

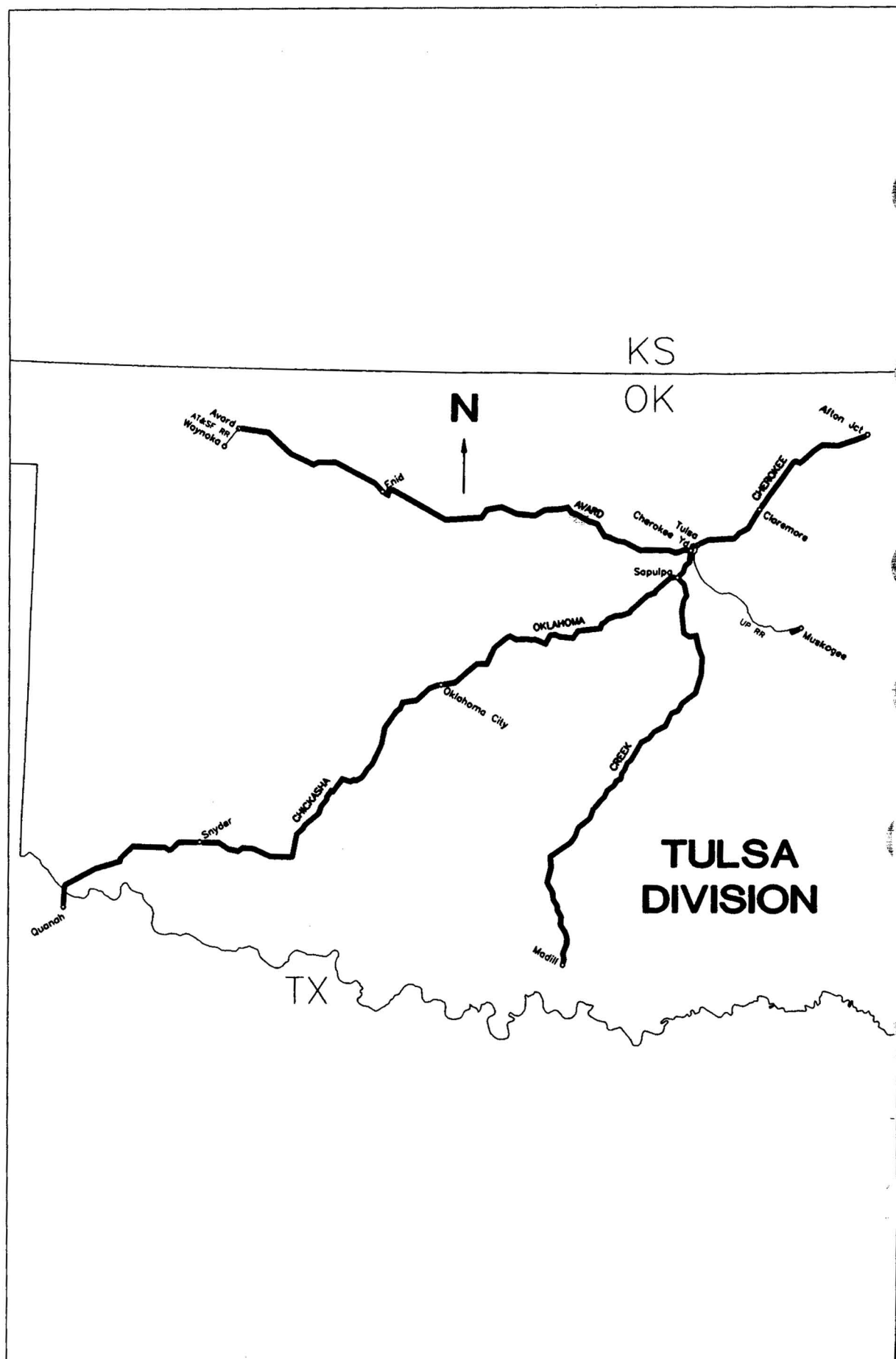


Tulsa Division

Timetable No.2

**IN EFFECT AT 0001
Central Continental Time**

Sunday October 30, 1994



SOUTH WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Creek Subdiv MAIN LINE STATIONS			Distance from Cherokee Yard	↑ NORTH WARD
					Trk	Office Calls	Rule 4.3 Oper		
		96426		426.9		CY CHEROKEE YARD BJKT		0.0	
						Muskogee Via UP 42 miles			
			1003	428.6		WC WEST CHEROKEE		1.7	
		96431		430.5	2MT	NO NORRIS		3.6	
		96436		435.5		OM OMA		8.6	
		96438		437.2	2MT	SQ SAPULPA JT		10.3	
5,993	94442			442.2		KF KIEFER		15.3	
8,504	94456			456.2		BG BEGGS		29.3	
6,064	94467			467.2		BT BUTLER		40.3	
	94469			468.6		OG OKMULGEE		41.7	
8,517	94476			476.2		SR SCHULTER		49.3	
4,920	94482			482.1		HN HENRYETTA		55.2	
8,493	94495			494.7		FD FRED		67.8	
	94504			504.4		WM WETUMKA		77.5	
7,935	94513			513.0		YG YEAGER		86.1	
				519.6		HOLDENVILLE	CTC	92.7	
6,240	94525			525.0		SP SPAULDING		98.1	
9,110	94539		1046	539.1		FC FRANCIS		112.2	
	94548			548.2		AD ADA BK		121.3	
8,425	94558			558.2		FH FITZHUGH		131.3	
8,431	94571			571.0		SC SCULLIN		144.1	
	94580			579.3		ML MILL CREEK		152.4	
8,543	94592			591.8		RV RAVIA		164.9	
8,811	94603			602.6		MA MADILL BK		175.7	

AAR Radio Channel 66 in service at Cherokee Yard.

AAR Radio Channel 70 in service Cherokee Yard to Madill.

Train Dispatcher Calls—Cherokee Yard—23,26, Preston—36, Henryetta—46, Ada—56,
Roff—76, Madill—26.

Emergency Train Dispatcher Call—911.

Dispatchers Telephone (417)864-2243

1. Maximum Speed Permitted —

	Freight
Madill to Cherokee Yd.	55 MPH.
MP 428.6 to MP 429.2	25 MPH.
(End CTC) Old Main 1 and 2 MP 424.1 to MP 425.2 (17th Street)	20 MPH.
RD 4 and RD 8	20 MPH.
OPM and Old Freight Main MP 427.4 (W 41st Overpas) to MP 428.6 (Begin CTC)	20 MPH.
Through turnout West Cherokee	20 MPH.
Through siding Henryetta	10 MPH.
Through turnouts controlled sidings between Sapulpa and Madill	20 MPH.
MP 429.2 to MP 436.2	45 MPH.
Norris, through turnout	45 MPH.
Oma, through turnout	45 MPH.
MP 436.2 to MP 438.2	25 MPH.
MP 438.2 to MP 440.2	45 MPH.

MP 441.7 to MP 442.9 Until engine through limits	30 MPH.
MP 457.7 to MP 458.1	45 MPH.
MP 468.6 to MP 469.3 Until engine through limits	35 MPH.
MP 471.3 to MP 471.8	45 MPH.
MP 478.5 to MP 479.2	45 MPH.
MP 480.2 to MP 482.7	25 MPH.
MP 483.5 to MP 485.1	45 MPH.
MP 492.0 to MP 492.5	45 MPH.
MP 494.4 to MP 494.7	45 MPH.
MP 498.7 to MP 499.0	50 MPH.
MP 504.0 to MP 504.5 Until engine through limits	40 MPH.
MP 506.0 to MP 506.3	50 MPH.
MP 506.9 to MP 507.2	45 MPH.
MP 509.9 to MP 510.3	45 MPH.
MP 511.5 to MP 511.7	50 MPH.
MP 516.3 to MP 518.3	45 MPH.
MP 518.3 to MP 520.6	25 MPH.
MP 520.6 to MP 521.7	50 MPH.
MP 526.5 to MP 526.7	50 MPH.
MP 529.2 to MP 529.6	45 MPH.
MP 531.9 to MP 536.5	45 MPH.
MP 535.8 Bridge – trains over 100 tons O/B	25 MPH.
MP 539.5 to MP 540.2	45 MPH.
MP 542.9 to MP 545.7	45 MPH.
MP 547.2 to MP 548.8 Until engine through limits	20 MPH.
MP 548.9 to MP 549.4	50 MPH.
MP 550.7 to MP 552.1	45 MPH.
MP 554.7 to MP 555.7	45 MPH.
MP 555.7 to MP 556.6	40 MPH.
MP 559.3 to MP 559.9	50 MPH.
MP 569.0 to MP 569.3	50 MPH.
MP 574.2 to MP 577.3	50 MPH.
MP 581.4 to MP 583.5	45 MPH.
MP 589.2 to MP 589.7	45 MPH.
MP 596.0 to MP 600.0	45 MPH.
MP 602.2 to MP 604.2	45 MPH.
In motion Hump Scale–Cherokee Yard	10 MPH.

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

2. Bridge and Equipment Weight Restrictions–

Maximum Gross Weight of Car:

Cherokee Yard to Sapulpa 143 tons

Sapulpa to Madill 136 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives and six axle derricks not permitted on following tracks–

Ada–Solo Cup lead Imperial, Holnam No.8 Lead

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

Mill Creek–Old Sand Plant Tracks

3. Type of Operations–

CTC– In effect:

MP 428.6 to MP 602.6

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

4. General Code of Operating Rules Items—

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

Rule 10.2— 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
 MP 546.0 General Tire
 MP 546.3 Remington
 MP 561.9 Sand Plant

5. Track Side Failed Equipment Detectors (FED)—**A. Protecting Bridges, Tunnels or Other Structures:**

Radio Tone Detector:

Ravia (SWD) MP 592.4 (DED Only)
 Madill (NWD) MP 601.1 (DED Only)

B. Other FED Locations—

Mounds MP 446.8
 Okmulgee MP 474.7
 Weleetka MP 496.4
 Yeager MP 516.2
 Fords MP 542.5
 Roff MP 565.8
 Ravia MP 587.2

Radio Tone Detectors:

Ravia (NWD) MP 592.4 (DED Only)
 Madill (SWD) MP 601.1 (DED Only)

6. FRA Excepted Track—

See GCOR Rule 6.12.

Cherokee Yard (Tulsa) on Howard Branch, including all auxillary tracks.

7. Special Conditions—

Two Main tracks between West Cherokee and Norris and between Oma and Sapulpa are designated as Main 1 and Main 2.

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

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 east car.

Francis—Trains or Engines Operating over Main Street, MP 539.1, out of Storage Tracks only must observe Crossing gates in horizontal position before fouling crossing.

Mill Creek—U.S. Silica 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 US Silica employee. Telephone and instructions in box on signal mast.

Clark—BN Crews will not use Track No. 3 at Meridian Aggregates facility without the specific authority of Meridian Aggregates personnel.

8. Other Line Segments—NONE**9. Locations Not Shown as Stations—**

Name		Miles—Location	Capacity Cars	Switch Opens
94521	Sisson	7.1 south of Yeager	60	Both
94564	Roff	6.1 south of Fitzhugh	97	Both
94583	Clark	3.7 south of Mill Creek	150	Both
94584	Ryder	4.8 south of Mill Creek	25	Both
94585	Troy	5.8 south of Mill Creek	42	South

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Cherokee Subdiv MAIN LINE STATIONS			Distance from West Afton	↑ EAST WARD
					Trk	Office Calls	Rule 4.3 Oper		
		96348	1003	349.5	2MT	F2 WEST AFTON		0	
	6,383	96354		353.8		TQ TODD		4.1	
	7,898	96360		359.7		VN VINITA A		10.2	
	7,600	96367		366.7		WO WHITE OAK		17.2	
	10,550	96374		374.0		CT CATALE		24.5	
	7,600	96385		384.8		BC BUSHYHEAD		35.3	
				393.2		PSO JCT		43.7	
	6,235	96396		396.4		DE DEGROAT	CTC	46.9	
		96398		398.0		CM CLAREMORE A		48.5	
	7,600	96404		404.3		VR VERDIGRIS		54.8	
		96409		409.2		CQ CATOOSA		59.7	
	7,600	96413		412.6		TG TIGER T		63.1	
				416.2		DL DOUGLAS		66.7	
		96420		420.4		ET EAST TULSA		70.9	
				423.0		UR URBAN JX		73.5	
				426.9	2MT	EC CHEROKEE YARD BJKT		77.4	

AAR Radio Channel No. 54 In service on this Subdivision.

AAR Radio Channel No. 66 In service at Cherokee Yard

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

MP 349.5 to MP 349.7 is part of and under the jurisdiction of the Springfield Division—Afton Subdivision.

Emergency Train Dispatcher Call—911
Dispatchers Telephone (417) 864—2241

1. Maximum Speed Permitted—

Freight

West Afton to Cherokee Yard	60 MPH.
(End CTC) Old Main 1 and 2 MP 424.1 to MP 425.2 (17th Street)	20 MPH.
RD 4 and RD 8	20 MPH.
OPM and Old Freight Main MP 427.4 (W 41st Overpas) to MP 428.6 (Begin CTC)	20 MPH.
MP 346.4 to MP 349.6 Main 1 track only including turnouts	25 MPH.
MP 348.0 through crossover	25 MPH.
MP 349.6 Ewd trains using Main 2 until engine through limits	55 MPH.
MP 350.8 to MP 354.3	55 MPH.
MP 359.1 to MP 360.7 until engine through limits	30 MPH.
MP 359.6 (over diamond)	30 MPH.
MP 364.3 to MP 365.7	45 MPH.
MP 369.9 to MP 371.3	45 MPH.
MP 375.8 to MP 378.8	40 MPH.
MP 378.8 to MP 379.6 until engine through limits	40 MPH.
MP 392.5 to MP 392.9	50 MPH.
MP 396.8 to MP 398.1 until engine through limits	30 MPH.
MP 397.0 (over diamond)	30 MPH.
MP 406.6 to MP 408.4	55 MPH.
MP 408.4 to MP 411.9	45 MPH.
MP 411.9 to MP 417.3	55 MPH.
MP 417.3 to MP 420.5	40 MPH.
MP 420.4 through turnout for Eastward trains	40 MPH.

MP 420.5 to MP 423.3	30 MPH.
MP 423.1 through crossover	10 MPH.
MP 423.3 to MP 424.1	20 MPH.
Siding turnouts	20 MPH.
Trains handling loaded C6 covered hoppers through sidings	13 MPH.
Through siding Catale	20 MPH.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

West Afton to Cherokee Yard 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

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

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

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

3. Type of Operation—

CTC—In effect MP 349.7 to MP 424.1.

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

MP 346.4 to MP 349.5

MP 420.5 to MP 424.1

Interlocking—

MP 359.6

MP 397.0

4. General Code of Operating Rule Items—

Cherokee Yard—Trains destined Afton and Ft Scott Subdivisions must secure two separate track warrants addressed as such:

—(Engine number) E which will include track bulletins for Cherokee Sub.

—(Engine number) N which will include track bulletins for Ft. Scott and Afton subs.

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

Rule 10.2—Main Track switches not equipped with electric locks:

MP 397.7 Dock Track

MP 402.5 WR Steel

MP 412.4 Ellsworth Industries

MP 418.2 Jarbo Sales

Main 1 MP 420.8 American Junk Co.

MP 421.2 Bank Off Pipe & Supply

MP 421.8 Slag Mfg. Corp

MP 421.9 Arco Warehouse Corp.

MP 422.3 Base Inc.

Main 2 MP 421.5 Gate City Steel East End

MP 421.9 Gate City Steel West End

MP 422.2 Trinity Steel Co. East End

5. Trackside Failed Equipment Detectors (FED) —

A. Protecting Bridges, Tunnels or Other Structures—

Radio Tone Detectors:

Catoosa (EWD) MP 409.3 (DED Only)

B. Other FED Locations—

Catale MP 370.6

Claremore MP 400.4

Radio Tone Detectors:

Catoosa (WWD) MP 409.3 (DED Only)

6. FRA Excepted Track—See GCOR Rule 6.12.

Howard Branch (MP 418.8), all tracks.

7. Special Conditions—

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

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

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

Claremore and Vinita— The interlocking signals at MP 359.6 (Vinita) and MP 397.0 (Claremore) are also controlled signals. When stopped by a Stop indication, comply with Rule 9.12.3. If the signal does not change to a more favorable indication, in addition to complying with Rule 9.12.3, authority per Rule 9.12.1 must also be obtained from control operator (unless track and time limits beyond this signal have already been received). Further instructions:

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

8. Other Line Segments—

Yard Line Segments—

<u>Line Segment</u>	<u>Limits</u>
1141	Cherokee Yard
1144	Muskogee

9. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
96367 Coal Spur	White Oak Siding Conn	70	East
96379 Chelsea	5.7 east of Bushyhead	55	Both
96392 Sequoyah	4.8 east of DeGroat	117	Both
96405 Williams	0.8 west of Verdigris	134	East
96408 Port Lead	4.3 east of Tiger	220	East
96414 Garnett	1.4 west of Tiger	60	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Oklahoma Subdiv MAIN LINE STATIONS		Distance from Sapulpa	EAST WARD ↑
					Trk	Rule 4.3 Oper		
		96438		437.2		SAPULPA JT	0.0	
	6,501	96459		459.0		21.8 BRISTOW	21.8	
	3,992	96478		477.5		18.5 STROUD	40.3	
	5,722	96483		482.6		5.1 BINKLEY	45.4	
		96485		485.4		2.8 DAVENPORT	48.2	
		96494	1003	493.9		8.5 CHANDLER	56.7	
	6,354	96510		510.4		16.5 HIBSAW	73.2	
	3,921	96524		523.6		13.2 JONES	86.4	
		96540		539.7		16.1 OKLAHOMA CITY ABJKTY	102.5	

AAR Radio Channel 70 In service on this Subdivision.

AAR Radio Channel 66 In service at Cherokee Yard.

Train Dispatcher Calls—Bristow—71, Chandler—72, Luther—74, Oklahoma City—78.

Emergency Train Dispatcher Call — 911

Dispatchers Telephone (417)864-2195

1st Trick 1-800-755-8997, 2nd Trick 417-864-2241 or 1-800-666-1024

3rd Trick 417-864-2244 or 1-800-666-1392

1. Maximum Speed Permitted—

Sapulpa to Oklahoma City	Freight 45 MPH
MP 437.2 to MP 438.9 until engine through limits	20 MPH.
MP 452.3 to MP 457.1	30 MPH.
MP 458.7 to MP 460.2 until engine through limits	20 MPH.
MP 477.0 to MP 477.8 until engine through limits	25 MPH.
MP 491.9 to MP 494.4	30 MPH.
MP 523.5 to MP 526.6 until engine through limits	35 MPH.
MP 535.2 to MP 537.4 until engine through limits	25 MPH.
Sidings	10 MPH.
Static Scale—Oklahoma City	5 MPH.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Sapulpa to Oklahoma City 136 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Do not Operate six-axle locomotives or six axle derricks on the following tracks:

Bristow	Halliburton Lead
Red Horse	Polyfilm Inc. Lead
Stroud	Koch Materials track

3. Type of Operations—

TWC— In effect:

MP 437.2 to MP 536.4

Rule 6.13— Yard limit In effect—

MP 536.4 to MP 539.5

Interlocking—

MP 535.8

4. General Code of Operating Rules Items—

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

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnels, or other structures— NONE

B. Other FED Locations:

Kellyville MP 450.4

Radio Tone Detectors:

Stroud MP 472.2 (DED Only)

Chandler MP 500.9 (DED Only)

Jones MP 526.8 (DED Only)

6. FRA Excepted Track—NONE**7. Special Conditions—**

Oklahoma City—At Oklahoma City the normal position for the Drill track switch and West ladder track switch will be lined and locked for the movement last made.

Trains over 100 Tons/OB will not operate through sidings, except when authorized by Chief Dispatcher.

From sidings only, make sure gates are in horizontal position before fouling following Crossings:

MP 523.5 (Choctaw Road)

MP 524.0 (Henny Road)

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
1143	Oklahoma City

9. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
96446 Kellyville	8.2 west of Sapulpa	8	East
96467 Depew	7.6 west of Bristow	6	West
96534 Red Horse	10.7 west of Jones	6	West

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Chickasha Subdiv MAIN LINE STATIONS		Distance from Oklahoma City	EAST WARD ↑
					Trk Open	Rule 4.3		
		96540	1003	539.7		OKLAHOMA CITY BJKTYM	0.0	
	4,058	96554		553.9		14.2 MUSTANG	14.2	
	5,174	96567		567.5		13.6 SOONER	27.8	
		96581		580.8		13.3 CHICKASHA A	41.1	
	5,788	96605		604.9		24.1 CYRIL	65.3	
		96611		610.6		5.7 FLETCHER	70.9	
		96626		625.4		14.8 FORT SILL T	85.8	
	2,604	96630		630.2		4.8 LAWTON BKMY	90.5	
		96637		636.8		6.8 EAGLE Y	97.1	
		96644		643.9		7.1 CACHE	104.2	
		96664		664.4		20.5 SNYDER UJY	124.7	
	1,692	96687		687.2		22.8 ALTUS AMY	147.5	
		96709		709.4		22.2 ELDORADO	169.7	
		40527		723.3		13.9 QUANAH BJKTY	183.6	

AAR Channel 70 in service on this Subdivision.

Train Dispatcher Calls—Tuttle 79, Chickasha—81, Cyril—82, Lawton—84, Snyder—71, Eldorado—72, Altus—73.

Emergency Train Dispatcher Call – 911
Dispatchers Telephone (417) 864-2244

1. Maximum Speed Permitted—

	Freight
Oklahoma City to Quanah	40 MPH.
MP 568.6 to MP 575.5	30 MPH.
MP 580.4 to MP 581.0 until engine through Limits	20 MPH.
MP 580.4 to MP 589.0	30 MPH.
MP 602.0 to MP 610.5	30 MPH.
MP 610.5 to MP 610.8	25 MPH.
MP 610.8 to MP 627.7	30 MPH.
MP 627.7 to MP 629.7	20 MPH.
MP 638.3 to MP 691.0	30 MPH.
MP 688.1 through interlocking	20 MPH.
Sidings	10 MPH.
Static Scale—Oklahoma City	5 MPH.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Oklahoma City to Quanah 134 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

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

Oklahoma City–Dayton Lead
Altus–Beck Spur
Olustee–Spur and House Tracks
Eldorado–No. 2 Track

Only one six axle locomotive or six axle derrick is permitted on the following tracks:

Fletcher– Temple Gypsum lead
Fort Sill– Fort Sill Wye Track

3. Type of Operations–

TWC– In effect:

MP 549.7 to MP 721.7

Rule 6.13– Yard limits In effect–

MP 539.5 to MP 549.7

MP 627.7 to MP 638.3

MP 663.4 to MP 665.6

MP 685.0 to MP 689.0

MP 721.7 to MP 723.3

Interlocking–

MP 542.8

MP 580.5

MP 629.7

MP 688.1

MP 688.7

4. General Code of Operating Rules Items–

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

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnels, or other structures– NONE

B. Other FED Locations:

Tuttle MP 565.2

Radio Tone Detector:

Norge MP 590.8 (DED Only)

6. FRA Excepted Track–NONE

Special Conditions–

Trains over 100 Tons/OB will not operate through sidings. except when authorized by Chief Dispatcher.

Oklahoma City– Trains and engines Operating over UP main track will be governed by Rule 6.13 of the General Code of Operating Rules.

The normal position for the Drill track switch and West ladder track switch will be lined and locked for the movement last made.

Fort Sill– Trains and engines operating over UP main track will move at restricted speed, not exceeding 10 MPH. (UP main track is FRA Excepted Track).

Crew member must protect crossing from ground position at following locations–

Oklahoma City–S.W. 29th Street on Dayton Lead

Altus–Highway 62 on Air Base Lead

Use of Dynamic Brakes Prohibited at the Following Locations–

Between MP 602.0 and MP 691.0

8. Other Line Segments–NONE

9. Locations Not Shown as Stations—

Name		Miles—Location	Capacity Cars	Switch Opens
96546	Lillard Pk	5.8 west of Oklahoma City	15	West
96549	Wheatland	4.6 east of Mustang	20	West
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
96615	Elgin	9.7 west of Cyril	8	East
96652	Indiahoma	8.1 west of Cache	4	East
96670	Long	5.6 west of Synder	45	Both
96676	Headrick	11.2 east of Altus	30	Both
96695	Olustee	8.3 west of Altus	65	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Avard Subdiv MAIN LINE STATIONS			Distance from Cherok- ee Yard	↑ EAST WARD
					Trk	Rule 4.3 Oper			
		96426		426.9		CHEROKEE YARD BJKT		0.0	
	7,798	96046		445.8		18.9 MANNFORD		18.9	
		96069		469.3		23.5 CASEY		42.4	
	7,736	96078		478.0		8.7 PAWNEE J		51.1	
	8,778	96091		490.6		12.6 MORRISON		63.7	
		96103		502.6		12.0 BLACK BEAR AJ		75.7	
		96109		508.8		6.2 PERRY J		81.9	
	7,751	96125		525.3		16.9 CALLAHAN		98.8	
		96134		534.0		8.7 FAIRMONT A		107.1	
		96145	1047	545.5		11.6 ENID ABJKTYU TWC		118.6	
		96148		548.1		2.7 BLANTON JY		121.3	
		96155		554.4		6.2 CARRIER		127.5	
		96163		562.5		8.4 GOLTRY		135.9	
		96169		569.3		6.5 HELENA		142.4	
	8,376	96174		574.4		5.1 McWILLIE		147.5	
		96181		580.5		6.1 CARMEN		153.6	
		96189		588.6		8.1 DACOMA		161.7	
		96195		595.0		6.4 HOPETON		168.1	
		96202		601.8		6.8 AVARD		174.9	
						10.7			
BETWEEN AVARD AND WAYNOKA TRAINS WILL USE ATSF TRACKS AND WILL BE GOVERNED BY GENERAL CODE OF OPERATING RULES AND ATSF TIMETABLE									
		96205		612.5		WAYNOKA BK ABS		185.6	

AAR Radio Channel 85 in service in this Subdivision.

AAR Radio Channel 66 in service at Cherokee Yard.

Train Dispatcher Calls—Tulsa—23, Helena—43, Enid—53, Perry—83, Pawnee—73,
Mannford—63, Avard—23.

Emergency Train Dispatcher Call — 911

Dispatchers Telephone (417) 864-2244

1. Maximum Speed Permitted—

	Freight
Cherokee Yard to Avard	49 MPH.
MP 428.0 to MP 432.0	30 MPH.
MP 438.8 to MP 439.2	40 MPH.
MP 458.4 to MP 459.1	45 MPH.
MP 465.6 to MP 466.3	45 MPH.
MP 471.4 to MP 472.0	40 MPH.
MP 473.1 to MP 473.4	45 MPH.
MP 474.4 to MP 474.9	40 MPH.
MP 475.8 to MP 476.9	45 MPH.
MP 477.2 to MP 478.4 Until engine through limits	30 MPH.
MP 478.9 to MP 480.7	40 MPH.
MP 502.9 to MP 503.2	45 MPH.
MP 507.5 to MP 509.5 Until engine through limits	20 MPH.
MP 519.1 to MP 519.8	40 MPH.
MP 533.3 Through interlocking	40 MPH.
MP 537.0 to MP 542.0 Until engine through limits	35 MPH.

MP 544.7 to MP 545.0 Until engine through limits	20 MPH.
MP 548.1 to MP 548.7 Until engine through limits	35 MPH.
MP 580.4 to MP 581.0 Until engine through limits	45 MPH.
MP 601.3 to MP 602.1	20 MPH.
Avard: through ATSF turnout	20 MPH.
On siding Pawnee	10 MPH.
Switches and Auxiliary Tracks.	
Maximum speed through turnouts Mannford, Callahan, Morrison (Ends of Sidings)	20 MPH
All Other Turnouts	10 MPH

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Cherokee Yard to Avard 136 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives and six axle derricks not permitted on the following tracks:
Goltry– Fertilizer Spur Track.

3. Type of Operations—

TWC— In effect:

MP 428.0 to MP 542.0

MP 548.1 to MP 602.1

ABS —In effect:

MP 601.3 to MP 602.1

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

Prior to departing Enid, Westward BN trains will secure ATSF track warrant from ATSF dispatcher.

Rule 6.13— Yard limits In effect:

MP 426.9 to MP 428.0

MP 542.0 to MP 548.1

Interlocking—

MP 502.6—ATSF

MP 533.3—ATSF

MP 543.1—

MP 544.2—

4. General Code of Rules Items—

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

5. Trackside Failed Equipment Detectors (FED)

A. Protecting bridge, tunnels or other structures—NONE

B. Other FED locations:

Mannford MP 451.1

McWillie MP 573.1

Radio Tone Detectors:

Casey MP 467.8 (DED Only)

Morrison MP 494.0 (DED Only)

6. FRA Excepted Track—NONE

7. Special Conditions—

Avard—For westward trains on siding, when indicator at MP 601.6 is dark, stop and contact dispatcher. When indicator displays white light, continue movement to absolute signal at MP 602.0

Enid—At Enid the normal position for the Washington Street, East end Old Main Line, and Pillsbury switch will be locked and lined for the movement last made.

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
1142	Enid

9. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
96032 Shirk	5.1 west of Cherokee Yard	5	West
96055 Teriton	9.6 west of Mannford	6	West
96062 Hallett	7.7 east of Casey	10	East
96085 Lela	5.1 east of Morrison	26	Both
96118 Lucien	9.6 west of Perry	18	West
96127 Covington	1.4 west of Callahan	15	Both
96139 Shea	4.4 east of Steen	36	Both