island section, but stopping short of street crossing, observing signals in operation before obstructing crossing. "Island Section" is a section of track over the crossing, the outer limits of which are approximately 50 feet each side of crossing and marked with yellow paint.

Amarillo—Yard track between Hughes and McMaster Streets can be used by loaded coal trains and before leaving this track be sure crossing signals are in operation before occupying crossing over Hughes and McMaster Streets. Crossing signals circuit is 225 feet each side of crossing and marked with crossing start signs.

Trains or engines operating over crossings at Taylor, Polk, and Tyler Streets on the Bushland Main Line must observe crossing signals in operation for approaching crossing. In the event signals fail to operate for approaching movement, leading wheels of movement must occupy island section, but stopping short of street crossing. "Island Section" is a section of track over the crossing, the outer limits of which are approximately 50 feet each side of crossing and marked with yellow paint.

10. Loaded coal trains—are restricted to the main track and will not take siding nor be operated through yard tracks or back tracks except as otherwise provided below.

Individual loaded coal cars or block of loaded coal cars which may have to be set out on line must be walked into and out of set out track and in no case shoved past the clear point. Loaded coal trains which require doubling over in a terminal will be handled at a speed not exceeding 5 miles per hour and the crew will observe the double over carefully from positions which will allow them to immediately stop the train if trouble develops. Loaded coal trains may be operated through sidings at:

Avondale, Alvord, Dickworsham, Iowa Park, Fowlkes, Vernon, Estelline, Memphis, Hedley, Clarendon, Ashtola, Malden, Kasota, and other sidings in emergency when authorized by chief dispatcher and be governed by his instructions.

Loaded coal trains may be operated through yard tracks at Fort Worth and Amarillo as instructed by yardmaster, and at Childress as instructed by the Train Dispatcher. Loaded unit coal trains may not be operated through yard tracks at Wichita Falls.

11. ABS in effect—Between:

MP 0.7 and MP 5.4
MP 7.3 and MP 113.0
MP 237.3 and MP 238.8.

12. CTC in effect—Between:

MP 115.0 and MP 219.9
MP 222.2 MP 237.3

13. TWC—In effect between:

MP 12.1 and Rhea Jct.
Estelline and Amarillo

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

14. Rule 350(B)—following switches are not equipped with electric locks:

MP 115.1 - Wichita Falls - River Team Track
MP 124.4 - Iowa Park - East House Track
MP 125.9 - Iowa Park - Cryovac Spur
MP 138.8 - Electra - West end National Tank
MP 139.8 - Electra - High Line Track
MP 140.7 - Electra - West House Track
MP 147.5 - East end Harrold House Track
MP 147.9 - West end Harrold House Track

FORT WORTH DIVISION

MP 154.7 - Oklaunion East House Track
 MP 155.0 - Oklaunion West House Track
 MP 159.6 - Vernon Grain East Track
 MP 160.0 - Vernon Grain West Track
 MP 178.3 - Chillicothe Elevator Track
 MP 178.5 - Chillicothe East House Track
 MP 179.4 - Chillicothe Transfer Track
 MP 191.9 - Quanah - East end House Track
 MP 211.1 - Kirkland - East House Track
 MP 211.6 - Kirkland - West House Track
 MP 219.6 - Childress - Holland Spur

15. Rule 450—In effect.

16. Acme—Two main tracks between MP 192.3 and MP 196.7 between Quanah and Acme are designated as Main 1 and Main 2.

17. The following Track Side Warning Detectors protect bridge, tunnels, or other structures—None.

Other Track Side Warning Detector Locations—

Dickworsham—MP 94.3

Electra—MP 143.6

Clarendon—MP 273.2

WE ST WA RD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance From Chero- kee Yard	T E A S T WA RD
					Office Calls	Rule 6(A)		
		96426		426.9	2MT CY CHEROKEE YARD	BJKRT	0.0	
		96431	1003	430.5	NORRIS		3.6	
		96436		435.5	OMA		8.6	
		96438		437.2	2MT SQ SAPULPA	JT	10.3	
	5,844	94442		442.2	KIEFER		15.3	
	8,651	94456		456.2	BEGGS		29.3	
	6,176	94467		467.2	BUTLER		40.3	
		94469		468.6	OG OKMULGEE		41.7	
	8,678	94476		476.2	SCHULTER		49.3	
	5,079	94482		482.1	HN HENRYETTA		55.2	
	8,580	94495		494.7	FRED		67.8	
		94504		504.4	WETUMKA		77.5	
	8,078	94513		513.0	YEAGER		86.1	
				519.6	O.K.T.	A	92.7	
	6,392	94525		525.0	SPAUDLING		98.1	
	9,251	94539		539.1	FRANCIS		112.2	
		94548	1046	548.2	AD ADA	BK	121.3	
	8,633	94558		558.2	FITZHUGH		131.3	
	8,713	94571		571.0	SCULLIN		144.1	
		94580		579.3	ML MILL CREEK		152.4	
	8,777	94592		591.8	RV RAVIA		164.9	
	8,900	94603		603.4	MA MADILL	BKR	176.5	
	8,577	94610		610.6	KINGSTON		183.7	
		94620		620.2	LAKE SIDE	J	193.3	
	8,801	94625		624.8	BARRY		197.9	
		94631		631.1	STALEY		204.2	
				631.4	M.K.T. JCT.	IJ	204.5	
	9,310			632.5	IT JOE		205.6	
		94637		636.5	DN DENISON		209.6	
				636.6	S.P. JCT.	J	209.7	

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

	94650	649.9	SOUTH SHERMAN JCT.	J CTC	223.0
8,661	94658	657.7	DORCHESTER		230.8
	94665	664.8	GUNTER		237.9
	94674	673.6	CELINA		246.7
8,761	94680	679.7	PROSPER		252.8
	94686	685.6	FRISCO	TWC	258.7
4,432	94700	699.9	BLISS		273.0
	94701	700.5	CARROLLTON		273.6
		700.5	M.K.T.-S.S.W.	A	273.6
7,400	94705	704.9	GRIBBLE	Y	278.0
2,497	94711	709.3	IR IRVING	BKTY	282.4

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Cherokee Yd. and Denison	55 MPH.
So. Sherman Jct. and Irving	49 MPH.
MP 428.7 through turnout	25 MPH.
MP 428.8 and MP 429.1 Main 2	40 MPH.
MP 428.9 and MP 429.0 Until engine through limits Main 1	20 MPH.
MP 429.0 and MP 429.9 Main 1	40 MPH.
Norris, through turnout	50 MPH.
MP 432.4 and MP 432.6	45 MPH.
Oma, through turnout	50 MPH.
MP 436.2 and MP 437.5	25 MPH.
MP 437.5 South leg of wye switch	20 MPH.
MP 437.4 and MP 438.2 Until engine through limits	25 MPH.
MP 438.3 and MP 440.2	45 MPH.
MP 441.7 and MP 442.9 Until engine through limits	30 MPH.
MP 457.7 and MP 458.1	45 MPH.
MP 468.6 and MP 469.3 Until engine through limits	35 MPH.
MP 471.3 and MP 471.8	45 MPH.
MP 478.5 and MP 479.2	45 MPH.
MP 480.2 and MP 482.7 Until engine through limits	25 MPH.
MP 483.5 and MP 485.1	45 MPH.
MP 492.0 and MP 492.5	45 MPH.
MP 494.4 and MP 494.7	45 MPH.
MP 498.7 and MP 499.0	50 MPH.
MP 504.0 and MP 504.5 Until engine through limits	40 MPH.
MP 506.0 and MP 506.3	50 MPH.
MP 506.9 and MP 507.2	45 MPH.
MP 509.9 and MP 510.3	45 MPH.
MP 511.5 and MP 511.7	50 MPH.
MP 516.3 and MP 518.5	45 MPH.
MP 518.5 and MP 520.6 Until engine through limits	25 MPH.
MP 520.9 and MP 521.7	50 MPH.
MP 526.5 and MP 526.7	50 MPH.
MP 529.2 and MP 529.6	45 MPH.
MP 531.9 and MP 532.3	45 MPH.
MP 532.3 and MP 532.7	50 MPH.
MP 533.7 and MP 534.8	45 MPH.
MP 535.7 and MP 536.5	50 MPH.
MP 539.1 Until engine over crossing	30 MPH.
MP 539.5 and MP 540.2	45 MPH.
MP 542.9 and MP 545.7	45 MPH.
MP 547.2 and MP 548.8 Until engine through limits	20 MPH.
MP 548.9 and MP 549.4	50 MPH.
MP 550.7 and MP 552.1	45 MPH.
MP 554.7 and MP 555.7	45 MPH.
MP 555.7 and MP 556.6	40 MPH.
MP 559.3 and MP 559.9	50 MPH.
MP 569.0 and MP 569.3	50 MPH.
MP 574.2 and MP 577.3	50 MPH.
MP 581.4 and MP 583.5	45 MPH.
MP 589.2 and MP 589.7	45 MPH.
MP 591.6 and MP 592.2 Until engine through limits	30 MPH.
MP 596.0 and MP 600.0	45 MPH.
MP 602.2 and MP 604.2	45 MPH.
MP 603.2 and MP 603.5 Until engine through limits	20 MPH.
MP 605.4 and MP 605.6	45 MPH.
MP 618.0 and MP 620.0	30 MPH.
MP 621.5 and MP 623.7	50 MPH.
MP 630.1 and MP 631.0	30 MPH.
Staley-M.K.T. Junction, turnouts Red River Bridge	15 MPH.
MP 633.2 and MP 634.9	45 MPH.
MP 634.9 and MP 635.2	30 MPH.
MP 635.2 and MP 636.5	20 MPH.
Through turnouts controlled sidings between Sapulpa and Denison	20 MPH.
MP 673.6 and MP 674.0	25 MPH.
MP 694.5 and MP 700.4	30 MPH.
MP 700.4 and MP 700.5	15 MPH.
MP 700.5 and MP 704.0	30 MPH.

MP 708.6 and MP 711.1	15 MPH.
Cars heavier than 263,000 lbs., on Bridges 457.7, 475.0, 495.0 and 535.8	20 MPH.
MP 535.8 over bridge—trains over 100 O/B and locomotives in Groups G, H, and I	25 MPH.
Controlled Sidings: Butler, Henryetta, Fred, Francis, and Barry	10 MPH.
Sidings: Dorchester, Prosper, and Bliss	10 MPH.
Static Scale—Sherman	5 MPH.
Coupled in-motion scale—Ada	4 MPH.
Static Scale (no-hump)	5 MPH.

Irving—Highland Lead East of Electronic Drive is identified as Excepted Track under FRA Track Safety, Rule 213.4 which restricts operating speed to a maximum of 10 MPH and prohibits revenue passenger trains. These regulations also provide that no freight train shall be operated that contains more than five (5) cars required to be placarded by the Hazardous Material Regulations (49 CFR Part 172).

2. Bridge, Engine and Heavy Car Restrictions—

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

Do not operate six-axle units on following tracks—

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

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

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

Trains originating at Irving will receive one clearance with all Track Bulletin(s) in effect between Denison and Madill.

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

Trains originating at Tulsa destined Oklahoma City will not require a clearance for movement between Tulsa and Sapulpa but must secure a track warrant and track bulletin(s) if any for movement to Oklahoma City.

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

6. Rule 93—Yard limit in effect between—

MP 649.9 and MP 651.0
MP 704.0 and MP 711.0

7. TWC—In effect between South Sherman Jct. and Irving.

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

8. Rule 450—In effect.

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

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

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

When delivering cars on TSU connection at Sapulpa, Oklahoma, car or cars being handled must not be detached from motive power until they are shoved to rest on extreme north end of connection track. Hand brakes must be applied to all cars and skates applied to the north car.

10. CTC—In effect between MP 428.6 and MP 636.5

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

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

11. Cherokee Yard to Muskogee—BN trains will use Union Pacific tracks between Cherokee yard and Muskogee. Union Pacific Time Table and General Code of Operating Rules will govern.

Muskogee Yard—Trains and engines using Muskogee Yard must comply with special notices posted in the BN depot. When switching on Fort Howard tracks, Fort Howard safety rules must be followed and are in effect. At MKT crossing, normal position of gate is lined and locked against the BN. Rules 98, 98(A) and 98(B) apply. Maximum speed in Muskogee Yard is 10 MPH including Wye tracks at Brockway and Container lead. Use single locomotive to switch Container lead and 24th Street West.

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

When stopped at interlocking signal, in addition to securing permission to proceed from MKT operator, a member of train crew must also secure permission from BN train dispatcher per rule 312 before proceeding.

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

13. Denison to South Sherman Jct—BN trains will use Southern Pacific track between S.P. Jct., Denison and South Sherman Jct. and are governed by General Code of Operating Rules and SP Timetable.

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

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

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

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

16. North Fort Worth and North Junction—MKT Tracks—Trains and engines using MKT Railroad tracks between North Fort Worth and North Junction, Dallas and Right-of Way District in Dallas will be governed by MKT Timetable and General Code of Operating Rules.

MKT clearance forms and train order forms will be used.

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

17. Yeager—All trains using siding Yeager must flag Lafayette Street crossing (MP 513.1) from ground position.

18. Dallas—

ATSF Tracks—BN trains use ATSF tracks between Santa Fe Jct. and East Dallas. General Code of Operating Rules governs: except as modified in Fort Worth Division, First Subdivision, item 12.

Rule 93 (yard limit) in effect between MP 52.5 and MP 53.7 in East Dallas.

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

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

19. Bridge 618.9—do not use dynamic brakes.

20. Rule 350(B)—Following switches not equipped with electric locks:

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

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

Radio Reporter: MP 613.7

Radio Tone: MP 592.4, MP 601.1 and MP 623.1

Other Track Side Warning Detectors—

Radio Reporter: MP 446.8, MP 474.7, MP 496.4, MP 516.2, MP 542.5, MP 565.8, MP 587.2, MP 666.2 and MP 690.7.

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

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

**1. Speed Restrictions—
Zone—Between**

Maximum Speeds Permitted

Sapulpa and Oklahoma City	45 MPH.
MP 458.7 and MP 460.2 Until engine through limits	20 MPH.
MP 477.0 and MP 477.8 Until engine through limits	35 MPH.
MP 492.7 and MP 493.9 Until engine through limits	35 MPH.
MP 523.5 and MP 526.6 Until engine through limits	35 MPH.
MP 535.8 ATSF Interlocking.....	30 MPH.
Static Scale—Oklahoma City.....	5 MPH.

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

Locomotives in Groups G, H and I not permitted on bridge on industrial lead at Chandler.

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

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

Trains on 4th Subdivision will not require a clearance for movement from Sapulpa to Tulsa but must secure a track warrant with track bulletin(s) if any, for movement to Tulsa.

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

6. **Rule 93**—Yard limit in effect between—

MP 437.2 and MP 438.4
MP 536.4 and MP 539.5

7. **TWC**—In effect between Sapulpa and Oklahoma City.

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

8. **Between Sapulpa and Oklahoma City**—Not more than one train or engine may be permitted to occupy the same or overlapping limits of a Track Warrant at the same time except when all trains or engines within the limits have been authorized to move only in the same direction and have not been relieved of providing flag protection as prescribed by Rule 99. All trains and engines except the leading train or engine must move at restricted speed.

9. **Sapulpa**—

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

When delivering cars on TSU connection at Sapulpa, Oklahoma, car or cars being handled must not be detached from motive power until they are shoved to rest on extreme north end of connection track. Hand brakes must be applied to all cars and skates applied to the north car.

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

Other Track Side Warning Detectors—

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS			Distance From Oklahoma City	EAST WARD
					Office Calls	Rule 8(A)			
		96540		539.5	OC OKLAHOMA CITY	BJKRTY		0.0	
				542.8	A.T.S.F.	MY		3.3	
				553.9	MUSTANG			14.4	
	4,199	96554		567.5	SOONER			28.0	
	5,138	96567		580.5	O.K.K.T.	A		41.0	
				580.8	CHICKASHA			41.3	
	2,073	96581		605.0	CR CYRIL	Y		65.5	
		96611		610.6	FLETCHER			71.1	
		96626		625.5	PORT BILL	T		86.0	
			1003	629.7	O.K.K.T.	MY	TWC	90.2	
	2,050	96630		630.2	LT LAWTON	BNKY		90.7	
		96637		637.2	EAGLE	Y		97.7	
	4,283	96644		643.9	CACHE			104.4	
		96664		664.4	SN SNYDER	JY		124.9	
				686.7	H & E	M		147.2	
	1,695	96687		687.2	ALTUS	Y		147.7	
				688.1	A.T.S.F.	A		148.6	
		96709		709.4	ELDORADO			169.9	
		96723		723.3	QUANAH	BJKRTY		183.8	

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

1. **Speed Restrictions**—
Zone—Between

Maximum Speeds Permitted
Oklahoma City and Quanah..... 40 MPH.
MP 549.7 and MP 692.0 Trains over 100 Tons O/B .. 30 MPH.
MP 557.9 over Bridge..... 30 MPH.
MP 580.4 and MP 584.4 Until engine through limits 20 MPH.
MP 588.0 and MP 602.0 30 MPH.
MP 614.7 and MP 614.9 Until engine through limits 25 MPH.
MP 643.0 and MP 644.1 Until engine through limits 25 MPH.
MP 686.3 and MP 687.6 Until engine through limits 30 MPH.
MP 688.1 through interlocking..... 20 MPH.
Sidings..... 10 MPH.
Static Scale—Oklahoma City..... 5 MPH.

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

Cars heavier than 263,000 lbs. not permitted.

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

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

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

6. **Rule 93**—Yard limit in effect between—

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

7. **TWC**—In effect between Oklahoma City and Quanah.

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

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

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

Altus—Highway 62 on Air Base Lead

9. Use of Dynamic Brakes Prohibited—

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

Other Track Side Warning Detectors—

Radio Reporter: MP 565.2 and MP 590.8.

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance From Chero- kee Yard	T E A S T WARD
					Office Calls	Rule 6(A)		
		96426		426.9	CY CHEROKEE YARD BJKRTY		0.0	
	7,865	96046		445.8	18.9 MANNFORD		18.9	
		96069		469.3	23.5 CASEY		42.4	
		96072		471.6	2.3 CAMP AJ		44.7	
	8,041	96078		478.0	6.4 PAWNEE J		51.1	
				479.7	1.7 A.T.S.F. A		52.8	
	8,868	96091		490.6	10.9 MORRISON		63.7	
		96103		502.7	12.1 BLACK BEAR AJ		75.8	
				508.7	6.0 A.T.S.F. M		81.8	
		96109		508.8	0.1 PERRY J		81.9	
	8,048	96125		525.3	16.9 CALLAHAN		98.8	
				533.3	7.6 A.T.S.F. A		106.4	
		96134		534.0	0.7 FAIRMONT TWC		107.1	
			1047	543.0	9.0 A.T.S.F. UY		116.1	
		96143		543.1	0.1 STEEN Y		116.2	
				544.2	1.1 O.K.T. AY		117.3	
		96145		545.4	1.2 EN ENID BJKRTY		118.5	
		96148		548.2	2.8 BLANTON JY		121.3	
		96155		554.5	6.3 CARRIER		127.6	
		96163		562.8	8.3 GOLTRY		135.9	
		96169		569.3	6.5 HELENA		142.4	
		96174		574.4	5.1 McWILLIE		147.5	
				580.2	5.8 A.T.S.F. M		153.3	
		96181		580.5	0.3 CARMEN		153.6	
		96189		588.6	8.1 DACOMA		161.7	
		96195		595.0	6.4 HOPETON		168.1	
		96202		601.9	6.9 AV AVARD Y ABS		175.0	
					10.6			

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

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

Train Dispatcher Call—3

**1. Speed Restrictions—
Zone—Between**

Maximum Speeds Permitted

Cherokee Yard and Avard 49 MPH.

MP 428.0 and MP 432.0	30 MPH.
MP 438.8 and MP 439.2	40 MPH.
MP 458.4 and MP 459.1	45 MPH.
MP 460.0 and MP 469.0	30 MPH.
MP 471.4 and MP 472.0	40 MPH.
MP 473.1 and MP 473.4	45 MPH.
MP 474.4 and MP 474.9	40 MPH.
MP 475.8 and MP 476.9	45 MPH.
MP 477.2 and MP 478.4 Until engine through limits	30 MPH.
MP 478.9 and MP 480.7	40 MPH.
MP 479.7 Through interlocking	25 MPH.
MP 502.9 and MP 503.2	45 MPH.
MP 507.5 and MP 509.5	20 MPH.
MP 519.1 and MP 519.8	40 MPH.
MP 533.3 Through interlocking	40 MPH.
MP 537.0 and MP 542.0	35 MPH.
MP 548.1 and MP 548.7	35 MPH.
MP 601.3 and MP 602.1	35 MPH.
Avard: through ATSF turnout	35 MPH.
Siding Pawnee	10 MPH.
Static Scale—Enid	5 MPH.

Cherokee Yard—R&D tracks, Freight Lead, Middle Hump, Old Passenger Main, Classification Tracks, and East and West leg of Wye

Static Scale (No-Hump)	10 MPH.
In-motion Hump Scale	5 MPH.
ATSF SPEED RESTRICTIONS	10 MPH.

Curves MP 345.2 and MP 345.7 55 MPH.
 Switches and Auxiliary Tracks.

Maximum speed permitted through turnout of other than main track switches 10 MPH.

Each end of sidings between Avard and Waynoka (except those listed below) 40 MPH.

Other than main track switches (except those listed below) 15 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

Waynoka—	
East end extension track	40 MPH.
Turnout east end two tracks MP 342.4	40 MPH.
South track to Yard MP 342.5	15 MPH.
East crossover MP 345.1	30 MPH.
West crossover MP 345.1	15 MPH.
South track to Yard MP 345.2	15 MPH.
Turnout west end two tracks MP 346.9	40 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

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

3. Train Register Exceptions—

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

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

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

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

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

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

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

Two main tracks between ATSF MP 342.4 and MP 346.9 designated Main 1 and Main 2.

ABS—MP 601.3 to ATSF Westward Absolute Signal located at MP 602.0. White light indicator and telephone to ATSF dispatcher located MP 601.6. When white light indicator is illuminated, ATSF

westward home signal displays proceed. If white light indicator is not illuminated and westward movement desired, communicate with ATSF train dispatcher.

7. TWC—In effect between Cherokee Yard and Avar.

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

8. Rule 450—In effect.

9. ATSF Tracks—BN trains use ATSF tracks between Avar and Waynoka. General Code of Operating Rules governs except as modified in Fort Worth Division, First Subdivision item 12.

10. Rule 93—Yard limit in effect between:

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

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

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

Others Track Side Warning Detectors—

Radio Reporter: MP 447.6, MP 467.8, MP 494.0, MP 516.6, MP 573.1 and ATSF MP 339.3 (Counter at MP 337.3 and MP 340.9. If white light rotating approaching detector indicates detector bad order, disregard indication.)

WEST WARD ↓	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance From Hope	EAST WARD ↑
					Office Calls	Rule 6(A)		
		92806		805.5	HOPE	Y	0.0	
				805.4	U.P.	MY	0.1	
				773.4	G.N.A.	UY	32.1	
		92773		773.3	AW ASHDOWN	BJY	32.2	
				772.9	K.C.S.	AY	32.6	
		92757		757.3	FOREMAN	Y	48.2	
		92751		751.1	ARKINDA		54.4	
		92728	1048	728.0	IDABEL	Y TWC	77.5	
		92710		710.2	VA VALLIANT	Y	95.3	
				710.0	T.O.E.	MY	95.5	
		92700		700.2	FORT TOWSON		105.3	
		92696		696.8	WESCO		108.7	
		92559		684.9	HU HUGO	BJKRTY	120.6	
	8,310	92661		660.8	BO		144.7	
	8,106	92639		638.8	PIRTLE		166.7	
				632.9	M.K.T.	A	172.6	
		92633		632.5	DURANT		173.0	
		94620		620.2	LAKESIDE	J	185.3	

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

Train Dispatcher Call—3

- 1. Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
Lakeside and MP 700.0 40 MPH.
Except:

MP 620.2 through turnout 25 MPH.
MP 630.5 and MP 633.0 25 MPH.
MP 700.0 and MP 729.0 25 MPH.
MP 729.0 and MP 758.0 30 MPH.
MP 758.0 and MP 775.0 25 MPH.
MP 775.0 and MP 803.7 25 MPH.
MP 803.7 and MP 805.5 10 MPH.
Static Scale—Hugo 5 MPH.

Hugo, Oklahoma, all yard tracks, except Main Track, RD Track, Creo Track and Number 7 Track, are identified as Excepted Tracks under FRA Track Safety Rule 213.4 which restricts operating speed to a maximum of 10 MPH and prohibits revenue passenger trains. These regulations also provide that no freight train shall be operated that contains more than five (5) cars required to be placarded by the Hazardous Material Regulations (49 CFR Part 172).

Hope, Arkansas, from MP 805.5 to End of Track, the main track and all yard tracks are identified as Excepted Tracks under FRA Track Safety Rule 213.4 which restricts operating speed to a maximum of 10 MPH and prohibits revenue passenger trains. These regulations also provide that no freight train shall be operated that contain more than five (5) cars required to be placarded by the Hazardous Material Regulations (49 CFR Part 172).

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups, G, H and I not permitted between Ft. Towson and Hope.

3. Train Register Exceptions—None.

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

Trains originating at Hugo destined Madill will receive clearance and track bulletins, if any, for movement from Lakeside to Madill.

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

6. Rule 93—Yard limit in effect between—

MP 682.0 and MP 686.8
MP 709.0 and MP 712.0
MP 770.6 and MP 775.0
MP 803.7 and MP 805.5

7. TWC—In effect between Hope and Lakeside.

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

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

Arko—Highway 32 over both legs of wye

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

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

WEST WARD ↓	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	8th Subdiv BRANCH LINE STATIONS		Distance From Hugo	EAST WARD ↑
					Office Calls	Rule 6(A)		
		92559		559.0	HU HUGO		0.0	
		92569	1002	569.1	To Antlers 17.4	BJKRTY	10.1	
		92583		581.2	ARTHUR CITY		22.2	
		92584		583.8	BETNER	Y	24.8	
					PARIS	BJRY		

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

Train Dispatcher Call—3

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

Hugo and MP 571.5	30 MPH.
MP 571.5 and MP 579.5	25 MPH.
MP 579.5 and MP 583.8	10 MPH.

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

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.
Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—None.

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

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

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

7. TWC—in effect between Hugo and Paris.

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

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

Paris—Bonham and Graham Streets
Antlers—Main Street

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	9th Subdiv MAIN LINE STATIONS			Distance From End	T E A S T W A R D
					Office Calls	Rule 6(A)			
		96145		585.7	EN ENID BJKRTY			0.0	
		97597		597.2	DRUMMOND			11.5	
		97607		606.7	AMES			21.0	
		97618		618.2	OKEENE			32.5	
		97629		629.4	SOUTHARD	Y		43.7	
		97650		649.7	FAY			64.0	
		97658		658.1	THOMAS			72.4	
		97666		666.2	FOLEY	J		80.5	
	2,820	97668		668.4	CUSTER CITY			82.7	
		97679		679.0	EWING	J		93.3	
				679.7	F.M.R.C.	M		94.0	
		97681	1051	680.6	CZ CLINTON	BKY TWC		94.9	
		97690		690.0	BESSIE			104.3	
		97697		696.8	CORDELL			111.1	
		97707		707.4	ROCKY			121.7	
		97717		716.8	HOBART			131.1	
		97729		729.5	ROOSEVELT			143.8	
		96664		744.1	SN SNYDER	JY		158.4	
		97755		755.0	MANITOU			169.3	
		97763		763.4	FREDERICK	Y		177.7	
				763.9	M.K.T.	UY		178.2	
		97774		774.2	DAVIDSON	Y		188.5	

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

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

Enid and Frederick	30 MPH.
MP 695.0 and MP 730.0	25 MPH.
MP 764.2 and MP 774.2	10 MPH.
Static Scale—Enid	5 MPH.

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

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted. Cars heavier than 220,000 lbs. not permitted between Frederick and Davidson. Do not operate engine beyond 50 feet from clearance point on spur Svoboda. Locomotives in Groups, G, H and I not permitted.

3. Trains Register Exceptions—None.

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

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

6. Rule 93—Yard limit in effect between—

MP 585.7 and MP 588.3
MP 628.0 and MP 630.5

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

7. TWC—In effect between Enid and Davidson.

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

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	10th Subdiv BRANCH LINE STATIONS		Distance From Estelline
				Office Calls	Rule 8(A)	
	40572		236.7	ESTELLINE	J CTC	0.0
				21.7		
7,454	88722		258.6	TAMPICO		21.7
	88732		268.9	TURKEY		32.2
6,739	88742		279.2	QUITAQUE		42.5
				27.2		
	88769		306.4	STERLEY	JY	69.7
				15.2		
			321.6	A.T.S.F.	UY	84.9
				2.7		
	88787		324.3	CG PLAINVIEW	ABKRTY	87.6
				13.2		
	88801		337.5	EDMONSON		100.8
				14.1		
2,563	88815		351.6	HART		114.9
				16.0		
	88831		367.6	DM DIMMITT	RTY	130.9

BN Radio Channel No. 1 in service on this Subdivision.

**1. Speed Restrictions—
Zone—Between**

Maximum Speeds Permitted

Estelline and Dimmitt 25 MPH.
MP 287.8 and MP 288.2 10 MPH.
MP 323.5 and MP 325.2 10 MPH.
Static scale Plainview 5 MPH.
Through all turnouts and sidings 10 MPH.
Item 1A, All Subdivisions, applies between MP 288.2 and MP 298.0

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 pounds not permitted.

Locomotives in groups G, H and I permitted only on main track, sidings, all tracks at Sterley and BN tracks in Plainview yard.

3. Train Register Exceptions—None.

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

Estelline—Rule 82(A) does not apply.

5. Rule 99—When flagging is required, distance will be 1.0 mile.

6. Special Conditions—

MP 289.5—MP 298.0—Look out for rock slides.

7. Rule 93—Yard limits in effect between—

MP 304.9 and MP 307.3
MP 320.0 and MP 330.0
MP 366.6 and MP 368.4

8. Handling 80 feet or longer cars—Between Estelline and Sterley, (See All Subdivisions Items 3 and 4A.)

9. Between Quitaque and South Plains—

A member of crew on moving train, must when conductor and brakeman are on caboose, have a member of crew seated at conductor's desk at rear end of caboose at all times with spotlight turned on at night making inspection of track, watching for signs of equipment dragging, derailed cars, or any other dangerous conditions.

10. TWC—In effect between Estelline and Dimmitt. Train location line up will be issued by train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by Track Warrant Authority.

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS		Distance From Sterley
				Office Calls	Rule 8(A)	
	88769		306.4	STERLEY	JY	0.0
				6.6		
3,850	89007		313.1	LOCKNEY	Y	6.6
				0.9		
			314.1	A.T.S.F.	U	7.5
				18.7		
2,557	89026	487	332.7	PETERSBURG		26.2
				17.0		
2,541	89044		349.6	KITALOU	UY	43.2
				8.8		
			358.5	A.T.S.F.	IV	52.0
				1.6		
	89054		360.1	BU LUBBOCK	BKRTY	53.6

BN Radio Channel No. 1 in service on this Subdivision.

**1. Speed Restrictions—
Zone—Between**

Maximum Speeds Permitted

Sterley and Lubbock 25 MPH.
MP 313.1 and MP 314.9 20 MPH.
MP 357.0 and MP 360.1 10 MPH.
Through all turnouts and sidings 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 pounds not permitted.

Kitalou Airport Spur Track—Not more than 2 locomotives permitted.

Locomotives in groups G, H and I permitted only on main track, sidings, all tracks at Sterley and BN tracks in Lubbock yard.

3. Train Register Exceptions—None.

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

5. Rule 99—When required to flag, distance will be 1.0 mile.

6. TWC—In effect between Sterley and Lubbock. Train location line up will be issued by train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by Track Warrant Authority.

7. Manual Interlocking—

ATSF Crossing located at MP 358.5 controlled by ATSF train dispatchers. Trains stopped by absolute signal will be governed by instructions posted in telephone and release box.

8. Rule 93—Yard limits in effect between—

MP 304.9 and MP 307.3
MP 312.0 and MP 314.0
MP 349.0 and MP 360.1

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS		Distance From Valley Jct.	EAST WARD
					Office Calls	Rule 8(A)		
		40458		0.0	VALLEY JCT.	J CTC	0.0	
	1,522	88227		27.3	DUNDEE		25.7	
	2,498	88252		51.9	SEYMOUR		50.3	
	1,796	88263		63.4	BOMARTON		61.8	
	1,045	88271	490	70.5	GOREE	TWC	68.9	
	1,787	88276		75.8	MUNDAY		74.2	
	1,800	88297		96.9	HASKELL		95.3	
		88313		112.7	S STAMFORD	BKRT	111.1	
		88351		151.3	A ABILENE	BKRTY	149.7	

BN Radio Channel No. 1 in service on this Subdivision.

- Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Valley Jct. and Abilene..... 25 MPH.
 MP 50.0 and MP 53.0 10 MPH.
 MP 112.5 and MP 113.3..... 10 MPH.
 Through all turnouts and sidings..... 10 MPH.
 Static scales Stamford and Abilene 5 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than 263,000 pounds not permitted.
 Locomotives in groups G, H and I not permitted.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—**
Valley Jct.—Rule 82(A) does not apply.
- Rule 99—When flagging is required, distance will be 1.0 miles.**
- Rule 93—Yard limits in effect between—**
 MP 141.0 and MP 151.3
- TWC—In effect between Valley Jct. and Abilene.**
 Train location lineups will be issued by train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by Track Warrant Authority.

LINE SEGMENT NUMBERS

YARD SEGMENT NUMBERS

Line Segment	Limits	Mileposts
761	Fort Worth	
762	Wichita Falls	
763	Houston Industrial Area	
764	Dallas Union Station	
765	Amarillo	
766	Childress	
767	Teague	
793	Irving Rock Island Yard	
794	Saginaw Rock Island	
	Interlocking	
1146	Irving	
1147	Fort Worth West Yard	
1141	Cherokee	
1142	Enid	
1143	Oklahoma City	
1144	Muskogee	
1145	Sherman	
1148	Hugo	
1149	Paris	

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
1002	Hugo to Antlers	559.0 to 542.4
1052	Muskogee To Bacone	524.8 to 530.3
795	West Texas Power Company	154.9 to 160.0
	Olaunion	
1046	Irving to Fort Worth	710.7 to 741.8
1053	Irving to East Dallas	710.7 to 723.5
1059	Acme to Paducah	728.8 to 766.1
489	Childress to Wellington	220.2 to 252.0

OPERATING RADIOS

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
878-7368	1st, 2nd to Wichita Falls	(817) 878-7368
864-2226	Chief Dispatcher Springfield	(417) 864-2226
864-2240	9th, 3rd to Sherman	(417) 864-2240
864-2247	3rd Sherman to Irving, 6th, 7th, 8th, 9th	(417) 864-2247
864-2595	4th, 5th	(417) 864-2595
878-7366	10th, 11th, 12th	(817) 878-7366
878-7367	2nd Wichita Falls to Amarillo	(817) 878-7367

MOBILE PHONE RADIOS

Location Base Station	Access Digit	Network
Ada	3	381-2603
Amarillo	1	286-2304
Childress	1	289-2205
Clarendon	2	289-2206
Corsicana	1	667-2206
Decatur	2	878-7396
Ft. Worth	2	878-7397
Houston	1	288-3735
Madill	4	381-2407
North Zulch	1	667-2207
Oklahoma City	2	636-5547
Sherman	1	381-2602
Teague	1	667-2205
Tulsa	1	381-2604

Mobile Radio Control

Touch * Plus Access Digit Selects Base Station Radio Dial Tone.

Touch # Plus Access Digit Selects Base Station Radio Disconnect.

Type Control	Location Base Station	Channel	Station Hours
D/L	Tulsa	2	Unattended
L	Tulsa (Yd.)	1&2	24 hours attended
L	Okmulgee	2	0600-1500 Mon.-Sat.
L	Henryetta	2	0600-1500 Mon.-Fri.
D	Ada	2	Unattended
L	Ada (Depot)	2	24 hours attended
L	Roff	2	0700-1500 Mon.-Fri.
L	Mill Creek	2	0700-1500 Mon.-Sun.
D	Madill	2	Unattended
L	Madill (Depot)	2	24 hours attended
L	Denison (MKT)	2	24 hours attended
D/L	Sherman	2	0600-0200 Mon.-Fri.
D	Frisco	2	Unattended
D	Irving	2	Unattended
L	Irving (Yd.)	1&2	24 hours attended
L	Durant	2	0700-1600 Mon.-Fri.
L	Hugo	2	Mon. thru Sun. 0630-0200 & 1700-2200
L	Betner	2	0900-1800 Mon.-Sat.
L	Paris	2	0600-1500 Mon.-Sat.
L	Valiant	2	1200-2100 Mon.-Sat.
L	Ashdown	2	0900-1800 Mon.-Sat.
L	Sapulpa	2	0700-1600 Mon.-Fri.
L	Muskogee	2	0700-1600 Mon.-Sat.
D	Bristow	2	Unattended
D	Chandler	2	Unattended
D	Luther	2	Unattended
D/L	Oklahoma City	2	24 hours attended
D	Tuttle	2	Unattended
D	Chickasha	2	Unattended
D/L	Cyril	2	0730-1630 Mon.-Fri.
D/L	Lawton	2	0700-1600 Mon.-Sat.
D/L	Snyder	2	0700-1600 Mon.-Sat.
D	Eldorado	2	Unattended
D/L	Quanah	1&2	Unattended
D	Mannford	2	Unattended
D	Pawnee	2	Unattended
D	Perry	2	Unattended
D/L	Enid	2	24 hours attended
D	Helena	2	Unattended
D	Avard	2	Unattended
D	Southard	2	Unattended
D	Thomas	2	Unattended
D	Clinton	2	1000-1800 Mon.-Fri. & 0800-1600 Tues.-Sat.
D	Hobart	2	Unattended
D	Frederick	2	Unattended
D	Malden	1	Unattended
D	Clarendon	1	Unattended
D	Memphis	1	Unattended
L	Plainview	1	0600-12MN Mon.-Fri. & 0800-1700 Sat.
L	Lubbock	1	0700-2200 Mon.-Fri.
D	Childress	1	0700-1500 Mon.-Sat. & 2201-0601 Sun.-Thurs.
D	Vernon	1	Unattended
D/L	Wichita Falls	1	24 hours attended
D	Dickworsham	1	Unattended
D	Bowie	1	Unattended
D	Decatur	1	Unattended
D	Fort Worth	2	Unattended
L	Fort Worth	1-2	24 hours attended
D/L	Waxahachie	2	24 hours attended
D	Corsicana	2	Unattended
D/L	Teague	2	24 hours attended
D	Newby	2	Unattended
D	North Zulch	2	Unattended
D	Shiro	2	Unattended
D	Dobbin	2	Unattended
D/L	Tomball	2	0730-1500 Mon.-Fri.
D/L	Casey	2	1800-0200 Wed.-Sun.
L	Galveston	2	0700-1000 Mon.-Fri.
			0800-1700 Mon.-Sat.
			1900-0300 Sun.-Thurs.

Type Control: D=Dispatcher, L=Local

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				96587 Norge	6.1 west of Chickasha	8	East
40062 Oak Forrest	8.1 east of Casey	27	East	96615 Elgin	9.6 west of Cyril	8	East
40062 Acme Brick Co.	5.5 east of Casey	10	West	96652 Indiahoma	8.1 west of Cache	25	Both
40065 Ryder	4.6 east of Casey	4	West	96676 Headrick	11.2 east of Altus	30	Both
40065 Mabry	4.2 east of Casey	13	West	96695 Olustee	8.3 west of Altus	65	Both
40066 North Houston Ind. Park ..	4.0 east of Casey	290	Both	96703 Creta	6.7 east of Eldorado	31	Both
40069 Manufacturers Warehouse ..	1.7 east of Casey	14	West	6th Subdivision			
40069 Allied Tube	1.9 east of Casey	14	West	96032 Shirk	5.1 west of Cherokee Yd.	5	West
40069 Chgo Br Iron	1.2 east of Casey	50	East	96055 Terilton	9.6 west of Mannford	6	West
40071 HP&L Co.	1.4 west of Casey	40	East	96062 Hallett	7.8 east of Casey	10	East
40071 Chem Spray	1.7 west of Casey	7	West	96085 Lela	5.1 east of Morrison	26	Both
40072 Houston Shell	2.1 west of Casey	60	West	96114 Gansel	4.7 west of Perry	15	West
40075 Deco	3.4 west of Casey	20	Both	96118 Lucien	9.1 west of Perry	89	Both
40078 Louetta	6.4 east of Tomball	71	Both	96127 Covington	1.0 west of Callahan	15	Both
40091 Ventura	5.5 east of Karen	66	West	96139 Shea	4.4 east of Steen	36	Both
40119 Richards	6.3 east of Shiro	20	West	7th Subdivision			
40141 TMAPA	12.4 east of North Zulch	100	Both	92785 Bridge Spur	12.2 east of Ashdown	4	East
40141 Iola	10.4 east of North Zulch	6	East	92755 Arko	1.9 west of Foreman	Yard	Both
40159 Normangee	7.8 west of North Zulch	14	Both	92744 Bokhoma	7.3 west of Arkinda	7	East
40183 Koch (MP Tfr)	1.3 east of Newby	12	East	8th Subdivision			
40185 Southwest Car Parts	0.1 east of Newby	100	West	92542 Antlers	17.4 north of Hugo	28	Both
40185 Nucor Steel	0.8 east of Newby	95	Both	9th Subdivision			
40191 Houston Light & Power	6.4 west of Newby	49	Both	97592 Imo	4.9 north of Drummond	22	Both
40225 TXI	3.3 west of Streetman	50	West	97633 Carleton	3.9 south of Southard	59	Both
2nd Subdivision				97640 Eagle City	10.8 south of Southard	6	North
40350 Hicks	2.9 west of MP 11	8	West	97683 Fransen	2.9 south of Clinton	19	Both
40361 Rhome	6.4 west of Avondale	51	Both	97741 Svoboda	3.5 north of Snyder	4	North
40395 Sunset	4.2 east of Fruitland	7	East	97742 Mountain Park	3.0 north of Snyder	42	Both
40431 Henrietta	5.8 west of Dickworsham	27	East	10th Subdivision			
40490 Oklaunion	6.0 west of Harrold	12	Both	88764 South Plains	5.1 east of Sterley	45	Both
40490 West Texas Utilities	7.4 west of Harrold	150	West	88777 Cereal	7.6 west of Sterley	16	East
40496 Vernon Grain Inc.	3.3 east of Vernon	35	Both	88790 Occidental Chemical	3.7 west of Plainview	23	Both
40532 Georgia Pacific	0.3 east of Acme	15	East	88791 Wasson	3.8 west of Plainview	15	East
40559 Moyer	3.9 west of Childress	90	East	88795 Boone	7.4 west of Plainview	6	West
88530 Wellington	31.8 east of Childress		Both	88796 Wright	8.4 west of Plainview	10	Both
96766 Paducah	37.3 west of Acme		Both	88798 Edmonson Coop	1.4 east of Edmonson	13	West
3rd Subdivision				88808 Grisham	7.2 west of Edmonson	14	Both
94520 Holdenville	6.6 south of Yeager	10	North	88813 Hilburn	1.9 east of Hart	20	West
94521 Sisson	7.1 south of Yeager	60	Both	88816 Custom Farm Supply	8.7 east of Dimmitt	5	West
94564 Roff	6.1 south of Fitzhugh	97	Both	88822 Roy	8.1 east of Dimmitt	12	Both
94584 Ryder	5.2 south of Mill Creek	150	Both	88827 Red Barn	5.2 east of Dimmitt	4	West
94620 Lakeside	4.6 north of Barry	60	Both	88829 Goodpasture	2.2 east of Dimmitt	18	West
94637 Denison	at Denison	75	Both	11th Subdivision			
94682 Collin	2.7 south of Prosper	24	South	89017 Barwise	10.4 west of Lockney	39	East
94701 Gin Track	0.5 south of Carrollton	20	Both	89036 Heckville	7.8 east of Kitalou	11	West
94704 Gribble Storage	0.7 North of Gribble	40	Both	12th Subdivision			
4th Subdivision				88214 Holliday	12.6 west of Valley Jct.	21	Both
96467 Depew	7.6 west of Bristow	6	West	88285 Weinert	9.2 west of Munday	34	Both
96514 Luther	3.3 west of Hibsaw	10	East	88327 Anson	14.1 west of Stamford	30	East
96534 Red Horse	10.1 west of Jones	6	West	88341 Fina	10.0 east of Abilene	21	East
5th Subdivision				88343 North Abilene	8.3 east of Abilene	60	Both
96546 Lillard Pk.	5.8 west of Oklahoma City	15	West	88345 Lanius	5.9 east of Abilene	15	East
96549 Wheatland	4.6 east of Mustang	59	Both				
96563 Tuttle	4.7 east of Sooner	25	Both				
96573 Amber	5.2 west of Sooner	20	West				
96586 Williams	5.4 west of Chickasha	6	East				

SOUTH WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance From Linden- wood	NORTH WARD
					Office Calls	Rule 6(A)		
		92007		7.1	LI LINDENWOOD	BJKY	0.0	
		98008		9.1	XM MUTUAL	Y	2.0	
		98012		12.5	KX ALPHA		5.4	
	8,600	98025		24.9	JX BYERS		17.8	
		98039		38.7	IS FESTUS		31.6	
	7,111	98040		42.1	CX CRYSTAL CITY	J	35.0	
		98047		49.7	RH RUSH ISLAND		42.6	
		98054		52.1	EE BRICKEYS		45.0	
	8,600	98065		66.5	SG STE GENEVIEVE	J	59.4	
	8,600	98081		79.7	VV MCBRIDE		72.6	
	8,600	98103		102.3	UR WITTENBERG		95.2	
	5,040	98115		115.6	NP NEELYS		108.5	
	8,600	98129		129.7	FZ FREEZE		122.6	
		98131		132.0	CP CAPE GIRARDEAU	BJK	124.9	
		98139		137.0	NX NASH		129.9	
	9,150	98144	1025	143.3	CF CHAFFEE (S.S.W.)	ABJ	136.2	
		98151		150.0	ORAN (U.P.)	M	142.9	CTC
	7,600	98155		154.8	BF BROOKS		147.7	
		98166		165.9	SI SIKESTON (U.P.)	A	158.8	
	8,263	98180		180.6	KA KEWANEE		173.5	
		98186		186.2	LILBOURN (S.S.W.)	JM	179.1	
	10,583	98194		193.0	JD CONRAN		185.9	
		98199		199.6	PO PORTAGEVILLE		192.5	
		98211		211.5	TE TERRY		204.4	
		98213		213.6	HAYTI To Kennett 17.8	T	206.5	
	8,610	98224		225.4	UE STEELE		218.3	
		98235		235.7	NM NORBLY		228.6	
	8,610	98237		238.1	BL BLYTHEVILLE	BK	231.0	
		98249		248.2	LU LUXORA		241.1	
		98253		252.7	MD HAROLD		245.6	
		98254		254.9	OS OSCEOLA	T	247.8	
	8,610	98264		265.5	WS WILSON		258.4	
		98272		272.4	JR JOINER		265.3	
	8,610	93462		282.3	TR TURRELL	T	275.2	
		93462		283.3	JG RIVER JCT.	J	276.4	

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

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

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Lindenwood and Chaffee	50 MPH.
Chaffee and River Jct.	55 MPH.
MP 7.4 and MP 8.5	30 MPH.
MP 12.7 and MP 22.1	45 MPH.
MP 22.1 and MP 22.3	25 MPH.
MP 22.3 and MP 23.8	45 MPH.
MP 26.7 and MP 30.6	45 MPH.
MP 35.5 and MP 38.7	45 MPH.
MP 38.7 and MP 39.7 Until engine through limits	30 MPH.
MP 40.1 and MP 40.3	40 MPH.
MP 44.6 and MP 44.8	45 MPH.
MP 58.9 and MP 60.0	45 MPH.
MP 64.8 and MP 65.0	40 MPH.
MP 65.0 and MP 65.2 Until engine through limits	20 MPH.
MP 70.0 and MP 70.4	45 MPH.
MP 83.2 and MP 83.6	45 MPH.
MP 88.2 and MP 91.8	45 MPH.
MP 96.0 and MP 100.6	35 MPH.
MP 103.5 and MP 103.6	30 MPH.
MP 103.6 and MP 105.8	40 MPH.
MP 109.5 and MP 113.6	45 MPH.
MP 118.2 and MP 119.6	45 MPH.
MP 125.2 and MP 130.6	45 MPH.
MP 130.6 and MP 131.7	20 MPH.
MP 131.7 and MP 132.9 Until engine through limits	20 MPH.
MP 142.5 and MP 143.6 Until engine through limits	20 MPH.
MP 150.0 Union Pacific Crossing	20 MPH.
MP 164.3 and MP 166.3 Until engine through limits	20 MPH.
MP 185.5 and MP 186.6 Until engine through limits	20 MPH.
MP 198.6 and MP 199.0 Until engine through limits	30 MPH.
MP 212.2 and MP 213.4 Until engine through limits	20 MPH.
MP 217.0 and MP 224.2	50 MPH.
MP 224.2 and MP 224.8 Until engine through limits	20 MPH.
MP 224.8 and MP 227.0	50 MPH.
MP 227.0 and MP 227.6 Until engine through limits	30 MPH.
MP 227.6 and MP 236.3	50 MPH.
MP 236.3 and MP 237.9 Until engine through limits	20 MPH.
MP 253.1 and MP 254.3 Until engine through limits	20 MPH.
MP 283.3 Through turnout River Jct.	25 MPH.
Sidings: Wittenberg, Freeze, Brooks, Kewanee, Conran, Steele and Turrell	10 MPH.
Through turnouts and controlled sidings	
Trains up to 100 tons O/B	20 MPH.
Trains over 100 tons O/B	10 MPH.
Over south switch, No. 1 track M & I connection at Crystal City	5 MPH.
Rush Island, Loop Track	8 MPH.
Rush Island over scale	4 MPH.
Hayti and Kennett	
MP 222.6 and MP 229.4	30 MPH.
Bridge 223.4	10 MPH.
Cars heavier than 220,000 lbs. bridge 225.4	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted between:

Hayti and Kennett

Blytheville and Armorer

Between Hayti and Kennett cars heavier than 220,000 lbs. must have length of 50 ft. or more.

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

Byers

Crystal City

Ste. Genevieve

McBride

Cape Girardeau

Locomotives in Groups G, H and I not permitted between:

Hayti and Kennett.

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

Osceola product tracks

Paymaster lead from Wye Switch East.

Blytheville to Armorer

Crystal City, UP connection track

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

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

3. Train Register Exceptions—None.

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

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

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

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

6. ABS: In effect between MP 7.4 and MP 9.0
CTC: In effect between MP 9.0 and MP 283.3

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

Neelys—North and south absolute signals Neelys, a train or engine authorized by track and time limits per Rule 351 receiving signal aspect 248(B), after complying with that signal indication, may consider signal aspect 242 suspended while switch is reversed during switching operations.

Rule 93—Yard limit in effect Lindenwood to MP 9.1.

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

7. Rule 450—In effect.

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

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

9. Crossing Gates—

Station	Mile Post	Intersecting Line	Normal Position
Oran	150.0	U.P.	Against U.P.
Lilbourn	185.7	S.S.W.	Against S.S.W.
Lilbourn	186.1	S.S.W.	Against S.S.W.

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

Radio Reporter: MP 53.2 and MP 468.4

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

Other Track Side Warning Detectors—

Radio Reporter: MP 31.5, MP 77.1, MP 104.4, MP 126.9, MP 162.2, MP 189.5, MP 217.0, MP 241.3 and MP 268.5

SOUTHWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance From Teed	NORTHWARD
					Office Calls	Rule 6(A)		
		92235		203.2	TD TEED	J	0.0	
				206.2	WS W.S.		2.9	
	10,266	93219		219.0	RR ROGERSVILLE		15.7	
	8,844	93232		231.5	DG DIGGINS		28.2	
	8,653	93243		243.2	YD CEDAR GAP		39.9	
		93249		249.6	MF MANSFIELD		46.3	
	8,000	93260		260.2	NR NORWOOD		56.9	
	9,405	93270		269.5	MR MOUNTAIN GROVE		66.2	
	8,380	93279		279.1	CA CABOOL		75.8	
	8,517	93293		293.3	WL WILLOW SPRINGS		90.0	
	9,046	93306		306.1	OL OLDEN		102.8	
	8,699	93314		314.4	WP WEST PLAINS		111.1	
	8,723	93331		330.8	KK KOSHKONONG		127.5	
	8,786	93340		339.8	TH THAYER	BK	136.5	
	7,742	93350	1001	350.3	KG KING		147.0	CTC
	7,485	93363		363.0	BA BAKER		159.7	
	8,574	93381		380.7	IM IMBODEN		177.4	
	8,706	93398		398.0	HX HOXIE (U.P.) To Walport 4.4	AJ	194.7	
	7,015	93406		406.1	SW SEDGWICK		202.8	
	10,528	93420		420.0	JB JONESBORO	BKT	216.7	
				422.2	S.S.W.	A	218.9	
				423.8	U.P.	A	220.5	
	5,857	93431		430.7	BB BAY		227.4	
	9,311	93440		439.9	CD COON		236.6	
		93450		449.6	TX TYRONZA		246.3	
	8,598	93462		462.2	TR TURRELL	T	258.9	
		93462		462.6	RIVER JCT.	J	259.3	
		93472		471.9	HV HARVARD		268.6	
		93474	2MT	473.6	VO MARION To Hulbert 5.8		270.3	
		93475		475.4	GG CRITCO		272.1	
				481.4	BRIDGE JCT. (U.P.)	A	278.1	
		93483		483.1	SH SHELCO		279.8	
				483.8	I.C.G.	UJ	280.5	
		93496		496.4	TY MEMPHIS (Tenn. Yard)	BKT	293.1	

Between Teed and W.S. Employees are under the jurisdiction of the Springfield Division.

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

Train Dispatcher Call 2—Teed-River Jct.

Train Dispatcher Call 4—River Jct.—Shelco

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Teed and Thayer.....	55 MPH.
MP 235.1 Through turnout.....	35 MPH.
MP 203.1 and MP 206.7.....	35 MPH.
MP 206.7 and MP 219.1.....	40 MPH.
MP 228.6 and MP 231.4.....	45 MPH.
MP 243.0 and MP 245.8.....	35 MPH.
MP 245.8 and MP 251.5.....	40 MPH.
MP 251.5 and MP 254.0.....	35 MPH.
MP 254.0 and MP 260.0.....	40 MPH.
MP 260.0 and MP 266.8.....	45 MPH.
MP 266.8 and MP 281.3.....	40 MPH.
MP 286.8 and MP 288.0.....	45 MPH.
MP 288.0 and MP 291.7.....	40 MPH.
MP 290.0 and MP 293.0 Southward trains over 100 tons/OB.....	30 MPH.
MP 291.7 and MP 295.2.....	50 MPH.
MP 295.2 and MP 299.4.....	45 MPH.
MP 299.4 and MP 299.9.....	40 MPH.
MP 299.9 and MP 325.9.....	45 MPH.
MP 325.9 and MP 326.2.....	40 MPH.
MP 326.2 and MP 336.6.....	45 MPH.
MP 332.0 and MP 337.0 Southward trains over 100 tons/OB.....	30 MPH.
MP 336.6 and MP 339.4.....	35 MPH.
MP 339.4 and MP 340.0.....	20 MPH.
MP 340.0 and MP 358.8.....	35 MPH.
MP 358.8 and MP 364.6.....	45 MPH.
MP 364.6 and MP 365.4.....	35 MPH.
MP 365.4 and MP 372.2.....	40 MPH.
MP 372.2 and MP 374.4.....	35 MPH.
MP 374.4 and MP 385.8.....	40 MPH.
MP 385.8 and MP 391.0.....	45 MPH.
MP 398.0 Union Pacific Crossing.....	40 MPH.
MP 413.1 and MP 414.5.....	50 MPH.
MP 419.2 and MP 420.6 Until engine through limits	20 MPH.
MP 422.2 S.S.W. Crossing.....	40 MPH.
MP 430.2 and MP 431.3.....	45 MPH.
MP 436.6 and MP 436.7 Until engine through limits	45 MPH.
MP 447.0 and MP 448.0 Until engine through limits	45 MPH.
MP 471.0 Through turnout.....	35 MPH.
MP 473.3 Through crossovers.....	25 MPH.
MP 475.4 Through turnout.....	35 MPH.
MP 480.1 and MP 481.4.....	45 MPH.
Bridge Jct. and Shelco.....	25 MPH.
Shelco and Memphis (Tennessee Yard).....	20 MPH.
Through crossover, Neptune St., McLemore St., North Yale, South Yale, Pendleton St., Democrat Road ...	20 MPH.
In motion scale, Tennessee Yard.....	10 MPH.
Through turnouts controlled sidings.....	20 MPH.
Except: North end Willow Springs.....	15 MPH.
Controlled Siding Jonesboro.....	10 MPH.
Freight trains over 100 tons/OB through sidings.....	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

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

Following maximum throttle positions govern:

Horsepower	Maximum	Speed
In Service	Throttle Position	
3500 and under	8th	0-25
3501-5250	8th	11-25
	7th	8-10

5251-7000

Throttle Off	0-7
8th	13-25
7th	10-12
6th	8-9
Throttle Off	0-7
8th	20-25
5th	15-19
Throttle Off	0-14

Over 7000

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

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

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

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

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

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

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

3. Train Register Exceptions—All trains must secure clearance at Thayer.

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

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

6. Rule 450—In effect.

7. CTC—MP 203.2 to MP 496.4

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

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

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

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

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

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

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

After receiving train orders, waybills, and wheel reports, all Memphis Division First, Second and Third Subdivision, rear end train crews will be hauled to the north end of Tennessee Yard and will board the caboose at that location. If train has no caboose crew will board engine.

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

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

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

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

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

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

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

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

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

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

Multiple track extends from Broadway to East Junction. ABS is in effect from South Yard Junction to East Junction.

Entire Territory within Yard Limits—Rule 93 applies.

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

Presidents Island—Train and yard crews will move to and from Presidents Island on authority of Presidents Island yardmaster. During periods when no Presidents Island yardmaster is on duty, contact Tennessee Yard yardmaster for authority.

All movements on Presidents Island will be made under the provisions of Rule 105 of the General Code of Operating Rules with a maximum speed of 10 MPH.

Memphis—All yard movements over public street crossings, except those equipped with automatic crossing signals, will be protected by member of crew from ground position. Flagman will use lighted red fusee.

9. Crossing Gates—

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

10. **Interlocking**—When signal at interlocking (Bridge Jct.) MP 481.4 displays Stop indication, a member of train crew will communicate with train dispatcher per Rule 312(1) before operating time release

as required in Rule 312(3). If signal does not clear at the expiration of the time interval, crew member must remain at the automatic interlocking until engine passes signal.

- Jonesboro**—American Handle Co. track must not be used beyond private crossing approximately 300 feet from end of track.
- Hoxie to Walport end of track**—The following track has been identified as Excepted Track under FRA Track Safety Standards Rule 213.4 which restricts operating speed to maximum 10 MPH. and prohibits revenue passenger trains and provides that no freight train shall be operated that contains more than five (5) cars required to be placarded by the Hazardous Material Regulation (49 CFR Part 172).
- Walport lead**—Highway 67 Crossing will be protected by crew member from ground position.
- Track Side Warning Detectors protecting bridges, tunnels or other structures**—None.

Other Track Side Warning Detectors—

Radio Reporter: MP 228.3, MP 255.2, MP 273.6, MP 303.5, MP 325.3, MP 344.9, MP 368.4, MP 401.0, MP 427.1, MP 445.2 and MP 468.4.

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

S O U T H W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	FOR INFORMATION ONLY MAIN LINE STATIONS		Distance From Ref. Points	I N O R T H W A R D
					Office Calls	Rule 6(A)		
				483.1	SH SHELCO		279.8	
					0.5			
				483.6	(Kansas Ave.)		280.3	
					0.1			
				483.7	(Kentucky St.)	X	280.4	
					0.1			
				483.8	I.C.G.	JU	280.5	
					1.6			
				485.4	(Neptune St.)	X	282.1	
					1.1			
				486.6	(Mclemore St.)	X	283.2	
					1.3			
				487.9	(North Yale)	X	284.5	
					1.6			
				489.5	(South Yale)	X	286.1	
					0.5			
				490.0	(Pendleton St.)	X	286.6	
					0.5			
				491.5	(Demo)	X	287.1	
					4.1			
				494.6	(North Tenn. Yd.)	BKT	291.2	
					3.1			
				497.1	MEMPHIS (South Tenn. Yd.)		294.3	

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

Train Dispatcher Call—2

SOUTHWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance From Memphis	TOWARD
					Office Calls	Rule 6(A)		
		93496		496.4	TY MEMPHIS (Tenn. Yd.)	BKRT	0.0	
		93500		500.0	NL MINERAL WELLS		3.6	
10,590		93512		511.2	BH BYHALIA		14.8	
8,875		93528		527.2	TO TOURS		30.8	
		93529		528.3	HS HOLLY SPRINGS	IJ	31.9	
7,990		93541		541.0	PQ POTTS CAMP		44.6	
10,114		93552		552.1	MY MYRTLE		55.7	
6,636		93561		561.3	PE PECK		64.9	
				562.3	G.M.SR	A	65.9	
		93562		563.0	NY NEW ALBANY	J	66.6	
7,480		93571		571.4	RE REESE		75.0	
7,303		93582		582.4	BD BELDEN		86.0	
		93588		587.5	TU TUPELO	JT	91.1	
				588.2	G.M.SR	AI	91.8	
8,135		93592		591.6	PV PLANTERSVILLE		95.2	
6,904		93603		602.7	AJ ARJAY		106.3	
		93611		611.2	AY AMORY	BJKTR	114.8	
8,411		93621		620.3	JU JUDGE		123.9	
6,554		93629	1001	628.4	GM GATMAN		132.0	
7,586		93642		641.2	BV BEAVERTON	CTC	144.8	
8,653		93655		654.6	WD WINFIELD		158.2	
5,596		93669		669.2	EL ELDRIDGE		172.8	
8,158		93675		675.1	CK CARBON HILL		178.7	
7,505		93683		682.2	TW TOWNLEY		185.8	
				693.7	N.S.R.R.	AI	197.3	
		93694		693.8	JS JASPER	BJK	197.4	
7,634		93698		698.4	AM ALMA		202.0	
6,316		93704		703.5	BE BENOIT		207.1	
					DO DORA			
		93707		707.4	To DeBardeleben		211.0	
7,679		93713		712.2	QT QUINTON		215.8	
6,826		93722		722.3	AI ADAMSVILLE		225.9	
8,032		93725		725.0	OO OAKWOOD		228.6	
				729.1	C.S.X. N.S.R.R. BS.	AI	232.7	
				729.3	PZ PRATT CITY		232.9	
4,880		93730		730.6	WG WEST BIRMINGHAM		234.2	
		93731		731.1	THOMAS JCT.	J	234.7	
				731.3	B.S.	M	234.9	
		93732		732.1	BY BIRMINGHAM	BKRTY	235.7	

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

Train Dispatcher Call—4

1. Speed Restrictions—
Zone—Between

Maximum Speeds Permitted

MP 513.8 and MP 514.0	50 MPH.
MP 520.1 and MP 528.1	45 MPH.
MP 528.1 and MP 528.5	30 MPH.
MP 528.5 and MP 530.6	45 MPH.
MP 530.6 and MP 534.6	50 MPH.
MP 534.6 and MP 538.1	45 MPH.
MP 543.4 Northward trains until engine through limits	55 MPH.
MP 550.4 and MP 550.6	50 MPH.
MP 560.5 and MP 560.6 Southward trains until engine through limits	45 MPH.
MP 561.3 and MP 562.3	50 MPH.
MP 562.3 and MP 562.6	30 MPH.
MP 562.6 and MP 574.0	45 MPH.
MP 574.0 and MP 575.7	50 MPH.
MP 586.4 and MP 587.4	45 MPH.
MP 587.4 and MP 588.6	20 MPH.
MP 610.6 and MP 612.2 Until engine through limits	20 MPH.
MP 613.8 Northward trains until engine through limits	50 MPH.
MP 619.5 and MP 620.0	55 MPH.
MP 620.0 and MP 624.9	45 MPH.
MP 649.1 and MP 649.9	50 MPH.
MP 649.9 and MP 650.2	40 MPH.
MP 654.3 and MP 667.8	45 MPH.
MP 667.8 and MP 668.1	40 MPH.
MP 668.1 and MP 688.7	45 MPH.
MP 688.7 and MP 688.8	40 MPH.
MP 688.8 and MP 692.4	45 MPH.
MP 692.4 and MP 693.0	30 MPH.
MP 693.0 and MP 699.3	45 MPH.
MP 699.3 and MP 699.7	40 MPH.
MP 699.7 and MP 701.3	45 MPH.
MP 701.3 and MP 708.2	30 MPH.
Bridge 702.5 Trains handling pulpwood	25 MPH.
MP 708.2 and MP 715.0	35 MPH.
MP 715.0 and MP 724.8	30 MPH.
MP 724.8 and MP 728.1	35 MPH.
MP 728.1 and MP 729.1	30 MPH.
MP 729.1 and MP 731.2 Until engine through limits	20 MPH.
Through turnouts controlled sidings	
Trains up to 100 tons O/B	20 MPH.
Trains over 100 tons O/B	10 MPH.
Through siding Benoit	10 MPH.
Birmingham Terminal, all trains, transfers and cuts arriving and departing East Thomas Yard until last car passes by TV cameras located at:	
Highway 78 overpass and 16th St.	5 MPH.
Tennessee Yard—outside track, hump tower and South Tennessee Yard	20 MPH.
Static scales—Birmingham	5 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

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

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

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

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

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

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

3. Train Register Exceptions—

Amory—Trains originating will register.

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

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

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

6. CTC—In effect between MP 497.9 and MP 731.0

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

Birmingham—

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

Track No. 1, 27th St. Corridor, Norwood Hill Route, between 21st Avenue North and 10th Avenue North. Rule 255 apply.

7. Rule 450—In effect.

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

Cordova—Dock Track, Highway 173.

Sumiton—Old Highway 78.

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

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

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

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

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

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

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

BN crews will stay in the clear of Birmingham Southern main track at Freight Yard Junction, 12th Street, or anytime main track is used

at Birmingham Southern Interchange Track, East Thomas Yard, until they communicate with Operator at East Thomas Yard to request track and time.

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

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

Radio Tone: MP 699.7 and MP 704.6

Other Track Side Warning Detectors—

Radio Reporter: MP 519.3, MP 545.1, MP 577.6, MP 597.8, MP 631.9, MP 651.5, MP 678.1 and MP 696.5

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

S O U T H W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance From Amory	I N O R T H W A R D
					Office Calls	Rule 6(A)		
		93611		611.2	AY AMORY	BJKRTY	0.0	
					12.5			
		98624		623.7	ABERDEEN	T	12.5	
					6.8			
		98631		630.5	HAMILTON		19.3	
					6.1			
		98637		636.6	KOLOLA SPRINGS		25.4	
					2.3			
	7,900	98639		638.8	AIRPORT		27.7	
					8.4			
				647.3	C & G	A	36.1	
					1.0			
		98648		648.3	CO COLUMBUS	JY	37.1	
					0.5			
				648.8	GMSR	A	37.6	
					4.1			
	1,500	98653		652.9	WHITBURY		41.7	
					17.2			
	8,600	98669		670.1	PICKENSVILLE		58.9	
					9.4			
		98680		679.5	AL ALICEVILLE	BKY	68.3	
					20.8			
	3,600	98700	1020	700.3	MT. HEBRON	TWC	89.1	
					7.7			
					BG BOLIGEE			
					To York 23.1 Via			
					N.S. RR.	JY	96.8	
					0.2			
				708.2	AGS	A	97.0	
					16.5			
		98724		724.7	CENTRALA	T	113.5	
					4.2			
				728.9	BRIDGE 728.9		117.7	
					2.1			
				731.0	N.S. R.R.	AY	119.8	
					0.2			
		98731		731.2	DS DEMOPOLIS	BJKY	120.0	
					4.4			
		98736		735.6	GREEN TREE	Y	124.4	
					13.1			
				748.7	S.B.D.	A	137.5	
					1.1			
	1,900	98749		749.8	LINDEN	J	138.6	
					14.5			
		98764		764.3	MG MAGNOLIA	BKRY	153.1	

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

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

Train Dispatcher Call—3

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Amory and Magnolia	49 MPH.
Bridge 635.8 Trains handling pulpwood.....	25 MPH.
MP 647.3 and MP 648.8.....	20 MPH.
MP 708.2 Until engine through interlocking	20 MPH.
MP 724.0 and MP 725.0.....	25 MPH.
MP 726.9 and MP 728.9 Southward until engine through limits.....	15 MPH.
Bridge 728.9 Over steel spans	10 MPH.
MP 728.9 and MP 730.9 Northward until engine through limits.....	10 MPH.
MP 730.9 and MP 731.5.....	20 MPH.
MP 748.7 Until engine through interlocking	20 MPH.
MP 749.2 and MP 749.4 Until engine through limits	25 MPH.
Aberdeen Spur from Wye and New Bridge	30 MPH.
Green Tree Spur—Highway 21 Crossing until engine over crossing.....	5 MPH.
Sidings	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

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

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

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

3. Train Register Exceptions—None.

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

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

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

6. Rule 93—Yard limit in effect between—

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

7. TWC—In effect between Amory and Magnolia.

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

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

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

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

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

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

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

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

Other Track Side Warning Detectors—

Radio Reporter: MP 633.7, MP 660.6 and MP 697.9

S O U T H W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS			Distance From Magnolia	T N O R T H W A R D
					Office Calls	Rule 6(A)			
		98764		764.3	MG	MAGNOLIA	BKRY	0.0	
						9.4			
	3,680	98774		773.7		KIMBROUGH	JY	9.4	
						0.4			
				774.1		N.S.R.R.	A	9.8	
						5.2			
		98780		779.3	MC	MACMILLAN	BKTY	15.0	
						4.4			
				783.7		BRIDGE 783.7	M	19.4	
						9.5			
	1,238	98793		793.2		HYBART	J	28.9	
						11.4			
	3,535	98804	1020	804.6		PRYOR		40.3	TWC
						9.6			
	4,644	98814		814.2		FOUNTAIN	T	49.9	
						15.9			
	4,038	98830		830.1		FRISCO CITY		65.8	
						7.4			
	2,949	98838		837.5		GOODWAY		73.2	
						25.0			
	3,006	98863		862.5		ATMORE		98.2	
						10.9			
	3,493	98873		873.4		WALNUT HILL		109.1	
						25.3			
	3,587	98898		898.7		CANTONMENT	JY	134.4	
						16.3			
		98915		915.0	PN	PENSACOLA	BJKRTY	150.7	

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

Train Dispatcher Call—3

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Magnolia and Pensacola	35 MPH.
MP 774.0 Until engine through interlocking	20 MPH.
MP 777.4 and MP 777.7	25 MPH.
MP 781.7 and MP 784.0	10 MPH.
MP 796.4 and MP 797.3	30 MPH.
MP 809.7 and MP 810.0	25 MPH.
MP 810.0 and MP 825.4	30 MPH.
MP 888.3 and MP 894.0	49 MPH.
Fountain: Alabama River Pulp lead between main track and Ft. Claiborne Highway Crossing	10 MPH.
From Ft. Claiborne Highway Crossing and ARP Storage yard	25 MPH.
Sidings.....	10 MPH.
Static scale—Pensacola	5 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

Locomotives in Groups G, H and I not permitted.

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

3. Train Register Exceptions—None.

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

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

6. Rule 93—Yard limit in effect between—

MP 764.3 and MP 765.3
MP 772.5 and MP 775.0

MEMPHIS DIVISION

MP 777.7 and MP 781.0
MP 898.0 and MP 900.3
MP 910.0 and MP 915.0

7. TWC—In effect between Magnolia and Pensacola.

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

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

Pace Blvd.
Texar Drive.
Barrancas Ave.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 263,000 lbs. not permitted.

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

Locomotives in groups G, H and I are permitted to operate only on main track and on the following sidings and/or tracks—York, Cromwell, Pond, Millry, M&T Chemical Reed Minerals and Saraland.

3. Train Register Exceptions—None.

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

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

6. Rule 93—Yard limit in effect between—

MP 731.0 and MP 732.5
MP 749.4 and MP 751.0
MP 868.0 and MP 873.5

7. TWC—In effect between MP 731.1 and MP 873.5.

Train location line-up will be issued by train dispatcher in accordance with Rule 35 of the Rules of MW.

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

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

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

Other Track Side Warning Detectors—Radio Tone:

MP 749.8 MP 853.0
MP 799.3

SOUTH WARD	Length of Siding In Feet	Station Numbers	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS			Distance From York	NORTH WARD
					Office Calls	Rule 8(A)			
		95732		731.1	YO YORK BJRY			0.0	
	1,616	95750		750.0	CROMWELL JY			18.9	
				750.3	M. & B. A			19.2	
	6,435	95756		756.4	POND			25.3	
	1,742	95768		767.9	BOGUELOOSA			36.8	
	3,542	95781		780.1	SOUWILPA			49.0	
	5,242	95794		795.5	MILLRY			64.4	
		95807	1021	807.4	CHATOM		TWC	76.3	
	2,670	95820		819.3	SEABOARD			88.2	
		95845		844.8	MT. VERNON			113.7	
		95858		858.1	GETTY			127.0	
	2,956	95864		862.7	SARALAND			131.6	
				868.5	TERMINAL JCT. To Chickasaw 1.0	JY		137.4	
				868.6	N.S.R.R.	AY		137.5	
				870.6	THREE MILE CREEK	MY		139.5	
		95874		873.5	MB MOBILE BKRY			142.4	

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

Train Dispatcher Call—5

LINE SEGMENT NUMBERS

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

York and Mobile 40 MPH.
MP 742.0 and MP 760.0 30 MPH.
MP 750.3 Until engine through interlocking 20 MPH.
MP 793.0 and MP 815.5 30 MPH.
MP 823.0 and MP 823.5 30 MPH.
MP 836.5 and MP 837.5 30 MPH.
Over Bridges 840.1 and 866.1 30 MPH.
MP 868.6 Until engine through interlocking 20 MPH.
Over Three Mile Creek Bridge 5 MPH.
All Tracks Terminal Rv. Alabama State Docks 10 MPH.
York main track north of depot 10 MPH.
Sidings 10 MPH.

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

YARD LINE SEGMENTS

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

OTHER ROAD SEGMENTS

Line Segment	Limits	Mileposts
1013	Hoxie — Walport	398.0 to 402.3
1014	Marion — Hulbert	471.9 to 479.4
1023	Dora — DeBardleben	708.3 to 717.9
1026	Hayti — Kennett	212.7 to 229.4
1029	Blytheville — End of Track	237.3 to 238.4
1030	Blytheville — Armored	237.3 to 243.4

OPERATING RADIOS

MOBILE PHONE RADIOS

Type Control	Location Base Station	Channel	Station Hours
D	St. Louis	2	Unattended
L	Crystal City	2	Mon.-Fri. 0730-1630
D	Ste. Genevieve	2	Unattended
D	Wittenberg	2	Unattended
D/L	Cape Girardeau	2	24 Hours Attended
L	Chaffee	2	Unattended
D	Portageville	2	Unattended
D/L	Blytheville	2	Mon.-Sat. 0700-1700
D	Turrell	2	Unattended
D	Springfield	2	Unattended
L	Springfield	2	24 Hours Attended
D	Cabool	2	Unattended
L	West Plains	2	Mon.-Fri. 0700-1600
D/L	Thayer	2	24 Hours Attended
D	Imboden	2	Unattended
D/L	Jonesboro	2	Mon.-Fri. 0700-1700
L	Memphis	2	24 Hours Attended
L	West Memphis	2	Mon.-Sat. 0700-1600
D	Holly Springs	2	Unattended
D/L	Sherman	2	Unattended
D/L	Smithville	2	Unattended
L	Amory	2	24 Hours Attended
D/L	Guin	2	Unattended
D/L	Jasper	2	Mon.-Sat. 0700-1600
D	Pratt City	2	Unattended
L	Birmingham	2	24 Hours Attended
D/L	Columbus	2	Mon.-Sat. 0630-1430
D/L	Aliceville	2	Mon.-Sat. 0800-1700 & Mon.-Fri. 2359-0759
D	Boligee	2	Unattended
D/L	Demopolis	2	Mon.-Sat. 0700-1600
D	Magnolia	2	Mon.-Sat. 0700-1600
L	MacMillan	2	Mon.-Sat. 0700-1630 & Mon.-Sun. 2100-0530
L	Ala. River Br.	2	Attended for Trains
L	Fountain	2	Mon.-Fri. 0800-1700
D	Hybart	2	Unattended
D	Frisco City	2	Unattended
D	Atmore	2	Unattended
D	Mule Crossing	2	Unattended
L	Cantonment	2	Mon.-Sun. 0630-0030
D/L	Pensacola	2	24 Hours Attended
D/L	York	2	Unattended
D	Land	2	Unattended
D	Cullomburg	2	Unattended
D	Tibbie	2	Unattended
D	Bucks	2	Unattended
D/L	Mobile	2	Mon.-Fri. 24 Hours

Type Control: D=Dispatcher, L=Local

Location Base Station	Access Digit	Network
Cabool	4	864-2106
Thayer	3	864-2105
Jonesboro	1	864-2104
Memphis	2	369-6147
Holly Springs	3	334-4424
Amory	1	334-4423
Jasper	2	320-3655
Birmingham	1	320-3647
St. Louis	1	768-7044
Cape Girardeau	3	864-2107
Hayti	4	864-2108

Mobile Radio Control

Touch * Plus Access Digit Selects Base Station Radio Dial Tone.
 Touch # Plus Access Digit Selects Base Station Radio Disconnect.

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
864-2224	Chief Dispatcher	(417) 864-2224
864-2246	1st	(417) 864-2246
864-2244	2nd and 3rd	(417) 864-2244
864-2595	4th, 5th, 6th	(417) 864-2595

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				3rd Subdivision			
98009 Koberman	2.7 south of Lindenwood	5	North	93502 Olive Branch	5.3 south of Memphis	25	North
98010 Hydraulic	1.0 south of Mutual	64	Both	93548 Hickory Flat	7.0 south of Potts Camp	6	South
98011 Gravois	1.5 north of Alpha	28	South	93559 Shari	1.6 north of Peck	94	Both
98016 LeMay	3.1 south of Alpha	3	South	93560 Glenfield	1.0 north of Peck	4	North
98021 Ten Brook	4.1 north of Byers	73	South	93577 Sherman	5.1 north of Belden	60	North
98027 Imperial	1.7 south of Byers	12	South	93600 Nettleton	2.4 north of Arjay	18	South
98029 Barnhart	3.7 south of Byers	24	Both	93631 Sue Flynn	2.6 south of Gatman	11	North
98035 Horine	3.8 north of Festus	62	Both	93635 Sulligent	6.5 south of Gatman	85	Both
98037 Ludwig	1.7 north of Festus	24	Both	93638 Crews	3.0 north of Beaverton	14	South
98045 Selma	2.5 south of Crystal City	65	Both	93649 Guin	6.1 north of Winfield	52	Both
98061 Duren	5.0 north of Ste. Genevieve	17	South	93660 Glen Allen	9.0 north of Eldridge	70	South
98074 St. Marys	5.5 north of McBride	30	Both	93663 Bazemore	6.2 north of Eldridge	10	North
98095 Seventy-Six	6.9 north of Wittenberg	12	North	93702 Cordova	2.0 north of Benoit	150	Both
98134 Marquette	2.0 south of Cape Girardeau	30	Both	93927 DeBardeleben	9.6 east of Dora	Yard	Both
98160 McMullin	5.9 north of Sikeston	10	North	93717 Lindbergh	5.0 north of Adamsville	15	North
98191 Marston	2.0 north of Conran	25	South	4th Subdivision			
98174 Mathews	6.6 north of Kewanee	32	Both	98661 Forreton	8.0 south of Whitbury	45	Both
98227 Holland	1.9 south of Steele	10	North	98695 West Greene	5.5 north of Mt. Hebron	5	North
98494 Armored	6.4 east of Blytheville	135	Both	98705 Crossroads of America			
98244 Burdette	3.8 north of Luxora	57	Both	Industrial Park	2.8 north of Boligee	5	North
98259 Rotan	4.4 south of Osceola	15	South	98721 Forkland	4.1 north of Centrala	5	South
98261 Driver	4.8 north of Wilson	14	North	98735 Stokley	0.4 north of Green Tree	29	Both
98267 Delpro	1.3 south of Wilson	46	Both	98756 Octagon	6.2 south of Linden	5	North
2nd Subdivision				5th Subdivision			
93227 Fordland	5.0 north of Diggins	8	North	98785 Sheppard	7.9 north of Hybart	6	North
93237 Seymour	5.1 south of Diggins	4	North	98835 Megargel	2.7 north of Goodway	12	South
Garnett	3.8 north of Koshkonong	8	North	98847 Huxford	9.4 south of Goodway	5	North
93342 Mammoth Springs	2.5 south of Thayer	33	Bot	98853 McCullough	5.6 south of Huxford	8	South
93358 Hardy	8.0 south of King	70	Both	98866 Pine	3.2 south of Atmore	31	North
93375 Ravenden	5.5 north of Imboden	55	Both	98906 Ensley	7.6 south of Cantonment	11	South
93384 Sloan	3.0 south of Imboden	47	Both	98907 Edge	8.0 north of Pensacola	15	South
93385 Valley Stone	3.8 south of Imboden	58	North	6th Subdivision			
93390 Black Rock	9.2 south of Imboden	75	Both	95776 Gilbertown	8.5 south of Bogueloosa	6	North
93392 Portia	2.23 south of Black Rock	12	North	95784 Bolinger	0.9 north of Silas	12	South
93800 Walnut Ridge	1.5 east of Hoxie	29	Both	95785 Silas	4.6 south of Souwilpa	24	Both
93802 Walport	4.4 east of Hoxie	200	West	95815 Tibbie	4.2 north of Seaboard	6	South
93412 Bono	6.0 south of Sedgwick	20	South	95827 Sims Chapel	7.9 south of Seaboard	12	North
93424 Nettleton	3.8 south of Jonesboro	83	Both	95838 Fairford	6.8 north of Mt. Vernon	15	North
93437 Trumann	5.9 south of Jonesboro	83	Both	95868 Chickasaw	1.0 north of Terminal Jct. ..	120	Both
93447 Marked Tree	7.5 south of Coon	150	Both	95866 Blakely Island	Mobile	Yard	
93779 Hulbert	5.8 south of Marion	Yard	North				
93796 Presley Jct.	0.8 south of Marion	7	Both				
93798 W. Memphis	3.0 south of Marion	Yard	Both				

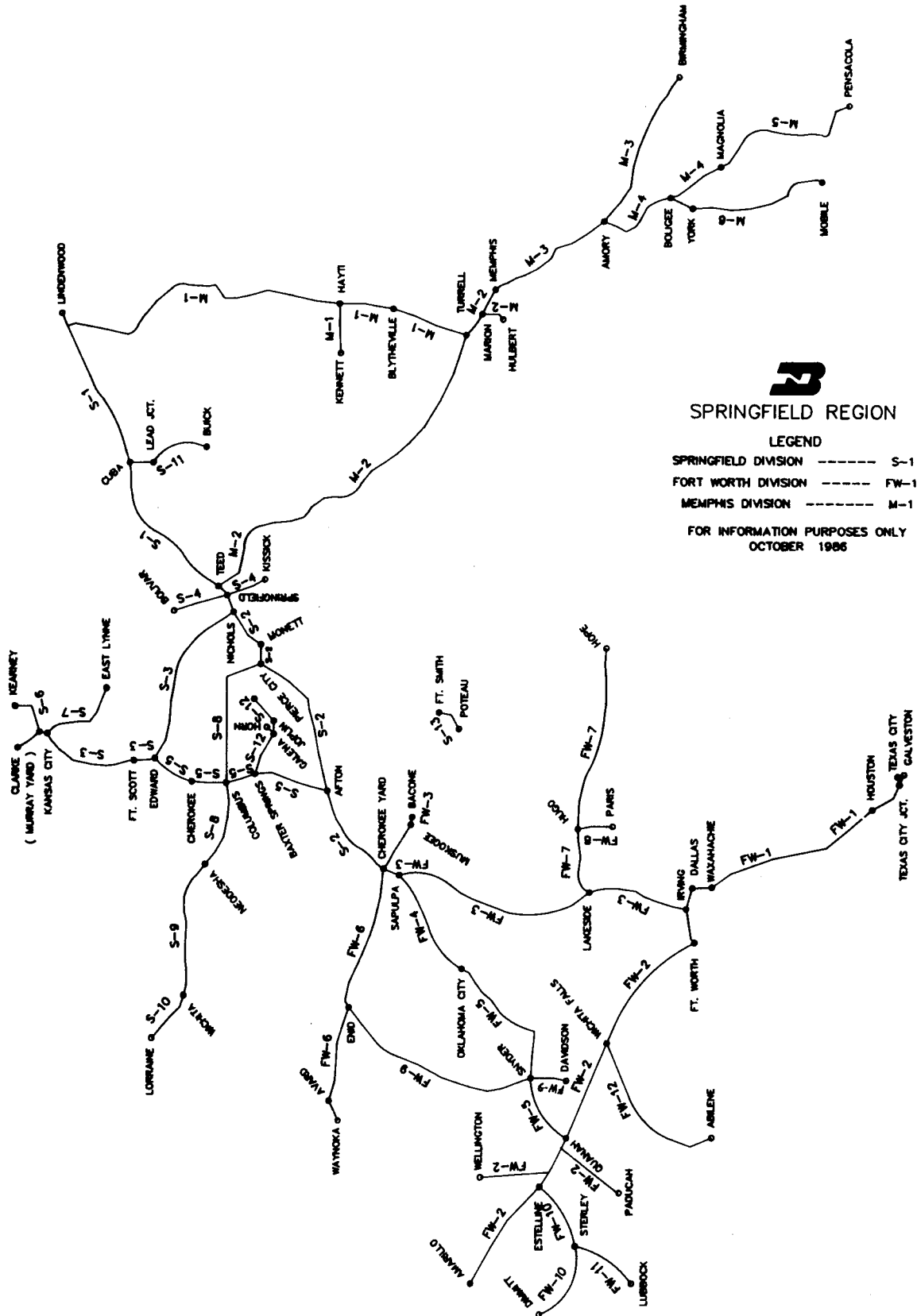
CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer Ft. Worth, Texas
 Dr. Hi E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

MEDICAL EXAMINERS AND LOCAL SURGEONS

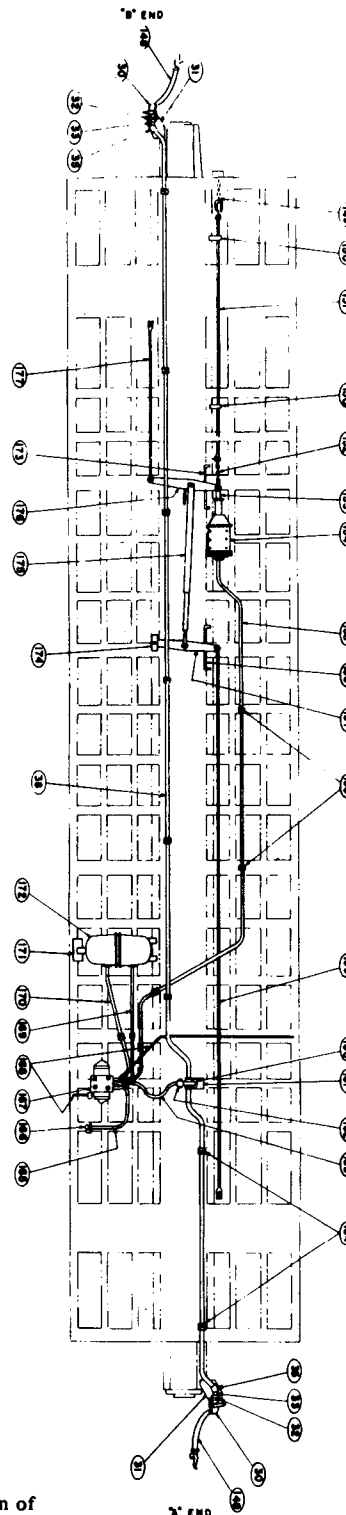
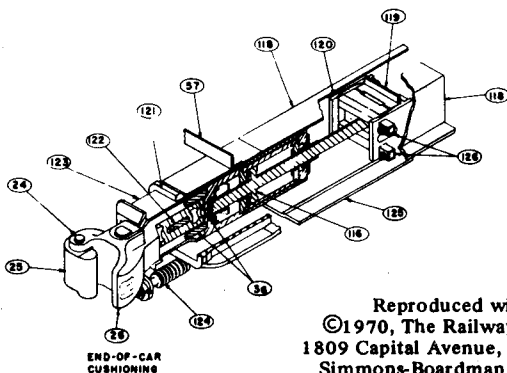
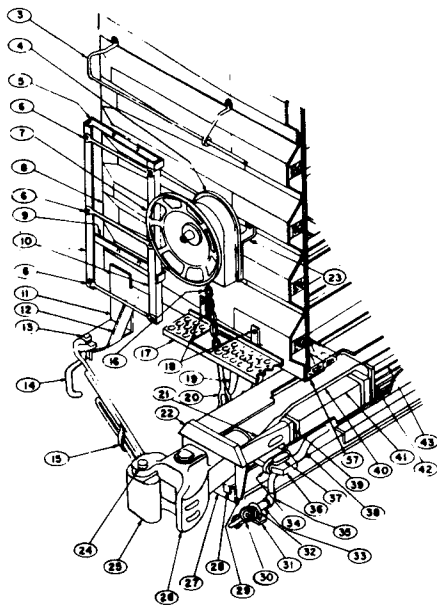
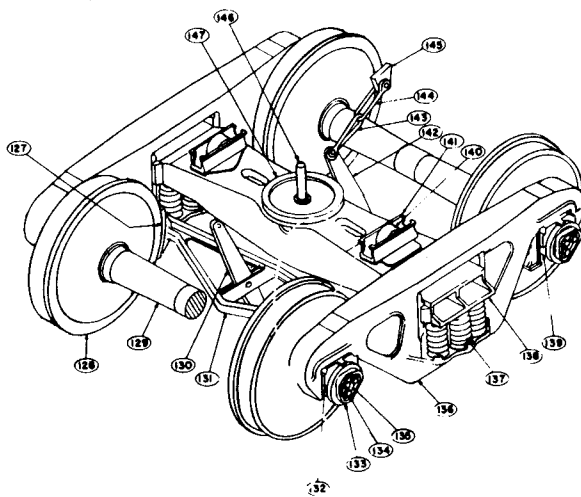
Drs. Steve/Joanne Carpenter	Ada	Dr. Hugh Francis, Jr.	Memphis
Dr. D. A. Frank	Amarillo	Dr. J. Don Johnson	Memphis
Dr. Woolworth Russell	Amarillo	Dr. H. R. Stevenson	Memphis
Dr. Wm. T. Oaks	Amory	Dr. Howard T. Akers	Memphis
Dr. W. E. Yoe	Amory	Dr. John R. Wills	Memphis
Dr. James D. Nettles	Arlington	Dr. F. A. Ray	Miami
Dr. J. A. Gillean	Ashdown	Dr. C. G. Oswalt	Mobile
Dr. John L. Mathews	Birmingham	Dr. Stiner Garrett	Mobile
Thuss Clinic	Birmingham	Dr. S. Cruz	Monett
Dr. R. D. Smith	Blytheville	Dr. F. A. Moorhead	Neodesha
Dr. Ivan Terry Sanders	Bowie	Industrial Clinic North Inc.	N. Kansas City
Family Physicians Group	Cape Girardeau	Dr. G. A. Bocox	Oklahoma City
Fox Clinic	Childress	Dr. L. M. White	Oklahoma City
Medical Arts Clinic	Corsicana	Dr. J. P. Myers	Okmulgee
Dr. Larry Thead	Demopolis	Dr. Norman G. Marvin	Overland Park
Dr. Scott Haggard	Denton	Dr. Larry Walker	Paris
High Plains Clinic	Dimmitt	Dr. H. L. Simpson, Jr.	Pensacola
Dr. R. H'Romus	Enid	Dr. Walter A. Brooks	Quannah
Dr. Michael McKenna	Ft. Scott	Dr. E. J. Hawkins	Rotan
Drs. Nichols & Phelps & Parris	Ft. Scott	Martin Memorial Clinic	Sapulpa
Holt-Krock Clinic	Ft. Smith	Dr. E. H. Schaper	St. Louis
Dr. M. B. Hoge	Ft. Smith	Dr. Tom Miller	Sherman
Dr. R. E. Snyder	Ft. Worth	Dr. C. H. Sisco	Springdale
Dr. Wm. Patrick Higgins, Jr.	Ft. Worth	Dr. A. A. Ancheta	Springfield
Dr. R. D. Warren	Hanover	Dr. Peter H'Doubler	Springfield
Bryant Clinic	Hayti	Dr. H. A. Lowe	Springfield
Dr. Leroy Schaffner	Henrietta	Dr. Donald E. Menchetti	Springfield
Dr. Newton A. Kilgore	Houston	Dr. Carle Schroff	Springfield
Dr. Sridhar Patnam	Hugo	Dr. M. H. Karjeker	Teague
Gilbert Medical Clinic	Irving	Dr. Jack R. Cox	Teague
Dr. K. A. Carpenter	Jonesboro	Dr. Bill L. Halbert	Teague
Dr. Craig McDaniel	Jonesboro	Dr. A. T. Walker	Thayer
Wisdom Clinic	Jonesboro	Dr. N. E. Graham	Tomball
Dr. Dennis W. Smith	Joplin	Dr. J. Giddens	Tulsa
Dr. James Lally	Kansas City	Glass-Nelson Clinic	Tulsa
Dr. W. J. Mangold	Lockney	Hillcrest Occupational Medical	
Dr. Kye B. Lear	Lubbock	Group	Tulsa
Dr. James Mathews	Lubbock	Dr. Gary W. Kelly	Tulsa
Dr. Everett P. Stewart	Lubbock	Dr. John B. Hardin	Vernon
Dr. John McCormack	Mammoth Springs	Dr. B. R. McMullen	Wichita
Dr. Joe L. Potter	Madill	Wichita Falls Clinic	Wichita Falls
Dr. J. E. Reed	Madisonville	Dr. William H. Lindsey	Waxahachie

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



CAR CHART

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

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

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

SPEED TABLE

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

**MAINTENANCE OF WAY
CONDITIONAL STOP**

(Form Y Train Order)

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

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

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

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

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

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