

## **BNSF Railway Safety Vision**

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

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

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

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

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



## **Springfield Division**

### **Timetable No. 8**

In Effect at 0800  
Central Continental Time  
**Wednesday, August 15, 2012**

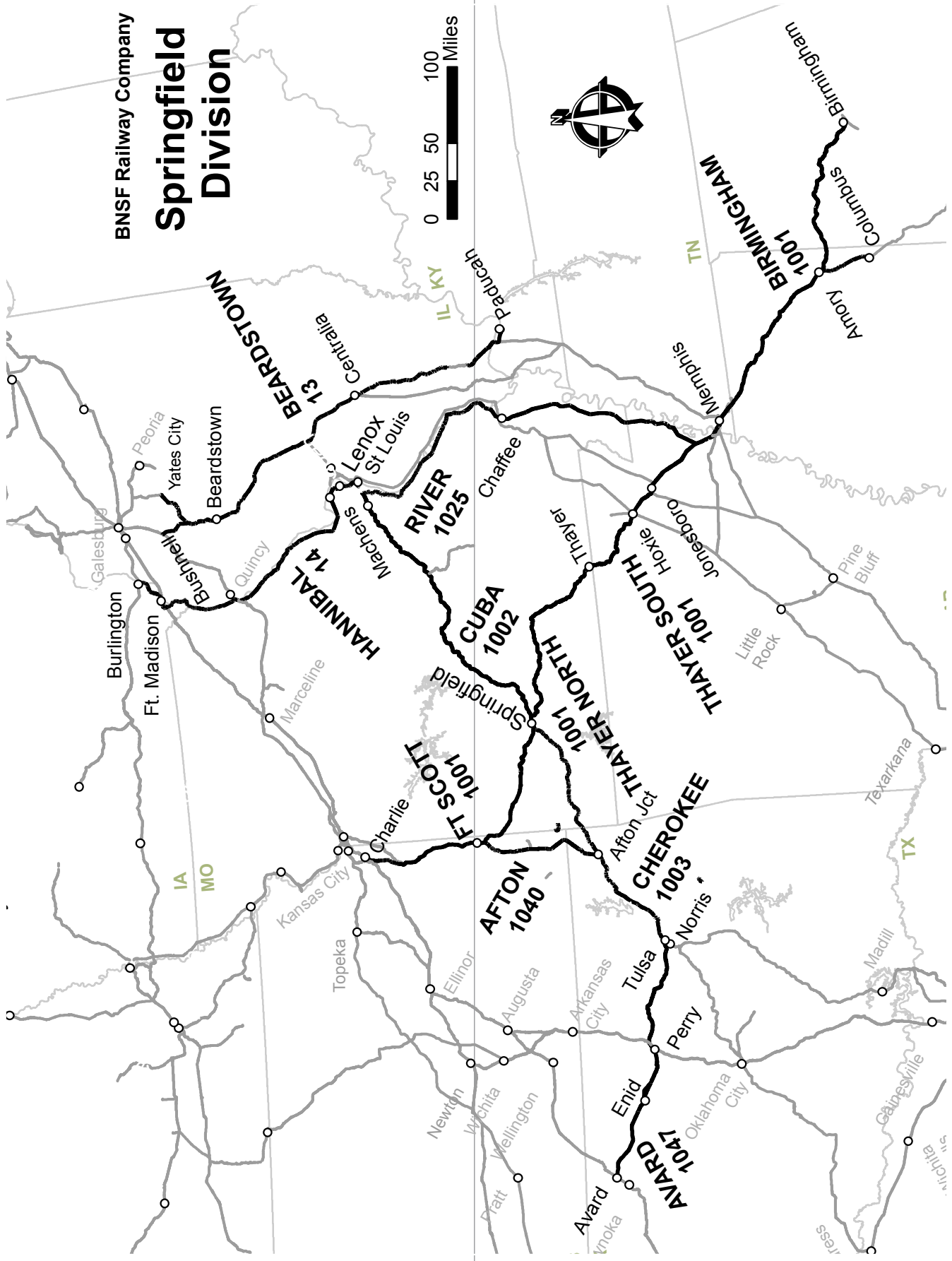
#### **Division General Manager**

Rance E. Randle  
Springfield, Missouri  
(417) 829-3200

#### **General Director Transportation**

Tom Novitske  
Springfield, Missouri  
(417) 829-2105

BNSF Railway Company  
**Springfield  
Division**



## Division Managers

### Amory

Bill Clements..... Signal Supervisor ..... (662) 305-3108  
 Gabe Metcalfe ..... Roadmaster ..... (662) 305-3127  
 Wesley Patteson..... Division Trainmaster ..... (662) 305-3121

### Beardstown

Randy Bocchi ..... Division Trainmaster ..... (217) 323-4802  
 David McCurdy ..... Roadmaster ..... (217) 323-4807

### Birmingham

Aaron Erwine ..... Roadmaster ..... (205) 320-3666  
 Jeremy Fischer ..... Terminal Trainmaster ..... (205) 320-3618  
 Johnny Graham ..... Trainmaster/Rd. Foreman .... (205) 320-3621  
 Brian Hauber ..... Terminal Manager ..... (205) 320-3600  
 Casey Jensen ..... Gen. Fore. Mech. .... (205) 320-3679  
 Sam Lockhart ..... Terminal Trainmaster ..... (205) 320-3604  
 Dave Nickles..... Terminal Trainmaster ..... (205) 320-3603  
 Nathan Thornburg ..... Terminal Trainmaster ..... (205) 320-3603  
 Jeffrey Thurston..... Terminal Trainmaster ..... (205) 320-3603

### Blytheville

Steve Harlan ..... Roadmaster ..... (901) 433-7514  
 Victoria Hunkus ..... Trainmaster ..... (901) 433-7510

### Centralia

Shawn Alexander..... Trainmaster/Rd. Foreman .... (618) 292-6459

### Chaffee

Gary Bentley ..... Road Foreman ..... (417) 829-4732  
 John Neel ..... Division Trainmaster ..... (417) 829-3991

### Cuba

Keith Reed ..... Roadmaster ..... (417) 829-2360

### Enid

Roger Honeycutt, Jr. .... Roadmaster ..... (918) 445-2508  
 Michael Castleberry..... Trainmaster ..... (918) 445-2586

### Ft. Scott

Steve Morgan ..... Division Trainmaster ..... (620) 223-7500  
 Brian Schultz ..... Signal Supervisor ..... (620) 223-7520  
 Tyler Thomas ..... Roadmaster ..... (620) 223-7510  
 Kenny Wasson ..... Road Foreman ..... (620) 223-7502

### Jonesboro

Justin Bland ..... Roadmaster ..... (901) 433-7501  
 David Deevers ..... Signal Supervisor ..... (901) 433-7505

### Memphis

Zach Allen ..... Terminal Trainmaster ..... (901) 433-7346  
 Bobby Brooks ..... Terminal Trainmaster ..... (901) 433-7346  
 Brad Hollaway ..... Gen. Supvr. Signal ..... (901) 433-7420  
 Rudy Jaramillo ..... Gen. Foreman Mech. .... (901) 433-7550  
 Chris Johnson ..... Terminal Trainmaster ..... (901) 433-7346  
 Jerel Johnson ..... Terminal Trainmaster ..... (901) 433-7346  
 Martin Lott ..... Division Engineer ..... (901) 433-7400  
 Harold Masterson ..... Terminal Trainmaster ..... (901) 433-7346  
 Joseph Mitchell ..... Roadmaster ..... (901) 433-7410  
 Jason Sas ..... Terminal Trainmaster ..... (901) 433-7346  
 Ben Sharpe ..... Supt. Operations ..... (901) 433-7306  
 Don Smith ..... Terminal Manager ..... (901) 433-7380  
 Isaiah Waller ..... Terminal Trainmaster ..... (901) 433-7346  
 Larry Williams ..... Signal Supervisor ..... (901) 433-7485  
 Brett Winters ..... Terminal Supt. .... (901) 433-7340

### Marion

Casey Estes ..... Division Trainmaster ..... (870) 739-7115

### Neosho

Jeff Faulkner ..... Roadmaster ..... (417) 829-2360

### Palmyra

Chris Stephens ..... Signal Supervisor ..... (573) 769-5430

### St. Louis

William Bynum ..... Terminal Trainmaster ..... (314) 768-7025  
 Manuel Del Toro ..... Terminal Trainmaster ..... (314) 768-7025  
 Jaime Escalante ..... Signal Supervisor ..... (314) 768-7040  
 Brady Hollaway ..... Roadmaster ..... (314) 768-7030  
 Roger Honeycutt Sr. .... Divn. Engineer ..... (314) 768-7047  
 Paul Hutson ..... Terminal Trainmaster ..... (314) 768-7025  
 Kerry Lamprecht ..... Terminal Trainmaster ..... (314) 768-7026  
 Scott Meyer ..... Supt. Operations ..... (314) 768-7021  
 Justin Noble ..... Terminal Trainmaster ..... (314) 768-7025  
 Ray (Sam) Pruet ..... Mechanical Foreman ..... (314) 768-7080  
 Carter Tuggle ..... Terminal Manager ..... (314) 768-7022

### Springfield

Steve Barrow ..... Terminal Manager ..... (417) 829-2109  
 Jason Blakeman ..... Mgr. Safety ..... (417) 829-2106  
 Scott Boehme ..... Signal Supervisor ..... (417) 829-2124  
 Jesse Byrd ..... Terminal Trainmaster ..... (417) 829-2110  
 Doug Chappell ..... Supt. Operations ..... (417) 829-2103  
 Dick Clark ..... Terminal Trainmaster ..... (417) 829-2110  
 Darrell Collard ..... Mgr Roadway Planning ..... (417) 829-4926  
 Ed Ferris ..... Supt. Oper. Practices ..... (417) 829-4959  
 Doug Gibson ..... Road Foreman ..... (417) 829-2166  
 Mark Grubbs ..... Superintendent Mech. .... (417) 829-2123  
 Darren Hefley ..... Trainmaster/Rd Foreman ..... (417) 829-2135  
 Steve Heidzig ..... Gen. Dir. Maintenance ..... (417) 829-2113  
 Jeromy Houchin ..... Mgr. Mtce. Planning ..... (417) 829-2116  
 Alden Jenkins ..... Supt. Operations ..... (417) 829-2108  
 Greg Johnson ..... Mgr Telecom ..... (417) 829-2114  
 Amos Lorenzen ..... Gen. Foreman Mech. .... (417) 829-3266  
 Brandon Ogden ..... Dir. Administration ..... (417) 829-2102  
 James Sadler ..... ADMP ..... (417) 829-0391  
 Keith Samples ..... Division Engineer ..... (417) 829-2115  
 Jacob Scott ..... Roadmaster ..... (417) 829-2148  
 Jim Shelledy ..... Trainmaster/Rd Foreman ..... (417) 829-2136  
 Corey Stethem ..... Manager Of Signals ..... (417) 829-4969  
 Howard Stuart ..... Roadmaster ..... (417) 829-2126  
 Steve Talbot ..... Mgr. Structures ..... (417) 829-4980  
 Eric Vahldick ..... Terminal Trainmaster ..... (417) 829-2110  
 Joe Vermule ..... Terminal Trainmaster ..... (417) 829-2110

### Thayer

Jim Cates ..... Road Foreman ..... (417) 264-4711  
 Gene See ..... Division Trainmaster ..... (417) 264-4700

### Tulsa

Dave Devault ..... Terminal Supt. .... (918) 445-2501  
 Rick Ditzenberger ..... Terminal Trainmaster ..... (918) 445-2518  
 Greg Feyerabend ..... Terminal Manager ..... (918) 445-2554  
 Lance Head ..... Terminal Trainmaster ..... (918) 445-2518  
 Johnny Holmes ..... Road Foreman ..... (918) 445-7964  
 Joe Jernegan ..... Signal Supervisor ..... (918) 445-2534  
 Brian Kendall ..... Terminal Trainmaster ..... (918) 445-2518  
 Dennis Luft ..... Gen. Foreman Mech. .... (918) 445-2575  
 Brandon Maly ..... Terminal Trainmaster ..... (918) 445-2518  
 Eddie Nickerson ..... Road Foreman ..... (918) 445-7965  
 Anthony Quinten ..... Trainmaster/Rd Foreman ..... (918) 445-2503  
 Michael Townsend ..... Terminal Trainmaster ..... (918) 445-2518  
 Drew White ..... Roadmaster ..... (918) 445-2566

### West Quincy

Scott Bautch ..... Division Trainmaster ..... (573) 393-4002  
 Dustin Hartz ..... Roadmaster ..... (573) 393-4016  
 Matthew Hughes ..... Road Foreman ..... (573) 393-4011  
 Brian Swink ..... Division Trainmaster ..... (573) 393-4015

# 4 SPRINGFIELD DIVISION—No. 8—August 15, 2012—Afton Subdivision

S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Afton Subdivision <b>MAIN LINE STATIONS</b>		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ N O R T H W A R D
	Adjoining Sub: Ft Scott Information for Edward is found in the Ft. Scott sub timetable.									
		93103	102.6	EDWARD	J				14.3	
	7,180	97117	117.0	FARLINGTON					12.8	
	7,600	97130	129.6	BEULAH					6.3	
		97136	135.9	CHEROKEE					0.8	
			136.7	SKOL	g				4.0	
	7,550	97141	140.7	SCAMMON					7.0	
		97148	147.7	COLUMBUS	T	CTC	1040		6.1	
	7,420	97154	153.8	NEUTRAL					5.2	
		97159	159.0	BAXTER					6.3	
	7,600	97185	165.3	QUAPAW					7.2	
		97173	172.5	MIAMI					8.7	
	7,577	97179	179.2	NARCISSA					7.1	
		96347	186.3	AFTON JCT.	JT				85.8	
Adjoining Sub: Cherokee Information for Afton Jct. is found in the Cherokee sub timetable.										

Radio Call-In	
Radio Channel 82 in service Edward to Afton Jct.	
Pittsburg - 15(X)	Miami - 82(X)
Emergency - Call 911	
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5	

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

### Dispatcher Information

BNSF—(817) 867-7049, (800) 666-1025, Fax (817) 352-7045  
 SKOL—(866) 386-9321, opt. 1

### 1. Speed Regulations

#### 1(A). Speed—Maximum

MP 102.6 to MP 186.3 .....	<b>Freight</b> 50 MPH.
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#### 1(B). Speed—Permanent Restrictions

MP 102.6 to MP 103.3 .....	40 MPH.
MP 124.2 to MP 125.3 .....	40 MPH.
MP 135.6 to MP 136.7, HER.....	35 MPH.
MP 136.7, SKOL railroad crossing at grade.....	25 MPH.
MP 140.3 to MP 140.9, HER.....	45 MPH.
MP 146.6 to MP 148.5, HER.....	30 MPH.
MP 158.7 to MP 160.2, SWD, HER .....	35 MPH.
MP 159.2 to MP 160.2, NWD, HER .....	35 MPH.
MP 171.7 to MP 173.2 .....	35 MPH.
MP 186.0 to MP 186.2 .....	25 MPH.

### 1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	<b>Freight</b>
MP 117.0, Farlington, siding turnouts .....	25 MPH.
MP 129.6, Beulah, siding turnouts .....	25 MPH.
MP 140.7, Scammon, siding turnouts .....	25 MPH.
MP 153.8, Neutral, siding turnouts.....	25 MPH.
MP 165.3, Quapaw, siding turnouts .....	25 MPH.
MP 179.2, Narcissa, siding turnouts .....	25 MPH.
MP 186.3, Afton Jct., turnout.....	25 MPH.

### 1(D). Speed—Other

Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated.

Columbus wye tracks with six-axle locomotives ..... 5 MPH.

### Temperature Restriction

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

MP 102.6 to MP 148.5	
Trains under 100 TOB.....	40 MPH.
Trains 100 TOB and over.....	30 MPH.

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

### 2. Bridge and Equipment Weight Restrictions

#### Maximum Gross Weight of Car

Edward to Afton .....	143 tons, Restriction C
Joplin Spur .....	134 tons, Restriction G

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

Location	Track Name	Track No.
Girard	Permitted on Producers Co-op, but not north of Forest Avenue	201
Cherokee	No. 1 track	401
	North leg of wye	403
	South leg of wye	407
Joplin Spur	Spur track	
Miami Lead	From truck route to end of track	1011, 1012, 1020

No more than two six-axle locomotives permitted on:

Columbus	North leg of wye	Track 628
	South leg of wye	Track 629

### 3. Type of Operation

CTC—in effect:

MP 102.6 to MP 186.3

### 4. Subdivision Specific Rules Information

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Afton Subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

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

Example of Transmission:

“BNSF 6301 South approach signal NE Quapaw at 35 MPH”.

**GCOR Rule 6.16**—The normal position of the crossing gates at MP 136.7 are against the SKOL Railroad.

**GCOR/MWOR Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**GCOR/MWOR Rule 6.28**—in effect:  
Joplin Spur, Columbus to Horn (End of Track)  
Galena, Joplin Spur (MNA RR Yard)

**GCOR Rule 7.7.1—Gravity Switch Moves**—Locations approved for gravity switch moves, TY&E only:  
MP 433.9 Joplin Spur at Horn Track 1026

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

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

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures—None
- B. Other TWD Locations
  - MP 107.7—Recall Code 457
  - MP 121.1—Recall Code 458
  - MP 149.5—Recall Code 358
  - MP 176.9—Recall Code 828

**6. FRA Excepted Track**

Miami Lead from the Truck Route to the end of the track.

**7. Special Conditions**

**Joplin Spur, Galena**—Prior to trains or engines moving over Main St. crossing LS1070 MP 432.08, they must stop in the circuit at the insulated joints 75 feet in advance of the crossing and allow the warning system to activate for at least 20 seconds prior to crossing.

Prior to trains or engines moving over Highway 66 crossing LS 1007 MP 338.79, and 7th Street Crossing LS1007 MP 338.67, they must stop in the circuit at the insulated joint 75 feet west of HWY 66 and 75 feet east of 7th Street and allow the warning system to activate both crossings for at least 20 seconds prior to crossing. East bound trains on the Joplin Branch do not have to stop at the Highway 66 crossing located at MP 338.8

**Hot Weather Train Handling** (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in an emergency, when the ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when the ambient temperature exceeds 95 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practical. Sources for temperature information include trackside warning detector reports, the dispatcher, or local maintenance personnel.

**Train Make-Up Restriction**—The following train make-up restriction applies to trains exceeding 7000 tons on the Afton subdivision:

- If more than 1/2 of the cars in the front 1/2 of the train (by car count) are equipped with End-of-Car cushioning:
  - A. All conventional cars (non-multi-platform) in the front half of the train must weigh more than 45 tons.
  - B. All platforms of multi-platform cars in the front half of the train must be loaded.

Note: This restriction applies to all trains including those otherwise exempt by Springfield Division General Order from all other train make-up instructions contained in BNSF System Timetable Instruction #47 or System General Orders.

**Close/No Clearance Location(s)**

Location	Track Name	Track No.	Obstruction
Columbus	Farmer's Coop	641	Building E Side

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Afton subdivision.

**Flash Flood Warnings**—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
None

**8. Line Segments**

**Road Line Segments**

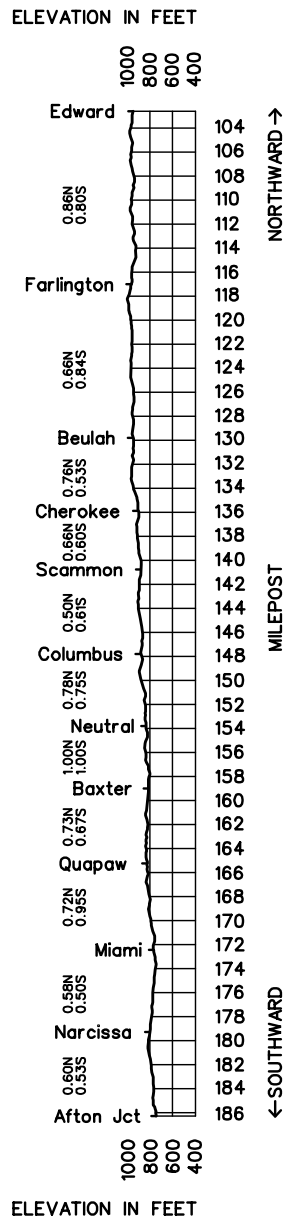
Line Segment Limits	MilePosts
1040 ..... Edward to Afton Jct.	
1004 ..... Columbus Wye.....	MP 343.5 to MP 343.7
1007 ..... Joplin Spur .....	MP 339.8 to MP 334.4
1070 ..... Joplin Spur .....	MP 419.1 to MP 434.2
1044 ..... Miami Lead	

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
Farlington	117.2	600	South
97124 Girard	124.4	2,000	South

**6 SPRINGFIELD DIVISION—No. 8—August 15, 2012—Afton Subdivision**

**10. Grade Chart**



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Amory Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
	Adjoining Sub: Birmingham								
		93611	612.3	AMORY		BJTR		11.4	
		98624	623.7	ABERDEEN		T		7.2	
		98631	630.9	HAMILTON				6.0	
		98637	636.9	KOLOLA SPRINGS				1.9	
	7,900	98639	638.8	AIRPORT			TWC 1020	8.5	
			647.3	CG Adj. RR: LXVR, MP 646.8		AJ		0.4	
			648.7	KCS		A		0.6	
		98648	649.3	COLUMBUS		BJR		37.0	
Adjoining RR: NS									

Radio Call-In	
Radio Channel 70 in service Amory to Columbus	
Amory - 83(X)	Columbus - 23(X)
Emergency - Call 911	
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5	

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

**Dispatcher Information**  
(817) 867-7054, (800) 666-1393, Fax (817) 352-6414

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 612.3 to 649.3..... **Freight** 40 MPH.

**1(B). Speed—Permanent Restrictions**

Bridge 615.9, cars 134 tons and over..... 25 MPH.  
 Bridge 618.6, cars 134 tons and over..... 25 MPH.  
 Bridge 627.4, cars 134 tons and over..... 25 MPH.  
 Bridge 628.4, cars 134 tons and over..... 10 MPH.  
 MP 635.2 to MP 635.9 ..... 25 MPH.  
 MP 648.8 to MP 649.3 ..... 20 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.  
 MP 638.8, Airport, siding turnouts..... 10 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated.  
 Amory Yard, tracks 4012, 4013, 4017, 4018 and 4020..... 5 MPH.  
 Columbus, KCS/BNSF transfer track..... 5 MPH.

**Temperature Restriction**

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

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

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

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

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

Location	Track Name	Track No.
Amory	Rip Tracks	4012, 4013
	Woodyard Track	4017
	Plum Track	4018
	CKS Energy	4020
	MSRW Interchange	4022, 4024
Hamilton	Tronox Tracks	4301 - 4322

**3. Type of Operation**

**CTC—in effect:**

EBCS, S Amory to end of sub MP 612.3

**TWC—in effect:**

MP 614.0 to MP 644.7

**Restricted Limits—in effect:**

MP 612.3 to MP 614.0

MP 644.7 to MP 649.3

**Interlockings**

Mile Post	Type	Notes
647.2	Automatic	CAGY
648.7	Automatic	KCS

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Amory Subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

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

Example of Transmission:

“BNSF 6301 North approach signal SE Amory at 35 MPH”.

**GCOR/MWOR Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**5. Trackside Warning Detectors (TWD)**

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

**6. FRA Exempted Track**

Amory Yard Tracks 4012, 4013, 4017, 4018.

**7. Special Conditions**

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

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

Intermodal trains are not permitted on tracks 4002 through 4010 at Amory Yard.

**Aberdeen**—Aberdeen Spur extends from Aberdeen 1800 feet.

**Hamilton**—Before entering the Tronox plant, the guard must be notified of the train arrival. A telephone, hard hats and escape respirators are located in a locker at the first gate. Do not enter the plant until the guard has confirmed that all Tronox trackmobiles are in the clear.

**Hot Weather Train Handling**—(See Item 1(D) For Hot Weather Speed Restrictions.) In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally when ambient temperature exceeds 95 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

**Loaded Unit Train Restrictions**—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such bulk trains are not permitted on the Airport siding, Hamilton passing track (MP 630.9), and Amory yard tracks 4002 through 4010.

**Close/No Clearance Location(s)**

Location	Track Name	Track No.	Obstruction
Amory	Yard	4019	Dock
	Kinder Morgan	4033	Overhead conveyer
Hamilton	Tronex Plant	4318-4319	Building
Columbus	Farmer's Supply	4907	Dock

**Close Track Centers**

Location	Track Name	Track Nos.
Amory	Yard	4003 - 4004
Hamilton	Tronex Plant	4315-4305-4312-4311-4313

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Amory Subdivision.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
None

**8. Line Segments**

**Yard Line Segment**

**Line Segment Limits**  
1123..... Amory

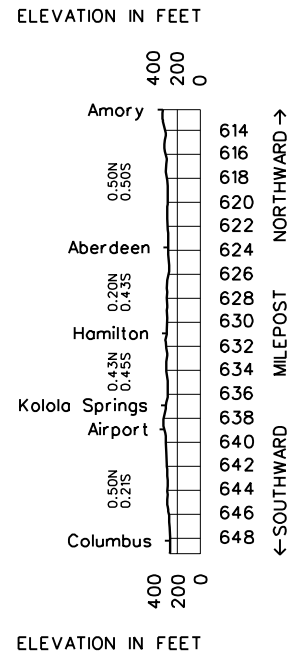
**Road Line Segment**

**Line Segment Limits**  
1020 ..... Amory to Columbus

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
98615 Becker	621.6	250	North

**10. Grade Charts**





W E S T A R D	Length of Siding (Feet)	Station Nos.	Mile Post	Avard Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	E A S T W A R D
				Adjoining Sub: Cherokee Information for Cherokee Yard is found in the Cherokee sub timetable.						
			425.2	HALL	X				0.5	
			425.7	DX	TX(2)				2.6	
			428.3	AVERY					7.8	
	8,976	96032	436.1	SHIRK					9.7	
	11,170	96046	445.8	MANNFORD					12.8	
	8,256	96062	458.6	HALLETT					10.7	
		96069	469.3	CASEY			CTC		4.7	
	10,200		474.0	CAMP					4.0	
		96078	478.0	PAWNEE					12.6	
	14,600	96091	490.6	MORRISON					12.0	
		96103	502.6	BLACK BEAR Adj. Sub: Red Rock, MP 502.5	MJ				6.2	
		96109	508.8	PERRY Adj. Sub: Red Rock, MP 508.2	J				16.9	
	7,550	96125	525.3	CALLAHAN					7.9	
		96134	533.2	FAIRMONT				1047	MT1 9.9 MT2 9.5	
			542.7	EAST ENID (MT2)			CTC 2 MT		0.4	
			543.2	CP STEEN					2.4	
			543.9	WEST ENID Adj. RR: UP, MP 544.5	AJRT				10.5	
		96155	554.4	CARRIER					2.9	
	8,440	96157	557.5	WALKER					5.5	
		96163	562.8	GOLTRY					6.5	
		96169	569.3	HELENA					5.1	
	7,430	96174	574.4	McWILLIE			CTC		6.1	
		96181	580.5	CARMEN					8.1	
		96189	588.6	DACOMA					6.4	
		96195	594.9	HOPETON					6.8	
			601.7	CP 6017					0.2	
			601.9	AVARD	T				180.2	
Adjoining Sub: Panhandle, Kansas Division Information for Avard is found in the Panhandle sub timetable.										

Radio Call-In		
Radio Channel 066 in service Enid Yard		
Radio Channel 044 in service Hall to Avard		
Tulsa - 25(X)	Shirk - 23(X)	Mannford - 63(X)
Pawnee - 73(X)	Perry - 83(X)	Perry - 14(0) Red Rock Disp
Enid - 53(X)	Helena - 43(X)	Avard - 23(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5		

**Dispatcher Information**

Avard Subdivision—(817) 867-7058, Fax (817) 352-6487  
 Black Bear CTC, Red Rock Dispr—(817) 867-7021,  
 Fax (817) 352-7040

**1. Speed Regulations**

**1(A). Speed—Maximum**

<b>Main Track</b>	<b>Freight</b>
MP 425.2 to MP 503.2 .....	49 MPH.
MP 503.2 to MP 601.9 .....	70 MPH.

<b>Other Tracks Where CTC is in Effect</b>	
MP 425.6 to MP 425.8, Avard Trim Lead .....	10 MPH.
Avard Connecting Track, CP 6017 to East Avard .....	15 MPH.

**1(B). Speed—Permanent Restrictions**

MP 425.2 to MP 432.0 .....	30 MPH.
MP 438.8 to MP 439.2 .....	40 MPH.
MP 458.4 to MP 459.1 .....	45 MPH.
MP 465.6 to MP 466.3 .....	45 MPH.
MP 471.4 to MP 472.0 .....	40 MPH.
MP 473.1 to MP 473.4 .....	45 MPH.
MP 474.4 to MP 480.7 .....	40 MPH.
MP 502.5 to MP 503.2 .....	40 MPH.
MP 503.2 to MP 506.2 .....	60 MPH.
MP 506.2 to MP 507.5 .....	55 MPH.
MP 507.5 to MP 509.5, HER .....	20 MPH.
MP 508.6 to MP 508.8 .....	25 MPH.
MP 509.5 to MP 510.8 .....	50 MPH.
MP 514.0 to MP 514.6 .....	55 MPH.
MP 514.6 to MP 518.3 .....	65 MPH.
MP 518.3 to MP 519.8 .....	40 MPH.
MP 519.8 to MP 522.3 .....	55 MPH.
MP 522.3 to MP 523.2 .....	65 MPH.
MP 533.2 to MP 533.4, MT1 .....	40 MPH.
MP 539.2 to MP 543.2, MT1 .....	50 MPH.
MP 539.5 to MP 543.2, MT2 .....	60 MPH.
MP 543.2 to MP 545.2 .....	25 MPH.
MP 601.6 to MP 601.9 .....	20 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

MP 425.6, Cherokee Jct. turnout .....	10 MPH.
MP 425.7, DX, crossover turnouts .....	30 MPH.
MP 425.7, DX, crossover turnouts 100 TOB and over .....	25 MPH.
MP 425.7, DX, turnout MT to industry .....	15 MPH.
MP 428.3, Avery, turnout .....	30 MPH.
MP 428.3, Avery, turnout, 100 TOB and over .....	25 MPH.
MP 436.1, Shirk siding .....	40 MPH.
MP 436.1, Shirk siding turnouts, under 100 TOB .....	40 MPH.
MP 436.1, Shirk siding turnouts, 100 TOB and over .....	25 MPH.
MP 445.8, Mannford, siding turnouts .....	40 MPH.
MP 458.6, Hallett siding .....	40 MPH.
MP 458.6, Hallett siding turnouts, under 100 TOB .....	40 MPH.
MP 458.6, Hallett siding turnouts, 100 TOB and over .....	25 MPH.
MP 474.0, Camp, siding turnouts .....	40 MPH.
MP 490.0, East Morrison, siding turnout, under 100 TOB .....	40 MPH.
MP 490.0, East Morrison, siding turnout, 100 TOB and over .....	25 MPH.
MP 490.6, Morrison, siding .....	40 MPH.
MP 490.6, Morrison, siding, 100 TOB and over .....	25 MPH.
MP 493.0, West Morrison, siding turnout .....	40 MPH.
MP 502.4, Black Bear turnout, under 100 TOB .....	35 MPH.
MP 502.4, Black Bear turnout, 100 TOB and over .....	25 MPH.
MP 508.2, (CP 3211 Red Rock sub), turnout, under 100 TOB .....	35 MPH.
MP 508.2, (CP 3211 Red Rock sub), turnout, 100 TOB and over .....	25 MPH.
MP 525.3, Callahan, siding .....	20 MPH.
MP 525.3, Callahan, siding turnouts .....	25 MPH.
MP 533.2, MT1, turnout, under 100 TOB .....	40 MPH.
MP 533.2, MT1, turnout, 100 TOB and over .....	25 MPH.
MP 543.2, Steen, turnout .....	20 MPH.
MP 557.5, Walker siding, HER .....	20 MPH.
MP 557.5, Walker siding turnouts, under 100 TOB .....	40 MPH.
MP 557.5, Walker siding turnouts, 100 TOB and over .....	25 MPH.
MP 574.4, McWillie, siding turnouts .....	10 MPH.
MP 601.7, CP 6017, turnout .....	15 MPH.
MP 601.9, Avard, turnout to Panhandle sub .....	20 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated.

**Temperature Restriction**

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

- MP 433.0 to MP 501.0
- MP 511.0 to MP 601.9
- Trains under 100 TOB..... 40 MPH.
- Trains 100 TOB and over..... 30 MPH.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Hall to Avard ..... 143 tons, Restriction D

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

Location	Track Name	Track No.
Lela	Elevator Track	3101
Lucien	Elevator Track	3301
Enid	Wye Track	3911
	Z-Yard Lead	3806
	West Yard Tracks	4001-4006
Goltry	Fertilizer Spur Track	4210

**3. Type of Operation**

**CTC—in effect:**

425.2 to MP 601.9

**Other Tracks Where CTC is in Effect**

Avard Trim Lead, MP 425.6 to MP 425.8

Avard Connecting Track, CP 6017 to East Avard

**Multiple Main Tracks—in effect:**

**2 MT:**

MP 533.2 to MP 543.2

**Interlockings**

Mile Post	Type	Notes
MP 502.6	Manual	Controlled by Red Rock sub dispatcher
MP 544.5	Automatic	* **

\* Equipped with MW Release Box

\*\* Additional information located in Item 4

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Avard Subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

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

Example of Transmission:

“BNSF 6301 West approach signal Avard at 20 MPH”.

**GCOR/MWOR Rule 6.19**—When flagging is required, distance will be 1.5 miles.

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

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

**GCOR 9.12.1**—Absolute signals governing movement through interlockings at MP 544.5 are also controlled signals. To pass stop indication, crew must comply with Rule 9.12.3 by complying with instructions in the release box and comply with Rule 9.12.1 by contacting the BNSF control operator.

**5. Trackside Warning Detectors (TWD)**

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

- MP 451.1—Recall Code 638
- MP 472.5—Recall Code 738
- MP 494.0—Recall Code 837
- MP 516.6—Recall Code 838
- MP 550.8—Recall Code 437
- MP 573.1—Recall Code 438

**6. FRA Excepted Track**

Enid Tracks 4001, 4006 thru 4020.

**7. Special Conditions**

**Cherokee Yard**—Trains and engines approaching Cherokee Yard must contact Trimmer Tower Yardmaster before passing Avery or Trenton Street, MP 422.2.

**Mannford**—When meeting or passing trains at Mannford and train length and Hours of Service allow, the train(s) holding will allow vehicle traffic to clear before fouling Warbonnet Crossing.

**Black Bear/Perry**—Trains stopped on the Avard Subdivision between Black Bear and Perry for meets, passes, staging, etc. must avoid blocking the crossing located at MP 504.98.

**Enid**—Eastward trains will contact the Enid Yardmaster and receive permission before passing Oakwood Road (Blanton), MP 548. Westward trains will contact the Enid Yardmaster and receive permission to pass 30th Street. All trains, if unable to contact the Enid Yardmaster, will contact the Avard Subdivision Dispatcher to receive instructions.

**Hot Weather Train Handling** (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed.

Additionally, when ambient temperature exceeds 95 degrees, the use of dynamic braking is limited to 50 percent of maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperatures information include trackside warning detector reports, dispatcher, or local maintenance personnel.

**Remote Control Area**  
 • MP 426.9 to MP 427.7

**Close/No Clearance Location(s)**

Location	Track Name	Track No.	Obstruction
Enid	BOC Gas	3711	Gate and loading racks
	Johnston's Grain	3801-3802	Loading rack
		3904	Building
		3902	Dock
	Mud House	3902	Dock
	WBJ Grain	8301-8303	Building
	ADM Elevators	8311	Building
		8313	Awning
		8315	Building
		8319	Awning
	Maalt Transportation	8321-8323	Building
	ADM A&B	8335	Under the shed
8337		Under the shed	
ADM Mill	8501-8502	Building	
	8503	Dock	
Dacoma	Elevator	4601	Building
Fairmont	Koch Nitrogen Plant	3704-3705	Cleanout shed
Avard	Clean Harbors	4811-4812	Building and gate

**Close Track Centers**

Location	Track Name	Track Nos.
MP 425.8	AV Storage	201 - 202
Enid	Z Yard	8305 - 8306

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Avard Subdivision.

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

- MP 428.0 to MP 432.0
- MP 482.0 to MP 482.5
- MP 492.6 to MP 492.8
- MP 550.0 to MP 601.0

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**  
 1142.....Enid

**Road Line Segments**

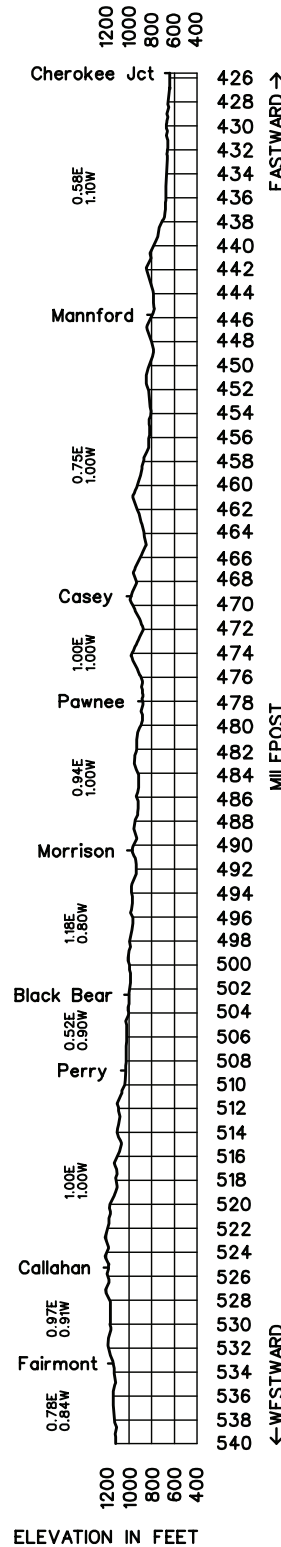
**Line Segment Limits**  
 1047 ..... Cherokee Yard to Avard

**9. Other Location Information**

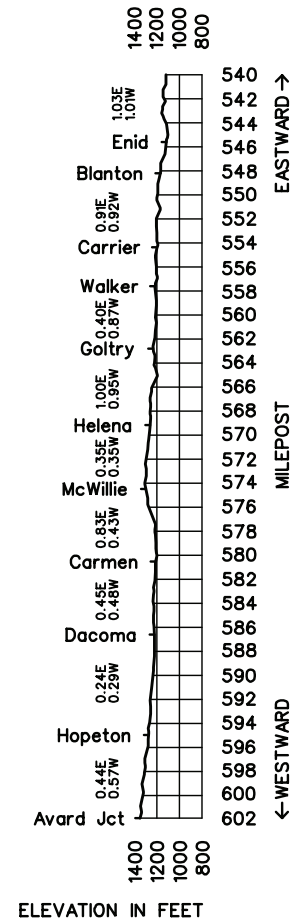
Name	Mile Post	Capacity in Feet	Switch Opens
96069 Casey	469.3		Both
96078 Old Pawnee Sdg	478.0	7,525	Both
52112 West Pawnee	479.6		East
96085 Lela	485.5	1,000	East
96118 Lucien	518.4	400 feet xing to derail	West
96139 Shea (M2)	538.7	2,100	Both

**10. Grade Charts**

ELEVATION IN FEET



ELEVATION IN FEET



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Beardstown Subdivision MAIN LINE STATIONS			Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Information for West Bushnell is found in the Brookfield sub timetable.							
		25029	159.6X	WEST BUSHNELL	J				9.1		
	8,975	23008	151.3X	ADAIR					10.7		
	6,905	23019	140.6X	VERMONT Adj. Sub: Yates City, MP 140.5X	J		TWC		8.2		
	6,815	23027	129.0X	STEWART					9.7		
	8,075	23037	119.3X	GRIMES					2.2		
			117.1X	BEARDSTOWN BRIDGE	M		CTC		1.2		
		23040	115.9X	BEARDSTOWN	BR				5.7		
	9,745	23046	110.2X	HAGENER			CTC		8.1		
	7,303	23054	102.1X 0.0	CONCORD					10.2		
			10.2	NS XING	M				0.8		
	6,813	24010	11.0	JACKSONVILLE Adj. RR: NS, MP 9.9	J				24.0		
	8,545	24035	35.0	LOWDER			TWC		7.1		
		24040	42.1	VIRDEN					2.3		
		24044	44.4	GIRARD-UP XING	M				8.7		
	7,295	24052	53.1	ATWATER					11.1		
	7,620	24063	64.2	LITCHFIELD					1.4		
			65.6	WINSTON-NS XING	M		CTC		0.6		
		24066	66.2	NS JCT Adj. RR: NS, MP 66.2	J				7.8		
	11,090	24074	74.0	TOLAND Adj. RR: UP, MP 73.7	JT		TWC		3.8		
		24077	77.8	SORENTO Adj. RR: NS, MP 79.9	J		CTC		7.3		
	6,750	24084	85.1	AYERS					8.1		
	7,828	24092	93.2	SMITHBORO-CSX XING	M				11.3		
	7,253	24103	104.5	KEYESPORT			TWC		10.4		
		24114	114.9	SHATTUC-CSX XING Adj. RR: CSXT, MP 114.8	AJ				6.1		
		24120	121.0	CENTRALIA Adj. RR: CSX, MP 121.4 Adj. RR: NS, MP 121.6	BJRX		CTC		1.3		
			122.3	CENTRALIA-CN XING	MR				0.3		
			122.6	NS RAILWAY JCT Adj. RR: NS, MP 122.4	JMRX				12.5		
	10,350	24135	135.1	WOODLAWN Adj. RR: EVWR, MP 136.3	J				1.5		
			136.6	WOODLAWN-EVWR XING	A				8.0		
		24143	144.6	WALTONVILLE-UP XING					0.1		
			144.7	WALTONVILLE	A				1.5		
			146.2	WALTONVILLE-CN XING					1.3		
		24145	147.5	REND LAKE MINE					5.7		
	16,270	24152	153.2	SESSER	T		TWC		8.4		
		24160	161.6	CHRISTOPHER-CN XING	A				3.4		
			165.0	ZIEGLER-UP XING	A				2.5		
	9,398	24166	167.5	CAMBON					5.5		
		24172	173.0	HERRIN					1.9		
			174.9	HERRIN JCT Adj. RR: COER, MP 174.9	J				4.4		
		24178	179.3	MARION					7.1		
	7,444	24186	186.4	NEILSON	R				0.9		
		24185	187.3	NEILSON JCT	JR				16.3		
				Between Neilson Jct. and Cypress UP RR timetable governs.				8009			
	8,314	24202	203.6	CYPRESS			CTC	13	13.5		

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Beardstown Subdivision MAIN LINE STATIONS			Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Information for West Bushnell is found in the Brookfield sub timetable.							
	8,866	24217	217.1	SILL				CTC		1.5	
		24218	218.6	JOPPA JCT			T		13	2.9	
		24222	221.5	COOK				TWC		3.9	
		24224	225.4	BURLINGTON JCT						13.6	
				Between Burlington Jct. and Paducah CN Rules, Timetable and Special Instructions govern.					104		
		24239	239.0	PADUCAH			T			296.8	
				Adjoining. RR: PAL							

Radio Call-In		
<b>Radio Channel 85 in service West Bushnell to Beardstown</b>		
Bushnell - 40(X)	Ipava - 41(X)	Stewart - 49(X)
<b>Radio Channel 70 in service Beardstown and Centralia Yards</b>		
<b>Radio Channel 66 in service Beardstown to Paducah</b>		
Beardstown - 42(X)	Jacksonville - 43(X)	Viriden - 54(X)
Toland - 45(X)	Smithboro - 46(X)	Centralia - 47(X)
Sesser - 48(X)	Herrin - 49(X)	Goreville - 40(X)
Cypress - 41(X)	Cook - 42(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5		

**Dispatcher Information**

West Bushnell to Beardstown—(817) 867-7042, Fax (817) 352-7021  
 Beardstown to Paducah—(817) 867-7041, Fax (817) 352-7037

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
MP 159.6X to MP 220.0 .....	49 MPH.
MP 220.0 to MP 225.4 .....	30 MPH.
MP 225.4 to MP 225.9 .....	10 MPH.

**1(B). Speed—Permanent Restrictions**

MP 159.6X to MP 159.2X .....	35 MPH.
MP 146.1X to MP 145.6X .....	40 MPH.
MP 140.0X to MP 118.1X .....	40 MPH.
MP 118.1X to MP 116.3X .....	25 MPH.
MP 107.0X to MP 105.0X, EWD .....	30 MPH.
MP 107.0X to MP 105.0X, WWD .....	35 MPH.
MP 9.5 to MP 10.8 .....	35 MPH.
MP 44.4 to MP 45.0 .....	40 MPH.
MP 65.5 over NS crossing Winston .....	40 MPH.
MP 93.2 over CSX crossing Smithboro .....	40 MPH.
MP 114.9 over CSX crossing Shattuc .....	40 MPH.
MP 136.6 over EVWR crossing Woodlawn .....	40 MPH.
MP 144.6 to MP 146.2 .....	40 MPH.
MP 161.6 over CN crossing Christopher .....	40 MPH.
MP 165.0 over UP crossing Ziegler Jct. ....	40 MPH.
MP 173.0 to MP 173.3 .....	30 MPH.
MP 186.7 to MP 187.3 .....	30 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	<b>Freight</b>
MP 151.3X, Adair, siding turnouts.....	20 MPH.
MP 140.6X, Vermont, siding .....	10 MPH.
MP 140.6X, Vermont, siding turnouts .....	20 MPH.
MP 129.0X, Stewart, siding turnouts.....	20 MPH.
MP 119.7X, Grimes, ESS turnout.....	10 MPH.
MP 119.3X, Grimes, siding.....	20 MPH.
MP 118.0X, Grimes, WSS turnout.....	20 MPH.
MP 115.9X, turnout .....	25 MPH.
MP 114.3X, turnout .....	35 MPH.
MP 110.2X, Hagener, siding turnouts .....	20 MPH.
MP 102.1X, Concord, siding .....	10 MPH.
MP 102.1X, Concord, siding turnouts .....	20 MPH.
MP 11.0, Jacksonville, siding turnouts .....	20 MPH.
MP 35.0, Lowder, siding turnouts.....	20 MPH.
MP 53.1, Atwater, siding turnouts .....	20 MPH.
MP 64.2, Litchfield, siding turnouts .....	20 MPH.
MP 66.2, turnout .....	25 MPH.
MP 74.0, Toland, siding turnouts.....	20 MPH.
MP 85.1, Ayers, siding turnouts .....	20 MPH.
MP 93.2, Smithboro, siding turnouts.....	20 MPH.
MP 104.5, Keyesport, siding turnouts .....	20 MPH.
MP 135.1, Woodlawn, siding turnouts .....	20 MPH.
MP 153.2, Sesser, siding turnouts .....	20 MPH.
MP 167.5, Cambon, siding turnouts.....	20 MPH.
MP 186.4, Neilson, siding turnouts .....	20 MPH.
MP 203.6, Cypress, siding turnouts .....	20 MPH.
MP 217.1, Sill, siding turnouts .....	20 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated.

Ohio River Bridge, Metropolis, MP 1.1 - MP 2.2 on CN.....	10 MPH.
Centralia—West Running Track.....	20 MPH.
CN crossing .....	30 MPH.
Joppa Jct. to Joppa.....	10 MPH.

**Temperature Speed Restrictions**

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

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

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

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Bushnell to Paducah ..... 143 tons, Restriction C

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

Location	Track Name	Track No.
Adair	Elevator track	1112
	FS track	1115
Vermont	House track	1201
Beardstown	Running Track	1731
	Excel	1721
	Kent Feed	1722
Jacksonville	NS interchange	2134
Waverly	Lemon Ag inside	2411
	Waverly Grain	2412
Lowder	West elevator switch	730
Girard	Vermiculite Track	933
Centralia	Industrial Park Lead	2060
Metropolis	Honeywell Industry lead and tracks	2858-2862

Jacksonville AC Humko Plant—2 four-axle locomotives coupled together may be used in power when needed while shoving cars from the siding into the facility.

**3. Type of Operation**

**CTC—in effect:**

- MP 119.7X to MP 116.3X
- MP 114.3X to MP 0.1
- MP 65.6 to MP 66.2
- MP 77.7 to MP 77.9
- MP 121.3 to MP 121.4
- MP 202.6 to MP 204.4
- MP 216.2 to MP 218.1

**TWC—in effect:**

- MP 159.6X to MP 119.7X
- MP 0.1 to MP 65.6
- MP 66.2 to MP 77.7
- MP 77.9 to MP 119.0
- MP 124.0 to MP 185.0
- MP 204.4 to MP 216.2
- MP 218.1 to 225.9

**Restricted Limits—in effect:**

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

All on-track rail equipment must obtain a track warrant before occupying any siding between CTC Concord and East Restricted Limits Centralia, except for at Toland while moving between the east switch Toland and the UP/BNSF connection track.

**Interlockings**

Mile Post	Type	Notes
MP 117.2X	Manual	Beardstown Bridge #
MP 10.2	Manual	NS #
MP 44.4	Manual	UP #
MP 65.6	Manual	NS
MP 93.2	Manual	CSX
MP 114.9	Automatic	CSX #
MP 122.3	Manual	CNIC
MP 122.3	Manual	CNIC
MP 136.6	Automatic	CSX
MP 144.7	Automatic	UP
MP 146.2		CNIC(Abandoned/No Diamond)
MP 161.6	Automatic	CNIC
MP 165.0	Automatic	UP

# Additional information located in Item 7

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Beardstown Subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

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

Example of Transmission:

“BNSF 6301 East approach signal WE Sill at 20 MPH”.

**GCOR/MWOR Rule 6.19**—When flagging is required, distance will be 1.5 miles.

**GCOR/MWOR Rule 6.28**—in effect:

Virden to Crown II—2.0 miles  
Burlington Jct. to Metropolis—1.0 mile

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

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

**GCOR/MWOR Rule 8.3—Centralia**—The normal position of the NS Railway Jct. switch, MP 122.6, is for the NS Railway main track. The switch is interlocked with the CN crossing.

**GCOR/MWOR Rule 8.3—Neilson**—Siding switches may be left lined and locked in the position last used. Trains must approach these switches expecting to find them lined against their movement.

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

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

Toland	East and West wye
Sesser	East and West wye

**5. Trackside Warning Detectors (TWD)**

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

**6. FRA Exempted Track**

Centralia Yard      Tracks 12, 13, 14, 15

**7. Special Conditions**

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

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

**Beardstown Bridge**—CTC is in effect from MP 118.1X to MP 116.3X, except the lift span bridge at MP 117.3X over the Illinois River is a manual interlocking. This bridge is locked for rail traffic by remotely controlled bridge locking machines. When a train is stopped by a signal governing movement over the bridge and the control machine indicates that the bridge is lined and locked for the route to be used, the control operator may authorize train movement over the bridge at restricted speed. If the control machine does not indicate the bridge is lined and locked for the route to be used, the control operator will instruct a crew member to ascertain if the lift span bridge is in the proper position for the train to proceed. With this verification, the control operator may authorize train movement over the bridge at restricted speed.

**Beardstown**—No unit trains loaded or empty may operate on tracks 1701 through 1709. Track 1721, Excel Lead, is restricted to 4 axle locomotive. West end of track 1701 derail has been installed for pusher power use.

**Jacksonville**—The track extending from the siding beyond the ESS is designated as storage track.

To contact the NS dispatcher at Decatur to use the Jacksonville interlocking, engines equipped with 99 channel radios can turn to Channel 22. The NS dispatcher call in sign is 342. Once 342 is pressed, you should receive a confirmation tone.

**Lowder**—Six-axle locomotives are not permitted on the stub track at the Johnson Grain Facility, track 2412.

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

**Girard**—Before working within the limits of the BNSF/UP interlocking CP 210, authority must be obtained from the UP control operator. To contact the UP dispatcher at Girard, tune the radio to channel 78-78. The UP dispatcher’s call sign is \*14.

**Litchfield**—To contact the NS dispatcher at Litchfield, tune the radio to channel 22-22. The NS dispatcher’s call sign is 946.

**Toland**—UPRR Rules and Timetable govern between Toland and Lenox.

To contact the UP dispatcher at Toland before occupying CTC, tune the radio to channel 20-20. The UP dispatcher’s call sign is \*14.

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

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

A clearance or verbal permission must be secured from the UP dispatcher before leaving Toland.

**Smithboro**—To contact the CSXT dispatcher, engines with 99 channel radios should select channel 64-64, press 6# and receive a confirmation tone.

**Shattuc**—To contact the CSXT dispatcher (At Jacksonville, FL), to use the interlocking, engines equipped with 99 channel radios should select channel 58, press 5# and receive a confirmation tone.

The release box to run down the interlocking signal is on the metal building approximately 50 yards west of the diamond.

**Centralia**—All trains must contact the CN dispatcher. To contact the CN dispatcher engines equipped with 99 channel radios should select channel 72-72, press 3# and receive a confirmation tone.

Contact the BNSF Centralia yard foreman on channel 70-70 or 66-66. Monday thru Friday from 0800 to 1600 before entering or departing the yard. All other times, contact the Beardstown bridge tender on channel 66-66 for instructions.

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

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

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

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

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

**Loaded Unit Train Restrictions**—Loaded unit trains are not permitted on the sidings at Concord and Vermont.

**Hot Weather Train Handling** (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in an emergency, when the ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when the ambient temperature exceeds 95 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practical. Sources for temperature information include trackside warning detector reports, the dispatcher, or local maintenance personnel.

**SSI—Switch Control/Monitoring Systems**

- RCPS in effect
  - WSS Concord
- SPMS in effect
  - MP 115.9X to MP 121.0
- POS in effect

**Close/No Clearance Location(s)**

Location	Track Name	Track No.	Obstruction
Adair	Loop track	1116	Grain shed, overhead chute
Beardstown	Cargill Lead	1721	Fence
Jacksonville	NS Interchange	2134	Building
Franklin	Elevator Track	2310	Elevator
Waverly	Brandt Fertilizer	2410	Building
	Loop Track	2411	Grain shed, overhead chute
Lowder	Elevator Track	730	Building
	Loop Track	731	Grain shed, overhead chute
Girard	Industry Track	934	Building
Centralia	Gilster Mary Lee	2037	Fence
	Industrial Lead	2060	Building
Metropolis	Honeywell	2860	Fence

**Duplicate Mile Posts**—Between the following locations an “X” has been added to the mile posts because duplicate mile posts exist elsewhere on the subdivision:

Between West Bushnell and CTC Concord—MP 159.6X to MP 102.1X

**Test Miles**

- MP 121X to MP 120X
- MP 3 to MP 4
- MP 112 to MP 113
- MP 130 to MP 131
- MP 216 to MP 217

**Long/Short Mile Locations**

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

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Beardstown Subdivision.

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

- MP 136.0X to MP 116.0X
- MP 18.0 to MP 22.0
- MP 176.0 to MP 178.0



8. Line Segments

Yard Line Segments

Line Segment Limits

856 ..... Beardstown  
857 ..... Centralia

Road Line Segments

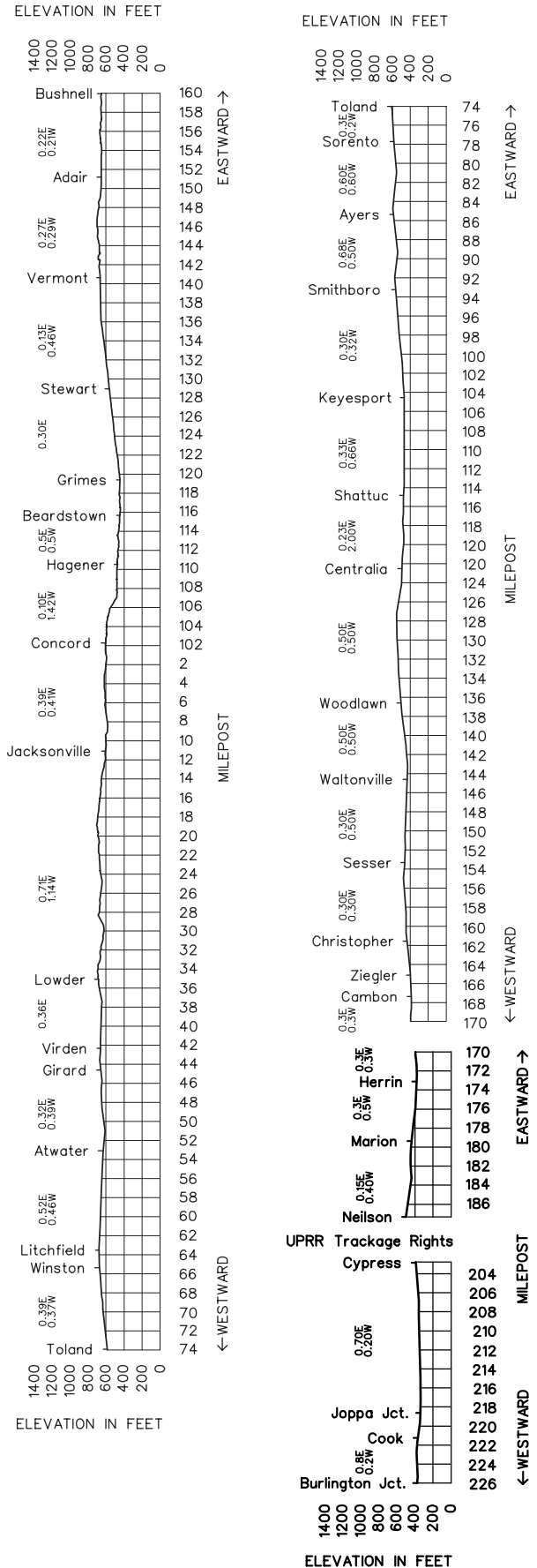
Line Segment Limits

12 ..... Bushnell to Concord  
13 ..... Concord to Paducah  
979 ..... Sesser to Old Ben 21  
981 ..... Sesser to Old Ben 26  
104 ..... Metropolis to Paducah

9. Other Location Information

Name	Mile Post	Capacity in Feet	Switch Opens
Adair, Western Grain loop	153.2X		West
Adair, Western Grain loop	154.4X		East
Adair, stub	149.7X	235	East
Vermont storage	140.7X	975	East
NS Jacksonville connection	9.9	1900	East
24023 Franklin	22.5	610	West
24028 Waverly	28.4	627	West
Waverly, Scoular grain loop	33.0		West
Waverly, Scoular grain loop	33.2		East
24040 Virden	40.4	460	West
Girard Vermiculite	44.4	840	East
24057 Barnett	57.9	300	West
Litchfield, 5 track	64.2	1905	West
Litchfield, 5 track	63.7	1905	East
Litchfield, industrial lead	64.4	3600	East
24097 Hookdale	98.3	800	West
24018 Boulder	108.8	500	South
Shattuc connection	114.8		East
Centralia industrial lead	123.2		East
Waltonville stub	144.7		East
Rend Lake mine	147.5		East
Sesser, brickhouse track	152.3		East
Herrin stub	172.8		East
24225 Metropolis	224.5	1,410	Both
<b>Mine Spurs</b>			
24209 Forman	209.9	575	East

10. Grade Charts



**18 SPRINGFIELD DIVISION—No. 8—August 15, 2012—Birmingham Subdivision**

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Birmingham Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				Adjoining Sub: Thayer South						
			497.9	SOUTH TY					2.3	
	8,275	93501	500.2	BEARD Adj. RR: RJCK, MP 499.5		J			11.0	
	10,590	93512	511.2	BYHALIA					16.0	
	8,741	93528	527.2	TOURS					1.1	
		93529	528.3	HOLLY SPRINGS Adj. RR: MSCJ, MP 528.3		J			12.7	
	7,990	93541	541.0	POTTS CAMP					11.1	
	9,932	93552	552.1	MYRTLE					9.2	
	6,636	93561	561.3	PECK					1.0	
			562.3	MT		A			0.7	
		93562	563.0	NEW ALBANY Adj. RR: MTNR, MP 562.4		J			8.4	
	9,440	93571	571.4	REESE					11.0	
	7,094	93582	582.4	BELDEN					5.1	
		93588	587.5	TUPELO					0.7	
			588.2	KCS		A			3.4	
	8,000	93592	591.6	PLANTERSVILLE					11.1	
	6,650	93603	602.7	ARJAY					8.5	
		93611	611.2	AMORY Adj. Sub: Amory, MP 612.3 Information for Amory is found in the Amory sub timetable.		BJT			9.1	
	8,411	93621	620.3	JUDGE					8.1	
	9,967	93629	628.4	GATMAN					12.8	
	7,586	93642	641.2	BEAVERTON			CTC	1001	13.4	
	8,653	93655	654.6	WINFIELD					14.6	
	12,349	93669	669.2	ELDRIDGE					5.9	
	8,158	93675	675.1	CARBON HILL					7.1	
	7,505	93683	682.2	TOWNLEY					7.3	
	9,052	93689	689.5	CLIFTON					4.2	
			693.7	NS		A			0.1	
		93694	693.8	JASPER Adj. RR: NS, MP 694.2		J			4.6	
	7,634	93698	698.4	ALMA					5.1	
	6,316	93704	703.5	BENOIT					8.8	
			712.3	NORTH QUINTON					2.1	
			714.4	SOUTH QUINTON					0.8	
		93715	715.2	PALOS					7.1	
	6,826	93722	722.3	ADAMSVILLE					2.7	
	8,032	93725	725.0	OAKWOOD					4.1	
			729.1	CSX NS BH		A			0.2	
		93729	729.3	PRATT CITY					0.9	
		93732	730.2	BIRMINGHAM		BT			1.2	
			731.4	NORTH THOMAS					2.0	
			733.4	SOUTH THOMAS					0.7	
			734.1	CP BLOCK 2		JM			236.2	
Adjoining RR: NS										

Radio Call-In		
Radio Channel 39 in service South TY to CP Block 2		
Memphis S - 34(X)	Holly Springs - 14(X)	Sherman - 24(X)
Amory - 84(X)	Guin - 54(X)	Jasper - 64(X)
Birmingham - 74(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		
NS Radio Channel—70-28 and Tone 803		

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

**Dispatcher Information**  
 BNSF—(817) 867-7054, (800) 666-1393, Fax (817) 352-6414  
 NS—(205) 951-4842

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 497.9 to MP 734.1 .....	<b>Freight</b> 60 MPH.
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**1(B). Speed—Permanent Restrictions**

MP 497.9 to MP 498.0 .....	40 MPH.
MP 513.8 to MP 514.0 .....	50 MPH.
MP 520.1 to MP 528.1 .....	45 MPH.
MP 528.1 to MP 528.7 .....	30 MPH.
MP 528.7 to MP 530.6 .....	45 MPH.
MP 530.6 to MP 534.6 .....	50 MPH.
MP 534.6 to MP 535.6 .....	45 MPH.
MP 535.6 to MP 535.9 .....	40 MPH.
MP 535.9 to MP 538.1 .....	45 MPH.
MP 550.4 to MP 550.7 .....	50 MPH.
MP 561.3 to MP 562.3 .....	50 MPH.
MP 562.3 to MP 574.0 .....	45 MPH.
MP 574.0 to MP 575.7 .....	50 MPH.
MP 586.4 to MP 587.4 .....	45 MPH.
MP 587.4 to MP 588.6 .....	20 MPH.
MP 610.6 to MP 612.2, HER.....	20 MPH.
MP 619.5 to MP 620.0 .....	55 MPH.
MP 620.0 to MP 624.9 .....	45 MPH.
MP 649.1 to MP 649.9 .....	50 MPH.
MP 649.9 to MP 650.2 .....	40 MPH.
MP 654.3 to MP 667.6 .....	45 MPH.
MP 667.6 to MP 668.4 .....	25 MPH.
MP 668.4 to MP 688.5 .....	45 MPH.
MP 688.5 to MP 689.2 .....	25 MPH.
MP 689.2 to MP 691.6 .....	45 MPH.
MP 691.6 to MP 693.2 .....	30 MPH.
MP 693.2 to MP 699.3 .....	45 MPH.
MP 699.3 to MP 699.7 .....	40 MPH.
MP 699.7 to MP 701.3 .....	45 MPH.
MP 701.3 to MP 708.2 .....	30 MPH.
MP 708.2 to MP 715.0 .....	35 MPH.
MP 715.0 to MP 724.8 .....	30 MPH.
MP 724.8 to MP 728.0 .....	35 MPH.
MP 728.0 to MP 729.1 .....	30 MPH.
MP 729.1 to MP 730.2 .....	25 MPH.
MP 730.2 to MP 734.1 .....	20 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**  
 Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	<b>Freight</b>
MP 500.2, Beard, siding turnouts, under 100 TOB .....	40 MPH.
MP 500.2, Beard, siding turnouts, 100 TOB and over .....	25 MPH.
MP 511.2, Byhalia, siding turnouts.....	20 MPH.
MP 527.2, Tours, siding turnouts, under 100 TOB .....	40 MPH.
MP 527.2, Tours, siding turnouts, 100 TOB and over .....	25 MPH.
MP 541.0, Potts Camp, siding turnouts .....	10 MPH.
MP 552.1, Myrtle, siding turnouts, under 100 TOB .....	40 MPH.
MP 552.1, Myrtle, siding turnouts, 100 TOB and over .....	25 MPH.
MP 561.3, Peck, siding turnouts .....	10 MPH.
MP 571.4, Reese, siding turnouts, under 100 TOB .....	40 MPH.
MP 571.4, Reese, siding turnouts, 100 TOB and over.....	25 MPH.
MP 582.4, Belden, siding turnouts .....	10 MPH.
MP 591.6, Plantersville, siding turnouts, under 100 TOB .....	40 MPH.
MP 591.6, Plantersville, siding turnouts, 100 TOB and over.....	25 MPH.
MP 602.7, Arjay, siding turnouts .....	10 MPH.
MP 620.3, Judge, siding turnouts, under 100 TOB .....	40 MPH.
MP 620.3, Judge, siding turnouts, 100 TOB and over .....	25 MPH.
MP 628.4, Gatman, siding turnouts, under 100 TOB .....	40 MPH.
MP 628.4, Gatman, siding turnouts, 100 TOB and over .....	25 MPH.
MP 641.2, Beaverton, siding turnouts .....	10 MPH.
MP 654.6, Winfield, siding turnouts .....	10 MPH.
MP 669.2, Eldridge, siding turnouts, under 100 TOB.....	40 MPH.
MP 669.2, Eldridge, siding turnouts, 100 TOB and over.....	25 MPH.
MP 675.2, Carbon Hill, siding turnouts .....	20 MPH.
MP 682.2, Townley, siding turnouts.....	10 MPH.
MP 688.5 to MP 689.2, Clifton, siding.....	25 MPH.
MP 689.5, Clifton, siding turnouts, under 100 TOB.....	40 MPH.
MP 689.5, Clifton, siding turnouts, 100 TOB and over.....	25 MPH.
MP 698.4, Alma, siding turnouts .....	20 MPH.
MP 703.5, Benoit, siding turnouts .....	10 MPH.
MP 712.3, North Quinton, turnout .....	10 MPH.
MP 714.4, South Quinton, turnout .....	10 MPH.
MP 715.2, Palos, turnout .....	10 MPH.
MP 722.3, Adamsville, siding turnouts .....	10 MPH.
MP 725.0, Oakwood, siding turnouts .....	10 MPH.
MP 730.2, North and South Thomas, IC side track turnout .....	20 MPH.

**1(D). Speed—Other**  
 Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated.

Birmingham Yard

IC Side Track MP 730.2 to MP 731.3.....	10 MPH.
BN Side Track MP 730.2 to MP 731.3 .....	20 MPH.
Tyler, main and siding .....	5 MPH.

**Temperature Restriction**

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

MP 518.0 to MP 533.0	
MP 562.0 to MP 587.4	
MP 621.0 to MP 703.5	
Trains under 100 TOB.....	40 MPH.
Trains 100 TOB and over.....	30 MPH.

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

**2. Bridge and Equipment Weight Restrictions**  
**Maximum Gross Weight of Car**  
 Tennessee Yard to Birmingham..... 143 tons, Restriction C

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

Location	Track Name	Track No.
Birmingham	MP 730.7 Robert's Field Industrial Park	3501
Pratt City	American Lumber	3435, 3536

**3. Type of Operation**  
**CTC—in effect:**  
 MP 497.9 to MP 734.1  
 MP 715.2 to MP 715.3 on Palos Lead Track

**Interlockings**

Mile Post	Type	Notes
MP 562.3	Automatic	MT
MP 588.2	Automatic	KCS **
MP 693.8	Automatic	NS **
MP 729.9	Automatic	CSX, NS, BH **
MP 734.4	Manual	NS

\*\* Additional information located in Item 4

**4. Subdivision Specific Rules Information**  
**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Birmingham Subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

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

Example of Transmission:

"BNSF 6301 North approach signal SE Winfield at 40 MPH".

**GCOR Rule 6.16**—The normal position of the crossing gates at Vinita Jct, MP 735.0 are for the CSX.

**GCOR/MWOR Rule 6.19**—When flagging is required, the distance will be 2.0 miles.

**GCOR/MWOR Rule 6.28**—in effect:

- Tennessee Yard to S. Shelby
- Palos Lead Track, MP 714.4 to MP 715.2
- Intermodal Lead, MP 730.2 to MP 731.3
- Manifest Lead, MP 731.5 to MP 733.4

**GCOR Rule 7.7.1—Gravity Switch Moves**—Locations approved for gravity switch moves, TY&E only:

MP 513.8	Cargill	Track 1210
MP 648.4	Wood Perfect	Track 5820

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

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

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

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

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

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

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

**5. Trackside Warning Detectors (TWD)**

A. Protecting bridges, tunnels or other structures  
Radio tone detectors:

- MP 699.7—SWD—DED/Recall Code 748
- MP 704.6—NWD—DED/Recall Code 747

B. Other TWD locations

- MP 514.5—DED/Exception Reporting
- MP 519.3—Recall Code 147
- MP 524.1—DED/Exception Reporting
- MP 528.8—DED/Exception Reporting
- MP 530.7—DED/Exception Reporting
- MP 535.5—DED/Exception Reporting
- MP 540.0—DED/Exception Reporting
- MP 545.1—Recall Code 148
- MP 551.1—DED/Exception Reporting
- MP 557.4—Recall Code 247
- MP 563.0—DED/Exception Reporting
- MP 569.2—DED/Exception Reporting
- MP 574.7—DED/Exception Reporting
- MP 577.6—Recall Code 248
- MP 583.1—DED/Exception Reporting
- MP 588.1—DED/Exception Reporting
- MP 594.7—DED/Exception Reporting
- MP 597.8—Recall Code 847
- MP 603.4—DED/Exception Reporting
- MP 608.4—DED/Exception Reporting
- MP 614.8—DED/Exception Reporting
- MP 617.1—Recall Code 847
- MP 623.0—DED/Exception Reporting
- MP 627.0—DED/Exception Reporting
- MP 631.9—Recall Code 848
- MP 638.4—DED/Exception Reporting
- MP 643.6—DED/Exception Reporting
- MP 648.5—DED/Exception Reporting
- MP 651.5—Recall Code 548
- MP 658.2—DED/Exception Reporting
- MP 661.7—DED/Exception Reporting
- MP 666.9—DED/Exception Reporting
- MP 671.8—DED/Exception Reporting
- MP 678.1—Recall Code 647
- MP 683.3—DED/Exception Reporting
- MP 688.2—DED/Exception Reporting
- MP 694.3—DED/Exception Reporting

- MP 696.5—Recall Code 648
- MP 699.7—NWD—DED/Recall Code 748
- MP 704.6—SWD—DED/Recall Code 747
- MP 707.0—DED/Exception Reporting
- MP 709.9—Recall Code 647
- MP 714.5—DED/Exception Reporting
- MP 716.1—DED/Exception Reporting
- MP 719.9—DED/Exception Reporting
- MP 723.9—DED/Exception Reporting
- MP 728.1—DED/Exception Reporting

**6. FRA Exceeded Track**

Location	Track Name	Track No.
Birmingham Yard	BN Side of Yard	113-115, 3701, 3702, 3709, 3710, 3760, 4203, 4210, 4210A, 4231, 4240, 4240A, 4270
	IC Side of Yard	4011, 4012
	Tyler Main and Siding	3858, 3859

**7. Special Conditions**

**South Beard**—Prior to passing South Beard, inbound trains must contact the Memphis TY yardmaster on radio channel 28 for a track assignment and the route to be used.

**Holly Springs**—The MSC I crossover switch on the west side of the BNSF main track at MP 528.3 must be left lined and locked for the MSC I tail track.

**New Albany**—On track 2601 at Highland St., MP 562.55, insure the grade crossing warning devices have been activated sufficiently in advance of movements to provide adequate warning.

**Blue Springs, Toyota**

1. Trains, engines and on track equipment entering or leaving the Toyota manufacturing facility must obtain permission from the RJ Corman supervisor foreman on radio channel 70. Southbound trains entering the facility must contact the foreman prior to the road crossing at MP 569.7. Northbound trains entering the facility must contact the foreman prior to the road crossing at MP 573.8.
2. In the application of ABTH 104.14 in determining the number of hand brakes necessary for securement of train, grade is equal to 2% on the lead track descending from the Toyota facility to the BNSF Main Track. Grade is equal to 1% on the following other tracks: both legs of the wye, passing track, and storage track.
3. Air brakes must be coupled and in use on all cars being handled within the Toyota facility, to include the plant, lead, wye, passing and storage tracks.

**Tupelo**—On track 3406, BNSF Passing Track, at Spring, MP 588.15; Green, MP 588.0; and Church, MP 587.94 insure the grade crossing warning devices have been activated sufficiently in advance of movements to provide adequate warning.

**Jasper**—Cars are not to be left on the old siding, track 7098, from MP 693.7 to MP 694.1 because of close clearance to the main track.

**Palos, Alabama Power (PAM)**—Inbound trains must contact the on duty Rail Con supervisor foreman at Palos on channel 39 or 70 for a track assignment before entering the yard. Outbound trains must contact the on duty Rail Con supervisor before boarding their train.

**Oakwood**—Cars and/or equipment exceeding 6500 feet in length must not be staged/stored in the siding. Cars and/or equipment less than 6500 feet may be staged/stored in the siding providing no portion fouls the south 1500 feet. This restriction does not apply to trains utilizing the siding for meet/pass purposes.

**Wheat-Way**—There are 4 derails within the Wheat-Way facility. 3 derails at the north end of the facility protect the yard tracks and the main track switch at MP 726.9 and 1 derail at the south end protects the main track switch at MP 728.0.

**Birmingham**—All street crossings at the Roberts Field Industrial Park, MP 730.6, must be flagged by a trainman.

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

Crews must obtain permission from the Yardmaster prior to occupying the Water Main from Vinita Junction to 16th Street. On the Birmingham Southern Railroad, the crossing at the Norfolk Southern Railroad main track is protected by a gate, and the normal position is against the Birmingham Southern Railroad.

The grade crossing serving Wade Sand & Gravel, MP 731.25, must not be blocked for more than 10 minutes. If the crossing cannot be cleared within that time, the crew must notify the Birmingham yardmaster, who in turn must notify Wade Sand & Gravel of the approximate length of time the crossing must be blocked.

**Tyler**—Trains using Thomas main will sound whistle per Rule 5.8.2(8) and use bell continuously between MP 731.6 and MP 732.0.

**Remote Control Area**

- MP 497.9 to MP 500.0

**SSI—Switch Control/Monitoring Systems**

- Turnouts Equipped with Two Switch Machines (Moveable Point Frogs/Swing Nose Frogs/Derail):
  - North Reese, MP 570.48 (Toyota Industry access)
  - South Reese, MP 572.35 (Toyota Industry access)

**Hot Weather Train Handling**—(See Item 1(D) for Hot Weather Speed Restrictions.) In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in an emergency, when the ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when the ambient temperature exceeds 95 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable, and the use of independent engine braking is to be avoided where practical. Sources for temperature information include trackside warning detector reports, the dispatcher, or local maintenance personnel.

**Loaded Unit Train Restrictions**—Loaded unit trains may not operate on the sidings at Winfield, Benoit and Oakwood.

**Train Make-Up Restriction**—The following train make-up restriction applies to trains exceeding 7000 tons:

If more than 1/2 of the cars in the front 1/2 of the train (by car count) are equipped with End-of-Car cushioning:

- A. All conventional cars (non-multi-platform) in the front half of the train must weigh more than 45 tons.
- B. All platforms of multi-platform cars in the front half of the train must be loaded.

Note: This restriction applies to all trains including those otherwise exempt by Springfield Division General Order from all other train make-up instructions contained in the BNSF System Timetable Instruction #47 or System General Orders.

**Distributed Power—Independent Mode**—For better control of drawbar forces, manifest trains (H & M symbols) and loaded bulk commodity trains (G, C & U symbols) equipped with distributed power equipment must be operated utilizing Independent Mode and as outlined in ABTH Rule 105.10 Distributed Power Train Handling, between the following mile post locations:

- MP 496 (Tennessee Yard) - MP 538
- MP 548 - MP 582
- MP 610 - MP 626
- MP 648 - MP 730 (Birmingham)

Independent Mode may also be utilized at any other location not specified above at the discretion of the locomotive engineer.

**Close/No Clearance Location(s)**

Location	Track Name	Track No.	Obstruction
Byhalia	Brick Mill	1201	Dock
Holly Springs	MSCI Yd MP 528.3	1604	Pot signal
Myrtle	Watkins Sheppard	2202	Dock
		2203	Dock
New Albany	Bench Craft	2606	Dock, building
Tupelo	Team Track	3412	Dock
	Flexible Foam	3418	Unloading rack
	Interpac Foam	3419	Building
Amory	Dock Track	4019	Dock
Glen Allen	Glen Allen Rail	6210	Retaining wall
Samoset	Nelson Brothers	7810	Building
Wheat Way	Load-out pit	3508	Building
Pratt City	American Lumber	3435	Gate, fence
		3436	Gate, fence
Birmingham	ACIPCO Lead	3430	Gate, fence
	Consolidated Pipe	3540	Building
		3542	Fence
		3569	Fence
	Doc's Warehouse	3560	Door
	Shaw's Warehouse	3561	Door
	BBTL	3562	Gate, unloading rack
		3563	Gate, building
	Wholesale Wood	3601	Gate, fence
	Transload LTD	3851	Door
		3852	Door
Access America	3860	Gate, fence	

**Close Track Centers**

Location	Track Name	Track Nos.
Jasper	Old Siding	Track 7098 - MT
Birmingham	Industrial Chemicals	Tracks 3511 - 3514

**Test Mile Locations**

- MP 499.0 to MP 500.0
- MP 507.0 to MP 508.0
- MP 596.0 to MP 597.0
- MP 603.0 to MP 604.0
- MP 685.0 to MP 686.0
- MP 702.6 to MP 703.6
- MP 719.0 to MP 720.0
- MP 728.0 to MP 729.0

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Birmingham Subdivision.

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

- MP 646.0 to MP 648.0
- MP 682.0 to MP 684.0
- MP 707.0 to MP 712.0

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

- 1121..... Memphis Back Tracks
- 1122..... Tennessee Yard
- 1124..... Birmingham

**Road Line Segments**

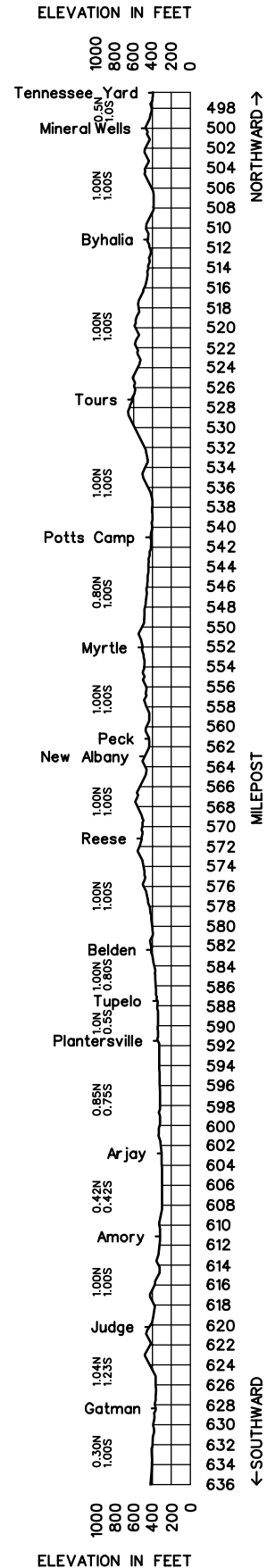
**Line Segment Limits**

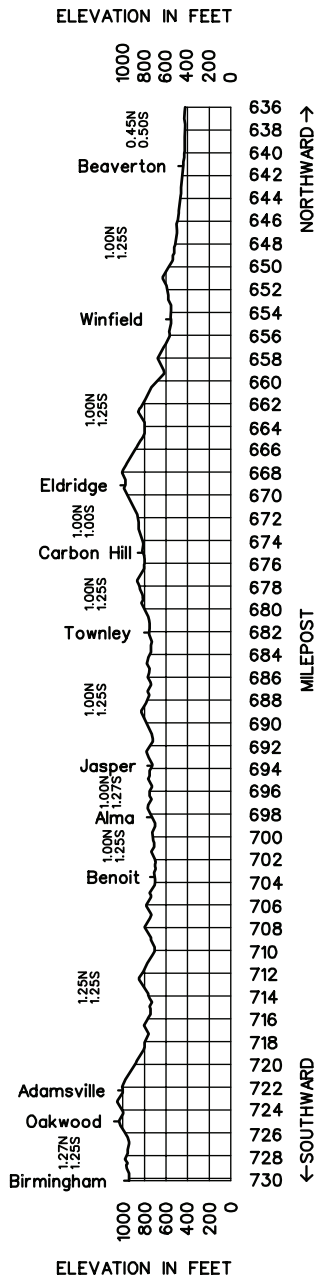
- 1001 ..... Tennessee Yard to Birmingham

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
93502 Olive Spur	499.5	2,000	North
93499 Mineral Wells	500.0	1,500	South
93501 Asplundh	501.4	400	South
93559 Shari	560.1	1,320	South
93570 Blue Springs	570.3	11,242	Both
93577 Sherman	577.1	1,145	North
93635 Sulligent	634.9	1,668	Both
93649 Guin	648.5	2,505	Both
93660 Glen Allen	660.0	2,042	South
93663 Bazemore	663.2	538	North
93702 Cordova	701.4	3,870	Both
93706 Samoset	705.8	500	North
93713 Quinton	712.2	30,400	Both
93727 Wheat-Way	726.9	5,225	Both

**10. Grade Charts**





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cherokee Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS						
Adjoining Subs: Cuba and Fort Scott Information for Nichols is found in the Cherokee sub timetable.										
	92242	241.4	NICHOLS	JX(2)					5.5	
6,657	92247	247.2	BROOKLINE						4.6	
8,489	92252	251.8	REPUBLIC						5.5	
6,584	92257	257.3	BILLINGS						5.0	
7,804	92262	262.3	LOGAN				CTC		6.6	
7,039	92269	268.9	AURORA						0.1	
		269.2	MNA RR	A					4.7	
8,145	92274	273.7	VERONA						5.4	
	82279	279.1	GLOBE						1.9	
		281.0	CROSSOVER M	X			2MT		1.0	
	92282	282.0	MONETT	T			CTC		0.6	
		282.6	LOU Adj. RR: AM, MP 282.4	J					4.3	
8,350	96287	286.9	PIERCE						10.3	
6,160	96297	297.2	RITCHEY						11.3	
9,958	96309	308.5	JEFF						0.7	
		309.2	KCS	A			CTC		10.0	
9,520	96319	319.2	RACINE						13.7	
6,740	96333	332.9	WYANDOTTE						7.7	
6,939	96341	340.6	FAIRLAND						5.8	
		346.4	EAST AFTON						1.2	
	96347	347.6	AFTON JCT. Adj Sub: Afton, MP 347.6	JT			2MT		0.3	
		347.9	CROSSOVER 67	X			CTC		5.7	
	96354	353.6	TODD						6.1	
		359.7	UP	A					3.5	
10,100		363.2	AIRES						3.5	
7,600	96367	366.7	WHITE OAK						7.3	
10,550	96374	374.0	CATALE						10.8	
7,600	96385	384.8	BUSHYHEAD						11.6	
6,830	96396	396.4	DEGROAT						0.6	
		397.0	UP RRX	A			CTC		1.0	
	96398	398.0	CLAREMORE						6.3	
7,600	96404	404.3	VERDIGRIS						4.9	
	96409	409.2	CATOOSA						3.4	
7,600	96413	412.6	TIGER	T					2.6	
		415.2	DOUGLAS						5.2	
	96420	420.4	EAST TULSA						2.6	
		423.0	URBAN Adj. RR: SKOL, MP 423.1	J					1.3	
		424.4	EAST CHEROKEE	X(2)			2MT		0.5	
		424.9	TULSA JCT				CTC		0.3	
		425.2	HALL	X					183.8	
Adjoining Sub: Avard; Creek, Texas Division										

Radio Call-In		
Radio Channel 054 in service Nichols to East Tulsa		
Springfield - 65(X)	Mt. Vernon - 64(X)	Joplin - 63(X)
Fairland - 26(X)	Catale - 86(X)	Claremore - 76(X)
Radio Channel 044 in service East Tulsa to Hall		
Shirk - 23(X)		
Radio Channel 66 in service Cherokee Yard		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5		

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

**Dispatcher Information**  
 Nichols to East Tulsa—817-867-7050, 800-666-1024,  
 Fax 817-352-6413  
 East Tulsa to Hall—817-867-7058, Fax 817-352-6487  
 UP—(888) 263-4706  
 KCS Critical Incident Desk—(877) 527-9464

**1. Speed Regulations**

**1(A). Speed—Maximum**

Main Track	Freight
MP 241.4 to MP 327.0 .....	50 MPH.
MP 327.0 to MP 350.0 .....	60 MPH.
MP 350.0 to MP 425.2 .....	50 MPH.
<b>Other Tracks Where CTC is in Effect</b>	
MP 425.0 to MP 425.2 on Yard 1 Track .....	10 MPH.

**1(B). Speed—Permanent Restrictions**

MP 250.7 to MP 252.4 .....	45 MPH.
MP 263.5 to MP 264.4 .....	45 MPH.
MP 268.7 to MP 269.3 .....	40 MPH.
MP 279.1 to MP 282.6 .....	45 MPH.
MP 282.6 to MP 283.2 .....	45 MPH.
MP 286.5 to MP 309.1 .....	45 MPH.
MP 309.1 to MP 314.3 .....	35 MPH.
MP 330.9 to MP 331.7 .....	45 MPH.
MP 337.3 to MP 338.0 .....	45 MPH.
MP 346.4 to MP 349.6, MT1 .....	50 MPH.
MP 349.6 to MP 354.5, MT1 .....	50 MPH.
MP 359.6 to MP 359.7 .....	40 MPH.
MP 360.1 to MP 360.2, WWD, HER .....	35 MPH.
MP 364.3 to MP 365.7 .....	45 MPH.
MP 369.9 to MP 371.3 .....	45 MPH.
MP 375.8 to MP 377.5 .....	40 MPH.
MP 396.8 to MP 398.1, HER .....	30 MPH.
MP 397.0, over crossing .....	30 MPH.
MP 408.4 to MP 411.9 .....	45 MPH.
MP 417.3 to MP 420.5 .....	40 MPH.
MP 420.5 to MP 425.2 .....	30 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

MP 241.7, Nichols, all turnouts .....	25 MPH.
MP 247.2, Brookline, siding turnouts .....	10 MPH.
MP 251.8, Republic, siding turnouts .....	10 MPH.
MP 257.3, Billings, siding turnouts .....	20 MPH.
MP 262.3, Logan, siding turnouts .....	10 MPH.
MP 268.9, Aurora, siding turnouts .....	10 MPH.



	<b>Freight</b>
MP 273.7, Verona, siding turnouts.....	20 MPH.
MP 279.1, Globe, turnout MT1, MT2, under 100 TOB.....	40 MPH.
MP 279.1, Globe, turnout MT1, MT2, 100 TOB and over.....	25 MPH.
MP 281.0, Crossover M, crossover turnouts.....	20 MPH.
MP 282.6, Lou turnout MT2.....	25 MPH.
MP 286.9, Pierce, siding turnouts.....	10 MPH.
MP 297.2, Ritchey, siding turnouts.....	10 MPH.
MP 308.5, Jeff, siding turnouts.....	10 MPH.
MP 319.2, Racine, siding turnouts, under 100 TOB.....	40 MPH.
MP 319.2, Racine, siding turnouts, 100 TOB and over.....	25 MPH.
MP 332.9, Wyandotte, siding turnouts.....	25 MPH.
MP 332.9, Main St crossing, WWD leaving Wyandotte siding, HER.....	10 MPH.
MP 340.6, Fairland, siding turnouts.....	10 MPH.
MP 346.4, E Afton turnout MT1.....	50 MPH.
MP 346.6, Afton Jct, turnout.....	25 MPH.
MP 347.9, Crossover 67, crossover turnouts.....	25 MPH.
MP 354.4, West Todd, turnout.....	50 MPH.
MP 366.7, White Oak, siding turnouts.....	25 MPH.
MP 363.2, Aires, siding turnouts,.....	40 MPH.
MP 374.0, Catale, siding turnouts.....	25 MPH.
MP 384.8, Bushyhead, siding turnouts.....	25 MPH.
MP 396.4, Degroat, siding turnouts.....	25 MPH.
MP 404.3, Verdigris, siding turnouts.....	25 MPH.
MP 412.6, Tiger, siding turnouts.....	25 MPH.
MP 420.5, E Tulsa, turnout MT1, MT2, under 100 TOB.....	30 MPH.
MP 420.4, E Tulsa, turnout MT1, MT2, 100 TOB and over.....	25 MPH.
MP 424.4, East Cherokee, crossover turnouts.....	40 MPH.
MP 424.4, East Cherokee, crossover turnouts, 100 TOB and over.....	25 MPH.
MP 424.4, East Cherokee, turnout to industry track.....	10 MPH.
MP 424.9, Tulsa Jct, turnout.....	30 MPH.
MP 424.9, Tulsa Jct, turnout, 100 TOB and over.....	25 MPH.
MP 425.2, Hall, crossover turnouts.....	15 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated.

Oologah Lead.....	20 MPH.
Oologah Power Plant:	
Loop Track.....	5 MPH.
Plant Dumper.....	2 MPH.
Old Passenger Main and Old Freight Main MP 427.4 (W. 41st Overpass) to MP 428.6 (Begin CTC).....	20 MPH.
(End CTC) Old Main 1 and Old Main 2 MP 423.1 to MP 425.0 (17th Street).....	20 MPH.
In motion Hump Scale—Cherokee Yard.....	10 MPH.

**Temperature Restriction**

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

MP 242.0 to MP 309.0	
MP 315.0 to MP 359.0	
MP 361.0 to MP 375.0	
MP 380.0 to MP 396.0	
MP 398.0 to MP 408.0	
Trains under 100 TOB.....	40 MPH.
Trains 100 TOB and over.....	30 MPH.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Nichols to Cherokee Yard.....	143 tons, Restriction C
Muskogee Spur (MP 426.0).....	136 tons, Restriction F
Port Lead, MP 408.4 to Port of Catoosa Connection.....	143 tons, Restriction C

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

Location	Track Name	Track No.
Aurora	MFA Plant Food	4612
Verona	Syntex Agribusiness	4711, 4712
Howard Spur		620
Seneca	Tripoli Track	5352
Afton	COOP Lead and COOP Track	5601
Port of Catoosa Lead		6702
Tiger	Yuba Lead	730

**Fairland**—Engines are not permitted on the Simmons Elevator track scales, track 5502 only.

**3. Type of Operation**

**CTC**—in effect:

MP 241.4 to MP 425.2

**Multiple Main Tracks**—in effect:

**2 MT:**

MP 241.4/Main 1 to Ft. Scott Sub MP 198.1  
 MP 241.4/Main 2 to Cherokee Sub MP 241.8  
 MP 279.1 to MP 282.6  
 MP 346.4 to MP 354.4  
 MP 420.3 to MP 424.4

**Interlockings**

Mile Post	Type	Notes
MP 269.2	Automatic	MNA
MP 309.2	Automatic	KCS *
MP 359.6	Automatic	UP * #
MP 396.9	Automatic	UP * ** #

\* Equipped with MW Release Box

\*\* Additional information located in Item 4

# Additional information located in Item 7

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Cherokee Subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

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

Example of Transmission:

"BNSF 6301 West approach signal EE Racine at 35 MPH".

**GCOR Rule 5.8.4, Whistle Quiet Zone**—Whistle signal 5.8.2(7) is not required at the following locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name:
Neosho, MO	309.58	Jefferson Ave
	309.90	Washington Ave (closed)
	310.02	Baxter St
	310.25	(Ped Crossing) (closed)
Tulsa, OK	423.15	Greenwood Ave
	423.3	Elgin Ave
	423.62	Cheyenne Ave
	423.85	Elwood Ave
	423.97	Guthrie St

**GCOR/MWOR Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**GCOR/MWOR Rule 6.28**—in effect:  
Oologah Lead—PSO Jct. to Oologah  
MP 423.1 to MP 426.9

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

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

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

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

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures
  - MP 400.2—WWD—Recall Code 767
  - MP 409.3—DED—EWD—Recall Code 769
- B. Other TWD locations
  - MP 260.9—Recall Code 768
  - MP 284.7—Recall Code 367
  - MP 314.6—Recall Code 368
  - MP 343.3—Recall Code 268
  - MP 360.3—DED/Exception Reporting
  - MP 364.0—DED/Exception Reporting
  - MP 370.6—Recall Code 868
  - MP 375.6—DED/Exception Reporting
  - MP 381.1—DED/Exception Reporting
  - MP 387.2—DED/Exception Reporting
  - MP 393.2—DED/Exception Reporting
  - MP 398.0—DED/Exception Reporting
  - MP 400.2—EWD—Recall Code 767
  - MP 405.2—DED/Exception Reporting
  - MP 409.3—DED—WWD—Recall Code 769
  - MP 414.2—DED/Exception Reporting
  - MP 418.4—Recall Code 768

**6. FRA Exempted Track**

Location	Tracks
Strafford, MP 227.7 - MP 241.4	All leads, industries, yards and backtracks
Tiger	732, 751, 753
Howard Spur MP 418.8	All tracks
Tulsa	Garden Tracks: 1069, 1069E, 1069W, 1070, 1070E, 1070W, 1071, 1071E, 1071W, 1072, 1072E, 1072W, 1073, 1073E, 1074W
Muskogee Spur	3001 - 3003, 3005, 3011, 3012

Cherokee Yard Rip facility	Rip one 1401 Switches (1401E, 1411W)
	Rip two 1402 Switches (1402E, 1412W)
	Rip three 1403 Switches (1403E, 1413W)
	Rip four 1404 Switches (1404E, 1414W)
	Heavy rip 1415 Switches (1415E, 1415W)
	Rip cab track 1416 Switches (1416E, 1416W)
	Hub one 1651 Switches (1651E, 1651W)
	Hub three 1653 Switches (1653E, 1653W)
Cherokee Yard Diesel Shop	Hub seven 1657 Switches (1657E, 1657W)
	Hub eight 1658 Switches (1658E, 1658W)
	Diesel shop zone 1600
	Diesel shop wye leads 1630 Switches 1630E, 1630W)
	Diesel shop wye leads 1640 Switches (1640E, 1640W)
	Service track one 1601 Switches (1601E, 1601W)
	Service track two 1602 Switches (1602E, 1602W)
	Service track three 1603 Switches (1603E, 1603W)
	Service track four 1604 Switches (1604E, 1604W)
	Round House 1605 Switches (1605E, 1605W)
	Sand Track 1607 Switches (1607E, 1607W)
	Diesel fuel track 1609 Switches (1609E, 1609W)
Ready one 1611 Switches (1611E, 1611W)	
Ready two 1612 Switches (1612E, 1612W)	

**7. Special Conditions**

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

**Monett**—The Arkansas-Missouri Railroad Main Track begins at the Arkansas-Missouri Railroad MP 283.0. Authority must be obtained before occupying the Arkansas-Missouri Railroad Main Track by calling (479) 751-1281 from 0600 to 2359 or (479) 751-8069 from 2359 to 0600.

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

Any train with MONAM set will make set out in track 4805 and/or 4806. Do not leave locomotives tied up on tracks 4805 or 4806.

**Fairland**—No more than 3 locomotives and 110 cars are permitted in the Simmons Industries facility. An appropriate reduction must be made prior to arrival at Fairland if the train exceeds these limits.

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

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

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

**Muskogee, OK**—Trains and engines using Muskogee Yard must comply with special notices posted in the UP/BNSF depot. When switching on Fort Howard tracks, Fort Howard safety rules must be followed. Maximum speed in Muskogee yard is 10 MPH including Wye tracks at Brockway and Container lead. Use single locomotive to switch Container Lead and 24th Street West.

**Cherokee Yard**—Trains and engines approaching Cherokee Yard must contact Trimmer Tower Yardmaster before passing MP 422.2 (Trenton Street) or Avery control point.

**Distributed Power, Independent Mode**—For better control of drawbar forces, manifest trains (H & M symbols) and loaded bulk commodity trains (G, C & U symbols) equipped with distributed power equipment must be operated utilizing Independent Mode and as outlined in ABTH Rule 105.10 Distributed Power Train Handling, between the following mile post locations:

MP 383 to MP 393

Independent Mode may also be utilized at any other location not specified above at the discretion of the locomotive engineer.

**Remote Control Area**

- MP 241.4 to MP 242.0
- MP 415.2 to MP 426.9

**UP Detour Trains**—UP detour trains operating between Tulsa and Claremore comprised entirely of empty equipment with DP power on the rear of the train are restricted to a maximum speed of 40 MPH.

**Hot Weather Train Handling** (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 95 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

**Train Make-Up Restriction**—The following train make-up restriction applies to trains exceeding 7000 tons:

If more than 1/2 of the cars in the front 1/2 of the train (by car count) are equipped with End-of-Car cushioning:

- A. All conventional cars (non-multi-platform) in the front half of the train must weigh more than 45 tons.
- B. All platforms of multi-platform cars in the front half of the train must be loaded.

Note: This restriction applies to all trains, including those otherwise exempt by Springfield Division General Order from all other train make-up instructions contained in BNSF System Timetable Instruction #47 or System General Orders.

**Close/No Clearance Location(s)**

Location	Track Name	Track No.	Obstruction
Monett	Jeff Asbell	4810	Dock
	Excavating		
	West leg of wye	4821	Building
Seneca	American Tripoli	5352	Dock
Afton	Farmland Coop	5601	Building
		5602	Building
PSO Oologah Plant	Dump Building	6401	Building - All side awnings and side mirrors are to be closed

**Close Track Centers**

Location	Track Name	Track Nos.
Brookline	Siding	Siding track - track 4408
		Siding track - track 4401 from MP 246.7 to MP 246.8
Afton	Farmland Coop	Tracks 5601 - 5602
Tulsa	Cherokee Yard	Tracks 1070 - 1071
		Tracks 1101 - 1102

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Cherokee Subdivision.

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

- MP 268.8 to MP 282.6
- MP 286.5 to MP 320.8
- MP 387.9 to MP 388.3
- MP 399.0 to MP 399.2
- MP 415.5 to MP 416.5

**8. Line Segments**

**Yard Line Segments**

**Line Segments Limits**

- 1113 ..... Monett Yard
- 1141 ..... Cherokee Yard

**Road Line Segments**

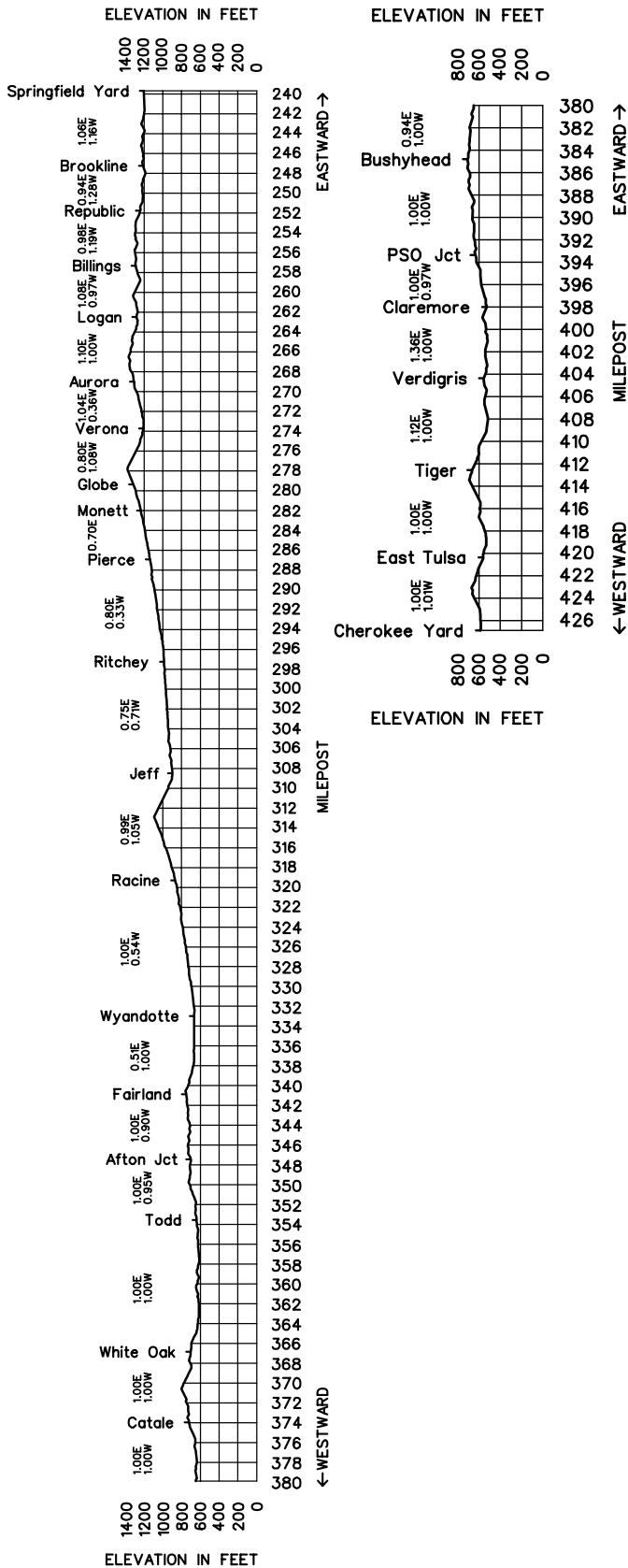
**Line Segments Limits**

- 1002 ..... Nichols to Lou
- 1003 ..... Lou to Cherokee Yard
- 1055 ..... Muskogee Spur

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
92239 84 Lumber	242.0	395	East
92247 SW Power Spur	247.2	8,000	East
	off siding		
Billings	257.3	200	West
92269 MNA IC Delivery Track	268.2	1,930	East
92269 MNA IC Receiving Track	268.9	2,052	Both
92274 Ducoa Spur	273.7	1,000	East
	off siding		
Pierce City	286.9	1000	East
96297 Ritchey House Track	297.6	570	East
96310 Neosho	309.8	960	Both
96319 Racine House Track	319.1	1,000	West
96325 Seneca Storage Track	325.4	1,000	Both
96326 West Seneca	325.6	400	East
96333 Wyandotte House Track	332.6	650	West
96341 Fairland House Track	340.4	550	West
96341 Simmons Industry	341.5	6,800	Both
96348 Afton	348.1	2,050	Both
96360 Vinita Spur	359.8	1,350	East
96367 White Oak Team Track	366.7	860	Both
	off siding		
96379 Chelsea Team Track	378.7	3,000	West
96385 Bushyhead House Track	384.9	615	East
96392 Sequoyah	391.6	5,000	Both
96405 Williams	405.2	7,580	East
96408 Port Lead	408.4	12,466	East
96414 Garnett	414.0	3,400	Both

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cuba Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Adjoining Sub: Hannibal						
Information for Lindenwood is found in the Hannibal sub timetable.										
	92007	7.1	LINDENWOOD	M	Rule 6.28				0.2	
	92008	7.3	S E JCT Adj. Sub: River, MP 7.3	J					1.3	
	92009	8.6	OLD ORCHARD	XY	DT ABS TWC				7.1	
	92016	15.7	TREE COURT						2.2	
	92018	17.9	E VALLEY PARK						0.4	
		18.3	W VALLEY PARK	T					8.9	
8,150	92027	27.2	EUREKA						6.9	
10,518	92034	34.1	PACIFIC						9.9	
6,542	92044	44.0	ROOK						8.2	
6,400	92052	52.2	ST CLAIR						10.0	
7,644	92062	62.2	STANTON						15.0	
6,545	92077	77.2	COFFEYTON						9.6	
6,371	92087	86.8	CUBA						8.0	
6,811	92095	94.8	ROSATI						10.8	
7,129	92106	105.6	DILLON						13.5	
6,313	92119	119.1	NEWBURG					1002	2.4	
	92121	121.5	BUNDY JCT	T	CTC				13.1	
7,410	92135	134.6	DIXON						7.4	
6,730	92142	142.0	JURY						10.5	
6,443	92152	152.5	SWEDEBORG						15.0	
6,060	92168	167.5	STOUTLAND						7.7	
6,942	92174	174.1	SLEEPER						7.7	
	92182	181.8	LEBANON	T					8.7	
8,145	92191	190.5	HUBEN						16.4	
8,591	92207	206.9	NIANGUA						13.9	
8,899	92220	220.8	NORTHVIEW						6.9	
7,570	92228	227.7	STRAFFORD						7.4	
	92235	235.1	TEED Adj. Sub: Thayer North, MP 235.3	JX(2)	2MT CTC				2.1	
		237.2	43 TRACK	Y					2.5	
	92239	239.7	SPRINGFIELD YARD	T	Rule 6.28				1.7	
		241.4	NICHOLS	J					235.5	
Adjoining Subs: Cherokee and Fort Scott Information for Nichols is found in the Cherokee sub timetable.										

Radio Call-In		
Radio Channel 70 in service Lindenwood to Dillon		
Valley Park - 71(X)	Pacific - 21(X)	Stanton - 61(X)
Rosati - 31(X)		
Radio Channel 15 in service Dillon to Teed		
Newburg - 41(X)	Lebanon - 51(X)	Northview - 61(X)
Springfield - 81(X)		
Radio Channel 26 in service Teed to Springfield Yard		
Springfield - 82(X)		
Radio Channel No 66 in service at Springfield Yard		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5		

Mobile Radio	Number	Access Digit	Disconnect Digit
St Louis	768-7045	*1	#1
Stanton	768-6944	*1	#1
Rosati	829-4681	*2	#2
Sleeper	829-4779	*3	#3
Springfield	859-4742	*1	#1
Springfield (Green)	829-4742	*1	#1

**Dispatcher Information**

Lindenwood to Teed, M-F 0630-2230, Cuba/River Dispatcher, (817) 867-7052, Fax (817) 352-6415  
 Lindenwood to Teed, M-F 2230-0630, Cherokee Sub Dispatcher, (817) 867-7050, (800) 666-1024, Fax (817) 352-6413  
 Lindenwood to Teed, S-S, Cherokee Sub Dispatcher, (817) 867-7050, (800) 666-1024, Fax (817) 352-6413  
 Teed to Springfield, Thayer Dispatcher, (817) 867-7053, Fax (817) 352-6416

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
MP 7.1 to MP 241.4 .....	50 MPH.

**1(B). Speed—Permanent Restrictions**

MP 7.1 to MP 17.9, WWD trains 100 TOB and over.....	30 MPH.
MP 7.9, WWD, MT1 after head end of train is by MP 7.9 and the rear of train is by MP 7.3 .....	35 MPH.
MP 7.9 to MP 10.5 .....	35 MPH.
MP 10.5 to MP 19.0 .....	45 MPH.
MP 41.1 to MP 59.4 .....	40 MPH.
MP 46.0 to MP 50.0, EWD trains 100 TOB and over.....	30 MPH.
MP 70.7 to MP 74.3 .....	40 MPH.
MP 106.4 to MP 110.8.....	45 MPH.
MP 110.8 to MP 116.2.....	35 MPH.
MP 111.0 to MP 117.0, WWD trains 100 TOB and over.....	30 MPH.
MP 116.2 to MP 124.3.....	40 MPH.
MP 123.0 to MP 134.0, EWD trains 100 TOB and over.....	30 MPH.
MP 130.5 to MP 137.3 .....	40 MPH.
MP 137.3 to MP 142.3 .....	45 MPH.
MP 142.3 to MP 145.1 .....	40 MPH.
MP 145.1 to MP 149.8 .....	45 MPH.
MP 149.8 to MP 175.9 .....	40 MPH.
MP 181.2 to MP 182.8, HER.....	40 MPH.
MP 182.8 to MP 188.5 .....	45 MPH.
MP 216.8 to MP 221.4 .....	40 MPH.
MP 234.6 to MP 234.8, HER.....	30 MPH.
MP 235.1 to MP 235.4, MT1 .....	25 MPH.
MP 235.1 to MP 237.2, MT2.....	35 MPH.

**Loaded Coil Steel Equipment**—All trains consisting entirely of loaded Coil Steel equipment must observe the following speed restrictions:  
 MP 64.3 to MP 65.3 .....

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

MP 7.3, SE Jct .....	10 MPH.
MP 27.2, Eureka, siding turnouts.....	10 MPH.
MP 34.1, Pacific, siding turnouts.....	25 MPH.
MP 44.0, Rook, siding turnouts .....	10 MPH.
MP 52.2, St. Clair, siding turnouts.....	20 MPH.
MP 62.2, Stanton, siding turnouts.....	10 MPH.
MP 77.2, Coffeyton, siding turnouts.....	20 MPH.
MP 86.8, Cuba, siding turnouts.....	10 MPH.
MP 94.8, Rosati, siding turnouts .....	10 MPH.
MP 105.6, Dillon, siding turnouts .....	10 MPH.
MP 119.1, Newburg, siding turnouts .....	20 MPH.

	<b>Freight</b>
MP 134.6, Dixon, siding turnouts .....	10 MPH.
MP 142.0, Jury, siding turnouts .....	10 MPH.
MP 152.5, Swedeborg, siding turnouts .....	10 MPH.
MP 167.5, Stoutland, siding turnouts .....	10 MPH.
MP 174.1, Sleeper, siding turnouts .....	10 MPH.
MP 190.5, Huben, siding turnouts .....	10 MPH.
MP 206.9, Niangua, siding turnouts .....	10 MPH.
MP 220.8, Northview, siding turnouts .....	10 MPH.
MP 227.7, Strafford, siding turnouts .....	10 MPH.
MP 235.3, Teed, crossover turnouts .....	25 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated.

Valley Park, west leg of the west wye ..... 5 MPH.

**Springfield Yard:**

Between Teed and Broadway Street	
North Track from MP 235.4 to MP 238.1 .....	20 MPH.
South Track from MP 237.2 to MP 238.1 .....	20 MPH.
Old Memphis Passenger Main at Main, Campbell, Booneville and Jefferson Streets, HER .....	5 MPH.
West Belt at Chestnut Expressway, HER .....	5 MPH.
Lilly Tulip Track at Chestnut Expressway, HER .....	5 MPH.
French's Manufacturing at Highway 744 (Kearney St.), HER .....	5 MPH.

**Temperature Restriction**

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

MP 19.0 to MP 41.0	
MP 59.0 to MP 110.0	
MP 130.0 to MP 149.0	
MP 176.0 to MP 217.0	
MP 221.0 to MP 235.0	
Trains under 100 TOB .....	40 MPH.
Trains 100 TOB and over .....	30 MPH.

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

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Lindenwood to Springfield .....	143 tons, Restriction C
43 Track to Kissick .....	134 tons, Restriction G

Six-axle locomotive are not permitted in the following tracks:

Location	Track Name	Track No.
Rolla	Maggi Lead	2902

No more than two 6-axle locomotives are permitted on the Valley Park Wye at one time.

**3. Type of Operation**

**CTC**—in effect:

MP 17.9 to MP 237.2

**Multiple Main Tracks**—in effect:

**2 MT:**

MP 235.1 to MP 235.4

**TWC**—in effect:

MP 7.9 to MP 17.9

**ABS**—in effect:

MP 7.9 to MP 17.9

**Double Track**—in effect:

MP 7.9 to MP 17.9

**Yard Limits**—in effect:

MP 7.9 to MP 9.1

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Cuba Subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

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

Example of Transmission:

“BNSF 6301 West approach signal EE Rosati at 35 MPH”.

**GCOR Rule 5.8.4, Whistle Quiet Zones**—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing
St Louis, MO	MP 10.06	Big Bend Blvd
	MP 10.22	Gray Ave
	MP 10.45	Rock Hill Rd
	MP 11.43	Sapington Rd
	MP 11.76	Holmes Ave
	MP 12.68	Kirkwood Rd
	MP 13.11	Big Bend and Geyer Rd

**GCOR/MWOR Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**GCOR/MWOR Rule 6.26**—MP 235.4 to MP 237.2 is designated Main 2.

**GCOR/MWOR Rule 6.28**—in effect:

MP 7.1 to MP 7.9  
MP 237.2 to MP 241.4

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

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

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

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

**5. Trackside Warning Detectors (TWD)**

A. Protecting bridges, tunnels or other structures: None

B. Other TWD Locations

MP 29.5—Recall Code 718

MP 57.2—Recall Code 618

MP 79.2—Recall Code 317

MP 101.4—Recall Code 318

MP 120.8—Recall Code 418

MP 150.5—Recall Code 517

MP 177.0—Recall Code 518  
 MP 193.8—Recall Code 617  
 MP 215.4—Recall Code 618

**6. FRA Exempted Track**

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

Springfield

- Inbound and outbound tracks on the East end of Kansas Avenue Yard.
- Long 4 South and Long 5 North.
- Yard tracks and leads between Long 4 South and Long 5 North.
- Kissick route from 43 Track switch to end of track.

**7. Special Conditions**

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

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

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

The Valley Park switching area, line segment 1102, is controlled by the Burlington Junction Railroad. Prior to entering yard tracks, the "Nest" Track 1745, or the "Old Main" 1744, contact the Burlington Junction Railroad manager at telephone number 319-759-0489, and be governed by their instructions. Operation on these tracks will be under GCOR Rule 6.28, Movement on Other Than Main Track.

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

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

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

**Richland**—Do not leave cars or engines standing within 350 feet on either side of Dublin Lane Road at MP 158.8.

**Stafford**—Westward trains approaching Springfield Yard must notify the yardmaster via radio.

**43 Track**—The Kissick Spur extends from 43 Track to Kissick for 11.9 miles.

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

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

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

Due to rusty rail conditions, train and yard crews must verify that crossing protection is operative before fouling the following crossings: West Belt at Chestnut Expressway, Lilly Tulip at Chestnut Expressway, Old Passenger Main at West Avenue.

**Remote Control Area**

- MP 7.1 to MP 9.1
- MP 233.0 to MP 241.4

**Remote Control Zone**

- RCZ 1 (North drill track and switching lead) between MP 239.8 (bowl divider switch) and MP 240.2
  - RCZ 1 is activated by remote control operator in the west hump tower and deactivated by remote control operator in the west hump tower. In the absence of a remote control operator in the west hump tower, RCZ 1 is activated by the tower yardmaster and deactivated by the tower yardmaster.
- RCZ 2 (North bowl lead) between MP 239.6 (Clearance point at the west end of track 130) and MP 239.8 (bowl divider switch).
  - RCZ 2 is activated by remote control operator in the west hump tower and deactivated by remote control operator in the west hump tower. In the absence of a remote control operator in the west hump tower, RCZ 1 is activated by the tower yardmaster and deactivated by the tower yardmaster.
- RCZ 3 (South bowl lead) between MP 239.6 (Clearance point at the west end of track 101) and MP 239.8 (bowl divider switch).
  - RCZ 3 is activated by remote control operator in the west hump tower and deactivated by remote control operator in the west hump tower. In the absence of a remote control operator in the west hump tower, RCZ 1 is activated by the tower yardmaster and deactivated by the tower yardmaster.

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

Test Number: ..... Dial 90000

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

**Hot Weather Train Handling** (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in an emergency, when the ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when the ambient temperature exceeds 95 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practical. Sources for temperature information include trackside warning detector reports, the dispatcher, or local maintenance personnel.

**Loaded Unit Train Restrictions**—Loaded unit trains are not permitted on the sidings at Eureka, Rook, Stanton, Cuba, Rosati, Dillon, Dixon, Jury, Swedeborg, Stoutland, Sleeper, Niangua and Stafford. Loaded unit trains are not permitted on the auxiliary tracks at Richland.

**Train Make-Up Restriction**—The following train make-up restriction applies to trains exceeding 7000 tons:

If more than 1/2 of the cars in the front 1/2 of the train (by car count) are equipped with End-of-Car cushioning:

- A. All conventional cars (non-multi-platform) in the front half of the train must weigh more than 45 tons.
- B. All platforms of multi-platform cars in the front half of the train must be loaded.

Note: This restriction applies to all trains including those otherwise exempt by Springfield Division General Order from all other train make-up instructions contained in BNSF System Timetable Instruction #47 or System General Orders.

**Close/No Clearance Location(s)**

Location	Track Name	Track No.	Obstruction	
Pacific	Madison Whse	1794	Inside Building	
	Pacific Lumber	1791	Dock	
Sullivan	House Track	2301	Building	
Cuba	Georgia Pacific	2509	Dock	
	Oil/Sand Track	2506	Building	
Rolla	Cantex	2901	Pipe Hookups	
	Poe Storage	2905	Dock	
	Poe Gas	2906	Pipe Hookups	
Richland	Team Track	3401	Building	
Lebanon	Stock Track	3805	Building	
Springfield	Purina Trk 1	1115	Building	
	Purina Trk 2	1120	Building	
	Bristol	1362	Building	
	Kraft Cave	1383	Dock	
		1384	Dock	
	Cold Zone	1388	Dock	
	Maiman Co	1394	Dock	
	Reckit Inside Trk	1396	Building	
	Reckitt Outside Trk	1397	Building	
	New American Recycling	1634	Building	
	McCoy	1636	Gate	
	Commercial Metal	1721	Building	
	Herman Lumber	1836	Gate	
	Regal Beloit	1880	Gate	
	Cedar Creek	2004	Gate, building	
	Richesand	2014	Building	
	Cedar Creek	2015	Dock	
	Lafarge	2017	Building	
	Southwest Byproducts	2238	Building	
		2239	Building	
	Miller Mfg	2248	Building	
	Commerical Metal	2707	Gate	
	Sweetheart	2870	Building	
		2871	Building	
	MFA Plant Food	2880	Building	
	Springfield (cont.)	Queen City Warehouse	2995	Building
		ADM	3180	Building
			3181	Building
		Crescent Feed	3251	Building
		Meek Lumber	3430	Dock
		Paper Dock	3621	Dock
		Westside Reload	9195	Dock

**Close Track Centers**

Location	Track Name	Track Nos.
Springfield	Yard	Tracks 118-121, 127-128

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

- MP 18.0 to MP 142.0
- MP 174.0 to MP 190.5

**8. Line Segments**

**Yard Line Segments**

Line Segment	Limits
1101.....	Lindenwood Yard
1102.....	Valley Park
1103.....	Springfield—Kansas Ave. Yard

**Road Line Segments**

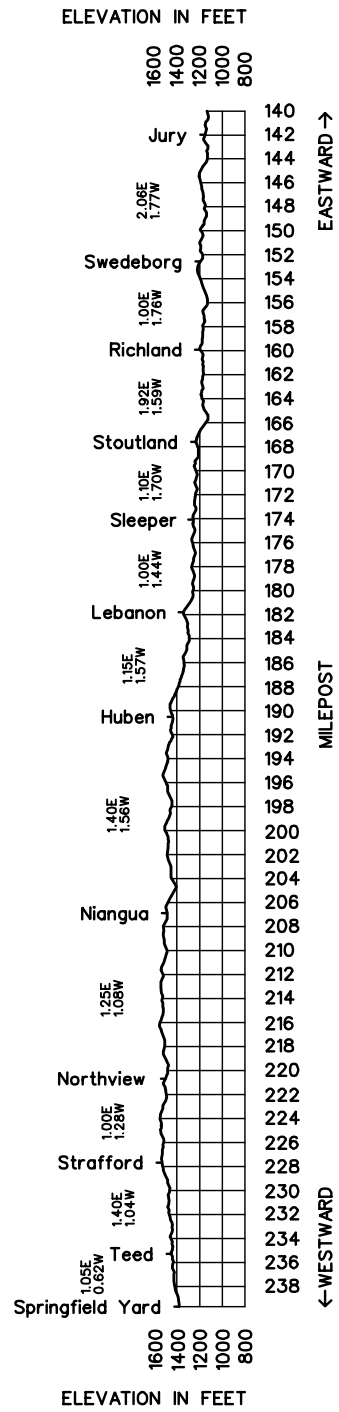
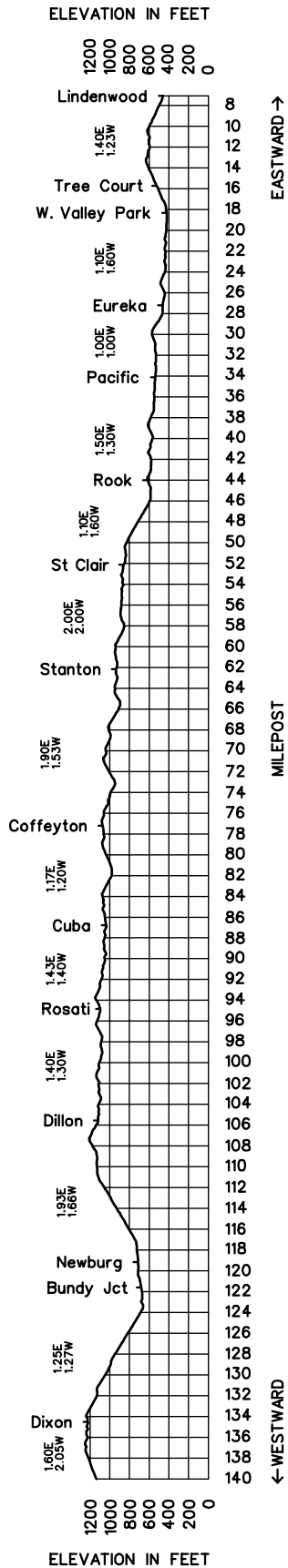
Line Segment	Limits
1011.....	Springfield Yard to Kissick
1018.....	Nichols to WS
1002.....	Lindenwood to Springfield Yard

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
92013 Kirkwood	12.3	300	East
92034 Pacific Lumber	34.6	177	East
92034 Madison Warehouse	35.1	1,794	West
52052 MFA Spur	54.2	2,101	East
92068 Sullivan House Track	68.1	150	East
92099 Manchester Pkg Spur	98.5	120	West
92100 St James	100.6	819	West
92106 Cantex Spur	107.5	507	East
92111 Rolla Old Pass Track	109.6	3,276	Both
92111 Rolla House Track	110.4	740	East
92135 Dixon Team Track	134.7	216	East
92147 Crocker	147.0	300	Both
92152 Swedeborg House	152.5 off siding	350	West
92160 Richland Old Pass	159.5	5,219	West
92182 Lebanon All Star Gas	182.7	383	West
92198 Conway Team Track	198.3	1,554	East
92213 MFA Plant Food	213.1	924	West
92213 Marshfield Milling	213.3	943	East
92238 French's Spur	233.1	3,000	West
92238 Wally	234.3	2,112	East
43 Track to Kissick:			
92866 Galloway	246.5	200	East
92869 Kissick	249.1	10,000	Both



10. Grade Charts



**34 SPRINGFIELD DIVISION—No. 8—August 15, 2012—Ft. Scott Subdivision**

S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ft. Scott Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ N O R T H W A R D
Adjoining Sub: None (Kansas City Terminal) Information for 19th Street Yard is found in the Greater Kansas City Area Operating and Special Instructions										
		93001	0.0	19TH STREET YARD					1.6	
Between MP 1.1 and MP 2.2 is under the jurisdiction of the KCT Railway.										
			1.6	BN CROSSING-25TH ST. Adj. RR: KCT, MP 1.6	M		CTC		0.6	
			2.2	30TH STREET Adj. RR: KCT, MP 2.2	MX				1.7	
		93003	3.9	ROSEDALE	X				1.7	
			5.6	BRAVO	X(2)		2MT CTC		2.6	
		93008	8.2	MERRIAM	X(2)				8.3	
			16.5	CHARLIE	X(2)				10.0	
			21.5	CP 215 Adj. Sub: Emporia, MP 21.4	XJY		CTC		5.0	
		93025	26.5	BONITA			2MT CTC		10.8	
		93036	37.3	N. HILLSDALE					4.5	
		93036	41.8	S. HILLSDALE Adj. RR: UP, MP 41.8					1.1	
		93043	42.9	PAOLA					0.2	
			43.1	UP Adj. RR: UP, MP 43.1	AJ				5.2	
	6,400	93048	48.3	HENSON			CTC		5.9	
	8,375	93054	54.2	FONTANA					8.3	
	9,250	93062	62.5	LaCYGNE					11.5	
	12,068	93074	74.0	PLEASANTON					7.9	
	6,738	93082	81.9	PRESCOTT				1001	9.8	
	8,640	93092	91.7	HAMMOND					5.1	
			96.8	N. FT. SCOTT			2MT CTC		1.8	
		93099	98.6	FT. SCOTT					0.3	
			98.9	S. FT. SCOTT					3.8	
		93103	102.6	EDWARD Adj. Sub: Afton, MP 102.6	JX(2)				14.2	
	8,750	93116	116.9	ARCADIA					1.5	
			118.4	KCS	A				14.4	
	8,600	93132	132.8	IANTHA					5.9	
		93139	138.7	LAMAR					0.4	
			139.1	MNA RR	A		CTC		10.3	
	8,600	93149	149.4	DIX					12.6	
	6,715	93162	162.0	DUMBECK					8.6	
	8,935	93171	170.6	PILGRIM					8.4	
		93176	179.0	EVERTON					15.5	
	9,133	93195	194.5	ELWOOD					3.8	
		92242	198.3	NICHOLS	J				203.3	
Adjoining Subs: Cherokee and Cuba Information for Nichols is found in the Cherokee sub timetable.										

- Ustick Dispatcher has jurisdiction from MP 0.0 to MP 1.1 and from MP 2.2 to NSS Henson.
- 19th Street Yard to 25th Street MP 1.1 is controlled by the Murray Yardmaster. (Contact the KCT dispatcher for permission to enter BN 1 or Coal Route tracks.)
- 25th Street MP 1.1 to and including 30th Street MP 2.2 is controlled by the KCT Dispatcher.
- 30th Street to NSS Henson is controlled by the Ustick Dispatcher.
- NSS Henson to Nichols is controlled by the Kansas City South Dispatcher.

Radio Call-In		
Radio Channel 66 in service in Kansas City Terminal		
Ustick Yard = 33(X)		
Radio Channel 39 in service 30th Street to Henson		
Merriam - 31(X)	Paola - 32X	
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5, Argentine Diesel Servicing Facility X=6		
Radio Channel 82 in service Henson to Nichols		
Paola - 65(X)	Pleasanton - 45(X)	Ft Scott - 95(X)
Lamar - 35(X)	Greenfield - 25(X)	Mt Vernon - 75(X)
Springfield - 85(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5		

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

**Dispatcher Information**

Murray Yard to Henson, Ustick Tower Dispatcher  
(817) 867-7065, Fax (913) 551-2395  
Henson to Nichols, KC South Dispatcher  
(817) 867-7049, (800) 666-1025, Fax (817) 352-7045  
MP 31 to Nichols, Ft. Scott Trainmaster  
(620) 223-7500, Fax (620) 223-7501

**1. Speed Regulations**

**1(A). Speed—Maximum**

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

**1(B). Speed—Permanent Restrictions**

MP 0.0 to MP 2.0 .....	10 MPH.
MP 2.0 to MP 7.9 .....	30 MPH.
Bridge 4.4, cars 134 tons and over .....	25 MPH.
Bridge 5.2, cars 134 tons and over .....	25 MPH.
MP 7.9 to MP 11.5 .....	40 MPH.
MP 11.5 to MP 16.0 .....	50 MPH.
MP 0.0Z to MP 1.3Z, Olathe Connection Track .....	10 MPH.
MP 37.4 to MP 41.9 .....	50 MPH.
MP 41.9 to MP 43.4 .....	40 MPH.
MP 43.4 to MP 45.9 .....	50 MPH.
MP 54.8 to MP 60.0 .....	50 MPH.
MP 66.8 to MP 67.3 .....	50 MPH.
MP 86.8 to MP 87.5 .....	50 MPH.
MP 96.0 to MP 96.7 .....	40 MPH.
MP 96.7 to MP 106.7 .....	30 MPH.
MP 98.0 to MP 98.7, HER .....	20 MPH.
MP 114.5 to MP 121.0 .....	45 MPH.
MP 137.6 to MP 138.9 .....	45 MPH.
MP 139.0 to MP 139.1, MNA RR Crossing .....	40 MPH.
MP 158.4 to MP 167.0 .....	45 MPH.
MP 167.0 to MP 167.9 .....	35 MPH.
MP 167.9 to MP 173.1 .....	45 MPH.
MP 173.1 to MP 188.2 .....	40 MPH.
MP 198.1 to MP 198.3 .....	25 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	<b>Freight</b>
MP 2.2, crossover turnouts .....	20 MPH.
MP 3.9, Rosedale, crossover turnouts, under 100 TOB .....	40 MPH.
MP 3.9, Rosedale, crossover turnouts, 100 TOB and over .....	25 MPH.
MP 5.6, Bravo, crossover turnouts, under 100 TOB .....	30 MPH.
MP 5.6, Bravo, crossover turnouts, 100 TOB and over .....	25 MPH.
MP 8.2, Merriam, crossover turnouts, under 100 TOB .....	40 MPH.
MP 8.2, Merriam, crossover turnouts, 100 TOB and over .....	25 MPH.
MP 16.5, Charlie, crossover turnouts, under 100 TOB .....	35 MPH.
MP 16.5, Charlie, crossover turnouts, 100 TOB and over .....	25 MPH.
MP 21.5, CP 215 crossover turnouts, under 100 TOB .....	40 MPH.
MP 21.5, CP 215, crossover turnouts, 100 TOB and over .....	25 MPH.
MP 21.5, CP 215, Olathe Connection Track turnout .....	10 MPH.
MP 26.5, Bonita, MT2 turnout, under 100 TOB .....	40 MPH.
MP 26.5, Bonita, MT2 turnout, 100 TOB and over .....	25 MPH.
MP 37.3, N. Hillsdale, MT2 turnout, under 100 TOB .....	40 MPH.
MP 37.3, N. Hillsdale, MT2 turnout, 100 TOB and over .....	25 MPH.
MP 41.8, S. Hillsdale, MT2 turnout, under 100 TOB .....	35 MPH.
MP 41.8, S. Hillsdale, MT2 turnout, 100 TOB and over .....	25 MPH.
MP 41.8, S. Hillsdale, MT1 to UP Long Track turnout .....	25 MPH.
MP 48.3, Henson, siding turnouts, under 100 TOB .....	20 MPH.
MP 48.3, Henson, siding turnouts, 100 TOB and over .....	10 MPH.
MP 54.2, Fontana, siding turnouts, under 100 TOB .....	30 MPH.
MP 54.2, Fontana, siding turnouts, 100 TOB and over .....	25 MPH.
MP 62.5, LaCygne, siding turnouts, under 100 TOB .....	40 MPH.
MP 62.5, LaCygne, siding turnouts, 100 TOB and over .....	25 MPH.
MP 74.0, Pleasanton, siding turnouts, under 100 TOB .....	40 MPH.
MP 74.0, Pleasanton, siding turnouts, 100 TOB and over .....	25 MPH.
MP 81.9, Prescott, siding turnouts, under 100 TOB .....	20 MPH.
MP 81.9, Prescott, siding turnouts, 100 TOB and over .....	10 MPH.
MP 91.7, Hammond, siding turnouts, under 100 TOB .....	20 MPH.
MP 91.7, Hammond, siding turnouts, 100 TOB and over .....	10 MPH.
MP 96.8, N. Ft. Scott, MT1 turnout .....	25 MPH.
MP 102.6, Edward, crossover turnouts, under 100 TOB .....	30 MPH.
MP 102.6, Edward, crossover turnouts, 100 TOB and over .....	25 MPH.
MP 116.9, Arcadia, siding turnouts, under 100 TOB .....	40 MPH.
MP 116.9, Arcadia, siding turnouts, 100 TOB and over .....	25 MPH.
MP 132.8, Iantha, siding turnouts .....	25 MPH.
MP 149.4, Dix, siding turnouts, under 100 TOB .....	30 MPH.
MP 149.4, Dix, siding turnouts, 100 TOB and over .....	25 MPH.
MP 162.0, Dumbeck, siding turnouts .....	10 MPH.
MP 170.6, Pilgrim, siding turnouts, under 100 TOB .....	40 MPH.
MP 170.6, Pilgrim, siding turnouts, 100 TOB and over .....	25 MPH.
MP 194.5, Elwood, siding turnouts, under 100 TOB .....	20 MPH.
MP 194.5, Elwood, siding turnouts, 100 TOB and over .....	10 MPH.
MP 198.3, Nichols, crossover turnouts .....	20 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated.

Lamar, all O'Sullivan Industries tracks South of Gulf St..... 5 MPH.

**Temperature Restriction**

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

MP 7.9 to MP 96.7	
MP 102.6 to MP 198.3	
Trains under 100 TOB .....	40 MPH.
Trains 100 TOB and over .....	30 MPH.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

19th Street to Nichols ..... 143 tons, Restriction D

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

Location	Track Name	Track No.
Lamar	O'Sullivan Industry	5905, 5906
LaCygne	Reed Mineral Co.	6803, 6804

**3. Type of Operation**

**CTC**—in effect:

MP 0.0 to MP 198.3

MP 0.0Z to MP 1.3Z Olathe Connection Track

**Multiple Main Tracks**—in effect:

**2 MT:**

MP 2.2 to MP 26.6

MP 37.3 to MP 41.7

MP 96.8 to MP 102.6

**Interlockings**

Mile Post	Type	Notes
MP 1.6	Manual	KCT
MP 2.2	Manual	KCT
MP 43.1	Automatic	UPRR * **
MP 118.4	Automatic	KCS * **
MP 139.1	Automatic	MNA *

\* Equipped with MW Release Box

\*\* Additional information located in Item 4

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Ft. Scott Subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

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

Example of Transmission:

"BNSF 6301 North approach signal SE Fontana at 25 MPH".

**GCOR Rule 5.8.4, Whistle Quiet Zone**—Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Merriam, KS	MP 10.55	West Frontage Road

**GCOR/MWOR Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**GCOR/MWOR Rule 6.28**—in effect:

MP 0.0 to MP 1.1, tracks BN1 and Coal Route

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

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

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

**5. Trackside Warning Detectors (TWD)**

**A. Protecting bridges, tunnels or other structures**

- MP 47.7—DED—SWD—Recall Code 765
- MP 50.8—NWD—Recall Code 657 \*\*
- MP 61.7—DED—NWD—Recall Code 857
- MP 71.0 NWD—Recall Code 658 \*\*

**B. Other TWD locations**

- MP 2.6—DED/Exception Reporting
- MP 13.0—DED/Exception Reporting
- MP 16.4—DED/Exception Reporting
- MP 21.6—DED/Exception Reporting
- MP 27.4—Recall Code 758 \*\*
- MP 47.7—DED—NWD—Recall Code 765
- MP 50.8—SWD—Recall Code 657 \*\*
- MP 61.7—DED—SWD—Recall Code 857
- MP 71.0 SWD—Recall Code 658 \*\*
- MP 85.9—Recall Code 457 \*\*
- MP 107.6—Recall Code 458 \*\*
- MP 130.2—Recall Code 357 \*\*
- MP 154.7—Recall Code 358 \*\*
- MP 178.8—Recall Code 258 \*\*

\*\*Equipped with power off lights. If the lights are dark or strobing, contact the Train Dispatcher who will notify the Signal Call Desk.

**6. FRA Exempted Track—None**

**7. Special Conditions**

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

**KCT RR Telephone Procedures**—Trains operating on KCT RR at Santa Fe Jct, 30th Street, Adams Street, and Old Union Depot (West Bottoms) can reach the KCT train dispatcher at 551-2188.

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

**Lenexa**—It will not be permissible to stop any train at Lenexa that will result in the blockage of Noland Road, MP 13.6, or Pflumm Road, MP 13.9. When setting out or picking up at Lenexa, allow enough room north of Noland Road to clear the crossing. Undesirable emergencies resulting in blockage of above crossings should be reported to the Lenexa Police Department at (913) 888-4110.

When making a movement over the Santa Fe St. crossings west of Main 1, MP 14.6, MP 14.7 to MP 15.1 and over the Santa Fe Trail Drive crossing west of Main 1, MP 16.4, stop in the circuit at the insulated joint 100 feet both sides of the street and allow the warning system to activate for 20 seconds prior to crossing.

**MP 18**—Do not block the designated crew change point at MP 18 off of Santa Fe Trail.

**Olathe Connection Track**—The 1.3 miles of track that connect the Ft. Scott Subdivision Main 1, MP 21.4, to the Emporia Subdivision Main 2, MP 26.1. CTC is in effect under the control of the Ustick Dispatcher. The Emporia Subdivision dispatcher control and radio channel 36 begin at the EBCS for the turnout to the Emporia Subdivision.

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

**Fontana**—Hi-wides must use the main track when cars or equipment are stored on the backtrack.

**LaCygne**—At Reed Mineral Co. there is an open unloading pit under the loading track 375 feet east of the dock.

**Hammond**—Hi-wides must use the main track when cars or equipment are stored on the backtrack.

**Ft. Scott**—Do not block the following crossings during school hours, from 0740 to 0810:

- MP 98.6, Wall St. to MP 99.1, 6th St.
- MP 99.5, 10th St. to MP 100.1, National St.
- MP 101.2, Catt School Road

If there is an emergency where a crossing is going to be blocked more than ten (10) minutes, contact the dispatcher or the Ft. Scott Police (620-223-1700).

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

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

**Remote Control Area**

- MP 198.0 to MP 198.3

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

Test Number: ..... Dial 90000

Check: ..... All Segments lit

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

**Hot Weather Train Handling**—(See Item 1(D) for Hot Weather Speed Restrictions) In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 95 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

**Train Make-Up Restriction**—The following train make-up restriction applies to trains exceeding 7000 tons:

If more than 1/2 of the cars in the front 1/2 of the train (by car count) are equipped with End-of-Car cushioning:

- A. All conventional cars (non-multi-platform) in the front half of the train must weigh more than 45 tons.
- B. All platforms of multi-platform cars in the front half of the train must be loaded.

Note: This restriction applies to all trains, including those otherwise exempt by Springfield Division General Order from all other train make-up instructions contained in BNSF System Timetable Instruction #47 or System General Orders.

**Distributed Power—Independent Mode**—For better control of drawbar forces, manifest trains (H & M symbols) and loaded bulk commodity trains (G, C & U symbols) equipped with distributed power equipment must be operated utilizing Independent Mode and as outlined in ABTH Rule 105.10 Distributed Power Train Handling, between the following mile post locations:

- MP 22 to MP 30
- MP 50 to MP 58
- MP 74 to MP 104
- MP 120 to MP 164
- MP 176 to MP 184

Independent Mode may also be utilized at any other location not specified above at the discretion of the locomotive engineer.

**Close/No Clearance Location(s)**

Location	Track Name	Track No.	Obstruction
Rosedale 19th Street	Cereal Foods	5601	Building
		5602	Building
		5603	Building
		5604	Poles
	Steel Manufacturing	5670	Gate & building
	Cross Pack	5681	Building
	Air Gas	316	Building, gate & fence
Merriam	Consol. Lumber	5730	Gate
	Am. Cast Iron Pipe	5760	Gate
Lenexa	Cont. Container	5830	Building
	Vertis	5917	Building
		5920	Building
	Elk Composite	5966	Building
	Baldwin Graph.	5981	Building
	Gil Studio	6050	Building
	Shelter Distrib	6069	Building
	Magnum	6070	Building
	Deitrich	6075	Building
	Sunflower Veg. Oil	6124	Building
	AMCOR	6125	Gate, augers, building
	Fontana	Elevator Track	6701
LaCygne	Co-op	6805	Buildings
Hammond	Team Track	7101	Building
Iantha	MFA Fertilizer	5803	Dock
Lamar	Standly Cont.	5909	Dock
Greenfield	Pennington Seed	6202	Dock
		6203	Building

**Close Track Centers**

Location	Track Name	Track Nos.
Fontana	Elevator Track	6701 - Siding Track
LaCygne	Elevator Track	6805 - Main Track
Hammond	Team Track	7101 - Siding Track
Ft Scott	Yard Tracks	102 - 106

**Duplicate Mile Posts**—Between the following locations a “Z” has been added to the mile posts because duplicate mileposts exist elsewhere on the subdivision:

Between CP 215 (Fort Scott Subdivision) and Olathe (Emporia Subdivision)—MP 0.0Z to MP 1.3Z

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Ft. Scott Subdivision.

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

- MP 2.2 to MP 5.5
- MP 49.0 to MP 50.3
- MP 58.6 to MP 59.4
- MP 63.0 to MP 71.0
- MP 85.1 to MP 86.7
- MP 111.1 to MP 114.4
- MP 137.9 to MP 138.2
- MP 151.3 to MP 153.0
- MP 166.0 to MP 177.0

**8. Line Segments**

**Road Line Segments**

Line Segments	Limits	Mile Posts
1001	30th St. to Nichols	
7100	Olathe Conn. Track	MP 0.0Z to MP 1.3Z
1017	Greenfield Lead	

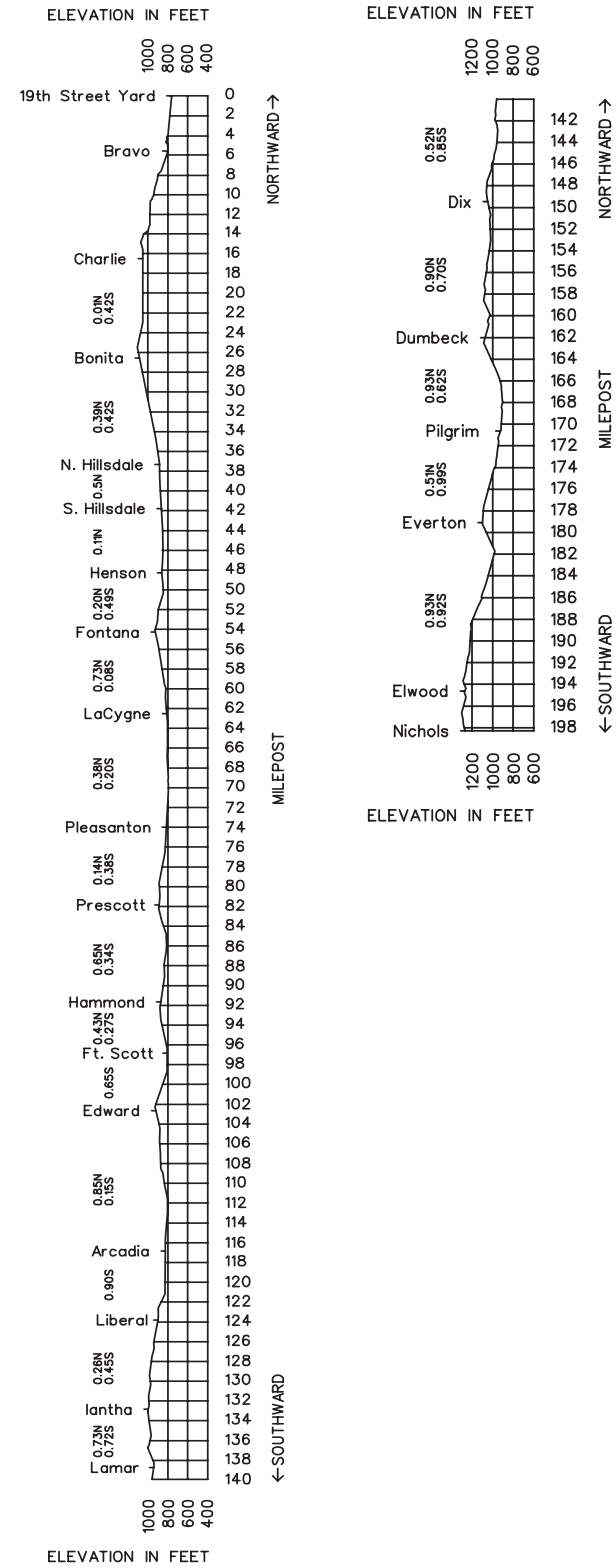
**Yard Line Segments**

Line Segments	Limits
1108	Kansas City - 19th Street Yard
1154	Kansas City - 19th Street Yard
1109	Lenexa Industrial Park

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
93014 Lenexa	13.9 (M2)	540	North
Lenexa Pass	14.5 (M1)	1,150	Both
Pittsburg Pass	16.0 (M1)	3,400	Both
Olathe	20.5	700	Both
93024 Moss	25.1	5,395	Both
93025 Bonita Team	25.2 (M2)	250	North
AFG Ind. Spur	29.1	982	South
A&M Products	29.8	962	South
93030 Springhill	30.1	550	South
93036 Hillsdale Elevator Trk	36.2	1,605	North
Boicourt Spur	67.5	380	North
Pleasanton	74.2		South
93109 Garland	109.1	5,600	Both
93116 Arcadia House Track	115.3	925	North
93124 Liberal	125.5	1,600	Both
93132 Iantha MFA Spur	131.6	700	North
93151 Golden City	150.9	1,600	North
93159 Lockwood	158.6	500	Both
93166 Greenfield	165.5	300	South
93165 Greenfield Lead	165.6	2.8 miles	North
93176 Everton Spur	175.6	585	North
93183 Ash Grove MFA	182.6	460	South
93183 Ash Grove	186.4	760	North

10. Grade Charts



W E S T W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hannibal Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ E A S T W A R D ↓
	Adjoining Sub: Ottumwa, Nebraska Div. Information for Burlington is found in the Ottumwa sub timetable.									
		20167	220.3	BURLINGTON		BJR			3.9	
		26212	216.4	KEMPER					6.5	
		26205	209.9	WEVER					2.2	
	6,450	26203	207.7	SINCLAIR SWITCH					7.7	
		26198	200.0	FORT MADISON Adj. Sub: Chillicothe, MP 200.2 Information for Fort Madison is found in the Chillicothe sub timetable.		J			10.7	
	7,900	26185	189.3	MONTROSE Adj. Sub: Marceline, MP 192.7		J	TWC		3.8	
		26180	185.5	GATEWAY					2.2	
		26178	183.3	SANDUSKY					5.4	
		26173	177.9	KEOKUK Adj. RR: KJRY MP 178.0		BJR			11.3	
	8,056	26162	166.6	GREGORY					10.4	
		26152	156.2	CANTON					6.1	
		26146	150.1	LA GRANGE					2.0	
	8,517	26143	148.1	CASINO					11.2	
	7,326	25101	136.9	WEST QUINCY Adj. Sub: Brookfield, MP 137.6		BJTR			2.8	
		25104	134.1	MARK Adj. Sub: Brookfield, MP 134.0		J			2.6	
	7,176	26132	131.5	FALK			14		10.7	
			120.8	NS XING Adj. RR: NS, MP 120.3		MX(2)	CTC		1.1	
	9,300	26119	119.7	HANNIBAL		M			3.0	
			116.7	ILASCO					12.4	
	8,360	26104	104.3	ASHBURN					10.2	
		26094	94.1	LOUISIANA					0.5	
			93.6	GWWR XING Adj. RR: GWR, MP 93.9		AJ	TWC ABS		7.2	
	5,964	26086	86.4	DUNDEE					18.2	
	9,606	26068	68.2	ELSBERRY					16.6	
	7,285	26052	51.6	OLD MONROE					7.2	
	6,860	26044	44.4	GIBB					17.5	
	10,423	26027	26.9	MACHENS					1.4	
			25.5	EAST UNION ELECTRIC					0.4	
		26025	25.1	WEST UNION ELECTRIC			CTC		4.7	
	10,620	26020	20.4	WEST ALTON					5.5	
	8,924	26015	14.9	SPANISH LAKE					5.5	
		26009	9.4	BADEN Adj. RR: TRRA, MP 9.9		J			2.2	
On TRRA between Baden and Grand Ave., TRRA rules, Timetable and Special Instructions govern.										
		26007	7.2	NORTH ST. LOUIS Adj. RR: NS, MP 8.1		BJT			0.9	
			6.3	CP 63			CTC	14	2.1	
		26004	4.2	NORTH MARKET Adj. RR: TRRA, MP 4.2		J			2.1	
Between North Market and Grand Ave. TRRA rules, Timetable and Special Instructions govern.										
		92015	2.1X	GRAND AVENUE Adj. RR: TRRA, MP 2.1X		J	Rule 6.28	1002	5.0	
		92007	7.1X	LINDENWOOD		BJ			224.6	
Adjoining Sub: Cuba										

Radio Call-In		
Radio Channel 70 in service Burlington to West Quincy		
Kemper - 30(X)	Kemper - 720 Ottumwa DS	Ft Madison - 31(X)
Keokuk - 32(X)	Canton - 36(X)	Casino - 34(X)
Radio Channel 17 in service at Keokuk and West Quincy Yards		
Radio Channel 58 in service West Quincy Yard		
Radio Channel 87 in service West Quincy to Lindenwood		
Falk - 71(X)	Hannibal - 35(X)	Louisiana - 37(X)
Elsberry - 38(X)	Old Monroe - 39(X)	N St. Louis - 32(X)
Radio Channel 95 in service at Lindenwood Yard		
Radio Channel 26 in service on the TRRA		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5		

**Dispatcher Information**  
(817) 867-7043, Fax (817) 352-6066

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
MP 220.3 to MP 136.9 .....	40 MPH.
MP 136.9 to MP 4.2 .....	60 MPH.

**1(B). Speed—Permanent Restrictions**

MP 218.8 to MP 141.8, loaded unit trains, except intermodal.....	30 MPH.
MP 218.8 to MP 216.7 .....	30 MPH.
MP 202.8, HER .....	10 MPH.
MP 205.0 to MP 198.5 .....	25 MPH.
MP 195.1 to MP 194.6 .....	25 MPH.
MP 189.5 to MP 188.5 .....	25 MPH.
MP 180.2 to MP 180.1, HER.....	25 MPH.
MP 177.8 to MP 177.6, HER.....	10 MPH.
MP 176.5, NWD, over road crossing, HER.....	5 MPH.
MP 175.3 to MP 174.9 .....	10 MPH.
MP 174.9 to MP 172.0 .....	25 MPH.
MP 172.0 to MP 168.0 .....	35 MPH.
MP 163.4 to MP 161.7 .....	30 MPH.
MP 157.0 to MP 156.0 .....	30 MPH.
MP 151.0 to MP 149.0 .....	35 MPH.
MP 141.8, north leg of wye .....	10 MPH.
MP 137.0 to MP 134.0 .....	25 MPH.
MP 134.1 to MP 131.5 .....	55 MPH.
MP 126.4 to MP 125.9 .....	55 MPH.
MP 121.2 to MP 119.0 .....	25 MPH.
MP 119.0 to MP 96.5 .....	45 MPH.
MP 116.0 to MP 102.0, loaded unit trains .....	35 MPH.
MP 96.5 to MP 93.4 .....	30 MPH.
MP 93.4 to MP 85.3 .....	45 MPH.
MP 85.3 to MP 84.4 .....	40 MPH.
MP 84.4 to MP 80.0 .....	45 MPH.
MP 80.0 to MP 79.6 .....	30 MPH.
MP 79.6 to MP 77.9 .....	45 MPH.
MP 20.6 to MP 18.3, over Missouri River Bridge .....	25 MPH.
Bridge 18.8, cars 131.5 tons and over .....	10 MPH.
MP 18.3 to MP 8.1 .....	45 MPH.
MP 8.1 to MP 4.8 .....	30 MPH.
MP 4.8 to MP 4.2 .....	10 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**  
 Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	<b>Freight</b>
MP 207.7, Sinclair Switch, siding turnouts.....	10 MPH.
MP 189.3, Montrose, siding turnouts .....	25 MPH.
MP 166.6, Gregory, siding turnouts .....	25 MPH.
MP 148.1, Casino, siding turnouts .....	25 MPH.
MP 137.1, turnouts.....	25 MPH.
MP 136.9, West Quincy, siding turnouts.....	25 MPH.
MP 136.9, east and west end West Quincy Yard, turnouts.....	20 MPH.
MP 134.1, Mark turnouts.....	25 MPH.
MP 131.5, Falk, siding turnouts .....	25 MPH.
MP 120.8, NS crossover turnouts .....	10 MPH.
MP 119.7, Hannibal siding turnouts .....	10 MPH.
MP 104.3, Ashburn, siding turnouts .....	20 MPH.
MP 86.4, Dundee, siding turnouts.....	20 MPH.
MP 68.2, Elsberry, siding turnouts .....	25 MPH.
MP 51.6, Old Monroe, siding turnouts .....	20 MPH.
MP 44.4, Gibb, siding turnouts, under 100 TOB .....	40 MPH.
MP 44.4, Gibb, siding turnouts, 100 TOB and over .....	25 MPH.
MP 26.9, Machens, siding turnouts.....	20 MPH.
MP 20.4, West Alton, siding turnouts .....	10 MPH.
MP 14.9, Spanish Lake, siding turnouts .....	10 MPH.
MP 2.1X, Grand Ave. Jct.....	10 MPH.

**1(D). Speed—Other**  
 Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated.

South River, West 900 feet of Levee Track (7004) .....	5 MPH.
Track 1, West Quincy Yard.....	20 MPH.
Machens—Union Electric Power tracks, loaded trains .....	5 MPH.
Prospect Hill—Water Works Track.....	5 MPH.
Lindenwood to Grand Avenue, tracks 31 and 32 .....	20 MPH.

**Temperature Restriction**

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

MP 204.1 to MP 198.6	
MP 195.0 to MP 194.0	
MP 179.5 to MP 169.0	
MP 163.5 to MP 161.0	
MP 124.3 to MP 20.0	
Trains under 100 TOB.....	40 MPH.
Trains 100 TOB and over.....	30 MPH.

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

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

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

Use only 4-axle locomotives in the following locations:  
 Cosgrove, Louisiana Yard, Ilasco, South River

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

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

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

**Winfield**—No more than one locomotive on the pipe track.

**Old Monroe**—Only 4-axle locomotives are allowed on track 5324.

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

**3. Type of Operation**

**CTC**—in effect:  
 MP 137.7 to MP 104.6  
 MP 70.0 to MP 4.2

**TWC**—in effect:  
 MP 218.8 to MP 178.5  
 MP 175.3 to MP 144.0  
 MP 104.6 to MP 70.0

**ABS**—in effect:  
 MP 104.6 to MP 70.0

**Restricted Limits**—in effect:  
 MP 220.3 to MP 218.8  
 MP 178.5 to MP 175.3  
 MP 144.0 to MP 137.7

**Interlockings**

Mile Post	Type	Notes
MP 120.8	Manual	NS #
MP 93.6	Automatic	GWWR

# Additional information located in Item 7

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Hannibal Subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

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

Example of Transmission:

“BNSF 6301 East approach signal in advance of WSS Falk at 25 MPH, out.”

**GCOR Rule 5.8.4, Whistle Quiet Zone**—Whistle signal 5.8.2(7) is not required at the following locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing
St. Louis, MO	MP 3.90X	Old Kings Highway
	MP 4.40X	Mackland Ave
	MP 4.40X	Branch Street
	MP 4.68X	Angelrodt Street
	MP 4.70X	Sublette Ave
	MP 4.76X	Destrehan Street (private)
	MP 5.00X	Sulphur Ave
	MP 5.25X	Knox Ave
	MP 5.95X	E. Grand Ave

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

**GCOR/MWOR Rule 6.28**—in effect:  
 MP 2.1X to MP 7.1X



**5. Trackside Warning Detector (TWD)**

- A. Protecting bridges, tunnels or other structures
  - MP 135.0—DED—EWD—Recall Code 247
  - MP 22.7—DED—WWD—Recall Code 247
  - MP 14.9—DED—EWD—Recall Code 327
- B. Other TWD Locations
  - MP 191.6—Recall Code 318
  - MP 159.6—Recall Code 367
  - MP 135.0—DED—WWD—Recall Code 247
  - MP 128.6—Recall Code 368
  - MP 101.9—Recall Code 378
  - MP 72.8—Recall Code 388
  - MP 55.3—Recall Code 348
  - MP 42.2—Recall Code 398
  - MP 22.7—DED—EWD—Recall Code 247
  - MP 18.0—Recall Code 328
  - MP 14.9—DED—WWD—Recall Code 327

**6. FRA Exempted Track—None**

**7. Special Conditions**

**Between Burlington and MP 175**—Unless authorized by the roadmaster, all tracks other than main track and those listed below are out of service for unit coal, grain and ore trains or any portion of these trains, except bad order cars may be set out.  
 Kemper—ISU Power Plant tracks 113-01 through 138-01  
 Sinclair Switch—Track 2498  
 Montrose—Track 2198  
 Gateway—Tracks 2098 and 2020  
 Keokuk—Track 1801

**Burlington and West Quincy**—Double stacks and auto racks are prohibited from operating on Hannibal Subdivision between Burlington and West Quincy. Trains leaving Burlington that have a train list indicating double stacks and/or auto racks must have the outbound or inbound crew do a roll-by inspection to ensure this equipment is not moved via this subdivision. This must be completed before passing Kemper Station.

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

**Wever**—The crossing warning protection for 356th Ave. on the stub track, MP 209.72, is out of service.

**Keokuk**—Do not cut off cars between MP 0.0 and MP 4.0 on the Mooar Line unless they are in an industry track or a side track which is protected by a derail at all times.

**Gregory**—When meeting at Gregory, if the eastward train has not arrived, the westward train must hold back of the crossing at MP 166.55 until the eastward arrives in the siding. Eastward trains that will stop at Gregory must hold back 250 feet west of the West Crossing until the Westward train they are meeting has cleared the East Switch at Gregory and until they have a track warrant.

**West Quincy**—Except when track and time is in effect, when necessary to hand operate either switch at the west end of West Quincy both switches must be operated by hand as outlined in GCOR Rule 9.13.1. Report set out/delivery of NSRR track 6797 and report pick up from 6798 track.

**Hannibal**—The Manual Interlocking at Hannibal is controlled by the NS Railway Hannibal Bridge Control Operator. If necessary to contact the NS Control Operator, use channel 22 or call 573-221-1224. The NS Control Operator does not routinely monitor Channel 87.

**Dundee**—Cars must be left 500 feet from the road crossing at Dundee. The clearances are marked.

**Machens**—Trains on the siding must stop and protect the crossing at MP 28.1 unless the crossing flashers are operational.

**West Alton**—Use track 157 when setting out Pittsburg coil steel cars. Track 157 is the designated track when reporting the setout to the VTR Reporting System.

**North St. Louis**—Stop signs have been placed on Yard Track Main 5 just clear of the ACT Storage Tracks. All trains must stop. If ACT is unloading, crews must ascertain that it is safe to pass prior to fouling the south end of the ACT Storage Tracks by contacting the ACT or the Lindenwood Yardmaster. Watch for close clearance on track 214 on the south side of the ACT dump shed.

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

**St. Louis**—The St. Louis Lindenwood Yardmaster will monitor BNSF Radio Channel No. 95. Trains arriving and departing Lindenwood should remain on Channel 95 within the St. Louis Terminal complex, and when necessary to communicate with the Dispatcher, use the proper channel.

All West Quincy, Chaffee, Springfield and Lindenwood road crews going on duty at Lindenwood must contact the Lindenwood Yardmaster and report the time they were dropped off at their power or at their outbound train. Outbound crews not having a ride will tell the Yardmaster immediately.

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

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

**Remote Control Area**

- MP 137.7 to MP 134.2
- MP 2.1X to MP 7.1X

**Remote Control Zone**

- RCZ at St Louis between West Switch Track 9023 and East Switch Track 9023, not including either switch
  - RCZ is activated by the Yardmaster and deactivated by the Yardmaster

**Hot Weather Train Handling** (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in an emergency, when the ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when the ambient temperature exceeds 95 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practical. Sources for temperature information include trackside warning detector reports, the dispatcher, or local maintenance personnel.

**Close/No Clearance Location(s)**

Location	Track Name	Track No.	Obstruction
Kemper	ISU	133	Dump shed
		134	Dump shed
		135	Dump shed
		136	Dump shed
		137	Dump shed
		138	Dump shed
Ft Madison	Scott's	2320	Gate, loading station
		2321	Gate, loading station
	Merchmans	2330	Gate
		2331	Gate
	Siemens	2344	Riding prohibited on property
		2345	Riding prohibited on property
		2346	Riding prohibited on property
		2347	Riding prohibited on property
Gateway	Orba-Johnson Trans Shipment Co	2098	Dump shed
		2099	Dump shed
Keokuk	Yard	1810	Scale shack
	Henniges	1843	Gate, building, loading station
		1844	Gate, building, loading station
		1845	Gate, building, loading station
		1846	Gate, building, loading station
	ADM	1860	Loading station
		1861	Loading station
		1862	Loading station
		1863	Loading station
		1864	Loading station
	Griffin Wheel	1871	Gate, loading dock
		1872	Gate, loading dock
		1873	Gate, loading dock
		1874	Gate, loading dock
Canton	Stub Track	1425	Building
South River	MFA	7001	Buildings; Do not ride cars to spot
		7002	Buildings; Do not ride cars to spot
		7003	Buildings; Do not ride cars to spot
		7004	Buildings; Do not ride cars to spot
		7005	Buildings; Do not ride cars to spot
		7006	Buildings; Do not ride cars to spot
Louisiana	MFA	6350	Building
Cosgrove	Dyno/Ashland	6201	Buildings, heaters, pipes
		6202	Buildings, heaters, pipes
		6203	Buildings, heaters, pipes
		6204	Buildings, heaters, pipes
		6205	Buildings, heaters, pipes
		6206	Buildings, heaters, pipes
		6207	Buildings, heaters, pipes
		6208	Buildings, heaters, pipes
		6209	Buildings, heaters, pipes
		6211	Buildings, heaters, pipes
		6212	Buildings, heaters, pipes
6213	Buildings, heaters, pipes		

Location	Track Name	Track No.	Obstruction
Annada	MFA	5816	Elevator
Elsberry	MFA	5618	Building/elevator
Prospect Hill	Home Depot	515	Warehouse, fence
		Lead	Warehouse, fence
		517	Warehouse, fence
		518	Warehouse, fence
North STL	Lange Stegman	209	When cars are stored west of Merchants Bridge Overpass employee will not clear if riding on 5 Main
		212	Loading shed
	ACT	214	Dump shed
	ADM	231	Pit, building
	International Foods	248	Dock, warehouse, fence
		249	Dock, warehouse, fence
250		Dock, warehouse, fence	
Choteau Yard	WATCO Transload	1260	Supplies
		1261	Warehouse
		1262	Warehouse
	JD Street	1271	Building, vehicles
1272		Building, vehicles	
Lindenwood	Scullins	926	Fence
	Chemisphere	1392	Building
Cheltenham	Elementis Specialties	1326	Building

**Close Track Centers**

Location	Track Name	Track Nos.
Keokuk	Yard	1810 - Main Track
	Yard	1801-1810
North STL	ACT	214 - 217
St. Louis	Lindenwood Yd	902-903, 904-906
	Under Arsenal Bridge	910-912, 913-914, 915-916, 917-919, 920-921

Employees working in the close clearance areas at St Louis must call for protection from the Lindenwood Yardmaster to ensure there will be no conflicting movements on adjacent tracks.

Employees required to work or ride with hi-wides or other dimensional cars between the tracks under the Arsenal bridge must cross over their cars, with proper protection, to avoid these close clearances.

**Duplicate Mile Posts**—Between the following locations an “X” has been added to the mile posts because duplicate mile posts exist elsewhere on the subdivision:

Between North Saint Louis and North Market—MP 7.1X to MP 4.2X

**Test Miles**

- MP 212 to MP 211
- MP 152 to MP 151
- MP 129 to MP 128
- MP 36 to MP 35

**Long/Short Mile Locations**

MP 141.7 through MP 137.6 are missing. MP 141.7 = MP 137.6

**SSI—Switch Control/Monitoring Systems**

- POS in effect

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

- MP 218.8 to MP 215.0
- MP 211.0 to MP 210.0
- MP 207.0 to MP 201.5
- MP 196.0 to MP 195.0
- MP 175.0 to MP 168.0
- MP 152.0 to MP 148.0
- MP 135.0 to MP 126.0
- MP 75.0 to MP 22.0
- MP 18.0 to MP 10.0

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

- 850 ..... Ft. Madison
- 851 ..... Keokuk
- 852 ..... West Quincy
- 853 ..... Hannibal
- 863 ..... West Alton

**Road Line Segments**

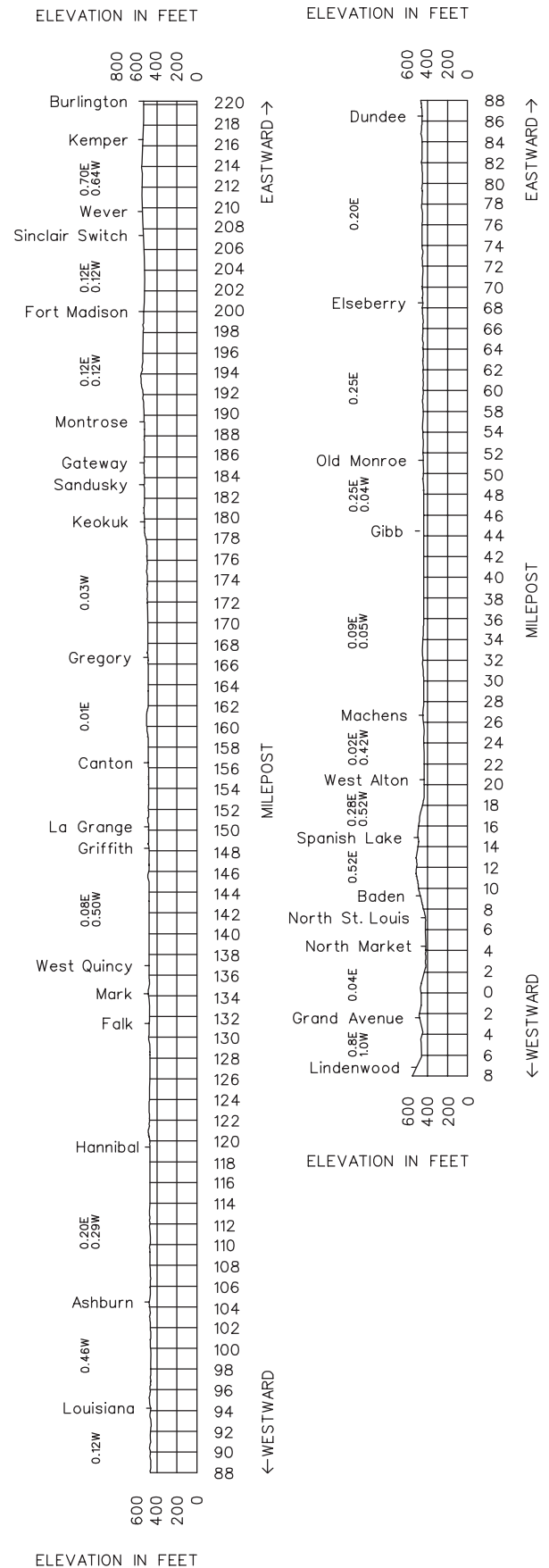
**Line Segment Limits**

- 14 ..... Burlington to North Market
- 1002 ..... Grand Ave. to Lindenwood

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
26205 Wever	209.9	225	East
26178 Sandusky	183.3	3,333	Both
26157 Fenway	161.4	110	West
26130 South River	129.8	5,100	West
26116 Ilasco	116.7	2,400	East
26092 Cosgrove	92.9	800	East
26075 Annada	75.4	415	East
26056 Winfield	56.1	612	East
26037 Seeburger	36.9	600	East
26033 Orchard Farm	33.5	900	West
26010 Prospect Hill	10.4	4,200	Both
92000 Tower Grove	3.6	6,968	Both
Chouteau Yard	2.6X		
Cheltenham	4.4X	520	East

**10. Grade Charts**



S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	River Subdivision <b>MAIN LINE STATIONS</b>		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ N O R T H W A R D
				Adjoining Sub: Cuba Information for SE Jct. is found in the Cuba sub timetable.						
		92008	7.3	SE JCT.	J	Rule 6.28			1.8	
		98007	9.1	MUTUAL					3.4	
		98013	12.5	ALPHA					12.4	
8,600		98025	24.9	BYERS					13.8	
		98039	38.7	FESTUS					3.4	
7,111		98040	42.1	CRYSTAL Adj. RR: UP, MP 40.1	BJ				5.1	
		98047	47.2	RUSH ISLAND					19.3	
8,450		98065	66.5	STE. GENEVIEVE Adj. RR: UP, MP 63.2	J				13.2	
8,600		98081	79.7	McBRIDE					22.6	
8,600		98103	102.3	WITTENBERG					13.3	
5,040		98115	115.6	NEELYS					14.1	
8,600		98129	129.7	FREEZE					12.0	
		98142	141.7	ROCKVIEW Adj. RR: UP, MP 141.8	A				0.1	
			141.8	MAYES					1.5	
9,150		98144	143.3	CHAFFEE	B				11.5	
7,600		98155	154.8	BROOKS					10.3	
			165.1	N. SIKESTON		CTC	1025		0.5	
		98166	165.6	SIKESTON					14.7	
8,263		98180	180.6	KEWANEE					5.4	
		98186	186.0	LILBOURN					7.0	
10,563		98194	193.0	CONRAN					6.6	
		98199	199.6	PORTAGEVILLE					14.0	
		98213	213.6	HAYTI					11.8	
8,780		98224	225.4	STEELE					10.3	
		98236	235.7	NORBLY					2.4	
8,810		98237	238.1	BLYTHEVILLE	B				10.1	
		98249	248.2	LUXORA					8.4	
			256.6	NORTH PAYMASTER					0.8	
			257.4	SOUTH PAYMASTER					8.1	
7,613		98264	265.5	WILSON					16.8	
7,300		93462	282.3	TURRELL	T				1.2	
		98284	283.4	RIVER JCT.	J				276.2	
Adjoining Sub: Thayer South										

Radio Call-In		
Radio Channel 85 in service SE Jct. to Turrell		
St Louis - 87(X)	Crystal - 57(X)	Ste. Genevieve - 27(X)
McBride - 67(X)	Wittenberg - 17(X)	Cape Girardeau - 47(X)
Sikeston - 37(X)	Portageville - 57(X)	Blytheville - 67(X)
Turrell - 17(X)	Rockview UPRR - 96*34	
Radio Channel 70 in service Turrell to River Jct.		
Madlock S. - 13(X)	Memphis Yd - 83(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5		

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

**Dispatcher Information**

SE Jct to N. Turrell, M-F 0630-2230—(817) 867-7052, 800-666-1394, Fax (817) 352-6415

SE Jct to N. Turrell, M-F 2230-0630 & S/S—(817) 867-7054, 800-666-1393, Fax (817) 352-6414

Turrell to River Jct—(817) 867-7030, Fax (817) 352-7068

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
MP 7.3 to MP 9.1, SWD, HER .....	30 MPH.
MP 9.1 to MP 143.3 .....	50 MPH.
MP 143.3 to MP 283.4 .....	55 MPH.

**1(B). Speed—Permanent Restrictions**

MP 9.1 to MP 38.7 .....	45 MPH.
MP 38.7 to MP 39.7, HER.....	30 MPH.
MP 39.7 to MP 48.0 .....	45 MPH.
MP 48.0 to MP 80.5 .....	40 MPH.
Bridge 49.7, cars 134 tons and over .....	10 MPH.
Bridge 53.3, cars 134 tons and over .....	25 MPH.
MP 80.5 to MP 93.0 .....	45 MPH.
MP 93.0 to MP 103.6 .....	35 MPH.
MP 103.6 to MP 105.8 .....	40 MPH.
MP 109.5 to MP 113.6.....	45 MPH.
MP 118.2 to MP 119.6.....	45 MPH.
MP 125.2 to MP 130.6 .....	45 MPH.
MP 130.6 to MP 134.7 .....	20 MPH.
MP 141.7 to MP 142.5 .....	25 MPH.
MP 142.5 to MP 143.6, HER.....	20 MPH.
MP 164.3 to MP 166.3, HER.....	20 MPH.
MP 212.2 to MP 213.4, HER.....	20 MPH.
MP 236.3 to MP 238.0, HER.....	20 MPH.
MP 253.1 to MP 254.3, HER.....	20 MPH.
On Wye between Turrell and Madlock .....	30 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**  
 Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	<b>Freight</b>
MP 24.9, Byers, siding turnouts.....	10 MPH.
MP 42.1, Crystal, siding turnouts.....	10 MPH.
MP 66.5, Ste. Genevieve, siding turnouts.....	10 MPH.
MP 79.7, McBride, siding turnouts.....	10 MPH.
MP 102.3, Wittenberg, siding turnouts.....	10 MPH.
MP 115.6, Neelys, siding turnouts.....	10 MPH.
MP 129.7, Freeze, siding turnouts.....	10 MPH.
MP 143.3, Chaffee, siding turnouts.....	10 MPH.
MP 154.8, Brooks, siding turnouts.....	10 MPH.
MP 180.6, Kewanee, siding turnouts.....	10 MPH.
MP 186.0, turnout to UPRR.....	25 MPH.
MP 193.0, Conran, siding turnouts, under 100 TOB.....	20 MPH.
MP 193.0, Conran, siding turnouts, 100 TOB and over.....	10 MPH.
MP 225.4, Steele, siding turnouts, under 100 TOB.....	20 MPH.
MP 225.4, Steele, siding turnouts, 100 TOB and over.....	10 MPH.
MP 238.1, Blytheville, siding turnouts, under 100 TOB.....	20 MPH.
MP 238.1, Blytheville, siding turnouts, 100 TOB and over.....	10 MPH.
MP 256.6, North Paymaster, turnout.....	10 MPH.
MP 257.4, South Paymaster, turnout.....	10 MPH.
MP 265.5, Wilson, siding turnouts, under 100 TOB.....	20 MPH.
MP 265.5, Wilson, siding turnouts, 100 TOB and over.....	10 MPH.
MP 281.4, Turrell, NSS turnout, under 100 TOB.....	30 MPH.
MP 281.4, Turrell, NSS turnout, 100 TOB and over.....	25 MPH.
MP 282.3, Turrell, siding and SSS turnout.....	10 MPH.
MP 281.5, turnout to wye, under 100 TOB.....	30 MPH.
MP 281.5, turnout to wye, 100 TOB and over.....	25 MPH.
MP 283.3, River Jct., turnout.....	25 MPH.

**1(D). Speed—Other**  
 Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated.

Rush Island, Loop Track.....	8 MPH.
Merchandise 1, from perimeter fence to end of track.....	5 MPH.
Rockview, BNSF-UP connecting track.....	30 MPH.
Industrial Lead at Nash, MP 138.5.....	5 MPH.
Plum Point Power Plant loop.....	5 MPH.

**Temperature Restriction**

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

MP 7.4 to MP 283.4	
Trains under 100 TOB.....	40 MPH.
Trains 100 TOB and over.....	30 MPH.

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

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

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

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

Location	Track Name	Track No.
Crystal	UP Connection Track beyond 500 feet North of switch	2626
Neelys	Siding	2997
Osceola	American Greeting Lead	4280 at MP 254.3
	Osceola Product tracks	4274, 4275
	Plum Point Utility Lead beyond 500 feet east of east wye switch	4285
Armorel Spur	Nu-Ark	3935
Blytheville	JLC&E Track	3947

Not more than one six-axle locomotive or six-axle derrick permitted on:  
 Blytheville                      Spur Track                      Track 3938

**3. Type of Operation**  
**CTC**—in effect:  
 MP 9.1 to MP 283.4

**Interlockings**

Mile Post	Type	Notes
MP 141.7	Automatic	UP *

\* Equipped with MW Release Box

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the River Subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:  
 - Train identification (initials, engine number and direction)  
 - Signal Name  
 - Control point location  
 - Track (on single track, main track designation is not necessary)  
 - Speed

Example of Transmission:

“BNSF 6301 North approach signal SE Neelys at 35 MPH”.

**GCOR Rule 5.8.4, Whistle Quiet Zone**—Whistle signal 5.8.2(7) is not required at the following locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing
Shrewsberry, MO	MP 7.90	Sutherland Ave
	MP 8.20	Weil Ave

**GCOR/MWOR Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**GCOR/MWOR Rule 6.28**—in effect:  
 MP 7.3 to MP 9.1

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

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

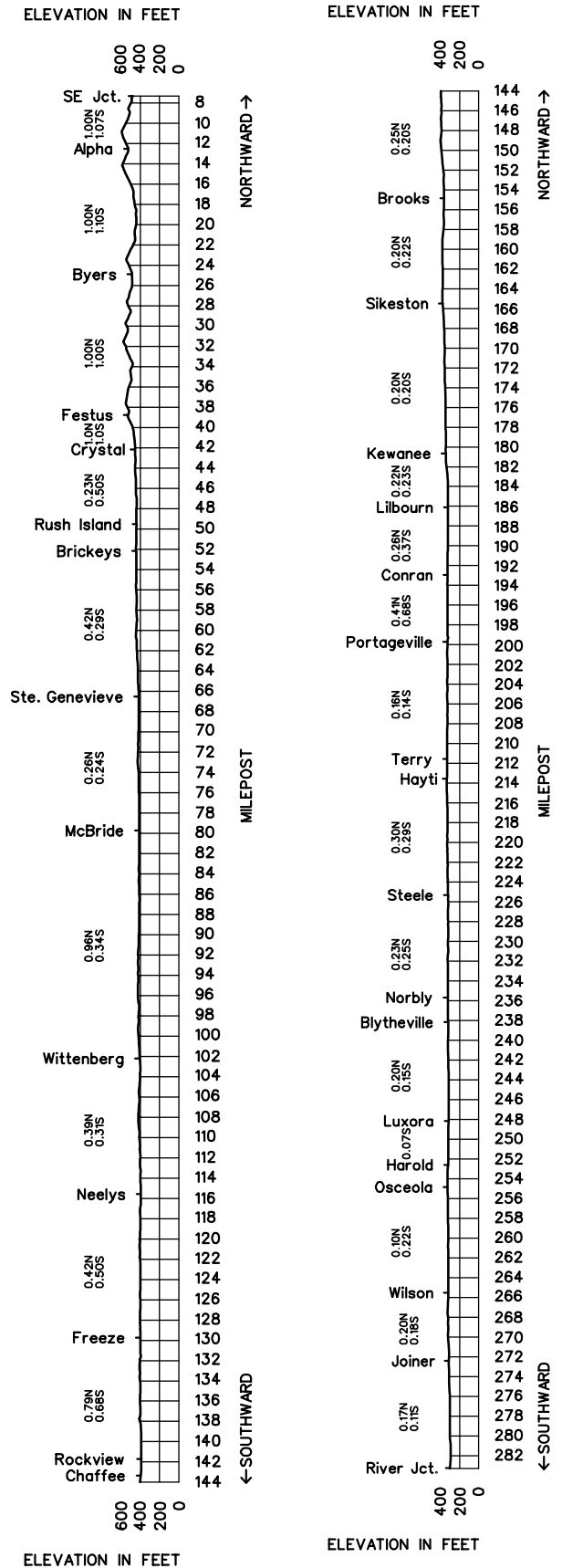
**GCOR Rule 9.12.1**—Rockview Automatic interlocking signals are also controlled signals. To pass a Stop indication, crew must comply with instructions in the release box per rule 9.12.3 and comply with rule 9.12.1 by contacting the BNSF control operator.



9. Other Location Information

Name	Mile Post	Capacity in Feet	Switch Opens
98009 Koberman	9.9	200	North
98010 Hydraulic	10.1	1,500	Both
96027 Imperial	27.5	250	South
98029 Barnhart	29.5	350	South
98035 Horine	34.9	1,200	North
98045 Selma	45.3	2,700	Both
98050 Holcim	50.6	Yard	Both
98074 St. Mary's	73.2	3,000	Both
98095 Seventy-Six	95.2	300	North
98131 Cape Girardeau	131.9	5,200	North
98131 Cape Girardeau	132.9	1,500	South
98134 Marquette	134.0	150	North
98139 Nash	138.4	3,410	South
98191 Marston	191.3	350	South
98227 Holland	227.3	1,149	North
98244 Burdette	244.3	3,950	Both
98254 Osceola	255.0	900	Both
98256 Plum Point Power Plant	256.6	1,903	North
98257 Plum Point	257.4	9,851	South
98261 Driver	260.7	200	North
98267 Delpro	266.7	905	Both
98272 Joiner	272.1	250	North

10. Grade Charts



**48 SPRINGFIELD DIVISION—No. 8—August 15, 2012—Thayer North Subdivision**

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Thayer North Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				Adjoining Sub: Cuba Information for Teed/Springfield Yard is found in the Cuba sub timetable.						
		92235	203.2	TEED	X(2)				3.0	
		93210	206.2	W S					12.8	
	9,716	93219	219.0	ROGERSVILLE					12.5	
	8,844	93232	231.5	DIGGINS					11.7	
	8,653	93243	243.2	CEDAR GAP					9.8	
	9,885	93253	253.0	LOCKE					7.2	
	8,000	93260	260.2	NORWOOD					9.3	
	9,405	93270	269.5	MOUNTAIN					9.6	
	8,380	93279	279.1	CABOOL					4.5	
	8,500	93283	283.6	SARGENT					9.7	
	7,367	93293	293.3	WILLOW					12.8	
	9,046	93306	306.1	OLDEN					8.3	
	8,055	93314	314.4	WEST PLAINS					6.6	
	8,785	93321	321.0	WINN					9.8	
	8,723	93331	330.8	KOSH					4.3	
			335.1	CP 3351					2.7	
			337.8	CP 3378	X		2MT		2.0	
		93340	339.8	THAYER			CTC		136.6	
Adjoining Sub: Thayer South Information for Thayer is found in the Thayer South timetable.										

Radio Call-In		
Radio Channel 26 in service Teed to S. Olden		
Springfield - 82(X)	Seymour - 62(X)	Cabool - 32(X)
Olden - 72(X)		
Radio Channel 87 in service S. Olden to Thayer		
Olden - 72(X)	Thayer - 42(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5		

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

**Dispatcher Information**  
(817) 867-7053, (800) 666-1398, Fax (817) 352-6416

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 203.2 to MP 339.8 .....	<b>Freight</b> 50 MPH.
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**1(B). Speed—Permanent Restrictions**

MP 203.2 to MP 206.7 .....	35 MPH.
MP 206.7 to MP 219.1 .....	40 MPH.
MP 243.0 to MP 245.8 .....	35 MPH.
MP 245.8 to MP 251.5 .....	40 MPH.
MP 251.5 to MP 254.0 .....	35 MPH.
MP 254.0 to MP 260.2 .....	40 MPH.
MP 260.2 to MP 266.1 .....	45 MPH.
MP 266.1 to MP 281.3 .....	40 MPH.
MP 286.8 to MP 288.0 .....	45 MPH.
MP 288.0 to MP 291.7 .....	40 MPH.
MP 295.2 to MP 299.4 .....	45 MPH.

MP 299.4 to MP 300.9 .....	<b>Freight</b> 40 MPH.
MP 300.9 to MP 325.9 .....	45 MPH.
MP 325.9 to MP 326.2 .....	40 MPH.
MP 326.2 to MP 335.1 .....	45 MPH.
MP 331.0 to MP 335.1, 100 TOB and over .....	35 MPH.
MP 335.1 to MP 339.8 .....	35 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Under 100 TOB	100 TOB and Over
MP 219.0, Rogersville, siding turnouts .....	30 MPH	25 MPH.
MP 231.5, Diggins, siding turnouts .....	25 MPH	25 MPH.
MP 243.2, Cedar Gap, siding turnouts .....	25 MPH	25 MPH.
MP 253.0, Locke, siding turnouts .....	35 MPH	25 MPH.
MP 260.2, Norwood, siding turnouts .....	25 MPH	25 MPH.
MP 269.5, Mountain, siding turnouts .....	40 MPH	25 MPH.
MP 279.1, Cabool, siding turnouts .....	30 MPH	25 MPH.
MP 283.6, Sargent, siding turnouts .....	40 MPH	25 MPH.
MP 293.3, Willow, siding turnouts .....	30 MPH	25 MPH.
MP 306.1, Olden, siding turnouts .....	20 MPH	20 MPH.
MP 314.4, West Plains, siding turnouts .....	25 MPH	25 MPH.
MP 321.0, Winn, siding turnouts .....	40 MPH	25 MPH.
MP 330.8, Kosh, siding turnouts .....	25 MPH	25 MPH.
MP 335.1, CP 3351, MT2 turnout .....	35 MPH	25 MPH.
MP 337.8, CP 3378, crossover turnouts .....	35 MPH	25 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated.

**Temperature Restriction**

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

MP 219.0 to MP 243.0	
MP 301.0 to MP 322.0	
Trains under 100 TOB .....	40 MPH.
Trains 100 TOB and over .....	30 MPH.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Teed to Thayer..... 143 tons, Restriction D

**3. Type of Operation**

**CTC**—in effect:

MP 203.2 to MP 339.8

**Multiple Main Tracks**—in effect:

**2 MT:**

MP 335.1 to MP 339.8

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Thayer North Subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

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

Example of Transmission:

"BNSF 6301 South approach signal NE Cabool at 35 MPH".



**GCOR Rule 5.8.4, Whistle Quiet Zone**—Whistle signal 5.8.2(7) is not required at the following locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing
Springfield, MO	MP 206.97	Catalpa St.
Seymour, MO	MP 236.6	Commercial
	MP 236.7	Main
	MP 236.82	Charles

**GCOR/MWOR Rule 6.19**—When flagging is required, the distance will be 2.0 miles.

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

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

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD Locations
  - MP 215.8—Recall Code 828
  - MP 221.5—DED/Exception Reporting
  - MP 228.3—Recall Code 628
  - MP 235.4—DED/Exception Reporting
  - MP 240.5—DED/Exception Reporting
  - MP 246.1—DED/Exception Reporting
  - MP 248.9—Recall Code 327
  - MP 256.2—DED/Exception Reporting
  - MP 261.9—DED/Exception Reporting
  - MP 267.3—DED/Exception Reporting
  - MP 273.6—Recall Code 328
  - MP 281.4—DED/Exception Reporting
  - MP 287.2—DED/Exception Reporting
  - MP 293.3—DED/Exception Reporting
  - MP 300.3—DED/Exception Reporting
  - MP 303.5—Recall Code 727
  - MP 310.0—DED/Exception Reporting
  - MP 317.6—DED/Exception Reporting
  - MP 321.8—DED/Exception Reporting
  - MP 325.3—Recall Code 728
  - MP 330.8—DED/Exception Reporting
  - MP 336.0—DED/Exception Reporting

**6. FRA Excepted Track**—None

**7. Special Conditions**

**Rogersville**—Northward trains approaching Springfield yard must notify the Yardmaster via radio.

**West Plains**—At MP 314.7, Howell Ave., Trains or engines operating on the Oxide track must stop within 100 feet of, and prior to occupying the crossing to activate the crossing warning system. The crossing warning system must be observed to be activated for a minimum of 20 seconds prior to the train or engine proceeding over the crossing.

**Remote Control Area**

- MP 203.2 to MP 206.0

**Hot Weather Train Handling** (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in an emergency, when the ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when the ambient temperature exceeds 95 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practical. Sources for temperature information include trackside warning detector reports, the dispatcher, or local maintenance personnel.

**Loaded Unit Train Restrictions**—Loaded unit trains are not permitted on the siding at Cedar Gap due to the grade.

**Train Make-Up Restriction**—The following train make-up restriction applies to trains exceeding 7000 tons:

If more than 1/2 of the cars in the front 1/2 of the train (by car count) are equipped with End-of-Car cushioning:

- A. All conventional cars (non-multi-platform) in the front half of the train must weigh more than 45 tons.
- B. All platforms of multi-platform cars in the front half of the train must be loaded.

Note: This restriction applies to all trains, including those otherwise exempt by Springfield Division General Order from all other train make-up instructions contained in BNSF System Timetable Instruction #47 or System General Orders.

**Distributed Power—Independent Mode**—For better control of drawbar forces, manifest trains (H & M symbols) and loaded bulk commodity trains (G, C & U symbols) equipped with distributed power equipment must be operated utilizing INDEPENDENT MODE and as outlined in ABTH Rule 105.10 Distributed Power Train Handling on the entire Thayer North Subdivision.

**Close/No Clearance Location(s)**

Location	Track Name	Track No.	Obstruction
Turner	Sutherlands	1490	Gate
	Blue Linx Inside	1495	Dock
Mansfield	House Track	6901	Building
West Plains	House Track	7505	Building
	Oxide	7507	Building
Brandesville	Garnett	7601	Dock
Mountain Grove	Short Pass	7102	Building
	Fordick	7103	Gate
	Mill	7104	Building

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Thayer North Subdivision.

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

- MP 206.2 to MP 215.0
- MP 281.0 to MP 287.0
- MP 310.0 to MP 313.0
- MP 316.0 to MP 322.0

**8. Line Segments**

**Road Line Segments**

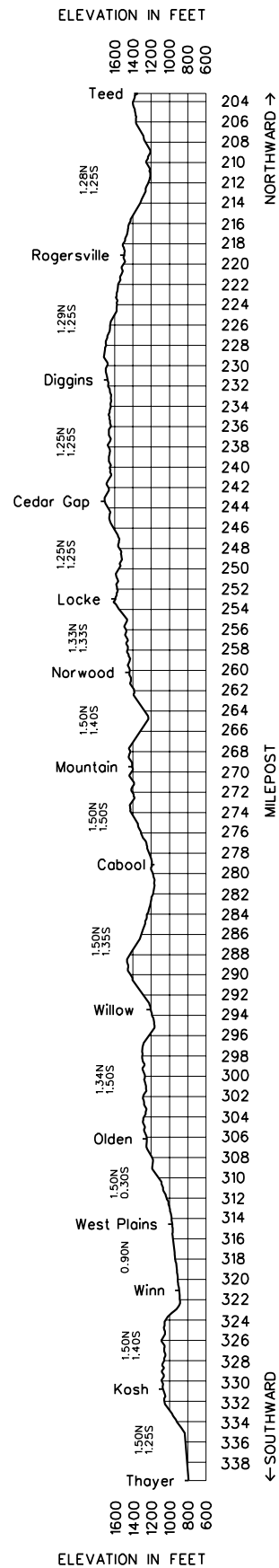
**Line Segment Limits**

1001 ..... Teed to Thayer

9. Other Location Information

Name	Mile Post	Capacity in Feet	Switch Opens
93212 Turner	211.8	1,060	North
93227 Fordland	226.5	830	North
93237 Seymour	236.6	300	North
93249 Mansfield	249.6	1,500	Both
93327 Garnett	327.0	400	North

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Thayer South Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				Adjoining Sub: Thayer North						
		93340	339.8	THAYER	B		2MT CTC		0.2	
			340.0	CP 3400					10.3	
	7,554	93350	350.3	KING					12.7	
	9,745	93363	363.0	BAKER					5.4	
	8,974	93368	368.4	WILLIFORD					12.3	
	8,530	93381	380.7	IMBODEN					5.3	
	9,325	93386	386.0	HOGAN					12.0	
	8,680	93398	398.0	HOXIE Adj. Sub: UP, MP 398.3	AJ				8.1	
	6,808	93406	406.1	SEDGWICK					4.9	
	9,815	93412	411.0	BONO					9.0	
	11,209	93420	420.0	JONESBORO	BT	CTC			2.2	
			422.2	UP	A				1.6	
			423.8	UP RRX	A				6.9	
	9,265	93431	430.7	BAY					9.2	
	8,965	93440	439.9	ROE					7.3	
	10,590		447.2	CALDER					7.3	
	8,927	93455	454.5	DRACE					7.7	
	7,500	93461	462.2	MADLOCK Adj. Sub: River, MP 460.5	JT				0.4	
		93462	462.6	RIVER JCT. Adj. Sub: River, MP 462.4	J				8.4	
		93472	471.0	HARVARD	B				2.3	
		93474	473.3	MARION Adj. RR: UP, MP 473.2	JX(2)	CTC	1001		5.3	
		93475	478.6	CRITCO					2.8	
		93481	481.4	BRIDGE JCT. Adj. RR: UP, MP 481.3	AJ	CTC			1.7	
		93483	483.1	SHELCO					0.6	
			483.7	KENTUCKY ST. Adj. RR: UP, MP 483.5 Adj. RR: CN, MP 483.7	JX				0.1	
			483.8	CN JCT. Adj. RR: CN, MP 483.8	JM				1.6	
			485.4	NEPTUNE ST.	X				0.6	
		93495	486.0	KC JCT. Adj. RR: NS, MP 485.8	JX(2)	2MT CTC			0.6	
			486.6	McLEMORE ST.	X				1.3	
			487.9	NORTH YALE	X				1.6	
			489.5	SOUTH YALE Adj. RR: CN, MP 489.6	JX				2.0	
			491.5	DEMO	X(2)				1.2	
			492.7	GETWELL					1.7	
			494.4	NORTH IMF	X				0.2	
			494.6	N. SHELBY					1.5	
		93496	496.1	TENNESSEE YARD	BT	CTC			0.2	
			496.3	SOUTH IMF					1.2	
			497.5	S. SHELBY					0.4	
			497.9	SOUTH TY					162.8	

Adjoining Sub: Birmingham  
Information for South TY is found in the Birmingham sub timetable.

Radio Call-In		
Radio Channel 87 in service Thayer to Madlock		
Thayer - 42(X)	Imboden - 52(X)	Jonesboro - 62(X)
Madlock N. - 12(X)		
Radio Channel 70 in service Madlock to South TY		
Madlock S. - 13(X)	Memphis Yard - 83(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5		

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

**Dispatcher Information**

Thayer to NSS Madlock—(817) 867-7053, (800) 666-1398,  
Fax (817) 352-6416

NSS Madlock to South TY—(817) 867-7030, Fax (817) 352-7068

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Freight
MP 339.8 to MP 497.9	60 MPH.

**1(B). Speed—Permanent Restrictions**

MP 339.8 to MP 358.8	35 MPH.
MP 358.8 to MP 364.6	45 MPH.
MP 364.6 to MP 365.4	35 MPH.
MP 365.4 to MP 372.2	40 MPH.
MP 372.2 to MP 374.4	35 MPH.
MP 374.4 to MP 385.8	40 MPH.
MP 385.8 to MP 391.0	45 MPH.
MP 398.0, UP Crossing	30 MPH.
MP 413.1 to MP 414.5	50 MPH.
MP 419.5 to MP 420.4, HER	20 MPH.
MP 422.2 to MP 423.8	40 MPH.
MP 462.2, wye between Madlock and Turrell	30 MPH.
MP 480.1 to MP 481.4	45 MPH.
MP 481.4 to MP 483.1	25 MPH.
MP 483.1 to MP 483.8	20 MPH.
MP 483.8 to MP 486.0	30 MPH.
MP 486.0 to MP 494.6	40 MPH.
MP 492.9 for EWD trains after head end of train is by the signal at MP 492.9 and the rear of the train is by MP 494.6, MT2	40 MPH.
MP 494.6 to MP 497.7	40 MPH.
MP 497.5, South Shelby Main turnout	40 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

MP 340.0, CP 3400, turnouts	35 MPH.
MP 350.3, King, siding turnouts	20 MPH.
MP 363.0, Baker, siding turnouts	20 MPH.
MP 368.4, Williford, siding turnouts	40 MPH.
MP 380.7, Imboden, siding turnouts	30 MPH.
MP 386.0, Hogan, siding turnouts	40 MPH.
MP 398.0, Hoxie, siding turnouts	30 MPH.
MP 406.1, Sedgwick, siding turnouts	30 MPH.
MP 411.0, Bono, siding turnouts	40 MPH.
MP 430.7, Bay, siding turnouts	40 MPH.
MP 439.9, Roe, siding turnouts	30 MPH.
MP 447.2, Calder, siding	40 MPH.
MP 447.2, Calder, siding turnouts, under 100 TOB	40 MPH.
MP 447.2, Calder, siding turnouts, 100 TOB and over	25 MPH.

	<b>Freight</b>
MP 454.4, Drace, siding turnouts.....	40 MPH.
MP 460.7, turnout to wye, under 100 TOB.....	30 MPH.
MP 460.7, turnout to wye, 100 TOB and over.....	25 MPH.
MP 462.2, Madlock, siding, MP 462.3 to MP 462.0, NWD, HER.....	20 MPH.
MP 462.2, Madlock, siding.....	30 MPH.
MP 462.2, Madlock, siding turnouts, under 100 TOB.....	30 MPH.
MP 462.2, Madlock, siding turnouts, 100 TOB and over.....	25 MPH.
MP 471.0, turnout.....	25 MPH.
MP 473.3, crossover turnouts.....	25 MPH.
MP 478.6, turnout, under 100 TOB.....	50 MPH.
MP 478.6, turnouts, 100 TOB and over.....	40 MPH.
MP 481.4, turnout to UP connection.....	20 MPH.
MP 485.4, Neptune, crossover turnouts.....	20 MPH.
MP 486.0, KC Jct., crossover turnouts.....	10 MPH.
MP 486.6, McLemore St., crossover turnouts.....	20 MPH.
MP 487.9, North Yale, crossover turnouts.....	20 MPH.
MP 489.5, South Yale, crossover turnouts.....	20 MPH.
MP 491.5, Demo, crossover turnouts.....	20 MPH.
MP 492.7, Getwell, turnout to North IMF Lead Track, under 100 TOB.....	30 MPH.
MP 492.7, Getwell, turnout to North IMF Lead Track, 100 TOB and over.....	25 MPH.
MP 494.4, North IMF crossover turnouts.....	20 MPH.
Shelby Main through turnouts.....	40 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated.

CN Jct, Broadway, east and west leg of wye.....	5 MPH.
MP 497.7 to MP 498.0, outside track.....	40 MPH.
Hulbert Spur, MP 474.0 to Presley Jct.....	25 MPH.
MP 481.4, Bridge Jct. connection to UP.....	20 MPH.
Outside track Tenn. Yard from hump tower to MP 497.7 (South Shelby).....	20 MPH.
Middle track Tenn. Yard from hump tower to STY.....	20 MPH.
On A Line from A Line Switch on BNSF Main 2 to Switch IC.....	5 MPH.
IMF Lead, Getwell MP 492.9 and crossover MP 494.4.....	20 MPH.

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

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

Refer to Table 5 in the System Special Instructions:

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

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

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

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

Location	Track Name	Track No.
Thayer	Yard	7804, 7805, 7808, 7809
Jonesboro	Yard	9102, 9105, 9108

**Hulbert Spur**—No six axle locomotives are allowed on industry tracks on the Hulbert Spur. Six axle locomotives will be able to use the Hulbert Spur main track only.

**Mississippi River Bridge, MP 482.1**—The following will govern operation of locomotives over the Mississippi River Bridge restricted section, which is indicated by "restricted section" signs located 339 feet north and 452 feet south of the north through-truss span:

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

DC Locomotives			AC Locomotives		
Horsepower in Service	Max. Throttle Position	At Speed	Horsepower in Service	Max. Throttle Position	At Speed
3500 and Under	8	0 - 25	3800 and Under	8	11 - 25
3501 - 5250	8	11 - 25		6	0 - 10
	7	8 - 10	3801 - 7600	7	20 - 25
	Off	0 - 7		5	8 - 19
5251 - 7000	8	13 - 25	Over 7600	Off	0 - 7
	7	10 - 12		5	15 - 25
	6	8 - 9		3	8 - 14
	Off	0 - 7		Off	0 - 7
Over 7000	8	20 - 25			
	5	15 - 19			
	Off	0 - 14			

**For DC locomotives**

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

**For AC locomotives**

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

**The power must be shut off and be governed by the following:**

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

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

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

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

**Acceleration and Braking**—Trains must not be accelerated while the engine is moving over the restricted section. Trains should be controlled so that only light brake applications will be required. The use of independent or dynamic brakes is not permitted over the restricted section.

**3. Type of Operation**

**CTC**—in effect:

MP 339.8 to MP 497.9

**Multiple Main Tracks**—in effect:

**2 MT:**

MP 339.8 to MP 340.0

MP 471.0 to MP 478.6

MP 483.1 to MP 492.9

**Interlockings**

Mile Post	Type	Notes
MP 398.3	Automatic	UP **
MP 422.2	Automatic	UP * **
MP 423.8	Automatic	UP *
MP 481.3	Automatic	UP * **
MP 483.8	Manual	CN; Controlled by BNSF **
MP 476.2 on Hulbert Spur, LS 1014		

\* Equipped with MW Release Box  
 \*\* Additional information located in Item 4

**4. Subdivision Specific Rules Information**

**GCOR Rule 2.12, Fixed Signal Information**—Supplemental instructions: On the Thayer South Subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

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

Example of Transmission:  
 “BNSF 6301 South approach signal NE Baker at 45 MPH”.

**GCOR/MWOR Rule 6.19**—When flagging is required, distance will be 2 miles.

**GCOR/MWOR Rule 6.28**—in effect:

- N. Shelby to Tennessee Yard
- CP 4929 to Tennessee Yard
- Hulbert Spur—MP 474.0 to MP 476.2

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

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

**GCOR 9.9.1—Hoxie**—The southward approach signal to the Hoxie UP interlocking is the signal at North Hoxie. The signal at South Hoxie is a repeater signal for the interlocking home signal.

**GCOR 9.9.1—Jonesboro**—The southward approach signal to the Jonesboro UP Interlocking is the signal at North Jonesboro. The GCOR Rule 9.9.1 speed for this application is 15 MPH.

**GCOR Rule 9.12.1**—The absolute signals governing movement through the interlockings at MP 481.4 and on the CN Main at BNSF MP 483.8 are also controlled signals. To pass a Stop indication, a crew must comply with Rule 9.12.3 by complying with the instructions in the release box and they must comply with Rule 9.12.1 by contacting the BNSF control operator.

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures
  - MP 478.7 Critco)—SWD—Recall Code 138
  - MP 483.26—NWD—DED—Recall Code 838
- B. Other TWD locations
  - MP 336.0—Exception Reporting Only, Main 1 and Main 2
  - MP 342.0—DED—Exception Reporting
  - MP 344.9—(King) Recall Code 428
  - MP 350.4—DED—Exception Reporting
  - MP 350.5—Exception Reporting
  - MP 355.1—DED—Exception Reporting
  - MP 359.4—Exception Reporting
  - MP 365.6—Recall Code 527
  - MP 369.5—DED—Exception Reporting
  - MP 373.3—DED—Exception Reporting
  - MP 378.1—DED—Exception Reporting
  - MP 383.4—DED—Exception Reporting
  - MP 390.3—DED—Exception Reporting
  - MP 392.0 (Portia)—Recall Code 528
  - MP 401.1 (Hoxie)—Recall Code 627
  - MP 427.1 (Bay)—Recall Code 628
  - MP 445.2—Recall Code 127
  - MP 468.4 (Jericho)—Recall Code 128
  - MP 478.7 (Critco)—NWD—Recall Code 138
  - MP 483.26—SWD—DED—Recall Code 838

**6. FRA Excepted Track**

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

**7. Special Conditions**

**Sloan/Valley Stone**—Do not place cars into track 8501 (Old Sloan) unless 8510, 8511, and 8512 are full. If 8510, 8511, 8512 and 8501 are full, move excess cars to Ravenden or Hardy. A train’s set out containing only cars destined for Sloan or Valley Stone are to be made at only those two locations unless specifically notified by the dispatcher or trainmaster. If the set out cannot be made at one of these locations then the set out is to be made at Black Rock or Ravenden regardless of work order messages that indicates cars are to be set out at a different location. If the set out contains Jonesboro cars and Sloan or Valley Stone cars the set out is to be made at Jonesboro.

**Hulbert Spur**—Contact the Yale Yardmaster at 901-743-3722 prior to entering the Hulbert Spur at Marion or Presley Jct.

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

**CN JCT**—Permission must be obtained from the CN yardmaster at Johnson Yard before entering the CN main track. Crews must determine from the CN yardmaster whether any track bulletins or track conditions will affect normal movement. Yard Limit (CN Rule 509) is in effect on all CN tracks operated upon by BNSF crews, except the limits of the CN Jct. Control Point. Do not make reverse movements in the CN Jct. Control Point without contacting the BNSF Control Operator.

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

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

**KC Jct.**—At KC Jct. between Neptune St. and McLemore St. trains must receive permission from the train dispatcher before entering BNSF Main Track 2.

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

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

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

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

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

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

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

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

**Remote Control Area**

- MP 483.1 to MP 497.9

**Hot Weather Train Handling**—(See Item 1(D) for Hot Weather Speed Restrictions.) In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in an emergency, when the ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when the ambient temperature exceeds 95 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable, and the use of independent engine braking is to be avoided where practical. Sources for temperature information include trackside warning detector reports, the dispatcher, or local maintenance personnel.

**Loaded Unit Train Restrictions**—Loaded unit trains are not permitted on the sidings at Sedgwick, Jonesboro and Madlock.

**Distributed Power—Independent Mode**— For better control of drawbar forces, manifest trains (H & M symbols) and loaded bulk commodity trains (G, C & U symbols) equipped with distributed power equipment must be operated utilizing Independent Mode and as outlined in ABTH Rule 105.10 Distributed Power Train Handling, between the following mile post locations:

- MP 412 - MP 422
- MP 480 - MP 496 (Tennessee Yard)

Independent Mode may also be utilized at any other location not specified above at the discretion of the locomotive engineer.

**Sidings Prohibited for Key Trains**—Madlock

**SSI—Switch Control/Monitoring Systems**

- ICS in effect
  - North IMF

**Close/No Clearance Location(s)**

Location	Track Name	Track No.	Obstruction
Memphis	Balloon Track	400	Watch for vehicles parked close to the track on Kansas Ave.
	Hershey Spot Track	434	Gate, building
	AC Liquid	468	Dock
	South Yale New Yard	602	Fence
	Ford Industry	1295	Dock
	Martin Marietta Industry Rock House	1299	Shaker building, unloading pit
West Memphis	Mid-South Bulk	238	Gate, building
		239	Gate, building
		240	Gate, building
		241	Gate, building
		242	Gate, building
		243	Gate, building
		244	Gate, building
		245	Gate, building
		246	Gate, building
		247	Gate, building
248	Gate, building		
Memphis Terminal	Guardian	1704	Door, building
Yale	Kelloggs	634	Dock
		848	Fence
Boise Lead	Langston	223	Building
		224	Dock
		225	Sand track dock
		226	Door, dock
Cochran	Bio Fuel	731	Building
		732	Building
		733	Dock, unloading station
		734	Dock, unloading station

**Close Track Centers**

Location	Track Name	Track Nos.
Memphis	MP 484.5 - MP 486.2 BNSF MT2 - NS E MT	
Memphis Terminal	Yard	2044 - 2045
Yale	Kelloggs	634 - 636

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Thayer South Subdivision.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
None

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

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

**Road Line Segments**

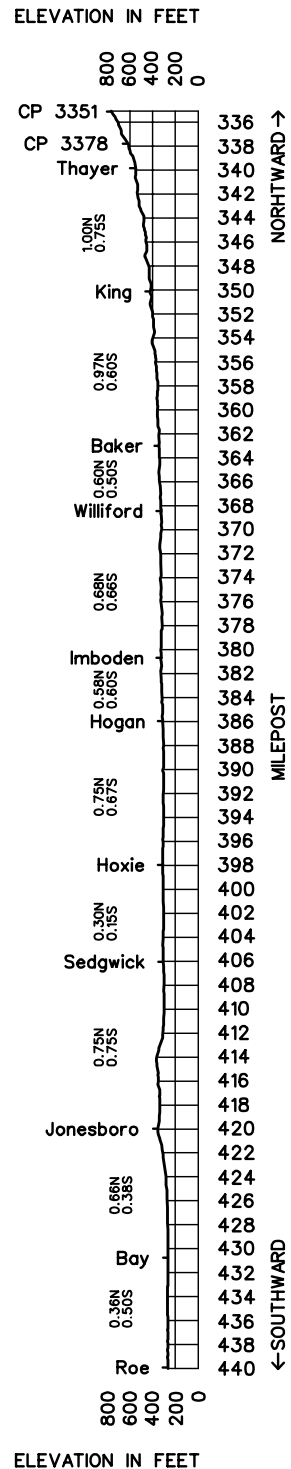
**Line Segment Limits**

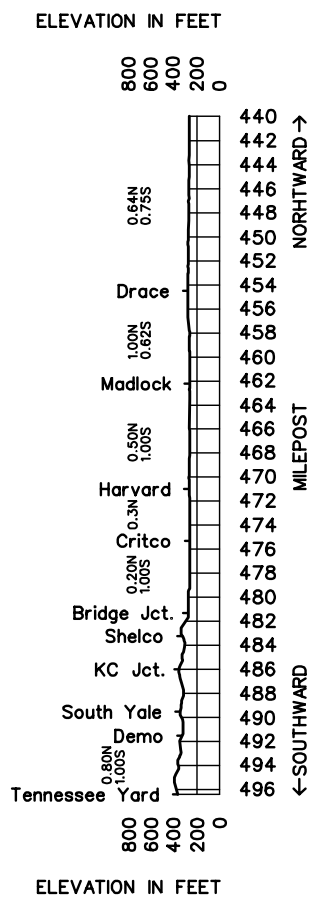
Line Segment	Limits	Mileposts
1014	..... Marion to Hulbert	..... 474.0 to Presley Jct.
1001	..... Teed to Tennessee Yard	

**9. Other Location Information**

Name	Mile Post	Capacity in Feet	Switch Opens
93358 Hardy	357.8	2,725	Both
93375 Ravenden	374.9	2,475	Both
93384 Sloan	383.4	5,390	Both
93385 Valley Stone	384.2	2,086	North
93390 Black Rock	389.3	2,415	Both
93424 Nettleton	424.8	2 miles	South
93447 Marked Tree	447.8	1,080	North
93896 Presley Jct.	476.2	450	South
93799 Hulbert	474.0	Yard	North
93485 Memphis Yale	488.8	Yard	Both
93486 Yale	488.8	Yard	Both
93494 Air Ind Park	493.6	Yard	Both
93497 Airpark	493.6	Yard	Both

**10. Grade Charts**







W E S T W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Yates City Subdivision BRANCH LINE STATIONS			Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ E A S T W A R D
	Adjoining Sub: Peoria, Chicago Div. Information for Yates City is found in the Yates City sub timetable.										
		73232	46.9	YATES CITY		JT				5.5	
		73053	52.4	FARMINGTON						6.0	
		73059	58.4	NORRIS						4.8	
		73063	63.2	CANTON Adj. RR: TPW, MP 63.7		GJ				3.5	
		73067	66.7	DUNFERMLINE		T	TWC	111		1.7	
		73069	68.4	ST DAVID						8.6	
		73077	77.0	LEWISTOWN						10.4	
		73088	87.4	IPAVA						6.9	
		23019	94.3	VERMONT		J				47.4	
Adjoining Sub: Beardstown Information for Vermont is found in the Beardstown timetable.											

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

Radio Call-In		
Radio Channel 85 in service Yates City to Vermont		
Yates City - 94(X)	Canton - 61(X)	Ipava - 41(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5		

**Dispatcher Information**  
(817) 867-7042, Fax (817) 352-7021

**1. Speed Regulations**

**1(A). Speed—Maximum**

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

**1(B). Speed—Permanent Restrictions**

MP 47.0 to MP 64.0 ..... 10 MPH.

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through other than main track turnouts unless otherwise indicated.

Buckheart Lead..... 5 MPH.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Yates City to Vermont..... 134 tons, Restriction E

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

Location	Track Name	Track No.
Farmington	Illinois Sausage Co. and John Bologna Co.	5001, 5002
Norris	F&S Co.	5101
Dunfermline	East leg of wye	9913, 9914

**3. Type of Operation**

TWC—in effect:  
MP 46.9 to MP 94.3

**4. Subdivision Specific Rules Information**

**GCOR Rules 6.16 and 6.18**—The normal position of the crossing gate at MP 63.6 is against BNSF. Crews must restore the gate to the normal position after movement has been made across the TPW tracks.

**GCOR/MWOR Rule 6.19**—When flagging is required, the distance will be 1 mile.

**GCOR/MWOR Rule 6.28**—in effect:  
Dunfermline to Buckheart Mine—2.5 miles  
Buckheart Mine to Duck Creek—2.2 miles

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

**GCOR/MWOR Rule 8.3**—The normal position of the west wye switch at Dunfermline is lined for the wye.

**5. Trackside Warning Detectors (TWD)—None**

**6. FRA Exempted Track**

MP 46.9 to MP 94.3

**7. Special Conditions**

**Yates City**—Stop and protect movement over all highway grade crossings protected by light signals or gates from MP 46.9 to MP 63.9.

**Canton**—Loaded coal trains must not use auxiliary track.

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

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

**Close/No Clearance Location(s)**

Location	Track Name	Track No.	Obstruction
Dunfermline	Duck Creek Coal Facility	2630	Dumper shed; do not ride cars through shed

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

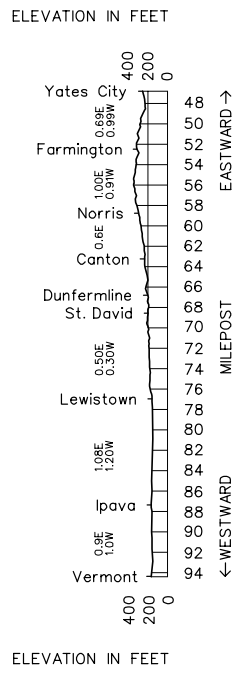
**8. Line Segments**

**Road Line Segments**

**Line Segments Limits**  
111 ..... Yates City to Vermont

**9. Other Location Information—None**

10. Grade Chart



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**Speed Tables**

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

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

# TERMSDXO

- T - Trains
- E - Engines
- R - Railroad cars
- M - Men & equipment fouling track
- S - Stop signal
- D - Derail or switch lined improperly
- X - Crossings at grade
- O - Other crew movements

**Remember “TERMSDXO” when shoving cars**

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:

At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds