

BURLINGTON NORTHERN RAILROAD CO. SPRINGFIELD REGION

SPRINGFIELD, TULSA AND
MEMPHIS DIVISIONS

Special Instructions No. 1

IN EFFECT AT 0001
Central Standard Time

SUNDAY, JULY 26, 1981

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Transportation
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Superintendent
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ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions. Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Freight trains up to 100 Tons/OB*	60 MPH
Freight trains over 100 Tons/OB*	50 MPH

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

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

Unless otherwise provided—

Loaded unit ore, ballast and potash trains	40 MPH
Loaded unit coal trains	45 MPH
Empty unit coal trains	50 MPH
Engines running light or with caboose only	50 MPH

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise 15 MPH

When temperatures are below zero degrees fahrenheit the following speed restrictions apply:

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

Equipment—
250 TON DERRICKS WILL BE MOVED ONLY AS AUTHORIZED BY THE CHIEF DISPATCHER. TRAINS HANDLING COMPANY OWNED EQUIPMENT LISTED IN ITEMS (a) and (b) WILL BE HANDLED NOT EXCEEDING SPEED AS SHOWN IN TABLE:

Maximum Speed	Reduce To:
50 MPH or more	35 MPH
45 MPH	30 MPH
40 MPH	25 MPH
35 MPH	20 MPH
30 MPH	20 MPH
25 MPH	15 MPH
20 MPH	15 MPH
15 MPH or less	10 MPH

(a) Work Equipment moving on own wheels: Bridge crane, Loco. crane, Spreader-Ditcher, Snow plow, Rotary plow, Pile driver, Clamshell, Wrecking derricks.

Except SLSF 99020 M. of W. Bridge Crane, B.C. 2, (100 Ton Derrick) move only in local service, if available, with boom trailing just ahead of caboose. When maximum speed 30 MPH or more movement must not exceed 25 MPH; where maximum speed 29 MPH or less movement must not exceed 10 MPH.

(b) Work Equipment, loaded on cars from point of loading to nearest location of car inspectors: Bull Dozers, Rail Layers, Cranes, Shovels, Dumpers, Speed Swing, Motor Graders, Track Cleaners, Tractor Ditchers and Scrapers, Wheel Tractors with attachments.

(When moving after inspection by carmen, may be handled without restrictions unless otherwise instructed.)

Revenue equipment of above types loaded on cars will be handled as over-size loads when applicable.

Movements of locomotives on revenue billing must be approved by General Superintendent Transportation.

	Main Line	Branch Line
Loaded BN ownership C-2 covered hoppers (less than 2200 cubic capacity)	50 MPH	
Ore cars	45 MPH	20 MPH

	Main Line	Branch Line
Scale test cars except WO 3, 4, 5, BN 979019 and SLSF 99161	35 MPH	20 MPH
Air dump cars (loaded)	35 MPH	20 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH

Except on Main Lines as shown in timetables, diesel engines, wrecking cranes 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.

*Continuous Rail: Rail either welded or bolted together to make a length of rail spanning two or more cars.

Ribbon rail cars loaded with continuous* rail must be handled by trains that are not handling any other cars except those necessary to load or unload continuous rail and buffer cars, unless otherwise authorized by the Chief Dispatcher.

Buffer cars must be used between continuous* rail and engine or caboose except when loading or unloading as directed by foreman in charge.

Partially loaded tank cars (contents less than 85% of gallon capacity). Move on authority of Chief Dispatcher, near head end of train not to exceed 45 MPH.

Maximum Speed Diesel Units Dead in Tow—

Switcher units with friction bearings	35 MPH
Switcher units with roller bearings	50 MPH
Road switcher and other units	60 MPH

1A. Control of Harmonic Rocking—

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

Trains, other than unit 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 Diesel Units—

The number of diesel units coupled together in train operation, either working, idle, or dead in tow, must not exceed seven. When the operating diesel units on head end of train exceed 18 powered axles, Individual Subdivision Special Instructions or bulletin must be referred to in determining if any restrictions are in effect governing trailing tonnage. Maximum tonnages expressed in Individual Subdivision Special Instructions for head end power are extreme limits under ideal conditions and superintendents will establish lower limits as required.

In the event diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed not less than 5 cars or more than 15 cars behind the lead units.

When an SW 1500 or MP 15 switch unit is being handled dead in a train, dynamic brakes must not be used on the locomotive consist handling the train if the consist is working power on more than 14 axles.

When an SW 1500 or MP 15 switch unit is operating in a road unit consist, the following restrictions must be observed: The SW 1500 or MP 15 unit must be the lead unit except if an MP 15 unit has coupler stop blocks applied in the position to restrict coupler side action it may be used as lead or second unit. Operating speed restrictions for the unit involved must not be exceeded. Dynamic brakes on the road units in the consist must not be used.

Diesel units not equipped with alignment control couplers when dead in tow in freight trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine.

Exception—Trains of 5 cars or less may handle not more than three such diesel units coupled dead in tow to the working consist.

When an engine consist of more than 3 units in service includes diesel unit or units not equipped with alignment control couplers, only the three rear units will be allowed to work power when the train is to make a back-up movement. Other units must be isolated.

Diesel units NOT equipped with alignment control couplers:

All switcher units

Road and road switcher diesel units: 107, 251-259, 400-403, 405, 406, 600-995, 1350-1355, 1357-1365, 1375-1399, 1524-1576, 1578-1585, 1587-1601, 1603-1612, 1614, 1616-1619, 1621, 1671, 1700-1775, 1777-1875, 1877-1936, 1938-1958, 1960-1966, 1968-1998, 2110-2369, 2255-2333, 2550-3064, 5210-5492, 6070-6089, 6215-6237, 6650-6847.
FWD 700, 703

3. Manned Helper Operations—

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

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 units, not equipped with alignment control couplers, are equipped with bolster stops:

602-644, 653, 675, 682, 702, 704-707, 710-714, 720, 724-735, 738-785, 788, 794-819, 824-825, 827-829, 831-847, 986-989, 1353, 1355, 1357-1360, 1362, 1365, 1524-1542, 1545, 1551-1552, 1555-1563, 1569-1571, 1573, 1575-1576, 1578, 1580-1584, 1587, 1590, 1592-1300, 1610, 1614, 1616-1618, 1621-1622, 1626-1643, 1671, 1700-1775, 1777-1799, 1802-1812, 1814, 1816-1817, 1819-1820, 1822, 1824-1833, 1835-1866, 1868-1875, 1877-1882, 1887-1889, 1892, 1894-1901, 1903-1904, 1906, 1908-1909, 1914-1926, 1928, 1930, 1932-1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1990-1997.
FWD 700, 703

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

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

When cars listed in first sentence of Item 4 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed twenty-four powered axles. Head end consists in helper trains will not exceed twenty-four powered axles.

Head end consists in helper trains which are unit coal trains, equipped entirely with Type E or F couplers cast in Grade E steel, may have up to thirty-six powered axles. Helpers up to twenty-four powered axles may shove on the rear of such trains except that helpers with twenty-four powered axles must be cut in ahead of caboose.

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

BN 513900-513999	(GN 70400-70499)
BN 514100-514199	(NP 73600-73699)
BN 514300-514499	(CBQ 160000-160199)
BN 520000-520599	(NP 73000-73599)
BN 520658-520699	(NP 74958-74999)
BN 522000-522699	
BN 523000-523399	
BN 524000-525299	(CBQ 160200-161499)
BN 530000-530004	
BN 540000-540210	(CBQ 163000-163209)

Helpers of more than twelve powered axles must be cut into 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.

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

Exceptions to Item 3—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

3A. Diesel Unit Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.

Group	Types	Unit Numbers	Weight (000)
A	SW-1	70, 80-97.	198-216
B	SW-1 F-7 F-9 NW-5 GP-5 GP-7 GP-9 GP-18	102. 626, 645, 668, 702, 717, 720, 724, 725, 732-761. 847-851. 986-995. 1350-1365. 1553-1556, 1558-1561, 1565, 1566, 1569, 1570, 1572, 1575, 1576, 1580, 1582, 1586, 1588, 1590, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1616, 1619, 1621, 1623, 1671. FWD 700, FWD 703. 1723-1760, 1808-1830, 1884, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971-1972, 1979, 1980. 1990-1997.	216-251
C	SW-8 SW-900 SW-12 SW-7 SW-9 SW-10 NW-2 F-9 F-7	98, 99, 101. 100. 106, 162-166, 170-250, 256-259. 75-79, 108-134, 137-142. 146-161, 167-169, 261-269. 375-449, 574-585. 400-403, 405, 410-425, 488-499, 517-573, 586-595. 766-845. 682, 706, 708, 710, 712, 722.	233-251
D	NW-12 SW-7 NW-2 GP-7 GP-9 SW-7 MP-15	1, 5, 14, 19. 135, 136, 143-145. 406, 451-487, 500-516. 1524-1552, 1557, 1562-1564, 1567, 1568, 1571, 1573, 1574, 1578, 1579, 1581, 1584, 1585, 1587, 1589, 1591, 1593, 1595, 1598-1602, 1604, 1605, 1607, 1608, 1611, 1613, 1615, 1617, 1618, 1620, 1622, 1626-1643. 1761-1807, 1886, 1890, 1959, 1965, 1970. 107. 4000-4004.	233-275
E	SW-1500 SW-15 GP-15-1 GP-10 GP-9 GP-20 GP-38 GP-38-2 GP-30 GP-35 GP-39-2 GP-40 U-25B U-28B U-30B F-7 B-30-7 GP-40-2 GP-50-2	20-65. 300-324. 1375-1399. 1400-1438. 1700-1722, 1831-1883, 1892-1901, 1973-1978. 2001-2071. 2072-2077, 2110-2138. 2079-2109, 2150-2154, 2255-2369. 2200-2254. 2500-2545, 2550-2582. 2700-2719. 3000-3039. 5400-5429, 5210-5233. 5450-5465. 5470-5484, 5770-5799. 707. 5485-5492. 3040-3064. 3100-3109.	255-276
F	SD-7	6048-6059.	300
G	SD-7 SD-9	6023-6047, 6070-6089. 6127-6206, 6215-6237.	316-326

Group	Types	Unit Numbers	Weight (000)
H	SD-7 SD-9 SD-24 E-9	6000-6022. 6100-6126. 6240-6255. 9900-9925.	330-347
I	C-30-7 U-23C U-30C U-25C U-28C U-33C SD-40 SD-40-2 SD-45 F-45 SD-38-2	5000-5139, 5500-5599. 5200-5208. 5300-5394, 5800-5944. 5601-5641. 5650-5677. 5700-5765. 6300-6324, 6394-6399. 6325-6334, 6348-6385, 6700-8181, 6850, 6950. 6400-6599, 6650-6696. 6600-6645. 6260-6263.	370-421

4. Restrictions on Placing Cars in Trains—

Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of Chief Dispatcher.

Outfit cars
Scale test cars (next ahead of caboose) except WO-3, 4, 5, BN 979019 & SLSF 99161
Pile drivers
Locomotive cranes
Rotary snowplows, wedge plows, dozers
Jordan spreaders
Rear end only cars.

5. Repeater Relay Air Car Operation—

When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

6. Hazardous Materials—

Holders of the Consolidated Code of Operating Rules must have BN Form 15784, "Handling Placarded Cars in Railroad Transportation", in their possession and be familiar with its contents.

Note: For complete information on these regulations, consult tariff No. BOE-6000 or B. E. Pamphlet 20.

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.

- c. Inspection of trains or cars should be undertaken with caution. If a release of hazardous material is evident, the area must not be entered except by person(s) with proper protective equipment.
- d. If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- e. When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- f. 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 condition of cars. Furnish them all emergency response information available. This position should be maintained until relieved by an officer 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.

7. Train Inspection and Failed Equipment Detector Instructions—

Radios will not be used within one (1) pole length of failed equipment detectors.

When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made or when notified that a failed equipment detector is out of service or may be ineffective account blowing snow, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Conductors will determine frequency of inspections depending on visibility conditions and/or inspections by employees on the ground. Inspection intervals must not exceed 35 miles. Crews will examine train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

When defective equipment detector (hot box, dragging equipment, or any device that indicates equipment failure) indicates a defect, train must stop immediately by initiating normal braking procedures. A walking inspection must be made on both sides of entire train, also track if evidence of equipment dragging.

When a failed equipment detector indicates a defect before reaching the detector, train must be inspected by either a walking or roll by inspection.

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

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train, and location of failed equipment detector which failed to detect the hot bearing, with a copy of the wire to AVP Engineering, St. Paul. Dispatchers will arrange inspection of the detector by the signal maintainer in all such instances.

8. 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 the requirement to move as required in Rule 93.

9. 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.

10. Rules Changes and Modifications—

Definitions: Schedule—

That part of a time table which prescribes class, direction, number and movement for a regular train.

Note: The number may be designated by numerals and/or alphabetic letters.

Continental Time

Not applicable Subdivisions S-11, S-12, S-13 and S-14.

Continental Central Standard Time will be used in Train Orders, Train Sheets, Line ups, and preparation of all reports and records.

Continental Central Standard Time is a 24 hour system of keeping time, with the day starting at midnight. Four numerals are used to indicate the time, with the first digits indicating hours and the last two digits representing minutes. The hour of midnight is expressed two ways: 0000 to indicate the start of the day, and 2400 to indicate the end of the day. Each succeeding hour, starting at midnight, is increased by 100 (0000, 0100, 0200, etc), until 2400 is reached when a new day starts. 2400 will not be used in Train Orders, Train sheets and Line ups. 2359 and 0001 will be used.

Below are examples of how Central Standard Time is converted to Continental Time:

CENTRAL STANDARD TIME	CONTINENTAL CENTRAL STANDARD TIME
1:00AM	0100 - Zero One Hundred
10:00AM	1000 - Ten Hundred
8:00PM	2000 - Twenty Hundred
11:15PM	2315 - Twenty Three Fifteen

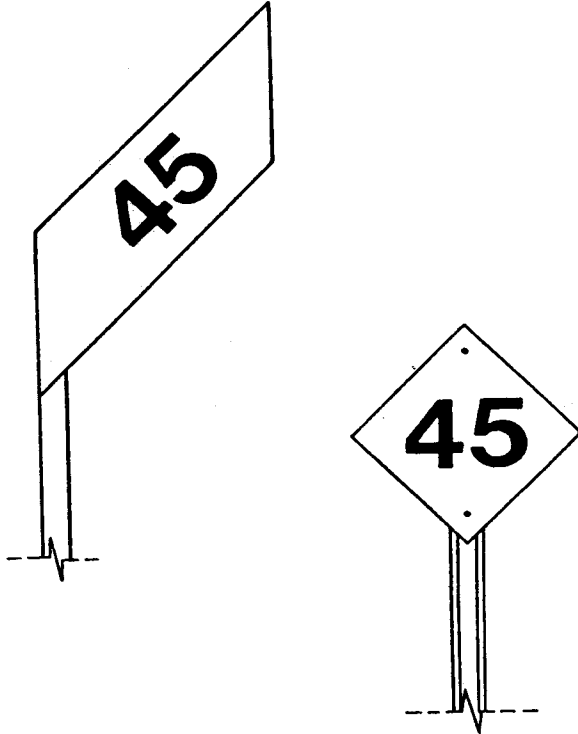
To convert time on a 12-Hour clock the hours from midnight to noon present no problem. From noon to midnight, simply add 12 hours to the time indicated.

Consolidated Code Rule 27 Addition As Last Paragraph—

If a block signal fails to display its most restrictive indication when a block is occupied or when a switch connected with block signal system is changed from its normal position, it must be regarded as displaying a Stop indication. A member of the crew must be left at signal and he must stop all trains moving in the direction governed by that signal and inform them of false-proceed indication. Flagman must remain there until relieved by an employee of Signal Department or by instructions from Chief Dispatcher.

Consolidated Code Rule 240-W Revised (Applicable only on Former SLSF R.R. Trackage)—

SPEED SIGNS IN EFFECT ON FORMER SLSF RAILROAD TRACKAGE.



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

Consolidated Code Rule 271(A) Revised:

271(A) Track and time limits per Rule 271 may be issued to Maintenance of Way employees or equipment only when they are to work in the same or overlapping limits with train(s) or engine(s) which must also be authorized by track and time limits.

When this is done, control operator must inform those granted track and time limits of the fact and trains or engines must move prepared to stop short of unprotected equipment.

Consolidated Code Rule 275(A) Revised:

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

Selector Lever Type:

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

Hand Crank type:

- (1) Unlock and remove hand crank from crank holder located in telephone booth.
- (2) Unlock hasp on switch machine, insert crank on shaft and turn until switch is in desired position and as far as crank will turn. See switch points fit properly. Remove crank from shaft but do not restore crank to crank holder.
- (3) After movements over switch completed, lock crank hasp, return crank to crank holder, secure with switch lock and notify dispatcher.

Consolidated Code Rule 276 Revised:

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

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

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

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

Burlington Northern Air Brake and Train Handling Rules, Form 15338, and Air Brake Rules for Mechanical Personnel, Form 15750, are modified as follows:

Rule 224.

Freight trains arriving at terminals where facilities are available and at which special instructions provide for immediate brake inspection and repairs (500-mile inspections), and locomotive remains on train shall have the air brakes applied by a service brake pipe reduction of 20 pounds. Inspection of brakes and needed repairs should be made as soon thereafter as practicable. If locomotive is to be detached, the following action must be taken:

- 1) Signal with one sound of the horn or by radio that brake pipe reduction has been made and brake valve exhaust has ceased.
- 2) Close angle or end cocks on locomotive and car where cut is to be made.
- 3) Signal Engineer to release the brakes and proceed to detach locomotive.
- 4) After locomotive has been detached, angle or end cock on car must be gradually opened and left in full open position.
- 5) When required, a sufficient number of hand brakes must be applied in accordance with Rule 401.

Rule 412(A).

Except at 500-mile inspection points as provided by Rule 224, before locomotives are detached or angle or end cocks closed on cars or trains which are to be left standing, the following action must be taken:

- 1) Apply automatic air brakes with a 20 pound brake pipe reduction.
- 2) Signal with one sound of the horn or by radio that brake pipe reduction has been made and brake valve exhaust has ceased.
- 3) Close angle or end cock on the locomotive, or on the car toward the locomotive when cut is to be made between cars.
- 4) Leave angle or end cock open on portion of cars or train to be left standing and when cut is made, brakes will apply in Emergency on portion of the cut of cars or train to be left standing.

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

- (1) Avard and Waynoka Tulsa 3rd Subdivision.
- (2) Perry and Arkansas City Tulsa 2nd Subdivision.
- (3) Birds and Belt Jct. Tulsa 9th Subdivision.
- (4) Santa Fe Jct. and Dallas Tulsa 9th Subdivision.

Rule 11.

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

Rule 14.

Example Form U, Stop and Speed limit order.

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

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

Rule 240-W.

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

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

Block and Interlocking Signals.

Signal aspect—Yellow over yellow or flashing yellow:

Name—Approach Medium.

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

Signal aspect—Red over flashing yellow.

Name—Approach medium.

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

Signal aspect—Flashing red or, red over yellow.

Name—Restricting.

Indication—Proceed at restricted speed.

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

Name—Stop (Controlled signal).

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

Rule 250.

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

Rule 269.

Second and third paragraphs of Consolidated Code Rule 260 is not applicable on A.T.S.F.

Rule 269(A).

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

General Rules—

1. During snow and ice storms trains must approach all power switches making a full use of the engine whistle to warn men cleaning switches of their approach. When visibility is poor, the whistle should be kept wide open from 400 to 500 feet before reaching the switch until after engine has passed over it.
2. Before the engine controlling the air brakes on freight equipment is detached or angle cock closed, the engineman must make a 20 pound brake pipe service reduction with the automatic brake valve. The angle cock must be left open on the cars or the detached portion of train left standing to cause an emergency application on that portion when the separation is made.

3. A complete and detailed report must be made by wire to the A.T.S.F. Chief dispatcher at Amarillo, Texas, Ft. Worth, Texas or Newton, Kansas, covering bad order cars set out, all accidents at grade crossings, personal injuries, unusual or defective track, signal or any other condition that would affect the movement of a train or engine on the Joint Trackage.

CONSOLIDATED CODE OF OPERATING RULES EDITION OF 1980 WILL GOVERN WHEN USING BN TRACKS UNLESS OTHERWISE INSTRUCTED. FOREIGN LINE RULES WILL GOVERN WHEN USING FOREIGN LINE TRACKS.

WHEN USING KANSAS CITY TERMINAL R.R. TRACKS THE GREATER KANSAS CITY AREA OPERATING RULES WILL GOVERN.

SPECIAL INSTRUCTIONS

OVERSIZE AND SPECIAL SHIPMENT RESTRICTIONS

Following code words are authorized for use in train orders involving movement of oversize and special shipment, and when so used train men and engine men will be governed by restriction shown as applicable thereto:

CODE WORD	RESTRICTION APPLICABLE
ARA	Load will not clear man on side of engine or car. Give careful handling in yards and passing other equipment.
AUK	Give careful handling at turnouts, crossovers and other sharp curves on yard, interchange or industry tracks. Load may not clear man on side of car or engine when on curved track.
BABBLER	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.
BARBET	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.
BUFFLE	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. Trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.
BULBUL	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. 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.
CUCKOO	Dimensions of this load are such it possibly may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent tracks stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved by train on adjacent track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
CURLEW	Dimensions of this load are such it possibly may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent curved tracks stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved by train on adjacent curved track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
DODO	Train must stop before oversize load reaches bridge or other obstruction, position of load must be observed and approved, and load then moved past obstruction at 5 MPH or less under close observation, prepared to stop instantly.
DRONGO	Where less than maximum speed is allowed on curves, restrict speed to 15 MPH below that authorized, but not lower than 10 MPH.
FENFOOT	Do not switch detached from motive power or other equipment, or permit other cars to be kicked or dropped against this car.
FLAMINGO	Movement of this load must be watched closely and if any indication of shifting or any other irregularity in handling, see properly protected.
SPARROW	Handle near head end of train.

SPRINGFIELD DIVISION

(St. Louis to Springfield Yd.)

FIRST SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Freight Trains	55 MPH
All trains entering and leaving Lindenwood yard	10 MPH
Trains identified as No. 31 and 32 between following locations	60 MPH
MP 18-28 to MP 22-38	
26-42 to 32-34	
223-38 to 233-20	
MP 7-18 to MP 10-20 Both tracks	35 MPH
13-17 to 13-7 Eastward track	50 MPH
14-25 to 13-30 Eastward track	45 MPH
16-17 to 16-1 Eastward track	45 MPH
13-30 to 14-24 Westward track	50 MPH
16-00 to 16-27 Westward track	45 MPH
17-39 through turnout	50 MPH
MP 18-23 to MP 18-27	45 MPH
33-47 to 34-25	50 MPH
37-09 to 41-06	50 MPH
41-06 to 41-38	45 MPH
41-38 to 43-00	40 MPH
44-39 to 45-09	45 MPH
45-09 to 46-33	50 MPH
46-33 to 47-33	45 MPH
47-33 to 48-42	50 MPH
50-14 to 51-06	50 MPH
51-06 to 54-23	45 MPH
55-16 to 56-17	50 MPH
57-13 to 59-17	40 MPH
60-23 to 65-04	50 MPH
70-00 to 70-27	50 MPH
70-27 to 71-12	40 MPH
73-21 to 74-10	40 MPH
76-07 to 78-00	50 MPH
80-14 to 80-33	50 MPH
84-30 to 84-38	50 MPH
87-41 to 88-09	50 MPH
95-29 to 96-04	50 MPH
97-35 to 98-21	50 MPH
100-37 to 102-28	50 MPH
106-19 to 106-28	45 MPH
106-28 to 107-38	50 MPH
109-35 to 119-30	40 MPH
119-30 to 120-11	45 MPH
120-11 to 120-30	40 MPH
120-30 to 124-10	45 MPH
124-28 to 126-08	50 MPH
130-18 to 131-19	45 MPH
131-19 to 132-02	40 MPH
132-29 to 134-02	50 MPH
134-11 to 137-12	40 MPH
138-23 to 139-05	50 MPH
140-00 to 142-15	45 MPH
142-15 to 145-03	40 MPH
145-04 to 147-02	50 MPH
147-25 to 149-31	45 MPH
149-38 to 153-01	40 MPH
153-03 to 155-29	50 MPH
155-30 to 156-34	45 MPH
156-34 to 157-15	40 MPH
157-17 to 160-31	45 MPH
160-31 to 170-29	40 MPH
170-29 to 172-19	45 MPH
172-19 to 172-35	40 MPH
172-35 to 175-38	45 MPH
Until engine through limits	
MP 181-06 to MP 182-30	40 MPH
MP 182-30 to MP 188-19	45 MPH
191-17 to 197-38	50 MPH
202-03 to 202-30	50 MPH
205-18 to 205-32	50 MPH
212-30 to 214-30	50 MPH
215-26 to 215-36	50 MPH

216-34 to	218-05	40 MPH
220-10 to	221-17	40 MPH
227-26 to	227-34	55 MPH
MP 235-03 to MP 237-10 North track		20 MPH
Through Power Switch Turnout MP 235-04		35 MPH
Broadway Ave MP 238-05 until engine over crossing		20 MPH

Loaded unit trains		
MP 9-00 to MP 34-00		35 MPH
46-00 to	50-00	30 MPH
123-00 to	134-00	30 MPH

Through turnouts controlled sidings 25 MPH
(Except West end Rolla, East end St. Clair, and West end Newburg)

Any train with average gross weight of all cars in train in excess of 80 tons per car.

MP 50-00 to MP 46-00 Eastward trains	30 MPH
111-00 to 117-00 Westward trains	30 MPH
134-00 to 124-00 Eastward trains	30 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

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

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)

Trains originating at Chrysler Spur will contact operator Lindenwood for instructions and train orders, if any, before entering main track and will not require clearance.

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

6. Double track between MP 17-37 and 7-10 designated Eastward & Westward tracks.

Two main tracks between MP 235-02 and MP 237-10 designated North and South tracks.

ABS, Rules 251-254, MP 7-18 to MP 15-28 Westward track.
MP 17-37 to MP 07-35 Eastward track.

CTC, Rules 261-264, MP 17-37 to MP 237-10.
MP 15-28 to MP 17-37 Westward track.
MP 7-10 to MP 7-35 Eastward track.

When white light displayed at indicator MP 18-24 Eastward Absolute Signal at MP 18-11 displays proceed indication.

When white light displayed at indicator MP 182-4½ Eastward Absolute Signal governing movement from siding East Lebanon indicates proceed.

Power crossover MP 235-15 designated "Crossover A".

Switch point derails permanently installed both ends siding Niangua and Pacific.

Eastward trains stopped at absolute signal MP 7-35 must contact control operator Lindenwood and be governed by his instructions.

Dwarf Signal MP 7-35 governs westward movement on eastward track. Westward trains and engines on eastward track must have train order authority or permission of train dispatcher before passing this signal.

7. Yard Limits—

Rule 93 in effect MP 9-2 and Eastward.

8. Defective Equipment Detector Locations—

MP 29-22	MP 101-14	MP 177-00
MP 57-08	MP 120-33	MP 193-33
MP 78-34	MP 150-22	MP 215-19

SPRINGFIELD DIVISION (Cuba to Salem and Lead Junction to Buick)

SECOND SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Freight trains 30 MPH

Until engine over crossing

MP A93-13 to MP A93-20 10 MPH

A98-15 to A98-25 10 MPH

St. Joe Lead track 10 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs or less, minimum length 52 ft.

except between Lead Jct. and Salem cars heavier than 263,000 lbs. not permitted.

Diesel units in Groups F, G, H and I not permitted.

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

3. Train Register Exceptions—None.

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

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

6. Yard Limits—

Rule 93 in effect Cuba to MP A88-00
MP A119-00 to Salem
MP AC122-00 to Buick

SPRINGFIELD DIVISION (Bolivar to Ozark)

THIRD SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Freight trains 25 MPH

MP 182-05 to MP 189-01 10 MPH

Middle Belt 10 MPH

West Belt 10 MPH

Chestnut Expressway until engine over crossing 05 MPH

Old Passenger Main Nichols MP 198-10 to South Yard

MP 201-03 10 MPH

Old Memphis Passenger Main South Yard to End of track

MP 205-10 10 MPH

Main Ave. and Campbell Ave. until engine over crossing 05 MPH

National Ave. MP 240-05 until engine over crossing 05 MPH

Glenstone Ave. MP 241-22 until engine over crossing 05 MPH

Sunshine Street MP 242-24 until engine over crossing 10 MPH

MP 240-02 to MP 249-05 20 MPH

MP 249-05 to MP 257-04 10 MPH

Cars heavier than 220,000 lbs., over Bridge 165.8 10 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following for minimum length shown not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups F, G, H and I not permitted.

Trains operating between Kissick and Ozark will operate with no more than two (2) units.

3. Train Register Exceptions—None.

4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary between End of Track and Ozark. When flagging is required, distance will be 1 mile.
6. **Yard Limits—**
Rule 93 in effect Springfield yard to Willard and MP 237-10 to Ozark.
7. **CTC—**
Power crossover MP 235-15 designated crossover "A"
Two main tracks between MP 235-2 and MP 237-10 designated North and South Main Track.
CTC begins both main tracks for Eastward Movements MP 237-10.
CTC begins both main tracks for Westward Movements-MP 241-18.
8. **Close clearance at Brookline—**
Employees will not ride cars through thaw shed and unloading hopper at City Utilities Power Plant, Brookline.
9. **Switching Limits—**
MP 233-15 First Subdivision
MP 182-20 Third Subdivision
MP 207-10 Sixteenth Subdivision
MP 246-19 Third Subdivision
MP 198-17 Fifteenth Subdivision
MP 248-35 Fourth Subdivision

SPRINGFIELD DIVISION

(Springfield to Monett)

FOURTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Maximum speed for freight trains No. 31, No. 32, and QLA 60 MPH
Other freight trains 55 MPH
MP 250-05 to MP 252-10 45 MPH
260-21 to 260-22 Westward 45 MPH
263-26 to 264-17 45 MPH
Until engine through limits
MP 267-16 to MP 267-17 Westward 45 MPH
268-30 to 269-04 40 MPH
272-40 to 274-37 50 MPH
279-39 to 280-35 Both tracks 50 MPH
280-35 to 282-19 Both tracks 45 MPH
Through turnouts controlled sidings 25 MPH
Except turnout MP 279-03 50 MPH
Mt. Vernon lead track 30 MPH
Mt. Vernon lead track MP 269-10 to MP 269-20 10 MPH
Mt. Vernon Highway "Y" until engine over crossing 05 MPH
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
except between Aurora and Mt. Vernon cars heavier than 263,000 lbs. not permitted.
Diesel units in Groups F, G, H and I not permitted between Aurora and Mt. Vernon.
When have other type cars in train, empty flat cars 85 ft. long or longer without multi-level racks, or flat cars 85 ft. long or longer, loaded with empty trailers will be handled in rear half of train only, except when locomotive horsepower is 5,000 or less restriction does not apply.
3. **Train Register Exceptions—None.**

4. **Clearance Provisions and Exceptions Rule 83(B)—**
Westward Tulsa Division Interdivisional trains departing Springfield will secure Springfield 4th Subdivision and Tulsa 1st Subdivision clearances.
Westward 5th Subdivision Interdivisional trains departing Springfield will secure 4th and 5th Subdivision clearances.
Westward 7th Subdivision Interdivisional trains departing Springfield will secure Springfield 4th and 7th Subdivision and Tulsa 1st Subdivision clearances.
Springfield 5th and 7th Subdivision and Tulsa 1st Subdivision Interdivisional trains will not require clearance at Monett unless train order signal displays "STOP".
Missouri Pacific trains using 4th Subdivision will secure clearance at Carthage and Springfield and will not require clearance at Aurora.
5. **Rule 99—**When flagging is required distance will be 2 miles.
6. **CTC MP 241-18 to MP 282-22**
MP 282-02 (C. D. Jct.) to MP 283-00 5th Subdivision.
Two main tracks between Globe MP 279-03 and Lou MP 282-22 designated North and South tracks Controlled crossover MP 281-00 identified as "Crossover M".
Track and Time limits and CTC Track Permits must be obtained from both Springfield 4th Subdivision and Tulsa 1st Subdivision Dispatcher when using North track between "Crossover M" and "Lou" and when using South track between "C. D. Jct." and "Lou."
When white light displayed at indicator MP 282-13; 5th Subdivision the Eastward Absolute Signal governing movement from 5th Subdivision displays proceed indication.
When white light displayed at indicator on siding near MP 251-24 the Eastward Absolute Signal MP 251-12 displays proceed indication.
7. **Missouri Pacific trains operating on 4th Subdivision will be governed by Uniform Code of Operating Rules as modified and BN timetable and special instructions.**
8. **Defective Equipment Detectors—**
MP 260-40.

SPRINGFIELD DIVISION

(Monett to Ft. Smith)

FIFTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Freight trains 49 MPH
MP 282-05 to MP 282-20 20 MPH
300-06 to 301-00 35 MPH
316-00 to 326-15 40 MPH
328-19 to 330-00 35 MPH
330-00 to 335-20 25 MPH
335-20 to 342-36 35 MPH
Until engine over crossing
MP 342-36 to 343-13 10 MPH
MP 343-13 to 374-24 35 MPH
374-24 to 375-22 20 MPH
375-22 to 409-39 35 MPH
Bentonville lead 30 MPH
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Diesel units in Groups F, G, H and I not permitted.
Trains handling 5500 or more trailing tons with empty or partially loaded automobile rack cars 85 ft. long or more must have such cars placed in rear half of train. NOTE: This restriction does not apply when train consist is

entirely automobile rack cars or when the locomotive horsepower is 5000 H.P. or less.

3. Train Register Exceptions—None.

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

5th Subdivision Interdivisional trains will not require clearance at Monett unless train order signal displays "STOP".

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

6. Yard Limits—

Rule 93 in effect at Rogers, Fayetteville, Van Buren, and Ft. Smith.
Rule 93 in effect: 0800 to 2359 MP 335-03 to MP 349-25.

7. Rogers—

Highway 62 and North 13th Street (Bentonville lead) crew member must protect crossing from ground position.

Bentonville—

Highway 71, crew member must protect crossing from ground position.

Fayetteville—

Highway 12 and North Street (when using team or siding), crew member must protect crossing from ground position.

Ft. Smith—

North "P" street between 0700 - 0830 and 1530 - 1700, except Saturday and Sunday, crew member must protect crossing from ground position.

8. Dragging Equipment Detectors—

MP 374-00
MP 380-35

9. ABS MP 374-03 to MP 375-18. CTC MP 410-20 to MP 412-03.

SPRINGFIELD DIVISION

(Ft. Smith to Wister)

SIXTH SUBDIVISION

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

Freight Trains	40 MPH
MP 427-26 to MP 428-00	35 MPH
428-00 to 428-10	10 MPH
Montreal Lead	10 MPH
445-18 to 453-07	30 MPH
Through all sidings	10 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
except cars heavier than 220,000 lbs. not permitted between Poteau and Wister.

Diesel units in Groups F, G, H and I not permitted.

3. Train Register Exceptions—None.

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

5. Rule 99—Unless otherwise provided, protection against following trains is not necessary between Poteau and Wister. When flagging is required, distance will be 2 miles.

6. Ft. Smith—

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

SPRINGFIELD DIVISION

(Pierce City to Neodesha)

SEVENTH SUBDIVISION

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

Freight trains	40 MPH
Until engine through limits	
MP 286-20 to MP 287-25 (Tulsa 1st. Sub.) between 0800 and 0900 and 1500 and 1600.	15 MPH
MP 287-12 to MP 288-32	35 MPH
Until engine through limits	
MP 298-21 to MP 299-07	20 MPH
311-22 to 314-07	20 MPH
MP 314-23 to MP 315-04	30 MPH
Until engine through interlocking	
MP 327.1	20 MPH
MP 343.5	20 MPH
MP 358-01 to MP 360-05	30 MPH
Until engine through limits	
Interlocking MP 361.1	20 MPH
MP 370-05 to MP 371-00	30 MPH
MP 383-15 to MP 383-25	30 MPH
Until engine through limits	
MP 386-23 to MP 387-10	30 MPH
MP 397-10 to MP 397-20	30 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups F, G, H and I not permitted.

3. Train Register Exceptions—None.

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

Trains will secure clearance at Springfield and/or Monett authorizing movement west from Pierce City and will not require clearance at Pierce City unless train order signal displays "STOP".

Eastward Interdivisional trains departing Neodesha or Seventh Subdivision points will secure clearance from Seventh Subdivision and Fourth Subdivision dispatchers. Trains entering CTC at Pierce City will not require clearance.

Seventh Subdivision trains will use Tulsa 1st. Subdivision between Monett and Pierce City.

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

6. Mound Valley—

Do not operate locomotive or cars beyond First Switch of Co-op Track.

SPRINGFIELD DIVISION

(Red Plant to Baxter Springs and J. & G. Jct. to Carl Jct.)

EIGHTH SUBDIVISION

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

Freight trains	25 MPH
Highway 171 crossing, MP H326-30, Webb City	20 MPH
MP H328-22 to MP H334-26	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.	05 MPH
J. & G. Jct. (H Line) to K.C.S. Connection	05 MPH

Until engine through limits	10 MPH
MP H332-14 to MP H332-38	15 MPH
H332-38 to H334-35	
MP H338-27 to MP H339-00	10 MPH
Until engine over crossing	10 MPH
MP H339-35 (1800 to 0600)	
Main St. Galena, West to MP H340-15	10 MPH
MP H341-10 to MP H347-30	10 MPH
MP H347-25	05 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups F, G, H and I not permitted.

3. Train Register Exceptions—None.

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

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

6. Yard Limits—

Rule 93 in effect on entire subdivision.

7. Joplin—

Following crossing will be flagged from ground position, 10th Avenue, Maiden Lane, 17th and Maiden Lane, 11th and Missouri, Penn. Avenue track serving Joplin warehouse building.

Do not operate engines over pit Eagle Picher Joplin. Engines must not be operated beyond clearance point on track serving Moore's Mfg. Co., Joplin and cars must not be ridden beyond clearance points.

8. Galena—

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

SPRINGFIELD DIVISION

(Neodesha to Wichita)

NINTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Freight trains	40 MPH
MP 413-14 to MP 413-28	35 MPH
Until engine over crossing MP 414-06 (westward trains)	15 MPH
Until engine over crossing MP 438-20	25 MPH
Any train with average gross weight of all cars in train in excess of 100 Tons/OB per car will restrict maximum speed as follows:	
Eastward Trains	
MP 447-00 to MP 452-00	30 MPH
456-00 to 458-00	25 MPH
Until engine through limits	
MP 472-23 to MP 473-06	25 MPH
483-23 to 484-08	10 MPH
493-15 to 493-18	30 MPH
MP 500-14 to MP 501-15	30 MPH
501-15 to 504-13	10 MPH
Until engine through limits	
MP 504-13 to MP 504-14	05 MPH
504-14 to 506-25	10 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups F, G, H and I not permitted.

3. Train Register Exceptions—None.

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

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

6. Augusta—

Trains switching A.T.S.F. Connection, must stop in circuit until crossing gates on Ohio Street are down before proceeding over crossing or flag protection provided.

7. 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.

8. Fredonia.—B.N. Trains and engines will use A. T. S. F. main track between connecting switch M.P. 152.1 and M.P. 150.0. A.T.S.F. trains and engines will use B. N. main track between connecting switch and B.N. M.P. 412-01. B.N. Trains and engines will be governed by Consolidated Code of Operating Rules, B.N. Time Table and Special Instructions. A.T.S.F. Trains and engines will be governed by A.T.S.F. Ry. Co. Rules Operating Department and Special Instructions. Within the limits as indicated, Rule 93 (Yard Limits) are in effect; non-signal Territory with no First Class Trains scheduled on either Railroad.

SPRINGFIELD DIVISION

(Wichita to Ellsworth)

TENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Freight trains	30 MPH
Until engines through limits	
Interlocking MP 514.6	20 MPH
MP 534-01 to MP 535-14	10 MPH
Until engine through limits	
Interlocking MP 537.8	20 MPH
MP 537-30 to MP 538-09	20 MPH
MP 547-07 to MP 547-08	10 MPH
Interlocking MP 551.5	20 MPH
MP 552-25 to MP 561-10	10 MPH
MP 566-00 to MP 571-00	10 MPH
MP 604-00 to MP 605-05	10 MPH
Spur at Frederick	10 MPH
2. Bridge, Engine and Heavy Car Restrictions—	
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:	
220,000 lbs. or less, minimum length 38 ft.	
263,000 lbs. or less, minimum length 44 ft.	
except cars heavier than 220,000 lbs. not permitted between Lorraine and Ellsworth.	
Diesel units in Groups F, G, H and I not permitted.	
American Salt Company—Do not operate engines over #2 scale track.	
3. Train Register Exceptions—None.	
4. Clearance Provisions and Exceptions Rule 83(B)—	
A.T.S.F. trains will secure clearance at Holyrood and Lyons and will not require a clearance at Lorraine.	

5. **Rule 99**—Unless otherwise provided, protection against following trains is not necessary between Wichita and Lyons and between Lorraine and Ellsworth. When flagging is required, distance will be 1 mile.
6. **Burrton**—Burrton Avenue protect crossing from ground position.
7. **Lyons and Lorraine**—A.T.S.F. trains operating between Lyons and Lorraine will be governed by the A.T.S.F. Operating Rules, except as modified BN Timetable and Special Instructions.

SPRINGFIELD DIVISION

(North Kansas City to St. Joseph)

ELEVENTH SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|--|--------------------------|
| MP 0.4 and east end Missouri River Bridge | 10 MPH |
| East end Missouri River bridge and Ustick | 15 MPH |
| Ustick and Block 4 | 20 MPH |
| Turnout end of two main tracks Clarke | 50 MPH |
| On Armour Atchison Advance track MP 43.5 to MP 45.38 | 30 MPH |
| Through turnout MP 45.38 | 30 MPH |
| Through turnout advance freight lead MP 56.7 | 30 MPH |
| Curve MP 60.0 | 20 MPH |
| Between MP 60.4 and MP 64.0 | 20 MPH |
| St. Joseph—Lake, Missouri and Illinois Avenues | 20 MPH |
| In Hannibal yard between MP 61.9 and 600 feet north of Monterey Street, and on yard lead between highway circuit signs Monterey Street | 10 MPH |
| On Old Hannibal passenger main between MP 205.1 and 400 feet west of 10th Street | 10 MPH |
| Waldron, E. Leavenworth, Sadler, Armour, and Hall, siding turnouts | 30 MPH |
| St. Joseph, Florence yard through puzzle switches | 10 MPH |
2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
 3. **Train Register Exceptions**—None.
 4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
 5. **Rule 99**—When flagging is required, distance will be 1.5 miles.
 6. **North Kansas City**—Interlocking in effect between MP 0.4 and begin CTC sign MP 4.3 Block 4.
Hand operated crossover MP 3.5. Permission must be obtained from control operator at Ustick before using this crossover and control operator must be informed upon completion of movement and switches properly lined and locked.
Two Main Tracks MP 56.7 to MP 58.9 designated as North Track and South Track.
 7. **Automatic Interlocking not Indicated at Station**—
ATSF crossing 2.7 miles west of Armour is a manual interlocking on BN and an automatic interlocking on ATSF. Signals governing movement through interlocking limits also govern movement into CTC territory.
If Stop signal encountered, Rules 269, 606(C) and instructions posted in the release box must be complied with.
 8. **Parkville**—Engine or Lead Car must not exceed 15 MPH over street crossings.
 9. **St. Joseph**—Florence St. Crossing M.P. 60.2 must be protected by crew member from ground position.

10. Test Mile Location—

Westward — MP 12 - MP 13
Eastward — MP 51 - MP 50

11. Failed Equipment Detectors—

Failed Equipment Radio Reporter—Weston MP 30.8

Failed Equipment detector at MP 30.8 conveys information to train crews by Burlington Northern radio.

Each radio message from this device will contain the site identification.

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

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

Detector Status Message	Train Crew Response
"...No Defects"	Proceed
"...Integrity Failure"	Stop train for inspection
"...First hot box right side XXX"	Stop train for inspection near indicated axle
"...First Dragging equipment near axle XXX"	Stop train for inspection near indicated axle
"...First hot wheel near axle XXX"	Stop train for inspection near indicated axle
"...(No detector status message)"	Stop train for inspection*
Detector status messages may describe more than one defect such as:	
"...First hot box left and right side XXX"	
"...First hot wheel near axle XXX"	
"...Second hot box right side XXX"	
"...Third hot box left side XXX"	

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

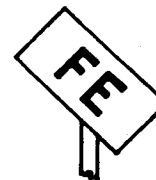
XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least (4) axles both directions from indicated number.

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

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

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

FAILED EQUIPMENT SIGN—



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

SPRINGFIELD DIVISION

(Armour to Atchison)

TWELFTH SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|--------------------------------------|--------------------------|
| Armour to Atchison | 25 MPH |
| Over Missouri River bridge | 10 MPH |

Armour—Engine or lead car making westward movement over Highway 45 crossing at MP 0.17 12 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Between Armour and Atchison bridge derrick 975501 must not operate.

Diesel Units in group F, G, H and I not permitted.

3. Train Register Exceptions—None.

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

Armour—Clearance received at St. Joseph or North Kansas City will clear train at Armour.

Atchison—Trains must receive BN clearance from Missouri Pacific operator.

Train order signal at Atchison governs eastward Missouri Pacific trains enroute to the Fifth Subdivision. When aspect per Rule 222(F) is displayed, BN clearance must be obtained from operator at Atchison. When aspect per Rule 222(H) is displayed, BN clearance not required.

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

6. Atchison, Kansas—Missouri River Bridge

Movement of trains and engines over this bridge and tracks will be handled by a system of signals, indication of which will govern movements. Signals are of the two position color light type. Normal position will be stop.

Color	Indication	Name
Red	Stop	Stop Signal
Lunar	Restricting	Restricting Signal

Clearing section is that portion of track between signals and yellow paint mark on rails in advance of all signals located near east and west ends of bridge. Trains on BN after entering clearing section, will be governed by signal indication.

Trains on ATSF will enter clearing sections, and if there is no conflicting movement being made, reverse junction switch, then be governed by signal indication.

Trains on depot track No. 5, will, after entering clearing section, be governed by signal indication.

Trains from depot No. 3 will enter clearing section, and if there is no conflicting movement being made, reverse junction switch, then be governed by signal indication.

Junction switch must be restored to normal position after being used.

Trains on Missouri Pacific connection will, if there is no conflicting movement being made, reverse junction switch, then be governed by signal indication.

Junction switch must be restored to normal position after being used.

Should a train be standing in clearing section and is desired for another train to move first, it will be necessary for train first named to back out of clearing section.

Should signals fail to indicate Restricting after waiting five minutes; and if evident there is no conflicting movement being made, a train may proceed to the opposite signal when preceded by a flagman of that train.

SPRINGFIELD DIVISION

(East Leavenworth to Leavenworth)

THIRTEENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
East Leavenworth to BN Jct.	10 MPH
BN Jct. to Leavenworth	10 MPH
Missouri River bridge	8 MPH

Trains or engines must approach crossings at Second, Third, Fourth, Fifth, Sixth and Seventh Streets Leavenworth not to exceed three miles per hour.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Exception: Cars with gross weight exceeding 220,000 lbs. must not be handled over Bridge 0.55B at Seventh Street, nor over Three Mile Creek bridge on the six yard tracks serving joint BN-C&NW freight house.

Between East Leavenworth and Leavenworth bridge derrick 975501 must not operate.

Leavenworth—Engines must not operate over bridge on the six yard tracks, including scale track, west of Seventh Street, and south of freight house, also must not operate over bridge on Barnsdall track over Seventh Street. Only diesel units in Group A may operate on tracks other than main line.

Diesel Units in group F, G, H and I not permitted.

3. Train Register Exceptions—None

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

East Leavenworth—Clearance at St. Joseph or North Kansas City will clear train at East Leavenworth.

Leavenworth—C&NW trains receiving BN clearance at Kansas City will not require clearance at Leavenworth.

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

6. BN Jct.—Leavenworth Automatic Signal Protection—

Automatic protection signals are operated between BN Jct. (MP 26.3) and west end Leavenworth bridge (MP 25.3).

All trains and engines will run between BN Jct. and Leavenworth bridge expecting to find main track occupied and unprotected, or draw span of Leavenworth bridge open.

BN westward trains or engines before entering on C&NW tracks at BN Jct. will first make certain there are no C&NW trains approaching and then may operate the switch and be governed by signal aspect. If signal does not immediately clear, after waiting five minutes the movement may proceed following flagman through the block.

BN eastward trains or engines will be governed by indications of signal located at west end of Missouri River bridge as per signal aspect. If signal does not clear, movement may proceed following flagman through block.

7. Leavenworth—Trains or engines must not occupy Third, Fourth, Fifth, Sixth and Seventh Street crossings until flashing signals and bells are operating, unless crossing is protected by a member of the crew.

8. Between BN Jct. and East Leavenworth is continuous yard, Rule 93 in effect.

SPRINGFIELD DIVISION

(Birmingham to Kearney)

FOURTEENTH SUBDIVISION

- 1. Speed Restrictions—** Maximum Speeds Permitted
Birmingham to Kearney 25 MPH
- 2. Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
Diesel Units in group F, G, H and I not permitted.
- 3. Train Register Exceptions—None.**

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

Birmingham—Clearance received at North Kansas City clears train at Birmingham.

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

SPRINGFIELD DIVISION

(Kansas City, 19th St. Yard to East Lynne)

FIFTEENTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Freight trains	20 MPH
37th St., MP 9-22, until engine or lead car over crossing . .	10 MPH
MP 16-03 to MP 21-10	10 MPH
MP 24-15 until engine over switch	15 MPH
Until engine through limits	
MP 25-28 to MP 25-29	10 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
except 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.

Diesel units in Groups F, G, H and I not permitted.

3. Train Register Exceptions—None.

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

Trains will not require clearance Kansas City (Rosedale).

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

6. Yard Limits—

Rule 93 in effect Entire Branch.

7. Kansas City Terminal Area—

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

SPRINGFIELD DIVISION

(Kansas City (19th St. Yd.) to Springfield Yd.)

SIXTEENTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Freight trains	55 MPH
Any train with average gross weight of all cars in train in excess of 100 tons per car, through sidings and yard tracks.	10 MPH
MP 2-00 to MP 4-00 (Both Tracks)	20 MPH
Crossover "B", through crossovers, MP 4.0	30 MPH
MP 4-00 to MP 7-46 (East Track)	30 MPH
7-46 to 9-43 (West Track)	40 MPH
7-46 to 11-24 (East Track)	40 MPH
11-30 to 12-45 (East Track)	50 MPH
14-00 to 14-45 (East Track)	40 MPH
Crossover "C", through crossovers, MP 15.4	35 MPH
MP 15-31 to MP 15-45 (East Track)	50 MPH
Until engine through limits	
MP 20-11 to MP 21-22 (Both Tracks)	40 MPH

Maximum authorized speed through turnouts at end of two main tracks Bonita, Hillsdale and Paola

MP 37-13 to MP 41-39 (East Track)	35 MPH
39-14 to 39-24 (West Track)	40 MPH
41-50 to 43-20	50 MPH
55-28 to 56-02	25 MPH
58-16 to 59-48	50 MPH
66-38 to 67-11	50 MPH
73-10 to 74-17	50 MPH
96-01 to 96-12	45 MPH
96-35 to 96-38	50 MPH
	25 MPH

Until engine over M.K.T. Crossing, MP 98.0 20 MPH

Until engine through limits

MP 98-25 to MP 98-37 (Both Tracks)	10 MPH
MP 98-37 to MP 100-33 (Both Tracks)	30 MPH

Through turnouts, Edward, MP 102.7 25 MPH

MP 102-31 to MP 106-30	40 MPH
114-19 to 114-31	50 MPH
115-15 to 116-20	50 MPH
119-07 to 121-00	50 MPH

Until engine through limits

MP 123-22 to MP 124-21	45 MPH
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MP 128-28 to MP 128-37	50 MPH
137-24 to 139-04	45 MPH
159-18 to 159-28	45 MPH
159-28 to 167-00	50 MPH
167-00 to 168-27	40 MPH
171-32 to 171-38	50 MPH
173-00 to 176-17	45 MPH
179-31 to 185-00	45 MPH

Any train with average gross weight of all cars in train in excess of 100 tons per car

MP 179-00 to MP 182-00 (Southward Trains)	30 MPH
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MP 185-12 to MP 186-20	50 MPH
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187-35 to 188-04	50 MPH
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193-29 to 194-00	50 MPH
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198-05 to 241-24	25 MPH
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Through crossover, Nichols, MP 198.3 25 MPH

Through turnouts controlled sidings 25 MPH

Except Elwood, north end 20 MPH

Garland—Speed must not be exceeded on mine siding, Bill's Coal Company 05 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

Diesel units in Groups F, G, H and I not permitted on Greenfield Lead.

3. Train Register Exceptions—None.

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

Southward M.K.T. trains will secure clearance Rosedale.

Northward M.K.T. trains will secure BN clearance from M.K.T. operator at Paola. Trains originating Kansas City destined Tulsa and trains originating Tulsa destined Kansas City will secure clearances from Springfield 16th and 20th Subdivision and Tulsa 1st Subdivision dispatchers and will not require clearance at Ft. Scott or Afton.

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

6. CTC MP 2-03 to MP 96-36 and MP 98-47 to MP 198-05.

ABS: MP 96-36 to MP 98-00 East Track Only.

7. Yard Limits—

Rule 93 in effect Ft. Scott. East track not signaled for traffic in either direction M.K.T. crossing MP 98-00 to absolute signal South of Third Street, MP 98-37.

Rule 93 in effect Ft. Scott. West track not signaled for traffic in either direction MP 96-36 to absolute signal South of Third Street, MP 98-37.

8. Kansas City (Rosedale)—

CTC: Mile Post 2-03 to Mile Post 3-39 controlled by Control operator located at "OX" office Rosedale.

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

Flashing light signals located on Santa Fe Street at Union Ave., St. Louis Ave., and 8th St., between 0800 and 1600, manually operated. Crossing will be protected by trainman from ground position 1600 to 0800, and on Saturdays and Sundays.

Flashing light signals 30th Street, MP 2-05, equipped with automatic cut-out feature (Rule 103(D)). When northward home signals 29th St. interlocking display stop indication, northward movements will stop short of 30th Street.

Whenever workmen are performing work on either the East or West Track between Southwest Boulevard and 30th Street and necessary to make a movement on the adjacent main track this will be done under the following conditions:

The "OX" Operator will advise trains or engines before entering these limits that workmen are performing services on one of the main tracks (east or west Track). Movements made on the adjacent track must not exceed 5 MPH, looking out for workman, ringing bell continuously and whistling frequently.

A warning device has been installed at International Bakerage Company, account close clearance. All yard crews and engine crews use extreme care and Safety while performing switching at this industry.

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

9. Lenexa—

It will not be permissible to stop any train at Lenexa that will result in the blockage of Noland Road, MP 13-30, or Pflumm Road, MP 13-45. 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.

10. Crossover "C"—

When white light displayed at indicator near MP 15-13, southward absolute signal MP 15-14 governing southward movements on east main track displays proceed indication.

11. Olathe—

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

12. Ft. Scott—

Trains or engines must not enter either east or west track, or reenter either track after having cleared it, or cross from one main track to the other, without authority from train dispatcher.

Hand throw switch located just south of M.K.T. crossing must be left lined for movements on west track. If no conflicting movement is evident, northward trains desiring to move from yard tracks to west track may reverse hand throw switch. Dwarf signal governing movements from yard tracks should then display proceed indication. If signal does not display proceed indication, be governed by Rule 613.

When absolute signal governing movements over M.K.T. crossing, MP 98-0, displays stop indication, and there is a train on adjacent BN track that fouls M.K.T. main track within the interlocking limits, train must stop in compliance with Rule 501 L, and then proceed without member of crew operating the time release. If no train on adjacent BN track, Rule 613 governs.

13. Liberal—

Trains approaching pedestrain walkway MP 124-00 must sound whistle signal per Rule 15-L and bell, until engine or lead car over walkway.

14. Greenfield—

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

15. Failed Equipment Detectors—

MP 27-19
MP 50-44
MP 78-29
MP 130-08
MP 154-27
MP 178-31

Dragging Equipment Detectors—

MP 47-38
MP 60-03
MP 71-40

SPRINGFIELD DIVISION

(Springfield Yard to Turrell)

SEVENTEENTH SUBDIVISION**1. Speed Restrictions—****Maximum Speeds Permitted**

Freight trains	55 MPH
Trains identified as QLA between Thayer and Turrell	60 MPH

Any train with average gross weight of all cars in train in excess of 100 tons per car through sidings and yard tracks	10 MPH
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MP 235-03 to MP 237-10-North Track	20 MPH
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Through power switch turnout MP 235-04	35 MPH
Broadway Ave. MP 238-05 until engine over crossing	20 MPH

Any train with average gross weight of all cars in train in excess of 80 tons per car:	
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MP 206 to MP 209 Southward trains	35 MPH
213 to 216 Northward trains	35 MPH
232 to 263 Northward trains	35 MPH
261 to 264 Southward trains	35 MPH
270 to 279 Southward trains	35 MPH
289 to 293 Southward trains	35 MPH
298 to 314 Southward trains	35 MPH
325 to 331 Southward trains	35 MPH
332 to 339 Southward trains	30 MPH

Except as indicated below:

MP 203-03 to MP 206-03	35 MPH
206-30 to 208-05	40 MPH
208-05 to 212-20	45 MPH
212-20 to 213-28	40 MPH
213-28 to 215-00	45 MPH
217-04 to 218-07	50 MPH

Until engine through limits MP 218-36 to MP 219-03	40 MPH
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MP 228-25 to MP 229-35	50 MPH
229-35 to 230-06	45 MPH
230-06 to 231-18	50 MPH

MP 243-00 to MP 244-16	40 MPH
244-16 to 245-31	35 MPH
245-31 to 247-00	45 MPH
247-00 to 251-22	40 MPH
251-22 to 254-00	35 MPH
254-00 to 259-34	45 MPH
259-34 to 260-02	40 MPH
260-02 to 266-33	45 MPH
266-33 to 269-06	40 MPH

Until engine through limits MP 269-06 to MP 269-29	20 MPH
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MP 269-29 to MP 274-35	45 MPH
275-39 to 276-11	50 MPH
278-18 to 281-12	40 MPH
286-32 to 287-08	45 MPH
287-08 to 288-01	50 MPH
288-01 to 291-27	40 MPH
291-27 to 299-14	50 MPH
299-14 to 299-34	40 MPH
299-34 to 309-37	45 MPH
310-23 to 311-28	50 MPH

Until engine through limits MP 313-20 to MP 315-15	45 MPH
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MP 319-11 to MP 319-21	45 MPH
319-21 to 323-19	50 MPH
323-19 to 325-37	45 MPH
325-37 to 326-07	40 MPH
326-07 to 332-18	50 MPH
332-18 to 336-26	45 MPH
336-26 to 339-14	35 MPH
339-14 to 340-00	20 MPH
MP 340-00 to MP 357-03	40 MPH
357-03 to 358-28	40 MPH
364-21 to 364-32	40 MPH
367-28 to 369-09	40 MPH
372-07 to 374-13	35 MPH
377-21 to 377-28	40 MPH
382-16 to 385-29	40 MPH
MP Crossing, MP 398.0	40 MPH
MP 413-05 to MP 414-17	50 MPH
Until engine through limits MP 419-06 to MP 420-22	20 MPH
S.S.W. Crossing, MP 422.2	40 MPH
Until engine through limits MP 436-22 to MP 436-24	45 MPH
Until engine through limits MP 447-00 to MP 448-00	45 MPH
Through turnouts controlled sidings	25 MPH
Except:	
North end Willow Springs	15 MPH
South end Thayer	20 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft. (except 45 ft. at Mississippi River Bridge).
315,000 lbs. or less, minimum length 52 ft. (except 55 ft. at Mississippi River Bridge).

Diesel units in Groups F, G, H and I not permitted on Valley Stone track MP 384.5

On the Mississippi River Bridge certain 6-axle locomotives are permitted only in specific combinations where separated by lighter units. Qualifying 4-axle Separator units must be at least 50 feet long, and not heavier than 5000 pounds per foot of length. The following do not qualify as Separator Units...SW-1, SW-7, SW-8, SW-9, SW-900, SW-10, SW-12, SW-15, SW-1500, NW-2, NW-12, and MP-15.

Restricted 6-axle units as follows:

C30-7, U-30C & U33C types, weighing 390,000 to 418,000 pounds
U25C and U28C types, weighing 375,000 to 392,000 pounds
SD40-2 types, weighing 400,000 to 422,000 pounds
SD45 & SD40 types, weighing 382,000 to 395,000 pounds

Restricted Units permitted as indicated by "6" in following combinations, where separated by Qualifying 4-axle Separator Units indicated by "4":

6-4-6-4-6-4-6-4-6-4-6-4*-Train
6-6-4-4-6-6-4-4-6-6-4-4*-Train

Lighter Weight Restricted Units (Union Pacific, Southern, etc.) may be handled in additional combinations; i.e. SD40, SD45, U30C and U33C types, not heavier than 395,000 pounds, as follows (nothing permissible ahead of 3 - "6"s):

6-6-6-4-4-4-6-6-4-4*-Train
6-6-6-4-4-4*-Train

*Between Restricted Units and Train, light weight cars may be substituted for designated 4-axle Separator Units (Cars at least 54 feet long, not heavier than 263,000 pounds).

Wherever Restricted 6-axle units are used in consists with less restricted or unrestricted 6-axle units, the more severe restriction shall apply to all 6-axle units in the consist.

To get desired combinations, the combinations shown may be modified as follows:

1. Additional "4"s may be inserted any place in consist. (except ahead of 3 - "6"s)
2. Restricted Units ("6"s) may be deleted from any place in combinations shown.

3. Any number of units may be deleted from head end of combinations shown.

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

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

Following maximum throttle positions govern:

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

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

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

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

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

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

3. Train Register Exceptions—None.

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

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

6. CTC—MP 237-10 to MP 462-17

When white light displayed at indicator Cherry St. southward absolute signal MP 206-08 displays proceed indication.

When white light displayed at indicator on siding Willow Springs, MP 293-12, northward absolute signal MP 293-10 displays proceed indication.

When white light displayed at indicator on siding Olden, MP 306-00, northward absolute signal MP 305-33 displays proceed indication.

When white light displayed at indicator on siding Koshkonong, MP 330-33, southward absolute signal MP 331-01 displays proceed indication.

When white light displayed at indicator MP 420-17, northward absolute signal MP 419-18 displays proceed indication.

Bridge detectors on Bridges C436.3 and C436.8 connected with CTC. When southward absolute signals at Bay, southward "Stop and Proceed" signal, MP 436-05 and northward absolute signals at North Coon display "Stop" indication, observe CTC rules and if signals remain at "Stop", examine bridges and know to be safe. CTC Rules govern.

7. Jonesboro—

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

8. Failed Equipment Detectors—

MP 228-11
MP 255-09
MP 273-23
MP 303-19
MP 325-12
MP 344-31
MP 368-15
MP 401-02
MP 427-06
MP 445-09½

SPRINGFIELD DIVISION

(Winona to Willow Springs)

EIGHTEENTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Freight trains 10 MPH
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
Diesel units in Groups F, G, H and I not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—When flagging is required, distance will be 1 mile.**
6. **Yard Limits—**
Rule 93 in effect on entire subdivision.

SPRINGFIELD DIVISION

(Pocahontas to Hoxie)

NINETEENTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Freight trains 10 MPH
Cars heavier than 220,000 lbs. 10 MPH
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
except cars heavier than 220,000 lbs. not permitted between Walport and Pocahontas.
Diesel units in Groups F, G, H, and I not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—When flagging is required, distance will be 1 mile.**
6. **Yard Limits—**
Rule 93 in effect on entire subdivision.

SPRINGFIELD DIVISION

(Edward to Afton)

TWENTIETH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Freight trains 55 MPH
Until engine through limits
MP 124-09 to MP 125-13 20 MPH
135-23 to 136-27 20 MPH
146-23 to 148-19 20 MPH
158-34 to 160-23 20 MPH
171-23 to 173-06 20 MPH
185-30 to 186-20 20 MPH
Through power switch turnouts 25 MPH
Trains handling 250 ton wrecking derrick 45 MPH
Until engines over crossings Central Mill
Spur (Quapaw). 10 MPH
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
except cars heavier than 263,000 lbs. not permitted between Baxter Springs and Picher nor between Quapaw and Central Mill.
Diesel units in Groups F, G, H and I not permitted between Baxter Springs and Picher nor between Quapaw and Central Mill.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Trains will use Springfield 16th Subdivision, between Ft. Scott and Edward and will secure clearance at Kansas City or Ft. Scott authorizing movement from Edward and will not require clearance at Edward.
Trains originating Kansas City destined Tulsa and trains originating Tulsa destined Kansas City will secure clearances from Springfield 16th and 20th Subdivision and Tulsa 1st Subdivision dispatchers and will not require clearance at Ft. Scott or Afton.
5. **Rule 99—When flagging is required, distance will be 2 miles.**
6. **CTC—MP 102-30 to MP 186-04**
7. **Failed Equipment Detectors—**
MP 121-06
MP 162-16

SPRINGFIELD DIVISION

(Arcadia to Parsons)

TWENTY FIRST SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Freight trains 20 MPH
Mile 142.0 (Sinclair) to Mile 145.2 (Weir City) 10 MPH
Clemens No. 22 Lead and yard tracks 10 MPH
MP 122-20 to MP 123-05 10 MPH
Until engine through limits Pittsburgh:
All grade crossings (except as noted) 10 MPH
Walnut Street MP 134-30 05 MPH
Broadway MP 137-24 05 MPH
Broadway Street Pittsburg to Mile 143.0 (Empire) 10 MPH
Until engine through limits:
MP 142-11 05 MPH
MP 160-30 to MP 161-00 10 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

except cars heavier than 220,000 lbs. not permitted between Strauss and Parsons nor between Sinclair and Weir City.

Diesel units in Groups F, G, H and I not permitted.

3. Train Register Exceptions—None.

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

Rule 83(B) does not apply.

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

6. Yard Limits—

Rule 93 in effect on entire subdivision.

7. Weir City—

Protect First Street crossing from ground position.

8. Parsons—

Sixteenth Street, Appleton Ave. and Main Street must be protected from ground position, unless it is known signal lights operating.

9. 3rd Sub trains will operate over the KCS Railway between KCS MP 119.3 and MP 129.7 and BN MP 124.0 and 136.7. Consolidated Code Rules, BN time table and special instructions with the following exception will govern:

KCS MP 119.3 BN Connection (BN MP 124.0)

KCS MP 128.2 North Yard

KCS MP 129.2 Pittsburg

KCS MP 129.7 BN Connection (BN MP 136.7)

1. Restricted Speed — Proceed prepared to stop short of train, engine, obstructions or switch not properly lined.
2. All trains and engines move in accordance with Item No. 1 above between KCS MP 129.7 and MP 119.3.
3. Maximum authorized speed — 40 MPH, except city limit Pittsburg, 25 MPH.
4. Tracks other than main track, turnouts and crossover — 10 MPH.
5. Automatic block system in effect.
6. Trains and engines must obtain authority from KCS North Yard operator to enter KCS main track at KCS MP 129.7 Pittsburg. Northward trains must secure clearance at KCS North Yard. This is authority for round trip movement. Northward trains must report to KCS train dispatcher (either direct or through North Yard operator) when clearing KCS main track at MP 119.3 Southward trains and engines entering KCS main track at KCS MP 119.3 must obtain verbal permission from KCS train dispatcher (or through North Yard operator) for movement south from MP 119.3 and trains and engines must notify KCS dispatcher (or North Yard operator) for movement south from MP 119.3 and trains and engines must notify KCS dispatcher (or North Yard operator) when clearing main track southbound at MP 129.7.
7. No flags on temporary speed reduced track.
8. Conditional stop order (KCS Form U) for use on KCS as follows:
“(Date)_____ on the (Name)_____ Subdivision before entering the designated limits between the times specified below all trains and engines stop unless given proceed signal with yellow flag or orally authorized by foreman in charge.

After receiving proper signal or verbal permission to proceed, be governed by speed authorized verbally by foreman in charge.

LINE	TIMES	BETWEEN			
		OVER	MP	MP	FOREMAN
1	UNTIL			AND	
2	UNTIL			AND	
3	UNTIL			AND	
4	UNTIL			AND	
5	UNTIL			AND	
6	UNTIL			AND	
7	UNTIL			AND	
8	UNTIL			AND	

When granting authority by radio for a train to move through the limits of a Form U Train Order, after track is clear and safe for passage, the following form must be used in addressing trains:

Foreman (Name)_____ at MP _____ calling (Train No. or Extra _____ North or South). After engineer answers by train number identification, foreman continues: “This is Foreman (Name)_____ in charge of work between MP _____ and MP _____ (we are in the clear and you may proceed through the limits of Order No. _____, between MP _____ and MP _____ at _____ MPH, repeat _____ MPH.”

After engineer repeats train order number, speed and Mile Post limits, Foreman acknowledges by saying “Train Order No. _____, between HP _____ and MP _____, _____ MPH, O.K.”

When no speed restriction is required, foreman will tell engineer “At Maximum Authorized Speed.”

Should unforeseen circumstances prohibit the foreman, named in the Form U Train Order, from giving train authorization to proceed, train may proceed only:

1. When given authorization to proceed by man in charge of work protected by the Form U Train Order, after proper identification and explanation of foreman's absence is received.
2. When authorized by the train dispatcher, after train dispatcher has ascertained from foreman in charge that the track is clear and safe for the passage of trains.
3. Upon expiration of the time specified in the Form U Train Order. Form U Train Orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

A train or engine within limits of a Form U Train Order at effective time of order, must stop and not proceed unless orally authorized by foreman in charge of work or proceed signal with yellow flag is received.

The following abbreviations are authorized for use on Form U Train Orders:

TRK—track

BDG—bridge

TULSA DIVISION

(Monett to Cherokee Yard)

FIRST SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Freight trains 55 MPH
Trains identified as No. QLA, 31, 32, LTF and TLF 60 MPH

MP 282-25 through turnout	25 MPH
Eastward trains until engine through limits	
MP 282-32 to MP 283-09	45 MPH
Westward trains through limits	
MP 283-34 to MP 283-35	50 MPH
285-20 to 287-13	50 MPH
South track	45 MPH
Eastward trains until engine by MP 284-01	55 MPH
MP 285-18 through turnout	25 MPH
Until engine through limits	
MP 286-30 to MP 287-06	30 MPH
286-30 to 287-06 between	
0800 and 0900	
1500 and 1600	15 MPH
MP 287-13	50 MPH
MP 292-27 to MP 309-24	45 MPH
Until engine over crossing	
MP 309-24 to MP 310-11	30 MPH
MP 310-11 to MP 313-05	35 MPH
313-37 to 314-14	55 MPH
Until engine through limits	
MP 325-00 to MP 326-00	30 MPH
MP 330-30 to MP 331-25	45 MPH
337-12 to 338-00	45 MPH
350-27 to 354-10	55 MPH
Until engine through limits	
MP 359-20 to MP 360-11	30 MPH
MP 364-11 to MP 365-26	45 MPH
370-00 to 370-21	55 MPH
375-31 to 377-18	40 MPH
Until engine through limits	
MP 378-30 to MP 379-22	25 MPH
MP 392-19 to MP 397-08	50 MPH
Until engine through limits	
MP 397-03 to MP 397-31	20 MPH
MP 406-24 to MP 408-14	55 MPH
408-14 to 411-35	45 MPH
411-35 to 417-13	55 MPH
417-13 to 420-20	40 MPH
through turnout 420-20	40 MPH
MP 420-20 to MP 425-02	20 MPH
MP 423-02 through crossover	10 MPH
17th St. until engine over crossing	10 MPH
Through turnouts controlled sidings	25 MPH
Catale: Peabody Spur	30 MPH
Mine Spur: MP 381-00	10 MPH
Catoosa: Port Lead	10 MPH

2. Bridge, Engine and Heavy Car Restrictions

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)

Train order signal Pierce City governs Springfield Division trains only.

Trains originating Kansas City destined Tulsa and trains originating Tulsa destined Kansas City will secure clearances from Springfield 16th and 20th Subdivision and Tulsa 1st Subdivision dispatchers and will not require clearance at Ft. Scott or Afton.

Interdivisional trains operating between Springfield Yard and Cherokee Yard will require clearance from Springfield Division 4th Subdivision Dispatcher and Tulsa Division, first Subdivision dispatcher and will not require clearance at Monett unless train order signal displays stop.

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

6. CTC—MP 282-22 to MP 425-02.

Two main tracks between MP 285-18 and MP 287-13 designated as North track and South track.

Two main tracks between MP 420-19½ and MP 425-02 designated as North track and South track.

7. Failed Equipment Detectors—

MP 284-27
MP 314-24
MP 343-10
MP 370-24
MP 400-17

Dragging Equipment Detector—

MP 409-12

8. Chelsea—

When white light displayed on indicator MP 379-01, westward absolute signal on siding displays proceed.

9. Catale-Mine Spur—

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

TULSA DIVISION

(Cherokee Yd. to Enid)

SECOND SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Freight trains	49 MPH
MP 425-20 to MP 432-00	40 MPH
438-32 to 439-10	40 MPH
458-14 to 459-04	45 MPH
465-24 to 466-12	45 MPH
471-16 to 472-00	40 MPH

Until engine through interlocking Mile 471.6

MP 473-05 to MP 473-15	45 MPH
474-17 to 474-36	40 MPH
475-30 to 476-36	45 MPH

Until engine through limits

MP 477-09 to MP 478-18 30 MPH

MP 478-38 to MP 480-26 40 MPH

Westward trains until engine through interlocking Mile

479.7 20 MPH

Engine of eastward trains MP 480-32 35 MPH

Until engine through interlocking Mile 502.7 20 MPH

Until engine through limits

MP 507-20 to MP 509-20 20 MPH

MP 508-25 to MP 508-34 20 MPH

519-04 to 519-32 40 MPH

Until engine through interlocking Mile 533.3 20 MPH

Until engine through limits

MP 543-04 to MP 545-28 20 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

3. Train Register Exceptions—None.

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

Trains and engines using A.T.S.F. Tracks between Perry, Okla. and Arkansas City, Kansas will secure clearance at A.T.S.F. Station Perry and BN Station Arkansas City and will be governed by A.T.S.F. Timetable, BN Consolidated Code except as modified in Springfield Region Special Instructions Pages 9, 10 and 11.

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

6. Yard Limits—

Rule 93 in effect Cherokee Yard to MP 428-00.

Rule 93 in effect: 1800-0800 MP 428-00 to MP 432-20

Rule 93 in effect Enid to MP 542-00.

Rule 93 in effect: 0001 to 1159 and 1701 to 2359-MP 542-00 to MP 537-00.

7. Failed Equipment Detectors—

MP 447-31

MP 467-31

MP 494-01

MP 516-24

TULSA DIVISION

(Enid to Waynoka)

THIRD SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Freight trains 49 MPH

Until engine through limits

MP 545-28 to MP 548-03 25 MPH

Until engine over switches

MP 546-26 20 MPH

548-04 20 MPH

MP 601-13 to MP 602-03 35 MPH

Turn out to ATSF RY. Avar 35 MPH

ATSF SPEED RESTRICTIONS

M.P. 342.4 to M.P. 346.9 65 MPH

Curves: M.P. 343.3 to M.P. 343.9 60 MPH

M.P. 345.2 to M.P. 346.9 55 MPH

Speed Restrictions - Switches and Auxiliary Tracks. Maximum speed permitted through turnout of other than main track switches. 10 MPH

Each end of sidings between Avar 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 M.P. 342.4 40 MPH

South track to Yard M.P. 342.5 15 MPH

East crossover M.P. 345.1 30 MPH

West crossover M.P. 345.1 15 MPH

South track to Yard M.P. 345.2 15 MPH

Turnout west end two tracks M.P. 346.9 40 MPH

2. Bridge, Engine, and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

3. Train Register Exceptions—

Avar train register book located at Waynoka. Westward BN trains will retain their timetable or train order identity when registering at Waynoka.

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

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

Trains will secure ATSF clearance at Waynoka authorizing movement Waynoka to Avar.

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

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

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

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

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

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

ABS—MP 601-13 to ATSF Westward Absolute Signal located at MP 602-2. White light indicator and telephone to ATSF dispatcher located MP 601-25. 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 dispatcher.

BN trains Enid-Blanton. Between Enid, MP 546-02, and Blanton, MP 548-03, movement of trains will be as prescribed by Rules 261 through 264. Trains finding signals displaying stop indication, after waiting 5 minutes may proceed through the block when preceded by a flagman a sufficient distance to ensure full protection against opposing trains.

A.T.S.F. trains Enid to Blanton.

A.T.S.F. trains will use BN tracks between Enid and Blanton. Rule 93 will govern between connecting track Enid and BN MP 546 pole 2. Be governed by block signal indication at MP 546 pole 2 and MP 548 pole 3. Maximum speed 20 MPH. A proceed indication will authorize trains as Extras between Enid and Blanton. At Blanton, crew members must observe block indicator at the switch entering BN tracks. If block indicator indicates "block occupied", trains will wait five minutes, then if no train is approaching, open the switch and be governed by signal indication.

At Blanton or Enid, if signals fail to display a proceed indication after waiting five minutes, train may proceed and must provide flag protection ahead of the movement between MP 546 pole 2 and MP 548 pole 3 as required by Rule 99.

A.T.S.F. trains enroute Blanton using Avar storage track, crew members must observe block indicator located at MP 546 pole 19. If indication is "block clear", train may enter main track and proceed. If the indication is "block occupied", train must wait five minutes and provide flag protection ahead as required by Rule 99.

Block indicator located MP 546-19 governs movement to main track. Trains entering main track from west end Avar storage track at Enid, finding block indicator displaying stop indication, after waiting five minutes, may proceed through the block when preceded by a flagman sufficient distance to insure full protection against opposing trains.

7. Failed Equipment Detectors—

MP 573-03

ATSF MP 339.3

(Counter at MP 337.3 and 340.9. If white light rotating approaching detector indicates detector bad order, disregard indication.)

8. Yard Limits—

Enid West yard limit MP 547-20.

Avar MP 600-32 to MP 602-00

TULSA DIVISION

(Enid to Davidson)

FOURTH SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Freight trains 35 MPH

MP 585-00 to MP 588-00 10 MPH

618-00 to 679-20 30 MPH

Until engine through limits

MP 679-20 to MP 681-00 10 MPH

762-03 to 764-06 10 MPH

Cars heavier than 220,000 lbs., Ewing to Bessie and Snyder

to Davidson 10 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

except between Bessie and Snyder, cars heavier than 220,000 lbs. not permitted.

Diesel units in Groups F, G, H and I not permitted.

Svoboda—

Do not put engine beyond 50 feet from clearance point on spur.

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

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

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

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

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

6. **Southard—**

Cars will not be cut off on U.S. Gypsum Lead between main track switch and Highway 51A crossing.

7. **Yard Limits—**

Rule 93 in effect Clinton to Bessie.

Rule 93 in effect Frederick to Davidson.

TULSA DIVISION

(Winfield to Steen)

FIFTH SUBDIVISION

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

Freight trains 10 MPH

Arkansas City - Canal Track Highway 77 crossing
in yard 05 MPH

Canal Track ATSF crossing instructions
posted at Home Signal.

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

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups F, G, H and I not permitted.

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

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

Trains will secure clearance at Enid authorizing movement North from Steen.

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

6. **Yard Limits—**

Rule 93 in effect Arkansas City to Winfield.

TULSA DIVISION

(Sapulpa to Oklahoma City)

SIXTH SUBDIVISION

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

Freight trains 55 MPH

Through turnout MP 428-27 25 MPH

East track MP 428-31 to MP 429-03 40 MPH

Until engine through limits

West track MP 428-39 to MP 429-35 20 MPH

Norris, through turnout 50 MPH

MP 432-17 to MP 432-26 45 MPH

Oma, through turnout 50 MPH

MP 436-06 to MP 438-09 25 MPH

438-09 to 439-24 50 MPH

439-24 to 439-36 45 MPH

439-36 to 441-04 50 MPH

441-04 to 442-25 45 MPH

447-33 to 458-25 45 MPH

Bristow, through turnout west end siding 25 MPH

Until engine through limits

MP 458-25 to MP 459-15 20 MPH

MP 459-15 to MP 461-28 50 MPH

461-28 to 472-01 45 MPH

476-00 to 479-14 45 MPH

Until engine through limits

MP 477-02 to MP 477-29 25 MPH

MP 479-14 to MP 487-23 50 MPH

487-33 to 492-32 45 MPH

Until engine through limits

MP 492-30 to MP 493-32 25 MPH

MP 493-32 to MP 495-28 45 MPH

498-25 to 499-19 45 MPH

503-30 to 505-33 45 MPH

514-33 to 515-20 45 MPH

519-01 to 522-11 45 MPH

Until engine through limits

MP 523-17 to MP 526-21 25 MPH

Jones, through turnout east end siding 25 MPH

Until engine through limits

MP 527-16 to MP 530-22 50 MPH

MP 530-22 to MP 531-08 45 MPH

531-08 to 535-28 50 MPH

535-28 to 537-33 45 MPH

537-33 to 539-06 25 MPH

Oklahoma City, through turnout MP 538-20 25 MPH

Until engine over crossing MP 539-06 10 MPH

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

Cars heavier than the following not permitted without the authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

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

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

Trains will secure clearance at Cherokee Yard authorizing movement from Sapulpa and will not require clearance at Sapulpa unless train order signal displays stop indication.

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

6. **Failed Equipment Detectors—**

MP 450-13

MP 472-09

MP 500-31

MP 526-29

7. **CTC—MP 428-25 to MP 437-09. ABS MP 437-9 to MP 538-19.**

Two main tracks between Cherokee Yard and Norris and between Oma and Sapulpa are designated as East track and West track.

8. **Train meets and time in schedules or train orders will apply at end of two main tracks Sapulpa.**

9. **Trains may be identified between Cherokee Yard and Sapulpa when Form "V" train order is issued to trains at Cherokee Yard. Train crews operating between Cherokee Yard and Sapulpa will be responsible for identifying superior trains.**

10. **Sapulpa—**

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

TULSA DIVISION
(Oklahoma City to Quanah)

SEVENTH SUBDIVISION

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

Freight trains	40 MPH
MP 539-25 to MP 544-25	25 MPH
Over Bridge G-557.9	30 MPH
MP 691-25 to MP 722-00	30 MPH
Until engine through limits	
MP 580-15 to MP 582-11	20 MPH
628-31 to 635-22	25 MPH
686-10 to 687-17	30 MPH
688-03 to 688-04	20 MPH
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Diesel units in Groups F, G, H and I not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**When flagging is required, distance will be 2 miles.
6. **Yard Limits—**

Rule 93 in effect Oklahoma City to Wheatland.
Lawton - MP 628-23 to MP 638-10
7. **Failed Equipment Detectors—**

MP 565-08
MP 590-28
8. **Oklahoma City—**

Dayton Lead, S.W. 29th. St., crew member must protect crossing from ground position. F.A.A. Lead, Highway 152, crew member must protect crossing from ground position.
9. **Altus—**

Air Base Lead, Highway 62, crew member must protect crossing from ground position.
10. **Quanah—**

Highway 283 (Main St. crossing) crew member must protect crossing from ground position.

TULSA DIVISION

(Quanah to Paducah end of track)

EIGHTH SUBDIVISION

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

Freight trains	30 MPH
Until engine over crossings	
Quanah Highway F.M.2840	10 MPH
MP 722-0 to MP 729-25	20 MPH
Acme-Georgia Pacific tracks	05 MPH
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Diesel units in Groups F, G, H and I not permitted.

Acme—

Do not put engine over hydraulic lift East and West spur track Georgia Pacific.

3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**When flagging is required, distance will be 1 mile. Between Quanah and Paducah, unless otherwise provided, protection against following trains is not required.
6. **Yard Limits—**

Rule 93 in effect Quanah to Acme.
7. **Quanah—**

Highway 283 (Main St. crossing) crew member must protect crossing from ground position.

TULSA DIVISION

(Cherokee Yd. to Ft. Worth)

NINTH SUBDIVISION

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

Freight trains Cherokee Yd. to Sherman	55 MPH
Sherman to Ft. Worth	49 MPH
17th Street until engine over crossing	10 MPH
through turnout MP 428-27	25 MPH
MP 428-31 to MP 429-03 East track	40 MPH
Until engine through limits	
MP 428-39 to MP 429-35 West track	20 MPH
Norris, through turnout	50 MPH
MP 432-17 to MP 432-26	45 MPH
Oma, through turnout	50 MPH
MP 436-06 to MP 438-09	25 MPH
438-09 to 440-07	45 MPH
Until engine through limits	
MP 441-25 to MP 442-30	45 MPH
MP 457-25 to MP 458-04	45 MPH
Until engine through limits	
MP 468-20 to MP 469-10	25 MPH
MP 471-12 to MP 471-28	45 MPH
478-17 to 479-06	45 MPH
Until engine through limits	
MP 480-06 to MP 480-10	40 MPH
MP 483-17 to MP 485-05	45 MPH
492-01 to 492-18	45 MPH
494-15 to 494-26	45 MPH
498-24 to 498-34	50 MPH
Until engine through limits	
MP 504-01 to MP 504-17	40 MPH
MP 506-00 to MP 506-12	50 MPH
506-33 to 507-08	45 MPH
509-31 to 510-11	45 MPH
511-19 to 511-26	50 MPH
516-12 to 518-17	45 MPH
518-17 to 520-22	40 MPH
520-30 to 521-26	50 MPH
526-18 to 526-26	50 MPH
529-07 to 529-20	45 MPH
531-33 to 532-10	45 MPH
532-10 to 532-26	50 MPH
533-23 to 534-28	45 MPH
535-26 to 536-18	50 MPH
Until engine over crossing MP 539-05	30 MPH
MP 539-19 to MP 540-06	45 MPH
542-33 to 545-25	45 MPH
Until engine through limits	
MP 547-07 to MP 548-29	20 MPH

MP 548-36 to MP 549-14	50 MPH
550-26 to 552-03	45 MPH
554-26 to 555-25	45 MPH
555-25 to 556-20	40 MPH
559-09 to 559-31	50 MPH
569-01 to 569-10	50 MPH
574-08 to 577-11	50 MPH
581-13 to 583-19	45 MPH
589-07 to 589-23	45 MPH
596-00 to 600-00	45 MPH
602-06 to 604-06	45 MPH

Until engine through limits

MP 603-07 to MP 603-17	25 MPH
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MP 605-15 to MP 605-23	45 MPH
621-16 to 623-24	50 MPH
630-03 to 630-36	30 MPH

Staley-M.K.T. Junction, turnouts Red River Bridge	15 MPH
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MP 633-06 to MP 634-31	45 MPH
634-31 to 634-33	30 MPH
635-10 to 636-01	20 MPH
636-01 to 636-20	12 MPH

Through turnouts controlled sidings between Sapulpa and Denison	25 MPH
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Sherman, over derail switch	10 MPH
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MP 644-15 to MP 647-00	10 MPH
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Until engine through limits MP 673-18 to MP 674-00	25 MPH
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Until engine through limits MP 694-15 to MP 701-23	20 MPH
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Dallas, within the limits of The Dallas Right of Way District:	
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No. Jct. to No. Tower	15 MPH
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No. Tower to So. Tower	10 MPH
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So. Tower to Double Track Jct.	
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Cadiz Street	15 MPH
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Double Track Jct. to A.T.S.F.	25 MPH
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Through crossovers and turnouts	10 MPH
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Depot and Shed Tracks	08 MPH
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No. Ft. Worth, through connecting track	10 MPH
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Ft. Worth, over street crossings	18 MPH
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Belt Jct., north leg of wye	10 MPH
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Belt Jct., south leg of wye	10 MPH
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Ft. Worth: Hemphill St. and Windsor St., until engine or lead car over crossing.	10 MPH
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Sherman Yards, when handling 70 ft. or longer cars.	05 MPH
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Cars heavier than 263,000 lbs., on Bridges 457.7, 475.0, 495.0 and 535.8	20 MPH
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2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 55 ft., Cherokee Yd. to Sherman only.

250 ton wrecking derrick not permitted, North Ft. Worth to Dallas without authority from O.K.&T. Railroad.

3. Train Register Exceptions—

Irving—trains register by register ticket.

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

Northward trains will require clearance at Irving

Southward trains will require O.K.T. clearance at Irving from BN operator.

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

6. Yard Limits—

Rule 93 in effect Tower 16 to Frisco Jct.

Rule 93 in effect So. Sherman Jct. to MP 651-00.

7. Two Main tracks between Cherokee Yard MP 428-25 and Norris and between Oma and Sapulpa are designated as East track and West track.

8. CTC—MP 428-25 to MP 636-22

Bridge 503.4 protected by detector connected with CTC. When northward Absolute Signal MP 503-15 displays "STOP" or southward signal 5015

displays "STOP AND PROCEED" observe signal rules and know that bridge safe.

9. M.P. Tracks

BN trains will use M.P. tracks between Cherokee yard and Muskogee. M.P. Time Table, Special Instructions and Uniform Code of Operating Rules will govern.

10. M.K.T. Tracks

BN trains will use M.K.T. tracks between Staley and M.K.T. Junction.

11. Southern Pacific tracks—

BN trains will use Southern Pacific track between S.P. Jct., Denison, and Tower 16 and between Frisco Jct. and So. Sherman Jct.

12. O.K.T. tracks—

BN trains will use O.K.T. tracks between No. Ft. Worth and No. Jct. Dallas.

Trains and engines using O.K.T. tracks between North Ft. Worth and North Junction, Dallas, will be governed by O.K.T. timetable and Special Instructions and Rules of the Consolidated Code edition of 1980, except as modified here-in.

Definitions:

Restricted Speed.—Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined.

Low Speed.—A speed that will permit stopping short of train, engine, obstruction, or switch not properly lined and looking out for broken rail, but not exceeding 20 Miles Per Hour.

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

Form X Train Order (example 3) (Approach Order)

835 am to 535 pm approach.....gang between MP 18 and MP 20 prepared to stop and proceed on hand signal given with yellow flag or yellow light or verbal permission

After receiving proceed signal or verbal permission do not exceed.....MPH within limits of this order. (Or after receiving proceed signal maximum speed may be resumed).

Trains and engines must enter limits of order prepared to stop, and stop will be made before entering gang unless proceed signal given with a yellow flag or yellow light or verbal permission is received.

When proceed signal given with a yellow flag or yellow light or verbal permission is received, speed may be increased as stated in order. In event gang is not encountered train or engine will proceed prepared to stop until outer limit of order is passed.

Two or more employees will constitute a gang.

Form X Train Order (example 4) (Stop Order).

701 am until 401 pm stop before passing over Bridge 1365 MP 136 pole 20 between.....and.....(or before passing over track MP 210 to MP 211 pole 15 between.....and.....) and do not proceed until orally authorized by foreman in charge.

Red Flags or red lights must be placed in both directions, 400 feet from restricted track or structure.

Trains and engines must stop before reaching red flag or red light and will not proceed until orally authorized by employee in charge.

Under Examples (3) and (4), temporary speed restriction and resume speed signs as required by Rule 12 must be placed.

Rule 10.—TORPEDO Signals: Torpedoes must be placed on the rail 150 feet apart on engineer's side. They must not be placed on public crossings, nor left at places where they may cause injury. The explosion of two torpedoes is a signal to immediately reduce speed and proceed for a safe flagging distance at Restricted Speed. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Rule 11.—FUSEE Signals. A train or engine finding a fusee burning on or near its track must stop. After stopping, train or engine will then proceed at Restricted Speed for a safe flagging distance. Where there is sufficient sight distance, or where there are torpedoes or other restrictive signals a sufficient distance in advance, stop must be made before leading wheels pass the burning fusee and movements must not be made over burning fusee.

Rule 21.—Train Signals.—White—Extra trains will display two white lights in the places provided for that purpose on the front of the engine. (Note this requires signals be displayed in CTC and Rule 251 and 261 territory).

Rule 8-89(a) Precautions at Meeting and Passing Points: When a train holding the main track at a station is restricted for the arrival of an opposing train, the train holding the main track must stop at least 500 feet from the clearance point of the switch to be used by the opposing train, unless the opposing train is in clear and switch properly lined. At meeting and passing points, a train on siding awaiting the arrival of another train must, if practicable, stop at least 500 feet from clearance point of facing point switch over which the expected train will pass. Identification of trains must be made at meeting and passing points, when required.

Rule 102(b). Second sentence changed to read as: "Two torpedoes will be placed not less than 20 car lengths in advance of the rear portion of the train to warn engineman returning."

Rule 105.—(First paragraph) Trains and engines using a siding, or any track other than a main track, must proceed at restricted speed, but not exceeding 10 Miles per hour.

Stopping After Passing Proceed Indication: When a train or engine, having passed a proceed indication of a "STOP" Signal, stops less than one car length beyond such signal, it must not again proceed without complying with the requirements of Rule 269 and 269(A) unless signal can be seen to be displaying a proceed indication.

13. Dallas Right of Way District—

BN trains use Dallas Right of Way District tracks between No. Jct. and Santa Fe Jct., Dallas. Uniform Code of Operating Rules will govern.

14. A.T.S.F. tracks—

BN trains use A.T.S.F. tracks between Santa Fe Jct. and East Dallas and between Belt Jct. and Birds, Ft. Worth.

Consolidated Code of Operating Rules edition of 1980, B. N. Timetable and Special Instructions will govern except as Modified in Special Instructions on Pages 9, 10 and 11.

Centralized Traffic Control (Traffic Control System-TCS) in effect on A.T.S.F. tracks between Birds and Belt Junction; between Santa Fe Jct., M.P. 51.8 and S.P. crossing, M.P. 52.5, and on Southern Pacific main track Dallas, between M.P. 51.7 and M.P. 52.7.

Yard limits East Dallas between M.P. 52.5 and M.P. 53.7. Maximum speed 20 MPH on joint facilities main tracks at Belt Junction. Switch connecting A.T.S.F. to B.N. north leg of wye (Santa Fe east wye switch) is a spring switch, maximum turnout speed 10 MPH.

15. S.S.W. tracks—

BN trains use S.S.W. tracks between junction of BN and S.S.W. track at No. Ft. Worth and point near N.E. 29th Street opposite Temple Grain Company and will move at restricted speed.

16. 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 cars with sufficient hand brakes set, not less than five (5) cars in one cut.

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

17. Carrollton—

Northward trains approach the first street crossing south of interlocking prepared to stop clear unless home signal to interlocking displays proceed indication.

18. Dallas—

When handling automobiles in tri-level cars going to or coming from Dallas, movement must be made on main track under Houston Street overpass Dallas O.K.T. main track.

19. Irving—

North wye Switch will be left lined as last used.

20. No. Ft. Worth—

d S.S.W. end of connecting track No. Ft. Worth equipped with spring switch. Signal governing facing points movements over this switch will display:

Yellow indication lined for S.S.W. main track.

Lunar indication lined for connecting track.

Spring Switch may be left as last used.

21. Ft. Worth—

Protect crossings from ground position for movements on auxiliary tracks, over public crossings protected by automatic crossing signals, unless signals are operating.

22. Failed Equipment Detectors

MP 446-27

474-25

496-31

516-05

542-19

565-27

587-06

613-24

666-07

690-20

Dragging Equipment Detectors—

MP 592-14

601-05

623-05

Defects will be indicated by oscillating red light on signal pole these locations.

TULSA DIVISION

(Madill to Ardmore)

TENTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Freight trains 20 MPH

Until engine through limits

MP 603-10 to MP 604-10 15 MPH

MP 612-15 to MP 628-00 10 MPH

All Auxiliary tracks Ardmore 05 MPH

Cars heavier than 220,000 lbs., between MP 612-00

and MP 628-00 10 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups F, G, H and I not permitted.

3. Train Register Exceptions—None.

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

5. Rule 99—When flagging is required, distance will be 1 mile. Between Madill and Ardmore, unless otherwise provided, protection against following trains is not required.

6. Yard Limits—

Rule 93 in effect on entire subdivision.

TULSA DIVISION

(Hope to Lakeside)

ELEVENTH SUBDIVISION

- Speed Restrictions—**

	Maximum Speeds Permitted
Freight trains	35 MPH
All tracks MP 804-20 to end of track	05 MPH
MP 793-5 to 793-10	10 MPH
MP 793-13 to MP 804-02	30 MPH
Ashdown to MP 793-12	30 MPH
All Ashdown auxiliary tracks	05 MPH
MP 755-00 both legs of wye and all tracks Arkco	10 MPH
MP 710-00—T.O.&E. Crossing	20 MPH
All tracks Western Farmers Co-op	10 MPH
Trains handling pulp wood Bridges 670.8 and 693.0	25 MPH
Both legs of wye Hugo	05 MPH
MP 630-31 to MP 633-04	15 MPH
MP 622-10 to MP 622-20	30 MPH
Through all auxiliary tracks entire subdivision	10 MPH
- Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups F, G, H and I not permitted.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**

Trains will not require clearance at Lakeside.
- 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.
- ARKCO—**

Both legs of wye over Highway 32 must be flagged from ground position.

TULSA DIVISION

(Antlers to Paris)

TWELFTH SUBDIVISION

- Speed Restrictions—**

	Maximum Speeds Permitted
Freight trains	40 MPH
Antlers to Hugo	30 MPH
Both legs of wye Hugo	05 MPH
MP 572-20 to MP 573-00	10 MPH
581-00 to 583-10	10 MPH
Paris Yards and all tracks Betner	05 MPH
Through all auxiliary tracks entire subdivision	10 MPH
- Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
except cars heavier than 220,000 lbs. not permitted between Antlers and Hugo.

Diesel units in Groups F, G, H and I not permitted.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—None.**

- Rule 99—**When required to flag distance will be 2 miles. Between Antlers and Paris, unless otherwise provided, protection against following trains is not required.
- Yard Limits—**

Rule 93 in effect MP 572-20 to MP 584-12.
- Paris—**

Bonham and Graham Streets must be flagged from ground position.
- S.P. Crossing—**

MP 584-03 protected by "STOP" signs.

MEMPHIS DIVISION

(St. Louis to Memphis)

FIRST SUBDIVISION

- Speed Restrictions—**

	Maximum Speeds Permitted
Maximum Speed	
Lindenwood to River Jct	50 MPH
River Jct. to Memphis (Shelco)	55 MPH
Trains identified as QLA between River Jct. and Memphis (Shelco)	60 MPH
Memphis (Shelco) to Memphis (Tennessee Yard)	20 MPH
(except as noted)	
MP 07-15 to MP 08-20	30 MPH
12-30 to 23-35	45 MPH
26-30 to 30-25	45 MPH
35-20 to 37-30	45 MPH
Until engine through limits	
MP 38-29 to MP 39-30	30 MPH
39-30 to 40-08	20 MPH
MP 44-25 to MP 44-35	45 MPH
Loop Track, Rush Tower	08 MPH
Over Scale, Rush Tower	05 MPH
MP 58-35 to MP 60-00	45 MPH
64-35 to 65-02	40 MPH
Until engine through limits	
MP 65-02 to MP 65-09	30 MPH
MP 70-00 to MP 70-15	45 MPH
83-10 to 83-20	45 MPH
88-10 to 91-35	45 MPH
96-00 to 100-26	35 MPH
103-20 to 103-25	30 MPH
103-25 to 105-35	40 MPH
109-20 to 113-25	45 MPH
118-10 to 119-25	45 MPH
125-10 to 125-25	45 MPH
128-35 to 129-25	45 MPH
130-25 to 131-30	20 MPH
Until engine through limits	
MP 131-30 to MP 132-40	20 MPH
142-14 to 144-25	20 MPH
M.P. Crossing, Mile 150.0	20 MPH
Until engine through limits	
MP 164-10 to MP 166-10	20 MPH
185-15 to 186-20	20 MPH
198-11 to 199-06	30 MPH
212-07 to 213-15	20 MPH
Both legs of Wye, Hayti	10 MPH
Until engine through limits	
MP 224-09 to MP 224-29	20 MPH
227-00 to 227-20	30 MPH
236-09 to 237-30	20 MPH
Armored Lead, Blytheville	10 MPH
Until engine through limits	
MP 253-02 to MP 254-08	20 MPH

Through turnouts controlled sidings	25 MPH
Through turnouts, MP 471-00 and MP 475-17	35 MPH
Through crossovers, MP 473-11	25 MPH
Harvard to Critco (West Trk.)	35 MPH
Hulbert lead, Marion	10 MPH
MP 480-3 to MP 480-35	45 MPH
M.O.P. Crossing, at Mile 481.4	30 MPH
Mississippi River Bridge	25 MPH
<i>Yards</i>	
All Tracks K. C. Junction Yard	10 MPH
All Tracks Parkway Yard and Lead	10 MPH
All Tracks to and on Presidents Island	10 MPH
All Classification Tracks Tennessee Yard	10 MPH
Hump Lead - Yale Yard	10 MPH
<i>Industry Tracks</i>	
All Tracks - 800 Zone	10 MPH
All Tracks - 900 Zone	10 MPH
All Tracks - 1000 Zone	10 MPH
All Tracks - Kansas Avenue	10 MPH
Riverside Drive - Harbor Lead & Incline Track	10 MPH
Repair Track No. 1 - over power jack Tennessee Yard	05 MPH

Cars heavier than the following not permitted without authority of Superintendent:

Diesel units in Groups F, G, H and I not permitted as follows:

On the Mississippi River Bridge certain 6-axle locomotives are permitted only in specific combinations where separated by lighter units. Qualifying 4-axle Separator units must be at least 50 feet long, and not heavier than 5000 pounds per foot of length. The following do not qualify as Separator Units... SW-1, SW-7, SW-8, SW-9, SW-900, SW-10, SW-12, SW-15, SW-1500, NW-2, NW-12, and MP-15.

Restricted Units permitted as indicated by "6" in following combinations, where separated by Qualifying 4-axle Separator Units indicated by "4":

Lighter Weight Restricted Units (Union Pacific, Southern, etc.) may be handled in additional combinations; i.e. SD40, SD45, U30C and U33C types, not heavier than 395,000 pounds, as follows (nothing permissible ahead of 3 - "6"s):

***Between Restricted Units and Train, light weight cars may be substituted for designated 4-axle Separator Units (Cars at least 54 feet long, not heavier than 263,000 pounds).**

To get desired combinations, the combinations shown may be modified as follows:

The following will govern operation of engines 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:

Following maximum throttle positions govern:

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

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.

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

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

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

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

Sikeston—Cars over 61 ft. in length cannot be handled on the Compress Lead or the West spur.

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

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

West Memphis—Spear and Wood track cannot be used beyond entrance to building.

3. Train Register Exceptions—None.

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

Southward Missouri Pacific trains will secure clearance at Carroll Street Tower, St. Louis, and will not require clearance at Crystal City.

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

6. Wilson—Dwarf signal north end siding MP 264-16 governs movement to main track.

ABS: MP 07-18 to 09-02
 CTC: MP 09-02 to 283-05
 MP 462-17 to 483-32
 MP 483-34 to 494-18

Trains finding northward signal MP 09-02 displaying stop indication will communicate with control operator at Lindenwood and be governed by his instructions. If cannot contact Lindenwood, be governed by Rule 509.

CTC from MP 483-1 Memphis (Shelco) to 494-18 (Memphis North lead Tennessee Yard) controlled by Train Director Tennessee Yard under direction of Yardmaster.

Electric locks in service on following switches located on East Track, at:
 MP 485-27
 MP 485-31
 MP 485-35

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

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.

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

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

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

Spring switch, located on junction switch of Harbor Lead Track and Incline Track, equipped with electric switch light and normally lined for movements on Harbor Lead Track. Rule 104 (H) governs.

The crossover switch in the southern portion of the Incline Track will be left lined and locked for the through movement on this track. This crossover switch is located approximately 325 feet from the spring switch at the junction switch of the Harbor Lead Track and the Incline Track.

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

Oran: House Track, Highway W.

Kewanee: House Track, Highway Y.

Hayti: No. 1 Track, Highway 84.

Blytheville: Highway 61, Hoop Track, Ash St.

Oseola: House (TOFC) Track, Union Avenue and Southwire Lead, Highway 61.

Wilson: Gin and Scale Tracks
 Highway 14.

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

8. Failed Equipment Detectors—

MP 31-17
 MP 53-08
 MP 77-05
 MP 104-16
 MP 126-38
 MP 162-10
 MP 189-17
 MP 217-01
 MP 241-08
 MP 268-19
 MP 468-15

Dragging Equipment Detectors—

MP 16-18
 MP 21-30
 MP 47-07
 MP 135-13
 MP 141-19

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

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

10. Crossing Gates.

Station	Mile	Intersecting Line	Normal Position
Presley Jct.	476.2	M.P.	Against BN
Memphis	Keystone Track	M.P.	Against BN

11. Blue light signals are located in the Ralston-Purina Company, Spot No. 422, on tracks 1 and 2. Signals are located on west edge of shed over tracks about 325 feet east of switch to their track 1 and 2. Yardmasters at Yale will call Ralston-Purina Company when engine is sent to switch Ralston-Purina Company and request that signals be turned off. Yard crews will not couple to cars on either track until blue lights are extinguished. If ready to switch tracks and lights are illuminated, contact employee of Ralston-Purina Company who will arrange to clear their employees from track area and turn off blue lights.

Hump Conductor will advise engineer the number of cars and car lengths in train before engine departs RD Yard (or any other track) to get into humping position.

When kicking off tracks at south end of class yard at Tennessee Yard, trainmen will know all drawbars and knuckles lined up and fit properly before kicking track.

Immediately before starting to hump cars, engine foreman of crew in charge of such cars will sound one long blast on siren as a warning to employees concerned that humping is about to begin.

An engine at north end of classification yard will not enter classification tracks until authorized by yardmaster.

Skates must be placed on rails, not less than five car lengths from clearance point at north end of classification tracks except when removed to pull or shove a track. Unless otherwise provided the crew removing skates will be responsible for reskating track. Rail should be sanded for a distance of not less than 10 feet north of skates.

Car retarder operator will not leave control room unless authorized by yardmaster who will advise as to position to leave control levers.

Retarders must be kept in the closed position when not in use, except when engines are moving in track where retarder is located.

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.

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

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.

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

Maximum Authorized Speed on all ICG tracks:

A speed prepared to stop within one-half the range of vision not to exceed 10 MPH.

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

Entire Territory within Yard Limits - Rule 93 applies.

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

MEMPHIS DIVISION

(Caruthersville to Holcomb)

SECOND SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|--|--------------------------|
| Caruthersville to Bragg City | 10 MPH |
| Bragg City to Kennett | 30 MPH |
| Kennett to Holcomb | 10 MPH |
| Kennett to Senath | 10 MPH |
| Kennett (both legs of Wye) | 10 MPH |
| Cars heavier than 220,000 lbs. as follows: | |
| Between Hayti and MP 222.6 | 10 MPH |
| Over bridge 225.4 | 10 MPH |
| Between Holcomb and Senath | 10 MPH |
2. Bridge, Engine and Heavy Car Restrictions—
- Cars heavier than the following not permitted without authority of Superintendent:
- 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 except cars heavier than 220,000 lbs. must have length of 50 ft. or more between Hayti and Kennett and between Holcomb and Senath.
- Diesel units in Groups F, G, H and I not permitted.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—None.
5. Rule 99—When required to flag distance will be 1½ miles.
6. Kennett—First, Second and Fourth Street, and Highway EE, West Side Lead, crew member must protect crossing from ground position.
- Hayti—Highway 84, Lincoln Street and Broadway Street, crew member must protect crossings from ground position.
7. Yard Limits—Rule 93 in effect Caruthersville to Hayti
 Kennett to Holcomb
 Kennett to Senath

MEMPHIS DIVISION

(Memphis to Birmingham)

THIRD SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|---|--------------------------|
| Maximum Speed (except as noted) | 55 MPH |
| Train Identification QLA | 60 MPH |

MP 513-23 to MP 514-01	50 MPH
520-02 to 520-24	50 MPH
520-24 to 523-02	45 MPH
523-02 to 525-19	50 MPH
525-19 to 528-03	45 MPH
528-03 to 528-17	30 MPH
528-17 to 530-22	45 MPH
531-28 to 532-11	50 MPH
534-21 to 538-05	45 MPH
MP 543-13, Northward engine by	55 MPH
MP 550-15 to MP 550-24	50 MPH
Until engine through limits, Southward	
MP 560-21 to MP 560-22	45 MPH
MP 561-11 to MP 563-05	50 MPH
Until engine through limits	
MP 562-12 to MP 562-24	30 MPH
MP 563-05 to MP 574-00	45 MPH
575-10 to 575-26	50 MPH
586-15 to 588-05	45 MPH
588-05 to 588-13	30 MPH
Until engine through limits	
MP 587-16 to MP 588-21	20 MPH
MP 589-22, Northward engine by	55 MPH
Trains hdlg. pulpwood, Bridge 609.0	25 MPH
Until engine through limits	
MP 610-21 to MP 612-09	20 MPH
MP 613-26, Northward engine by	50 MPH
MP 619-18 to MP 620-00	55 MPH
620-00 to 624-30	50 MPH
634-09 to 634-30	55 MPH
649-05 to 649-33	50 MPH
649-33 to 650-07	40 MPH
654-10 to 667-27	45 MPH
667-27 to 668-02	40 MPH
668-02 to 668-25	45 MPH
Any train with average gross weight of all cars in train in excess of 80 tons per car will restrict maximum speed as follows:	
Northward Trains	
MP 665-00 to MP 668-00	35 MPH
MP 688-25 to MP 688-30	40 MPH
688-30 to 692-15	45 MPH
692-15 to 693-02	30 MPH
693-02 to 699-15	45 MPH
Until engine north through limits	
MP 694-28 to MP 694-30	30 MPH
MP 699-15 to MP 699-30	40 MPH
699-30 to 701-15	45 MPH
701-15 to 708-10	30 MPH
Trains hdlg. pulpwood, Bridge 702.5	25 MPH
MP 708-10 to MP 715-00	35 MPH
715-00 to 722-00	30 MPH
722-00 to 724-10	35 MPH
724-10 to 724-35	30 MPH
724-35 to 728-05	35 MPH
728-05 to 729-05	30 MPH
Until engine through limits	
MP 729-07 to MP 731-07	20 MPH
Through turnouts controlled sidings (except)	
North end siding Jasper	15 MPH
Maximum speed Brilliant Lead	10 MPH
Maximum speed DeBard Lead	10 MPH
Maximum speed Bessemer Lead	10 MPH

Birmingham:
 Until engine or lead car over crossing
 16th Street North (Jasper Road) 10 MPH
 9th Avenue and 31st Street North 10 MPH
 10th Avenue and 28th Street North 10 MPH
 10th Avenue and 15th Street North 10 MPH
 10th Avenue and 16th Street North 10 MPH
 10th Avenue and 17th Street North 10 MPH
 10th Avenue and 18th Street North 10 MPH
 Track No. 1, 27th St. Corridor, Norwood Hill Route, between 21st Avenue North and 10th Avenue North 20 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft. except cars heavier than 263,000 lbs. not permitted: Winfield to Brookside, Dora to Debardeleben, Pratt City to Bessemer.
 315,000 lbs. or less, minimum length 52 ft.
 394,500 lbs. gross weight permissible for cars CELX 6400-6438, CELX 10400-10438, DUPX 29400-29439 and DUPX 29500-29666.

Diesel units in Groups F, G, H and I not permitted on following:
 Winfield to Brookside.
 Dora to Debardeleben.
 Pratt City to Bessemer.

Shari-Futorian—Not more than one unit will be operated beyond frog, track 4.

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

Laher Springs—Not more than one unit will be operated beyond frog.

Glen Allen—Engine cannot be operated under loading conveyor.

Jasper—Engine cannot be operated over unloading pit, Wilcut track.

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

3. Train Register Exceptions—None.

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

Southward ICG trains will secure clearance at Haleyville and will not require clearance Jasper unless train order signal displays "Stop" indication.

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

6. CTC: MP 497-30 to MP 731-1

Adamsville—When white light displayed at indicator, MP 721-40, northward signal, MP 721-28, displays proceed indication.

Birmingham:

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

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

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

Winfield: Brilliant Branch, Highway 78.

Cordova: Dock Track, Highway 173.

Sumiton: Old Highway 78.

Bessemer: 18th St. and 24th Avenue North.

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

27th Avenue North near 25th St. — ACIPCO Route.
 27th Avenue North near 35th St. — No. Birmingham.
 1st Avenue South & 14th St. — Southside.

8. Failed Equipment Detectors—

MP 519-12
 MP 545-03
 MP 577-21
 MP 597-28
 MP 631-31
 MP 651-19
 MP 678-03
 MP 696-21

Dragging Equipment Detectors—

MP 699-13
 MP 704-08
 MP 707-14
 MP 710-01
 MP 712-42
 MP 715-12
 MP 719-37
 MP 723-14
 MP 727-31

9. Blue lights govern movement on all tracks at Jim Dandy Co., Birmingham. Rule 26 will govern. Controls for the blue signals are located in loading Foreman's Office.

Barrier cable, across 18th Street Elevator Track, at Jim Dandy Company, will be up from Friday Noon until Monday morning 0800, and on days Jim Dandy Company is closed, such as holidays. This cable is equipped with Burlington Northern switch lock.

At American Cast Iron Pipe Company, switches must be left as found. Track No. 5 (Scale Track) must be left to clear. All deliveries to ACIPCO will be shoved into the ACIPCO Yard from the west end. All cars departing ACIPCO Yard will be pulled from east end of ACIPCO Yard.

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.

Engines or cars on BN Main Track, Thomas Yard, must not foul tank lead until switch at east end of Track No. 1 or No. 2 inbound is lined for No. 1 or No. 2 inbound.

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, Burlington Northern 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.

MEMPHIS DIVISION

(Amory to Magnolia)

FOURTH SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Maximum Speed	
MP 611-00 to MP 625-00	40 MPH
MP 625-00 to MP 657-00	45 MPH
MP 657-00 to MP 680-00	40 MPH
MP 680-00 to MP 708-00	45 MPH
MP 708-00 to MP 764-00	35 MPH
(except as noted)	
MP 622-18 to MP 623-05	25 MPH

- | | |
|---|--------|
| Aberdeen Spur | 10 MPH |
| Trains hdlg. pulpwood,
Bridge 635.8 | 25 MPH |
| Airport Spur | 10 MPH |
| Until engine through interlocking
Mile 647.3 | 20 MPH |
| Until engine through limits
MP 647-29 to MP 648-07 | 20 MPH |
| Until engine through interlocking
Mile 648.8 | 20 MPH |
| Whitbury Spur | 10 MPH |
| Until engine through interlocking
Mile 708.2 | 20 MPH |
| MP 724-00 to MP 725-00 | 25 MPH |
| Until engine south through limits
MP 726-26 to MP 728-26 | 15 MPH |
| Over steel spans
Bridge 728.9 | 10 MPH |
| Until engine north through limits
MP 728-28 to MP 730-27 | 10 MPH |
| Until engine through limits
MP 730-29 to MP 731-14 | 25 MPH |
| Until engine through interlocking
Mile 731.0 | 20 MPH |
| Until engine through interlocking Mile 748.7 | 20 MPH |
| MP 750-00 to MP 758-30 | 30 MPH |
2. **Bridge, Engine and Heavy Car Restrictions:**
Cars heavier than the following not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
except cars heavier than 263,000 lbs. not permitted between Aliceville and Magnolia, and on Aberdeen Spur.
Diesel units in Groups F, G, H and I not permitted on following:
Boligee to Magnolia.
Aberdeen Spur.
Hamilton—Kerr McGee tracks.
Airport Spur.
Whitbury Spur.
 3. **Train Register Exceptions—**
Boligee-Register station for Southward trains only.
 4. **Clearance Provisions and Exceptions Rule 83(B)—**
Fourth Subdivision trains will use AGS track between York and Boligee, will secure clearance York and will not require clearance Boligee unless train order signal displays "Stop" indication.
 5. **Rule 99—**When required to flag distance will be
2 miles MP 611 to MP 708.
1½ miles MP 708 to MP 764.
 6. **Drawbridge 728.9—**Instructions in release box apply when signal does not indicate proceed.
 7. **Following crossings must be protected from the ground position:**
Airport Spur: Highway 45, and street crossings, Columbus AFB.
 8. **Failed Equipment Detectors—**
Mile 633.7
Mile 660.6
Mile 697.9
 9. **Fourth Subdivision trains between York and Boligee will use AGS track, and be governed by Southern Railway Rules, Time Table, and Special Instructions.**
 10. **Rule 93 in effect 0600 to 1801 Demopolis, MP 731-13 and Green Tree, MP 736-15.**

MEMPHIS DIVISION

(Magnolia to Pensacola)

FIFTH SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|--|---------------------------------|
| Maximum Speed (except as noted) | |
| MP 764-00 to MP 893-00 | 35 MPH |
| MP 893-00 to MP 915-00 | 49 MPH |
| Until engine through interlocking
Mile 774.0 | 20 MPH |
| MP 777-12 to MP 777-18 | 25 MPH |
| Bridge 783.7 | 10 MPH |
| MP 796-11 to MP 797-09 | 30 MPH |
| 809-21 to 810-00 | 25 MPH |
| 810-00 to 825-11 | 30 MPH |
| 894-15 to 895-01 | 35 MPH |
| Fountain: Alabama River Pulp lead between main track
and Ft. Claiborne Highway Crossing | 10 MPH |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less minimum length 44 ft.
Diesel units in Groups F, G, H and I not permitted.
When handling 250 ton Wrecking Derrick over Bridge 783.7 it must be separated from engine by at least 4 cars not heavier than 100,000 lbs.
When have other type cars in train, empty automobile rack cars and empty or part load 85 ft. long or longer cars operated in trains of greater than 5,500 trailing tons must have such cars placed in rear half of train, except when the locomotive horsepower is 5,000 or less, restriction does not apply.
 3. **Train Register Exceptions—None.**
 4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
 5. **Rule 99—**When required to flag distance will be
1½ miles MP 764-00 to MP 893-00.
2 miles MP 893-00 to MP 915-00.
 6. **Pensacola—**Before movement made over following crossings, unless flagged from a ground position, flashers and/or gates must be operating:
Pace Blvd.
Texar Drive.
Barrancas Ave.

MEMPHIS DIVISION

(York to Mobile)

SIXTH SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|---|---------------------------------|
| Maximum Speed (except as noted) | 40 MPH |
| Until engine through interlocking
Mile 750.3 | 20 MPH |
| MP 793-00 to MP 793-15 | 35 MPH |
| 795-15 to 796-00 | 35 MPH |
| 798-15 to 799-00 | 35 MPH |
| 801-00 to 801-15 | 35 MPH |
| 801-15 to 805-00 | 30 MPH |
| 809-00 to 811-00 | 35 MPH |
| 815-00 to 815-15 | 35 MPH |
| 823-00 to 823-15 | 35 MPH |
| 836-15 to 837-15 | 35 MPH |
| Over Bridge 866.1 | 25 MPH |
| All Tracks Terminal Ry. Alabama State Docks | 10 MPH |

Until engine through interlocking	
Mile 868.6	20 MPH
Over Three Mile Creek Bridge	05 MPH

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.

Diesel units in Group I not permitted.

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

3. Train Register Exceptions—None.

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

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

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

7. Failed Equipment Detectors—

Mile 749.8
 Mile 773.5
 Mile 799.3
 Mile 828.1
 Mile 853.0

