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.

BNSF RAILWAY

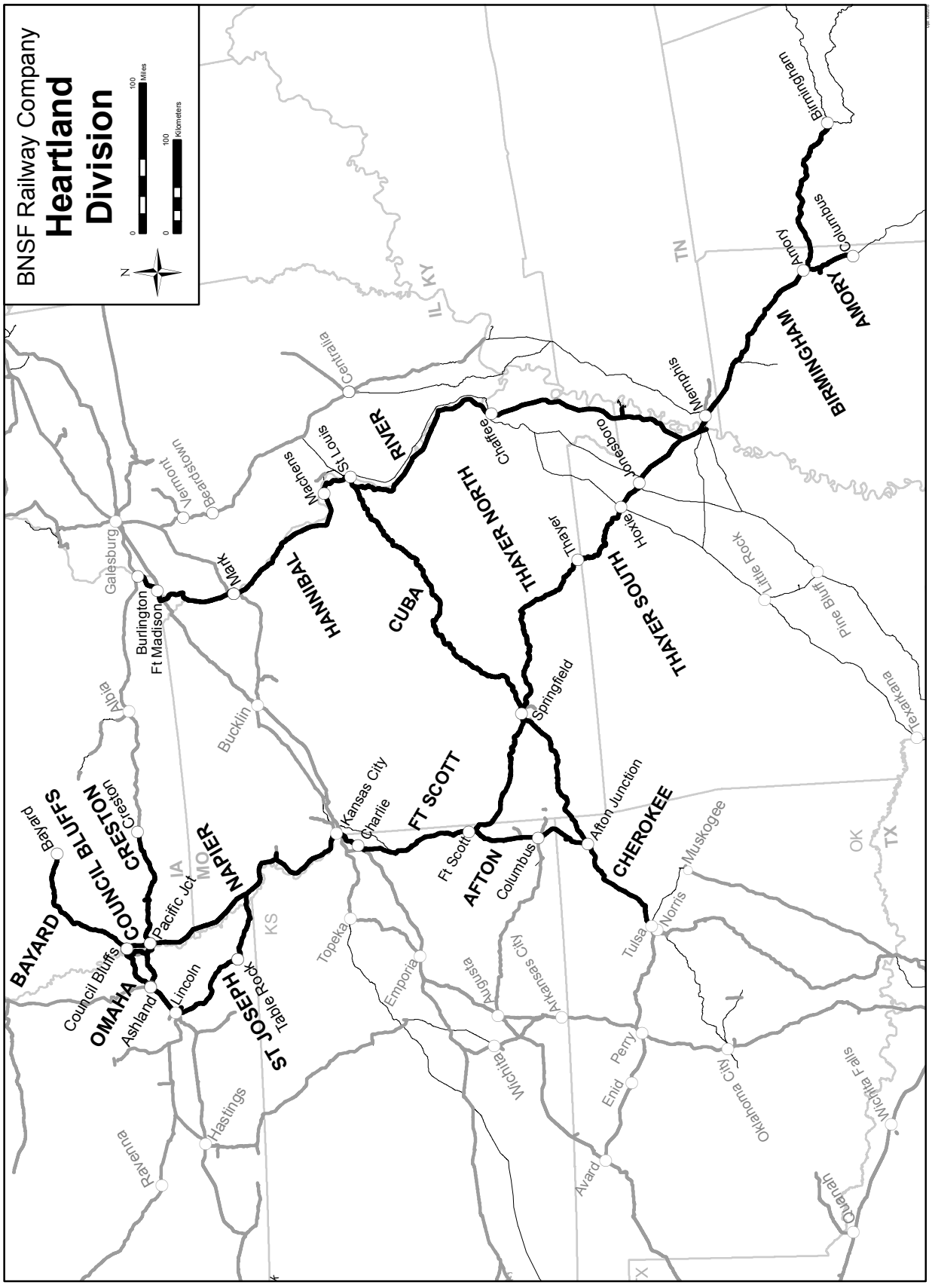
Heartland Division

Timetable No. 1

In Effect at 0800
Central Continental Time
October 5, 2016

Division General Manager
Janssen Thompson
Lincoln, Nebraska
402-458-7350

General Director Transportation
Brandon Archambeau
Lincoln, Nebraska
402-458-4343


BNSF Railway Company
Heartland Division
Miles
Kilometers
N
BIRMINGHAM
AMORY
RIVER
CHARLEE
JONESBORO
MEMPHIS
BIRMINGHAM
COLUMBUS
AMORY
HANNIBAL
MARK
ST LOUIS
MECHANS
CUBA
THAYER NORTH
THAYER
HOXIE
SPRINGFIELD
THAYER SOUTH
BAYARD
COUNCIL BLUFFS
CRESTON
NAPIER
OMAHA
ST JOSEPH
FT SCOTT
AFTON
CHEROKEE
Galesburg
Burlington
Ft Madison
Pacific Jct
Council Bluffs
Ashland
Lincoln
Table Rock
Kansas City
Charlie
Ft Scott
Columbus
Afton Junction
Norris
Tulsa
Muskogee
Springfield
Topeka
Emporia
Augusta
Arkansas City
Wichita
Enid
Perry
Oklahoma City
Avard
Hastings
Ravenna
Wichita Falls
Quanah
Bucklin
Alba
Vermont
Beardstown
Centralia
Memphis
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Little Rock
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Amory

Manny Del Toro	Division Trainmaster	662-305-3121
Gabe Metcalfe	Roadmaster	205-799-9399

Birmingham

Brian Hauber	Terminal Manager	205-320-3600
Dustin Granger	Terminal Trainmaster	205-320-3603
Jason Faust	Terminal Trainmaster	205-320-3603
Jeremy Fischer	Terminal Trainmaster	205-320-3603
Sam Lockhart	Terminal Trainmaster	205-320-3603
Johnny Graham	Terminal Trainmaster	205-320-3631

Blytheville

Gary Bentley	Division Trainmaster	901-433-4638

Chaffee

Lance Reeves	Division Trainmaster	817-867-1821
Robert Topliss	Road Foreman	817-867-1820

Ft. Scott

Brian Hennigh	Roadmaster	620-223-7510
Kaleb Smith	Division Trainmaster	620-223-7500
Jason Storbeck	Signal Supervisor	620-223-7520
Kenny Wasson	Road Foreman	620-223-7502

Jasper

Jordan Aldridge	Roadmaster	417-413-8396

Jonesboro

Justin Bland	ADMP	901-433-4665
David Deevers	Signal Supervisor	901-433-4661
Chris Steele	Roadmaster	901-433-4665
Dustin Blackshear	Roadmaster	870-273-5949

Kansas City

J.W. Combs	Terminal Trainmaster	816-472-2302
J. E. Davis	Roadmaster	816-472-2203
J. Glasco	Terminal Trainmaster	816-472-2302
E. Hyman	Terminal Trainmaster	816-472-2302
R.J. Kubo	Terminal Manager	816-472-2410
J. Radcliff	Gen. Foreman Mech	816-472-2332
D. Hawley	Gen. Foreman Mech	913-551-4327
M. Kincaid	Gen. Foreman Mech	913-551-4294
H.A. Rashid	Terminal Trainmaster	816-472-2302
T. Worrell	Terminal Trainmaster	816-472-2302
T.A. Zerfas	Terminal Supt.	816-472-2200

Lincoln

T.L. Carmine	Signal Supervisor	402-458-7758
M.A. Crossno	Trainmaster	402-458-7521
F.R. DeVries	General Construction Supv.	402-458-4345
J.L. Dowding	Supervistor Structures	402-422-5246
J. Fleming	Safety Manager	402-458-7532
J.C. Hale	Supervisor Structures	402-458-7652
M.A. Harvey	Superintendent Operations	402-458-7634
C. Hoover	Facilities Supervisor	402-458-7501
G.L. Jessop	Trainmaster	402-458-4334
M.C. Klatt	Road Foreman	402-458-7325
D. Marget	Welding Supervisor	402-458-7775
J.K. Marr	Special Agent in Charge	402-458-7771
R. Mize	Telecomm Mtce Manager	402-458-7600
C. Musgrove	Supt. Op. Practices	402-458-7755
R. Norman	EAP Manager	402-422-5310
D.J. Palmer	Manager Roadway Planning	402-458-7728
M. Rhodes	Mgr Environmental Ops	402-458-7606
I.V. Sandoval	Division Engineer	402-458-7531
D. Schwartzkopf	Supervisor Roadway Equip	402-458-7575
D. Silva	Gen Foreman Mechanical	402-458-7621
R.E. Sweet	Manager Signal Dept.	402-458-7504

Safety Hotline (402) 458-7500

E.M. Warner	Field Manager MEH	402-458-7455
J. Wetta	Director Administration	402-458-7596
	Manager of Field Training	402-458-7303
Trey Trenkamp	Mgr. PTC Field Operations	

Lincoln Terminal

B.C. Anders	Terminal Road Foreman	402-458-7770
J. Blunk	Terminal Trainmaster	402-430-9023
H. Brockman	Terminal Trainmaster	402-430-9024
R.L. Cook	Signal Supervisor	817-583-4657
S. Cosby	Terminal Trainmaster	402-430-9025
B.S. Garner	Terminal Trainmaster	402-430-9026
J. Harris	Terminal Trainmaster	402-430-9027
Dillon Crawford	Asst. Gen. Foreman Mech.	402-458-7925
D. Heinrich	Terminal Trainmaster	402-430-9028
M.C. Klatt	Road Foreman	402-458-7325
E.W. Larsen	Terminal Trainmaster	402-430-9031
L.J. Long	Asst. Gen. Foreman Mech.	402-458-4385
S. MacLellan	Senior Trainmaster	402-458-4315
J.I. Meyer	Terminal Trainmaster	402-430-9032
K.R. Milliken	Terminal Trainmaster	402-430-9033
S. Paiser	Asst. Trainmaster	402-430-9035
T.D. Polito	Terminal Trainmaster	402-430-9036
M. Salinas	Signal Supervisor	816-364-7845
M. Schweitzer	Terminal Manager	402-458-7567
C. Sickler	Terminal Trainmaster	402-430-9035
D.R. Smith SR	Asst. Terminal Supt.	402-458-4308
E.J. Snyder	Terminal Manager	402-458-7567
A.E. Wolfe	Terminal Superintendent	402-458-7514
T.L. Wright	Terminal Manager	402-458-7510
J.A. Woodward	Terminal Trainmaster	402-430-9036
E. Zajac	Terminal Manager	402-430-9023
	Car Foreman	402-430-0536

Marion

Chris Johnson	Division Trainmaster	901-433-5118

Memphis

Bobby Current	Terminal Trainmaster	901-433-7346
Casey Estes	Terminal Trainmaster	901-433-7346
Chelsea Hoover	Terminal Trainmaster	901-433-7346
Nate Edge	Terminal Manager	901-433-7380
Torrance Lesure	Terminal Superintendent	901-433-7340
Casey Jensen	General Foreman II	901-433-7550
Clint Marshall	Terminal Trainmaster	901-433-7346
Cliffe Johnson	Road Foreman	901-433-7364
Gerald Lollar	Terminal Trainmaster	901-433-7346
Harold Masterson	Terminal Trainmaster	901-433-7367
Joseph Mitchell	Roadmaster	901-433-7410
Lucas Ranallo	Terminal Trainmaster	901-433-7364
Howard Stuart	Division Engineer	901-433-7400
Carter Tuggle	Supt Ops	901-433-7306
Larry Williams	Signal Supervisor	901-433-7485
Brad Holloway	Manager of Signals	901-433-7420

Neosho

Katie Bruce	Roadmaster	417-829-2360

Omaha

A.J. Beenblossom	Terminal Manager	402-422-5222
J.L. Bertelsen	Sr. Special Agent I	402-422-5217
M.E. Boehmer	Terminal Trainmaster	402-422-5219
R. Cook	Signal Supervisor	817-583-4657
K.E. Russell	Terminal Trainmaster	402-422-5219
T.A. Tingle	Terminal Trainmaster	402-422-5219

Palmyra

Daren Edwards	Signal Supervisor	573-769-5430

Springfield

Jordan Aldridge	Roadmaster	417-829-2146
Tim Bankson	Terminal Trainmaster	417-829-2110
Leonard Johnson	Signal Supervisor	417-829-2124
Kevin Nevill	Division Trainmaster/RFE	417-829-2102
Jesse Byrd	Division Trainmaster	417-829-2136
Loren Bradford	Terminal Manager	417-829-2109
Darren Siembab	Terminal Trainmaster	417-829-2110
Darrell Collard	Mgr Roadway Planning	417-829-4926
Mike Collier	Supt Field Ops	417-829-2106
Doug Gibson	Road Foreman	417-829-2166
Kris Gray	Signal Supervisor	417-829-0311
Darren Hefley	Trainmaster/Rd Foreman	417-829-2167
Steve Heidzig	Gen. Dir. Maintenance	417-829-2113
Jeromy Houchin	Mgr. Mtce. Planning	417-829-2148
Greg Johnson	Mgr Telecom	417-829-2114
Ryan Gilberg	Terminal Trainmaster	417-829-2110
Travis Jackson	Terminal Trainmaster	417-829-2110
Dallas Fuller	Mgr Telecom	417-829-2114
William Stanfield	Terminal Trainmaster	417-829-2110
Greg Feyerabend	Superintendent Ops	417-829-2103
James Sadler	Roadmaster	417-829-2360
Jake Scott	Roadmaster	417-829-2148
Greg Parnell	Manager Of Signals	417-829-3207
Eric Vahldick	Terminal Trainmaster	417-829-2110
Joe Vermule	Terminal Trainmaster	417-829-2110
Dennis Mendoza	Division Engineer	417-829-2115
Jeffrey Pyle	Mgr. Structures	417-829-3204
Warren Quick	Human Resources Mgr.	417-829-4914

St. Louis

Zach Baker	Terminal Manager	314-768-7022
John Manning	Signal Supervisor	314-768-7040
Matthew Hughes	Terminal Trainmaster	314-768-7025
Paul Hutson	Terminal Trainmaster	314-768-7025
Leviticus McNeal	Terminal Trainmaster	314-768-7025
Justin Noble	Terminal Trainmaster	314-768-7025
Nathan Norris	Roadmaster	314-768-7030
Zach Norwood	Supt Ops	314-768-7021
Scott Schon	Division Engineer	314-768-7048
Tai Seau	Terminal Trainmaster	314-768-7025
Mike Steinberg	Terminal Trainmaster	314-768-7025
Nate Ogden	Trainmaster	314-768-7025
Joseph Wontor	Supvr Eng Support	314-768-7076

St. Joseph

M.W. Eador	Roadmaster	816-364-7835
N. Sadofsky	Trainmaster	816-364-7822
Chad Silcott	Signal Supervisor	816-244-0317
L.D. Schmidt	Roadmaster	402-458-7593
I. Stevens	Road Foreman	816-472-2485

Thayer

Jim Cates	Road Foreman	417-264-4711
Ryan Roberson	Trainmaster	417-264-7400

Tulsa

Jim Cates	Road Foreman	417-264-4711
Gene See	Trainmaster	417-264-4700

West Quincy

Nathanial Barnicle	Division Trainmaster	573-393-4015
Scott Bautch	Division Trainmaster	573-393-4002
Dustin Hartz	Roadmaster	573-393-4016
Dustin Pollard	Road Foreman	573-393-4011

Safety Hotline 402-458-7500

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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Afton Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
Adjoining Sub: Ft Scott Subdivision Boundary: Afton, MP 102.6 / Ft Scott, MP 102.6 Information for Edward is located in the Ft. Scott sub timetable.									
		93103	102.6	EDWARD	J	CTC	1040	14.3	
	7,180	97117	117.0	FARLINGTON				12.8	
	7,600	97130	129.6	BEULAH				7.1	
		97136	136.7	CHEROKEE	g			4.0	
	7,550	97141	140.7	SCAMMON				7.0	
		97148	147.7	COLUMBUS	T			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 Subdivision Boundary: Afton, MP 186.3 / Cherokee, MP 347.7 Information for Afton Jct. is located in the Cherokee sub timetable.									

Central Continental Time in effect on Afton Subdivision

Radio Call-In	
Radio Channel 082 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, PTC Desk X=9	

Mobile Radio	Number	Access Digit	Disconnect Digit
Ft. Scott (Green)	223-7562	*2	#2
Pittsburg (P2)	223-7560	*1	#1
Joplin (Green)	829-3203	*4	#4

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

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 102.6 to MP 186.3	50	45

Temperature Restrictions
Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

MP 102.7 to MP 148.5, 95 degrees F and over	50	40

1(B). Speed—Permanent Restrictions

	Frt
MP 102.7 to MP 103.3	40
MP 124.1 to MP 125.4	40
MP 135.5 to MP 136.7, HER	35
MP 136.7, SKOL railroad crossing at grade	25
MP 140.3 to MP 140.9, HER	45
MP 146.5 to MP 148.5, HER	30
MP 158.7 to MP 160.2, SWD, HER	35
MP 160.2 to MP 159.2, NWD, HER	35
MP 171.6 to MP 173.2	35
MP 186.0 to MP 186.2	25

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

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

	Frt Under 100 TOB	Frt 100 TOB & Over
MP 117.0, Farlington, siding turnouts	25	25
MP 129.6, Beulah, siding turnouts	25	25
MP 140.7, Scammon, siding turnouts	25	25
MP 153.8, Neutral, siding turnouts	25	25
MP 165.3, Quapaw, siding turnouts	25	25
MP 179.2, Narcissa, siding turnouts	25	25

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

Columbus, wye tracks with six-axle locomotives	5	5

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Edward to Afton Jct ..... 143 tons, Restriction C
Joplin Spur ..... 134 tons, Restriction G

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
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	628
	South leg of wye	629

3. Type of Operation

Main Track	
MP 102.6 to MP 186.3	CTC

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4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect
- Hy-Rail Limits Compliance System (HLCS)

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

GCOR/MWOR 6.19—When required flagging distance is 2.0 miles.

GCOR 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 Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type B. Locations			
107.7		457	
121.1		458	
149.5		358	
176.9		828	

6. FRA Excepted Track
Miami Lead from the Truck Route to the end of the track.

7. Special Conditions

Joplin Spur, Galena—Before trains or engines move 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 before crossing.

Before trains or engines move 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 before 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 for additional 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 Heartland Division General Order from all other train make-up instructions contained in System Special Instruction Item 47.

Close/No Clearance Locations

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

Flash Flood Critical Areas
MP 159.0 to MP 160.0
MP 183.0 to MP 184.0

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
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

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
	Farlington	117.2	600	South
97124	Girard	124.4	2,000	South

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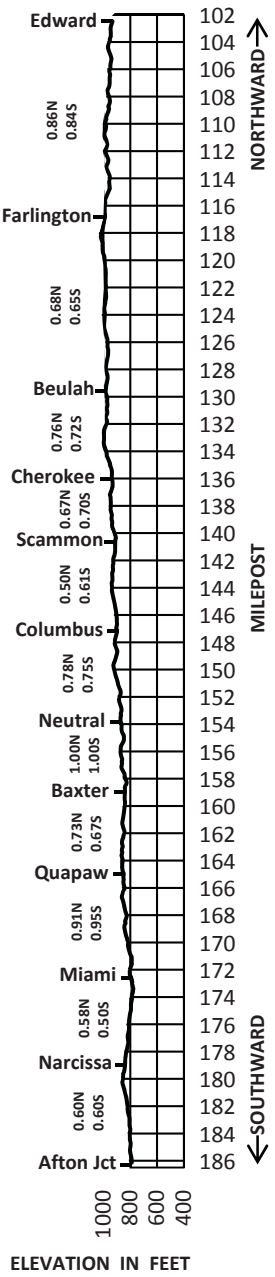
10. Grade Chart



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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 Subdivision Boundary: Amory, MP 612.3 / Birmingham, MP 612.4									
		93611	612.3	AMORY	BJRT	CTC RL	1020	11.4	
		98624	623.7	ABERDEEN	T	TWC		7.2	
		98631	630.9	HAMILTON				6.0	
		98637	636.9	KOLOLA SPRINGS				1.9	
	7,900	98639	638.8	AIRPORT				8.5	
			647.3	CG Adj. RR: LXVR, MP 646.9	AJR	RL		0.4	
			648.7	KCS	AR			0.6	
		98648	649.3	COLUMBUS	BJR			37.0	
Adjoining RR: AGR Subdivision Boundary: Amory, MP 649.3									

Central Continental Time in effect on Amory Subdivision

Radio Call-In	
Radio Channel 070 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	

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

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 612.3 to MP 649.3	40	40

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

MP 612.3 to MP 612.4, Junction Track	10	10

Temperature Restrictions
Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

MP 612.3 to MP 623.7, 90 degrees F and over	40	30

1(B). Speed—Permanent Restrictions

	Frt
MP 615.90 to MP 615.94, bridge, cars 134 tons and over	25
MP 648.8 to MP 649.3	20

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

Trains and engines must not exceed 10 MPH through turnouts 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 turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

	Frt Under 100 TOB	Frt 100 TOB & Over
Amory Yard, tracks 4012, 4013, 4017, 4018 and 4020	5	5
Columbus, KCS/BNSF transfer track	5	5

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Amory to Columbus..... 143 tons, Restriction D

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Amory	Rip Tracks	4012, 4013
	Woodyard Track	4017
	Plum Track	4018
	CKS Energy	4020
Hamilton	Tronox Tracks	4301 - 4322
Loaded unit grain, coal, taconite, potash, coil steel and other bulk trains are not permitted on:		
Amory	Yard	4002-4010
Hamilton	Passing track	4398
Airport	Siding	

3. Type of Operation

Main Track

MP 612.3 to MP 612.4	CTC
MP 612.4 to MP 614.0	RL
MP 614.0 to MP 644.7	TWC
MP 644.7 to MP 649.3	RL

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

MP 612.3 (SBCS S Amory) to MP 612.4 (NBCS S Amory) on Junction Track

Interlockings

Mile Post	Type	Notes
647.2	Automatic	CAGY
648.7	Automatic	KCS

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect
- Hy-Rail Limits Compliance System (HLCS)

GCOR 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 6.19—When required flagging distance is 2.0 miles.

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5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type B. Locations			
625.6		258	
633.7		838	
643.7		438	

6. FRA Excepted Track

Location	Track Name	Track No.
Amory Yard		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 070.

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 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.

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

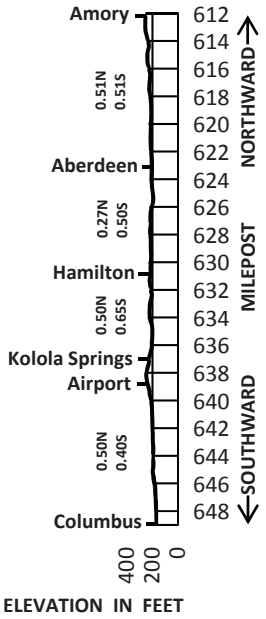
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1020	Amory to Columbus	
Yard Line Segments		
1123	Amory	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
98615	Becker	614.5	250	North

10. Grade Charts



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Bayard Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	Subdivision Boundary: Bayard, MP 387.3; End MT Connection to Bayard via GCOR/MWOR 6.28.								
	9524	78598	383.6	BAYARD		TWC	134	7.8	
	6,103	78593	391.4	COON RAPIDS				8.2	
		78585	399.6	DEDHAM				6.5	
	8,080	78578	406.1	TEMPLETON				6.1	
		78572	412.2	MANNING				10.6	
	10,266	78562	422.8	MANILLA				7.6	
		78554	430.4	DEFIANCE				16.9	
	9,952	78537	447.3	PORTSMOUTH				15.3	
		78522	462.6	NEOLA				21.0	
		27394	483.6	COUNCIL BLUFFS	BJS			100.0	
	Subdivision Boundary: Bayard, MP 480.8 Connection with Council Bluffs Sub via GCOR/MWOR 6.28.								

Central Continental Time in effect on Bayard Subdivision

Radio Call-In		
Radio Channel 087 in service Coon Rapids to Neola		
Dedham - 13(X) Omaha YM - 136	Manilla - 14(X) Omaha YM - 146	Persia - 15(X) Omaha YM - 156
Council Bluffs - 19(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
817-867-7045, Fax 817-352-7047

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 387.3 to MP 480.8	25	25

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Bayard to Council Bluffs ..... 143 tons, Restriction D

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Bayard	Elevator track	
Coon Rapids	Elevator track; stub track	
Dedham	Elevator track; stub track	
Manning	House track; bean plant tracks	
Aspinwall	Elevator tracks	
Manilla	All other than main tracks	
Portsmouth	Elevator track	
Neola	Elevator track	

3. Type of Operation

Main Track	
MP 387.3 to MP 480.8	TWC

4. Subdivision Specific Rules Information

GCOR/MWOR 6.19—When required flagging distance is 2.0 miles.

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Coon Rapids—Regardless if automatic crossing warning devices are activated at the following locations, an employee must be on the ground at the crossing to provide warning until the crossing is occupied by train, engine or railroad car. Make any movement over the crossing only on the employee's signal.

MP 391.2 5th Ave, track 4012
MP 391.3 6th Ave, track 4012

Close/ No Clearance Locations

Location	Track Name	Track No.	Obstruction
Bayard	Siding	4003	Building
Tall Corn	Lead Track	4005	Mailbox
	Loadout Track	4006	Building
	N Storage Track	4007	Elevator
	S Storage Track	4008	Elevator
Coon Rapids	S Track	4012	Building
Dedham	Elevator track	4021	Dock
	Stub siding	4022	Elevator
Templeton	House Track	4031	Elevator
	Team Track	4032	Building
Manning	Bean Plant	4041-4043	Building
Aspinwall	Elevator Stub	4051	Elevator
	Fertilizer Unloading	4052	Elevator
	Lead Track	4058	Loader
Manila	Elevator Track	4071	Building
	Short Track	4074	Elevator
	Short Runaround	4075	Building
Portsmouth	Hancock Elevator	4118	Elevator
Neola	Elevator Stub	4131	Elevator

Test Miles
MP 392.0 to MP 393.0
MP 476.0 to MP 477.0

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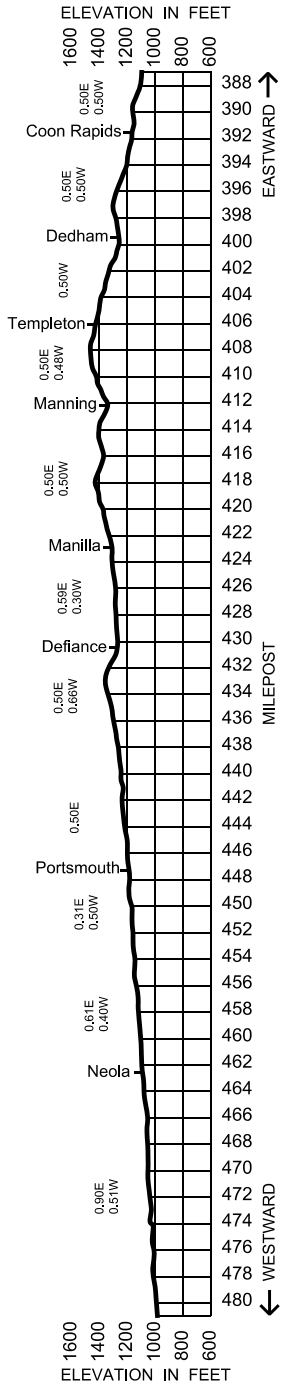
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
134	Bayard to Council Bluffs	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
	Tall Corn	389.0	2,600	Both
	Aspinwall - N Track	416.1	707	East
	Aspinwall - Middle Track	416.1	665	East
	Aspinwall - S Track	416.1	665	East

10. Grade Chart



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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: Birmingham Subdivision Boundary: Birmingham, MP 497.9 / Thayer South, MP 497.9									
			497.9	SOUTH TY		CTC	1001	2.3	
	8,275	93501	500.2	BEARD Adj. RR: RJCK, MP 499.6	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: MSCI, MP 528.4	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				10.1	
	9,440	93571	571.4	REESE				11.0	
	7,094	93582	582.4	BELDEN				5.1	
		93588	588.1	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 612.4 Information for Amory is located 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				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				4.3	
		93694	693.8	JASPER Adj. RR: NS, MP 694.2	AJ			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 Subdivision Boundary: Birmingham, MP 734.1									

Central Continental Time in effect on Birmingham Subdivision

Radio Call-In		
Radio Channel 039 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)		
Radio Channel 070/028 in service Birmingham Yd - 74(X)		
Emergency - Call 911		

Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5, PTC Desk X=9

NS Radio Channel—56-56 and Tone 803

Mobile Radio	Number	Access Digit	Disconnect Digit
Memphis (Green)	433-3996	*2	#2

Dispatcher Information

BNSF—817-867-7054, 800-666-1393, Fax 817-352-6414
NS—205-951-4842

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 497.9 to MP 734.1	60	50
Other Tracks where CTC is In Effect (GCOR/MWOR 10.0)		
MP 714.3 to MP 714.4, Number 1	10	10
MP 715.2 to MP 715.3, Palos Lead	10	10

Temperature Restrictions

Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

MP 518.0 to MP 533.0, 95 degrees F and over	50	40
MP 562.0 to MP 587.4, 95 degrees F and over	50	40
MP 621.0 to MP 703.5, 95 degrees F and over	50	40

1(B). Speed—Permanent Restrictions

	Frt
MP 497.9 to MP 498.0	40
MP 513.8 to MP 514.0	50
MP 520.1 to MP 528.1	45
MP 528.1 to MP 528.8	30
MP 528.8 to MP 530.5	45
MP 530.5 to MP 534.6	50
MP 534.6 to MP 535.6	45
MP 535.6 to MP 535.9	40
MP 535.9 to MP 538.1	45
MP 550.4 to MP 550.7	50
MP 561.3 to MP 562.3	50
MP 562.3 to MP 574.0	45
MP 574.0 to MP 575.7	50
MP 586.4 to MP 587.4	45
MP 587.4 to MP 588.6	20
MP 610.6 to MP 612.2, HER	20
MP 619.5 to MP 620.0	55
MP 620.0 to MP 624.9	45
MP 649.1 to MP 649.9	50
MP 649.9 to MP 650.2	40

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	Frt
MP 654.3 to MP 667.6	45
MP 667.6 to MP 668.4	25
MP 668.4 to MP 688.5	45
MP 688.5 to MP 689.2	25
MP 689.2 to MP 691.6	45
MP 691.6 to MP 693.2	30
MP 693.2 to MP 699.3	45
MP 699.3 to MP 699.7	40
MP 699.7 to MP 701.3	45
MP 701.3 to MP 708.1	30
MP 708.1 to MP 715.0	35
MP 715.0 to MP 724.5	30
MP 724.5 to MP 728.1	35
MP 728.1 to MP 729.1	30
MP 729.1 to MP 730.1	25
MP 730.1 to MP 734.1	20

Key Trains
Maximum speed within the following municipal area limits unless otherwise restricted:

MP 497.9 to MP 508.0	35
MP 726.0 to MP 734.1	35

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

	Frt	
	Under 100 TOB	100 TOB & Over
MP 500.2, Beard, siding turnouts	40	40
MP 511.2, Byhalia, siding turnouts	20	20
MP 527.2, Tours, siding turnouts	40	40
MP 541.0, Potts Camp, siding turnouts	20	20
MP 552.1, Myrtle, siding turnouts	40	40
MP 571.4, Reese, siding turnouts	40	40
MP 582.4, Belden, siding turnouts	20	20
MP 591.6, Plantersville, siding turnouts	40	40
MP 620.3, Judge, siding turnouts	40	40
MP 628.4, Gatman, siding turnouts	40	40
MP 654.6, Winfield, siding turnouts	20	20
MP 669.2, Eldridge, siding turnouts	40	40
MP 675.2, Carbon Hill, siding turnouts	20	20
MP 682.2, Townley, siding turnouts	20	20
MP 688.5 to MP 689.2, Clifton, siding track	25	25
MP 689.5, Clifton, siding turnouts	40	40
MP 698.4, Alma, siding turnouts	20	20
MP 725.0, Oakwood, siding turnouts	20	20
MP 730.2, North and South Thomas, IC side track turnout	20	20

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

Birmingham Yard IC Side Track	10	10
Birmingham Yard BN Side Track	20	20

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
South TY to CP Block 2..... 143 tons, Restriction C

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Birmingham	MP 730.7 Robert's Field Industrial Park	3501
	Leigh High Yard Lead	3871
Pratt City	American Lumber	3435, 3536
Loaded unit trains are not permitted on:		
Winfield	Siding	
Benoit	Siding	
Oakwood	Siding	

3. Type of Operation

Main Track

MP 497.9 to MP 734.1	CTC

Other Tracks where CTC is In Effect (GCOR/MWOR 10.0)

MP 714.3 (SBCS S Quinton) to MP 714.4 (NBCS S Quinton) on Number 1
MP 715.2 (SBCS Palos) to MP 715.3 (NBCS Palos) on Palos Lead

Interlockings

Mile Post	Type	Notes
588.2	Automatic	KCS * **
693.8	Automatic	NS * **
729.1	Automatic	CSX, NS, BH * **
734.4	Manual	NS

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

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect
- Positive Train Control (PTC)
- Hy-Rail Limits Compliance System (HLCS)

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

GCOR/MWOR 6.19—When required flagging distance is 2.0 miles.

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GCOR 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 9.2—The NBCS, which governs movement from the MSCI RR into the Holly Springs control point, is located left of both BNSF track and the MSCI RR tail track.

GCOR 9.9.1—At MP 693.8, NS automatic interlocking, and at MP 588.2, KCS automatic interlocking, for southward movement only, GCOR 9.9.1 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 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 GCOR 9.12.3 by complying with the instructions in the release box and comply with GCOR 9.12.1 by contacting the BNSF control operator.

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnels or Other Structures			
696.5	HBD	648	
699.7	DED	748	SWD
704.6	DED	747	NWD
707.0	DED	648	NWD
Type B. Locations			
502.1		528	
514.5	DED		Exception reporting
519.3		147	
524.1	DED		Exception reporting
528.8	DED		Exception reporting
530.7	DED		Exception reporting
535.5	DED		Exception reporting
540.0	DED		Exception reporting
545.1		148	
551.1	DED		Exception reporting
557.4		247	
563.0	DED		Exception reporting
569.2	DED		Exception reporting
574.7	DED		Exception reporting
577.6		248	
583.1	DED		Exception reporting
588.1	DED		Exception reporting
594.7	DED		Exception reporting
597.8		847	
603.4	DED		Exception reporting
608.4	DED		Exception reporting
614.8	DED		Exception reporting
617.1		847	
623.0	DED		Exception reporting
627.0	DED		Exception reporting
631.9		848	
638.4	DED		Exception reporting
643.6	DED		Exception reporting
648.5	DED		Exception reporting
651.5		548	
658.2	DED		Exception reporting
661.7	DED		Exception reporting
666.9	DED		Exception reporting
671.8	DED		Exception reporting
678.1		647	
683.3	DED		Exception reporting
688.2	DED		Exception reporting
694.3	DED		Exception reporting
696.5		648	
699.7	DED	748	NWD
704.6	DED	747	SWD
707.0	DED	648	NWD
709.9		647	
714.5	DED		Exception reporting
716.1	DED		Exception reporting
719.9	DED		Exception reporting
723.9	DED		Exception reporting
728.1	DED		Exception reporting

6. FRA Excepted 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—Before passing South Beard, inbound trains must contact the Memphis TY yardmaster on channel 028 for a track assignment and the route to be used.

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

New Albany—On track 2601 at Highland St., MP 562.55, ensure 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 channel 070. Southbound trains entering the facility must contact the foreman before the road crossing at MP 569.7. Northbound trains entering the facility must contact the foreman before the road crossing at MP 573.8.

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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 ensure 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 039 or 082 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—Three derails are located at the north end of the Wheat-Way facility to protect the yard tracks and the main track switch at MP 726.9, and one derail is located at the south end to protect the main track switch at MP 728.0.

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

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 channel 70-28 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 before entering the BNSF North Belt Track at Vinita Junction.

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

Hot Weather Train Handling—(See Item 1 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.

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 Heartland Division General Order from all other train make-up instructions contained in System Special Instruction Item 47.

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 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	2202-2203	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	3435-3436	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	3851-3852	Door
	Access America	3860	Gate, fence

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Close Track Centers

Location	Track Name	Track Nos.
Jasper	Old Siding	7098-MT
Birmingham	Yard	113-114
	Industrial Chemicals	3511-3514
	IC Tracks	4002-4011

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
  - North Reese MP 570.48 (Toyota Industry access)
  - South Reese MP 572.35 (Toyota Industry access)
- ICS in effect:
  - MP 612.36 * South Amory

* Denotes all crossover switches within control point are ICS

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

Flash Flood Critical Areas

MP 523.0 to MP 524.0
MP 578.0 to MP 579.0
MP 639.0 to MP 642.0
MP 646.0 to MP 648.0
MP 682.0 to MP 684.0
MP 707.0 to MP 712.0
MP 730.0 to MP 731.0

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1001	South TY to CP Block 2	
Yard Line Segments		
1121	Memphis Back Tracks	
1122	Tennessee Yard	
1124	Birmingham	

9. Other Location Information

Station No.	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	South
93649	Guin	648.5	2,505	South
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	South
93713	Quinton	712.2	30,400	Both
93727	Wheat-Way	726.9	5,225	Both

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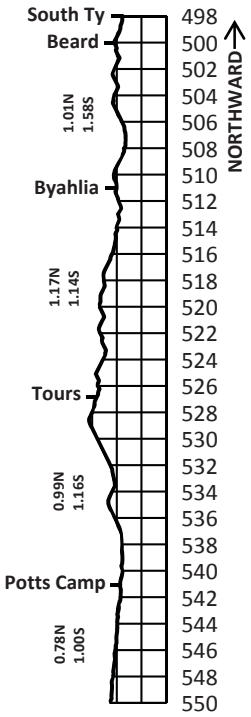
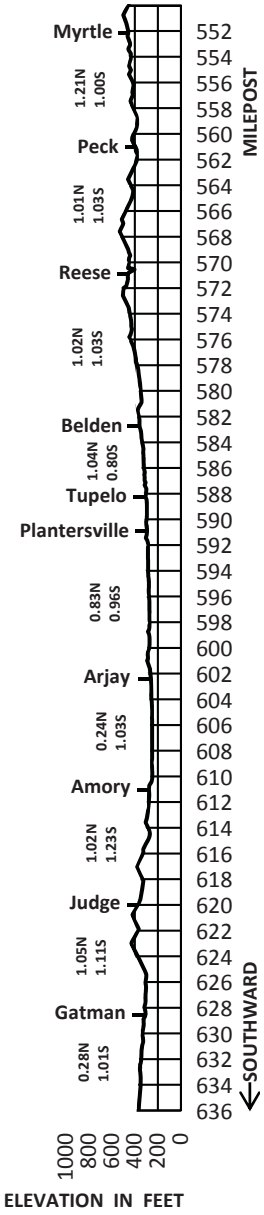
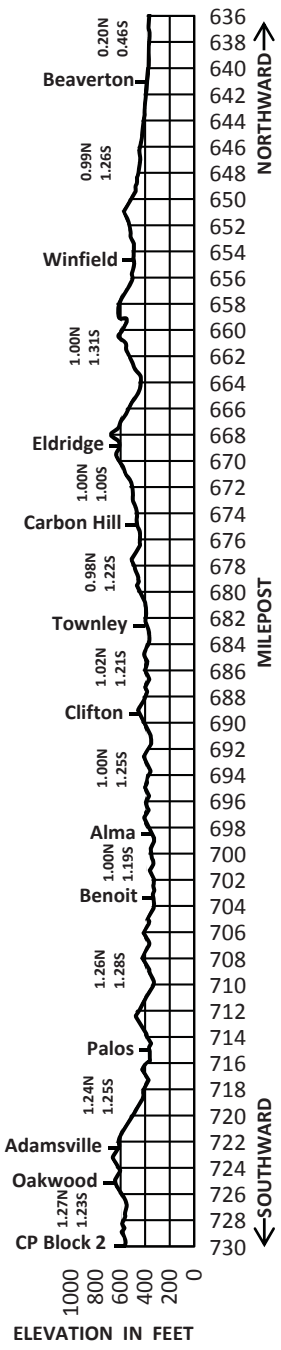
10. Grade Charts







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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cherokee Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
Adjoining Subs: Cuba & Ft. Scott Subdivision Boundary: Cherokee, MP 241.4 / Cuba, MP 241.4 / Fort Scott, MP 198.3									
		92242	241.4	NICHOLS	JX(2)	CTC 2 MT		0.6	
			242.0	CP 2420	T			5.2	
	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			1002	0.3	
			269.2	MNA RR	A			4.5	
	8,145	92274	273.7	VERONA				5.4	
		82279	279.1	GLOBE				1.9	
			281.0	CROSSOVER M	X	CTC 2MT		1.0	
		92282	282.0	MONETT	T			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 347.7	JT	CTC 2MT		0.3	
			347.9	CROSSOVER 67	X			5.7	
		96354	353.6	TODD				6.1	
			359.7	UP	A		1003	3.5	
	10,100		363.2	AIRES				3.5	
	7,600	96367	366.7	WHITE OAK		CTC		7.3	
	10,550	96374	374.0	CATALE				10.8	
	7,600	96385	384.8	BUSHYHEAD				6.3	
			391.1	SEQUOYAH		CTC 2MT		5.3	
		96396	396.4	DEGROAT				0.6	
			397.0	UP RRX	A			1.0	
		96398	398.0	CLAREMORE				6.3	
	7,600	96404	404.3	VERDIGRIS		CTC		4.9	
		96409	409.2	CATOOSA				3.4	
	7,600	96413	412.6	TIGER	T			2.6	
			415.2	DOUGLAS				178.6	
Adjoining Sub: Creek, Red River Division Subdivision Boundary: Cherokee, MP 420.0 / Creek, MP 420.0									

Central Continental Time in effect on Cherokee Subdivision

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)
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5, PTC Desk X=9		

Mobile Radio	Number	Access Digit	Disconnect Digit
Springfield (Green)	829-4742	*1	#1
Mt. Vernon (Gray)	829-3202	*1	#1
Joplin (Green)	829-3203	*4	#4
Miami (Red)	445-2608	*1	#1
Catale (Blue)	445-2609	*1	#1
Tulsa (Green)	445-2604	*1	#1

Dispatcher Information

Nichols to East Tulsa
Dispatcher—817-867-7050, 800-666-1024, Fax 817-352-6413
Asst. Dispatcher, 0900-1700 M-F—817-352-4041,
Fax 817-352-6413
UP—888-263-4706
KCS Critical Incident Desk—877-527-9464

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 241.4 to MP 420.0	60	45

Temperature Restrictions Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.	Frt Under 100 TOB	Frt 100 TOB & Over
MP 242.0 to MP 309.0, 90 degrees F and over	40	30
MP 315.0 to MP 359.0, 90 degrees F and over	40	30
MP 361.0 to MP 375.0, 90 degrees F and over	40	30
MP 380.0 to MP 396.0, 90 degrees F and over	40	30
MP 398.0 to MP 408.0, 90 degrees F and over	40	30

1(B). Speed—Permanent Restrictions

	Frt
MP 241.4 to MP 241.5, WWD, HER	45
MP 254.4 to MP 255.6	50
MP 263.6 to MP 264.4	45
MP 268.2 to MP 269.6, HER	40
MP 269.2 to MP 269.3	40
MP 272.9 to MP 273.5	55
MP 274.5 to MP 275.1	55
MP 280.0 to MP 280.9	45
MP 286.5 to MP 287.2	45
MP 291.4 to MP 309.1	45
MP 309.1 to MP 314.4	35
MP 326.1 to MP 326.6	50
MP 330.8 to MP 331.8	45
MP 337.1 to MP 338.0	45
MP 350.7 to MP 351.1, MT1, MT2	55
MP 354.0 to MP 354.3, MT1, MT2	55
MP 359.5 to MP 359.7	40
MP 359.9 to MP 360.1, WWD, HER	35
MP 364.3 to MP 365.6	45
MP 369.9 to MP 371.3	45
MP 375.8 to MP 377.5	40
MP 392.5 to MP 392.8	50
MP 397.0, to MP 397.1, UP crossing	30
MP 397.0 to MP 397.5, WWD, HER	40
MP 406.6 to MP 407.7	50
MP 408.3 to MP 411.9	45

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	Frt
MP 419.7 to MP 420.0	55
MP 419.9 to MP 420.0, EWD, HER	40
Key Trains Maximum speed within the following municipal area limits unless otherwise restricted:	
MP 241.4 to MP 243.0	35
MP 397.0 to MP 420.0	35

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

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

	Frt	
	Under 100 TOB	100 TOB & Over
MP 241.4, Nichols, turnouts and crossover turnouts	25	25
MP 247.2, Brookline, siding turnouts	20	20
MP 251.8, Republic, siding turnouts	20	20
MP 257.3, Billings, siding turnouts	20	20
MP 262.3, Logan, siding, HER	20	20
MP 262.3, Logan, siding turnouts	25	25
MP 273.7, Verona, siding turnouts	20	20
MP 279.1, Globe, turnout MT1, MT2	40	25
MP 281.0, Crossover M, crossover turnouts	20	20
MP 282.6, Lou, MT2 turnout	25	25
MP 286.9, Pierce, siding turnouts	30	25
MP 308.5, Jeff, siding turnouts	40	40
MP 319.2, Racine, siding turnouts	40	25
MP 332.9, Wyandotte, siding turnouts	25	25
MP 346.4, E Afton, turnout MT1	50	45
MP 347.7, Afton Jct., turnout	25	25
MP 347.9, Crossover 67, crossover turnouts	25	25
MP 354.4, West Todd, turnout	50	45
MP 363.2, Aires, siding turnouts	40	40
MP 366.7, White Oak, siding turnouts	25	25
MP 374.0, Catale, siding turnouts	25	25
MP 384.8, Bushyhead, siding turnouts	25	25
MP 391.1, Sequoyah, turnout	50	45
MP 396.9, Degroat, turnout	30	30
MP 404.3, Verdigris, siding turnouts	25	25
MP 412.6, Tiger, siding turnouts	25	25

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Nichols to MP 420.0 ..... 143 tons, Restriction C
Port Lead to Port of
Catoosa Connection..... 143 tons, Restriction C

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Billings		4481
Logan		4501
Aurora	MFA Plant Food	4612
Verona	Syntex Agribusiness	4711, 4712
Monett		4826
Howard Spur		620
Neosho		5201
Seneca	Tripoli Track	5352
Afton	COOP Lead and COOP Track	5601
Tiger	Yuba Lead	730
No more than 3 locomotives and 110 cars are permitted on:		
Fairland	Simmons Industries Facility	
Locomotives are not permitted on the scales portion of:		
Fairland	Elevator	5502

3. Type of Operation

Main Track

MP 241.4 to MP 241.8	CTC, 2 MT
MP 241.8 to MP 279.1	CTC
MP 279.1 to MP 282.6	CTC, 2 MT
MP 282.6 to MP 346.4	CTC
MP 346.4 to MP 354.4	CTC, 2 MT
MP 354.4 to MP 391.1	CTC
MP 391.1 to MP 396.9	CTC, 2 MT
MP 396.9 to MP 420.0	CTC

Interlockings

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

Safety Overlay Systems in Effect

- Hy-Rail Limits Compliance System (HLCS)

GCOR 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”.

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GCOR 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	Mile Post	Crossing Name
Neosho, Mo	309.58	Jefferson Ave
	309.90	Washington Ave (closed)
	310.02	Baxter St
	310.25	(Ped Crossing) (closed)

GCOR/MWOR 6.19—When required flagging distance is 2.0 miles.

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

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnels or Other Structures			
400.2		767	WWD
409.3	DED	769	EWD
Type B. Locations			
245.3		458	
260.9		768	
284.7		367	
314.6		368	
343.3		268	
360.3	DED		Exception reporting
364.0	DED		Exception reporting
370.6		868	
375.6	DED		Exception reporting
381.1	DED		Exception reporting
387.2	DED		Exception reporting
393.2	DED		Exception reporting
398.0	DED		Exception reporting
400.2		767	EWD
405.2	DED		Exception reporting
409.3	DED	769	WWD
414.2	DED		Exception reporting
418.4		768	

6. FRA Excepted Track

Location	Track Name	Track No.
Tiger	BN Side of Yard	732, 751, 753
Howard Spur MP 418.8		All tracks

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.

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).

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 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.

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 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 Heartland Division General Order from all other train make-up instructions contained in System Special Instruction Item 47.

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Close/No Clearance Location(s)

Location	Track Name	Track No.	Obstruction
Monett	Jeff Asbell Excavating	4810	Dock
	West leg of wye	4821	Building
Seneca	American Tripoli	5352	Dock
Afton	Farmland Coop	5601-5602	Building

Close Track Centers

Location	Track Name	Track Nos.
Brookline	Siding	Siding-4408
		Siding-4401 from MP 246.7 to MP 246.8
Afton	Farmland Coop	5601-5602

Flash Flood Critical Areas

MP 268.8 to MP 282.6
MP 286.5 to MP 320.8
MP 354.4 to MP 363.0
MP 387.9 to MP 388.3
MP 399.0 to MP 399.2
MP 415.5 to MP 416.5

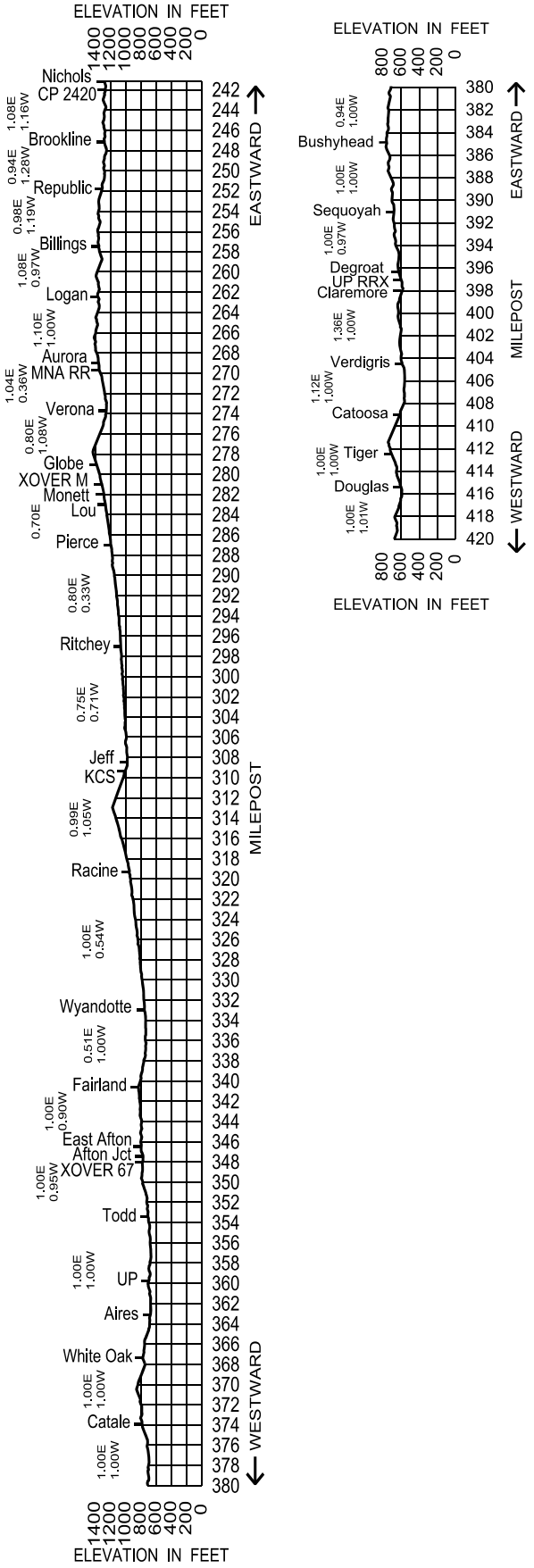
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1002	Nichols to Lou	
1003	Lou to East Tulsa	
Yard Line Segments		
1113	Monett Yard	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
92239	84 Lumber	242.0	395	East
92247	SW Power Spur (off siding)	247.2	8,000	East
	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 (off siding)	273.7	1,000	East
	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 (off siding)	366.7	860	Both
96379	Chelsea Team Track	378.7	3,000	West
96385	Bushyhead House Track	384.9	615	East
96392	Sequoyah	391.6	5,000	Both
	Verdigris	404.2	500	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



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Council Bluffs Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adjoining Sub: Creston Subdivision Boundary: Council Bluffs, MP 475.0 / Creston, MP 0.3 Information for Pacific Jct is located in the Creston sub timetable									
		20436	475.0	PACIFIC JCT.	CJRT	RL		11.0	
	5,136	27388	486.0	ISLAND PARK		TWC		2.6	
		27389	488.6	CBEC JCT.	T		136	3.2	
		27394	491.8	COUNCIL BLUFFS Adj. Sub: Bayard, MP 491.9	ABJS			1.6	
		27397	493.4	BN JCT	J			18.4	
Adjoining RR: UP Subdivision Boundary: Council Bluffs, MP 488.6 Connection with Bayard Sub via GCOR/MWOR 6.28 Between BN Jct and Omaha UP timetable and special instructions govern.									

Central Continental Time in effect on Council Bluffs Subdivision

Radio Call-In
Radio Channel 087 in service Pacific Jct. to BN Jct
Pacific Jct. - 19(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
817-867-7045, Fax 817-352-7047

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Psgr	Frt	
		Under 100 TOB	100 TOB & Over
MP 475.0 to MP 488.6	25	25	25

1(B). Speed—Permanent Restrictions

	Psgr	Frt
MP 475.0, both legs of wye, Pacific Jct.	10	10
MP 475.4 to MP 475.7	10	10

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

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

	Psgr	Frt	
		Under 100 TOB	100 TOB & Over
Loop Track, MidAmerican Energy Power Plant	5	5	5

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Pacific Jct. to BN Jct..... 143 tons, Restriction D

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks are not permitted on:		
Weyerhaeuse	Lead Track	
Amoco Oil	Loading Tracks	
Pam Oil		

3. Type of Operation

Main Track

MP 475.0 to MP 476.5	RL
MP 476.5 to MP 488.6	TWC

Interlockings

Mile Post	Type	Notes
492.7	Automatic	UP

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect
- Hy-Rail Limits Compliance System (HLCS)

GCOR 6.16—At Council Bluffs there is a railroad crossing at grade protected by a stop sign.

GCOR/MWOR 6.19—When required flagging distance is 2 miles.

GCOR/MWOR 8.3—The normal position of the north switch of the wye, MP 475.4, is lined for the west leg of the wye.

Safety Rule S-13.7.1—At MP 491.96, 16th Avenue crossing, the Bayard switch may be operated while cars or locomotives are stopped on the crossing and less than 50 feet from the switch stand.

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Pacific Jct.—The eastward distance signal located at MP 475.7 governs movements to the Creston Subdivision via the west leg of the wye. The east leg of the wye is governed by GCOR/MWOR 6.28. Trains receiving signal aspect 9.1.8 (Approach) must communicate with the dispatcher prior to blocking any grade crossings.

Council Bluffs—BNSF movements on UP yard tracks must be made only with the permission of the UP Council Bluffs Tower Yardmaster and only after a crew member of the movement has communicated directly with and received instructions directly from the UP Tower Yardmaster.

Trains and engines are prohibited from operating on Bartlett Elevator tracks 1, 2, or 3 and on Western Engineering track unless the overhead unloading devices are completely retracted.

BN Junction—Westward BNSF train and engine movements must stop at the stop sign which is located to the left of the track 558 feet east of the UP switch connecting to the UP MT2 at BN Junction. Authority to enter MT2 must be obtained prior to operating the electric lock at this switch.

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Operation on the Union Pacific Railroad, Council Bluffs to Omaha—BNSF train or yard movements operating on Union Pacific trackage are governed by the Union Pacific timetable.

The UP Council Bluffs Subdivision Dispatcher is on radio channel 042. Use *30 to contact the UP Council Bluffs Subdivision Dispatcher. The UP Council Bluffs Tower Yardmaster monitors Radio Channel 038. Crews unable to contact the UP directly may contact the Gibson Yardmaster for assistance.

At Council Bluffs, the BNSF Council Bluffs Subdivision connects to the UP MT2 at BN Jct. At Omaha, the BNSF Council Bluffs Subdivision connects to UP MT2 at 7th Street (CP B003).

Locations on UP in Omaha-Council Bluffs Area			
Location	**UP MPs**	**BNSF MPs**	
7th Street (CP B003)	2.5	496.0	CTC
CP B002	2.0		
CP B001	0.9		
Council Bluffs (CP B000)	0.6		
BN Junction	0.2	493.4	
CP B901	-0.4		
CCP Junction	-0.7		
CNW Connection	-0.8/351.3		
North Council Bluffs	347.0		

Operation on the Canadian National—CN trackage from the UP connection at CCP Jct. (UP MP 0.70; CC MP 512.3) to the CC Council Bluffs Yard (CC MP 511.4) is designated as industrial trackage. This track is governed by GCOR/MWOR 6.28. To contact CN personnel, use radio channel 072. CN Telephone Numbers are:

Council Bluffs Yard Office	712-323-3203
Manager of Operations, Homewood, IL	708-206-6755

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Council Bluffs	Western Engineering	3551	Unloading Pit
	Bartlett 1-3	3501-3503	Elevator
	Elevator 4-5	3504-3505	Elevator
	Weyerhaeuser	3611	Building
	Mid American Power Plant	3741	Tunnel/dumper building

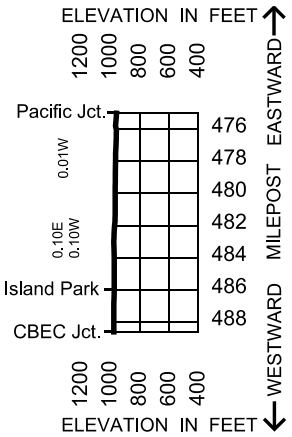
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
136	Pacific Jct to BN Jct	
Yard Line Segments		
877	Council Bluffs Yard	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
27390	MidAmer West Leg	0.4 miles west of end of MT	Industry	East
27391	Amoco Oil	1.0 miles west of end of MT	Yard	Both
27392	Weyco Lead	1.8 miles west of end of MT	Yard	East

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Creston Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adjoining Sub: Ottumwa, Chicago Division Subdivision Boundary: Creston, MP 391.0 / Ottumwa, MP 391.0									
		20355	392.9	CRESTON	BXY	YL ABS 2 MT	1	2.3	
			395.2	CP 3952		CTC 2 MT		10.5	
			405.7	CP 4057		CTC		3.2	
			408.9	CP 4089	X(2)	CTC 2 MT		3.1	
			412.0	CP 4120				10.2	
		20384	422.2	NODAWAY		CTC		3.3	
			425.5	CP 4255	X(2)	CTC 2 MT		3.4	
		20388	428.9	CP 4289				7.8	
			436.7	CP 4367		CTC		6.6	
		20403	443.3	RED OAK	T	CTC 2 MT		4.2	
		20409	447.5	McPHERSON		CTC		6.0	
		20413	453.5	CP 4535	X(2)	CTC 2 MT		4.5	
		20418	458.0	CP 4580				8.4	
			466.4	CP 4664		CTC		1.5	
		20427	467.9	BALFOUR	X	CTC 2 MT		5.8	
			473.7	EAST PACIFIC JCT. Adj. Sub: Napier, MP 473.8	J			1.4	
		20436	475.1 0.0	WEST PACIFIC JCT. Adj. Subs: Council Bluffs, MP 0.3 and Napier, MP 0.4	JT	CTC	2	3.4	
9,120			3.4	RIVER				1.6	
	20441		5.0	PLATTSMOUTH		CTC 2 MT		3.9	
	20445		8.9	OREAPOLIS Adj. Sub: Omaha, MP 8.8	AJTX			5.5	
			9.3	WEST WYE OREAPOLIS Adj. Sub: Omaha, MP 9.0	JT	CTC		4.6	
			13.9	CP 139		CTC 2 MT		5.0	
			18.9	CP 189				4.2	
6,432	20459		23.1	LOUISVILLE		CTC		4.2	
			27.3	CP 273		CTC 2 MT		3.8	
			31.1	CP 311	X(2)			3.6	
			34.5	NORTH WYE ASHLAND Adj. Sub: Sioux City, TWI Div., MP 34.8	JT			0.2	
			34.7	EAST WYE ASHLAND Adj. Sub Omaha, MP 34.9	JMT			0.6	
	20471		35.3	ASHLAND	X(2)	CTC 3 MT		1.1	
			36.4	CP 364	TX	CTC 2 MT		4.7	
			41.1	CP 411	X(2)			6.5	
6,650	20484		47.6	WAVERLY	X(2)			5.9	
			53.5	CP 535	X(2)			1.3	
	20491		54.8	HAVELOCK	BX			2.0	
			56.8	CP 568				2.0	
			58.8 0.0X	BAIRD Adj. RRs: UP & OLB, MP 0.1X	JM X(2)			0.7	
			0.7X	BALLPARK (Main 1)	M	CTC 4 MT	4	0.1	
			1.0X	HAYMARKET	JM X(2)			0.4	
			1.3X	HALL Adj. Sub: St Joe, MP 1.3X Adj. Sub: Hastings, MP 1.3X	JMT X(2)	CTC		0.6	
			1.4X	CARLING Adj. Sub: St Joe, MP 1.4X	JM X(2)			0.9	
	20496		1.9X	CP 19	BCPT			1.0	
			2.9X	CP 29				1.4	
	30004		4.3X	CUSHMAN Adj. Sub: Hastings, MP 4.4X	JMX			0.1	

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Creston Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
			4.4X	CP 44		CTC	4	0.1	
			4.5X	CP 45	X(2)	CTC 2 MT		1.6	
			6.1X	CP 61	X(2)	CTC 3 MT		153.2	
Adjoining Sub: Ravenna, Powder River Division Subdivision Boundary: Creston, MP 7.0X / Ravenna, MP 7.0									

Central Continental Time in effect on Creston Subdivision

Radio Call-In		
Radio Channel 053 in service Creston to CP 4664		
Creston W - 11(X)	Red Oak - 12(X)	Balfour - 16(X)
Radio Channel 087 in service CP 4664 to Baird		
Pacific Jct - 19(X)	Ashland - 18(X)	Lincoln - 17(X)
Radio Channel 009 in service Havelock Yard		
Radio Channel 066 in service Lincoln Yard - 30(X)		
Carling Tower - 156	Control Yardmaster - 186	
Creston Sub DS - 30(X)	Ravenna Sub DS - 34(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information
Creston to CP 4664—817-867-7144, Fax 817-352-6411
CP 4664 to CP 61—817-867-7045, Fax 817-352-7047

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Psgr	Frt: Under 100 TOB	Frt: 100 TOB & Over
MP 391.0 to MP 58.8	79	60	50
MP 0.0X to MP 7.0X	60	60	50
Other Tracks where CTC is In Effect (GCOR/MWOR 10.0)			
MP 8.9 to MP 9.3, Wye track	10	10	10
MP 34.5 to MP 34.7, East leg wye	10	10	10
MP 1.4X Carling to MP 1.9X on B1, B2	25	25	25
MP 1.4X Carling to MP 2.9X on B3, B4	25	25	25
MP 2.9X to WBCS Grain Lead 3 on B3	25	25	25
MP 2.9X to EBCS MT2 switch on B4	25	25	25
MP 4.4X to MP 6.1X, F1 extension and F2	25	25	25

Temperature Restrictions Contact the dispatcher if in doubt of the temperature. Notify the dispatcher when the train is restricted.	Frt: Under 100 TOB	Frt: 100 TOB & Over
MP 2.2 to MP 3.8, 95 degrees F and over	50	40
MP 10.9 to MP 34.5, 95 degrees F and over	50	40
MP 4.6X to MP 7.0X, MT2, 95 degrees F and over	50	40

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1(B). Speed—Permanent Restrictions

	Psgr	Frt
MP 393.0 to MP 393.7	30	25
MP 0.1 to MP 3.5	50	50
MP 3.5 to MP 4.5	35	35
MP 4.5 to MP 5.2	40	40
MP 5.2 to MP 9.0	50	50
MP 9.0, UPRR crossing	40	40
MP 9.0 to MP 35.0	50	50
MP 34.8 to MP 36.3, Sioux City Main	20	20
MP 35.0 to MP 36.5	50	40
MP 0.0X to MP 4.6X, MT1, MT2, MT3, MT4, Amtrak Platform	25	25

Key Trains Maximum speed within the following municipal area limits unless otherwise restricted:	Frt
MP 8.0 to MP 18.0	35
MP 53.0 to MP 58.8	35
MP 0.0X to MP 4.0X	35

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

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

	Psgr	Frt	
		Under 100 TOB	100 TOB & Over
MP 395.2, CP 3952, turnout	40	25	25
MP 405.7, CP 4057, turnout, applies both routes	50	50	50
MP 408.9, CP 4089, crossover turnouts	40	40	40
MP 412.0, CP 4120, turnout	50	50	50
MP 422.2, Nodaway, turnout, applies both routes	50	50	50
MP 425.5, CP 4255, crossover turnouts	40	40	40
MP 428.9, CP 4289, turnout, applies both routes	50	50	50
MP 436.7, CP 4367, turnout	50	50	50
MP 443.3, Red Oak, turnout	40	40	40
MP 447.5, McPherson, turnout	40	40	40
MP 453.5, CP 4535, crossover turnouts	40	40	40
MP 458.0, CP 4580, turnout	40	40	40
MP 466.4, CP 4664, turnout	40	40	40
MP 467.9, Balfour, crossover turnouts	40	40	40
MP 0.2, W Pacific Junction, turnout MT to MT1	50	50	50
MP 0.3, Pacific Junction, turnout MT to Napier Sub	30	30	30
MP 3.4, River, siding turnouts	35	35	
MP 5.0, Plattsmouth, turnout	40	40	40
MP 8.5, Oreapolis, crossover turnouts	40	40	40
MP 8.8, Oreapolis, turnout to Omaha sub	40	40	40
MP 8.9, Oreapolis, turnout End 2 MT	40	40	40
MP 9.3, West Wye Oreapolis, turnout	10	10	10
MP 13.9, CP 139, turnout	50	50	50
MP 18.9, CP 189, turnout	50	50	50
MP 23.1, Louisville, siding turnouts	40	40	40
MP 27.3, CP 273, turnout	50	50	50
MP 31.1, CP 311, crossover turnouts	50	50	50
MP 34.9, E Wye Ashland, turnout to Omaha Sub.	50	50	50
MP 35.0, Ashland, E crossover turnouts	40	40	40
MP 35.1, Ashland, W crossover turnouts	40	40	40
MP 36.4, CP 364, Sioux City Main turnout	20	20	20
MP 36.4, CP 364, crossover turnouts	25	25	25
MP 41.1, CP 411, crossover turnouts	40	40	40
MP 47.6, Waverly, siding turnouts	25	25	25
MP 53.5, CP 535, crossover turnouts	40	40	40
MP 0.0X, Baird, dual control switch turnouts	25	25	25
MP 0.0X, Baird, dual control switch turnout to Capital Steel	10	10	10
MP 0.7X, Ballpark, dual control switch turnout	25	25	25
MP 1.0X, Haymarket, dual control switch turnouts	25	25	25
MP 1.3X, Hall, dual control switch turnouts	25	25	25
MP 1.3X, Hall, dual control switch turnout to Gooch Line	10	10	10
MP 1.4X, Carling, dual control switch turnouts	25	25	25
MP 4.2X, Cushman, MT2 to South 4 and 5 (135 SW)	25	25	25
MP 4.3X, Cushman, MT1 to F5 and north departure lead, (138 and 135 switches)	25	25	25
MP 4.3X, Cushman, MT2 switch to Cobb Jct (139 SW)	25	25	25
MP 4.4X, CP 44, west receiving yard lead from CP 44 to South 1	25	25	25
MP 4.4X, CP 44, switch 87, 86 crossover, 85 switch	25	25	25
MP 4.4X, 136 & 137 switches, MT2 to MT1, crossover turnouts	10	10	10
MP 4.5X, CP 45, MT1 to F2 - 4 (3 switch) turnout	25	25	25
MP 4.5X, CP 45, crossover turnouts	25	25	25
MP 6.1X, CP 61, MT1 to F1 extension turnout	25	25	25
MP 6.1X, CP 61, crossover turnouts	40	40	25

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

Carling, #41 crossover	15	15	15
B1 Lead to F1 turnout (60 switch)	15	15	15
B2 to North Lead Crossover, all turnouts	15	15	15
North Lead to South Lead Crossover, all turnouts	15	15	15
F1 Extension, between MP 4.3 and Main 1 at CP 61	25	25	25
B1, B2, B3, B4, and F1, F2, F3, F4, F5, South 1, South 2, South 3, South 4, and South 5	25	25	25
All fuel pads, Lincoln Yard, initiating movement, HER	5	5	5
Lincoln Terminal, lite engines, between switches on Arrival, Departure, Engine Running, and Coal 1, 2, & 3 Tracks	20	20	20

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

MP 390.8 to Haymarket..... 143 tons, Restriction C
Haymarket to CP 61 ..... 143 tons, Restriction A
Red Oak to MP 2.8, Shenandoah Line. 143 tons, Restriction C
MP 2.8 to MP 25.9, Shenandoah Line.. 143 tons, Restriction C
Red Oak Industrial Track..... 143 tons, Restriction C

Location	Track Name	Track No.
Trains 100 TOB and over are not permitted on:		
River Siding (Stopping locomotives on the River siding bridge is prohibited.)		
60-80 ton bridge derricks are not permitted on:		
Red Oak to Shenandoah line		

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3. Type of Operation

Main Track

MP 391.0 to MP 393.5	YL, ABS, 2 MT
MP 393.5 to MP 395.2	CTC, 2 MT
MP 395.2 to MP 405.7	CTC
MP 405.7 to MP 412.0	CTC, 2 MT
MP 412.0 to MP 422.2	CTC
MP 422.2 to MP 428.9	CTC, 2 MT
MP 428.9 to MP 436.7	CTC
MP 436.7 to MP 443.3	CTC, 2 MT
MP 443.3 to MP 447.5	CTC
MP 447.5 to MP 458.0	CTC, 2 MT
MP 458.0 to MP 466.4	CTC
MP 466.4 to MP 0.2	CTC, 2 MT
MP 0.2 to MP 5.0	CTC
MP 5.0 to MP 8.6	CTC, 2 MT
MP 8.6 to MP 13.9	CTC
MP 13.9 to MP 18.9	CTC, 2 MT
MP 18.9 to MP 27.3	CTC
MP 27.3 to MP 34.7	CTC, 2 MT
MP 34.7 to MP 36.4	CTC, 3 MT
MP 36.4 to MP 58.8	CTC, 2 MT
MP 0.0X to MP 1.4X, MT1, MT2, MT3, MT4	CTC, 4 MT
MP 4.4X to MP 4.5X	CTC, 2 MT
MP 4.5X to MP 6.1X	CTC, 3 MT
MP 6.1X to MP 7.0X	CTC, 2 MT

Other Tracks where CTC is In Effect (GCOR/MWOR 10.0)

MP 9.3 (West Wye Oreapolis) to MP 8.9 (East Wye Oreapolis) on Wye track
MP 34.5 (North Wye Ashland) to MP 34.7 (East Wye Ashland) on east leg wye
MP 1.4X Carling to MP 1.9X on B1, B2
MP 1.4X Carling to MP 2.9X on B3, B4
MP 2.9X to WBCS Grain Lead 3 on B3
MP 2.9X to EBCS MT2 switch on B4
MP 4.4X to MP 6.1X, F1 extension and F2

Interlockings

Mile Post	Type	Notes
8.9	Automatic	#
58.8 / 0.0X	Manual	Baird
0.7X	Manual	Ballpark
1.0X	Manual	Haymarket
1.3X	Manual	Hall
1.5X	Manual	Carling
4.3X	Manual	Cushman

Additional information located in Item 7

- From Ravenna Subdivision—Cushman Interlocking begins at CP 39 (Cobb Line). EBCS (Carling Operator) are part of the interlocking. WBCS (Hastings DS) are part of the CTC system.
- From Creston Subdivision—Baird Interlocking begins at MP 0.0X. EBCS are part of CTC system. WBCS are part of interlocking.
- From Hastings Subdivision—Hall Interlocking begins at MP 1.4 EBCS on MT4.
- From St. Joseph Subdivision—Hall Interlocking begins at MP 207.2 WBCS St Joe Main 1 and 2.

The following locations in ABS are signaled in both directions: MP 391.0 to MP 392.9

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Hy-Rail Limits Compliance System (HLCS) in effect on Creston sub from MP 391.0 to MP 58.8 and MP 4.5X to MP 7.0X.

  At Ashland HLCS thumbwheel setting for Sioux City Main = M

GCOR 2.12, Approach Signal Announcement—In signaled territory and operating on a road radio channel, when a train is passing a signal displaying either an approach indication or a diverging approach indication in advance of a control point, a crew member must transmit the following by radio:
- Train identification - initials, engine number, and direction
- Signal name
- Next control point location or milepost of signal
- Track - (on single track, MT designation is not necessary)
- Speed

Example: BNSF 4196 East, Approach in advance of MP 82.8, 29 MPH.

GCOR 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	Mile Post	Crossing Name
Creston, IA	393.18	Elm St.
	393.40	New York Ave
Waverly, NE	47.17	N. 148th St.
	47.73	N. 141st St.
Lincoln, NE	53.72	North 70th St.
	55.92	44th St.
	56.61**	Adams St.
	56.8	33rd St.
	0.77X	1st & J Street (South 1st Street)

**Automated Horn System (AHS)—AHS includes a wayside horn, activated by the approaching train, which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated, the AHS will automatically sound a horn at the crossing.

To confirm the AHS is functioning, an indicator flashes at the crossing. After the indicator is observed to be flashing, whistle signal 5.8.2(7) is no longer required.

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

MWOR 6.3.2—Applies for Maintenance of Way employees on all tracks at Lincoln outside the limits of CTC and the Lincoln Terminal Interlockings controlled by the Carling Operator.

GCOR/MWOR 6.19—When flagging is required, distance is 2.0 miles.

GCOR 6.26— When facing west between N Wye Ashland (MP 34.8) and CP 364 (MP 36.4), from right to left, tracks are named Sioux City Main, Main 1, Main 2.

At MP 1.7X Salt Creek Bridge, facing east and reading left to right, the 6 tracks are named: B1, MT1, MT2, MT3, B3, and B4.

At MP 4.5X, facing west and reading right to left, the 3 Main Tracks are named: F1 Extension, MT1, and MT2.

GCOR 8.20—All derails in Lincoln Terminal must be left in the non-derailing position unless protecting men or equipment, or locomotives left unattended as required. There is switch point derail on the Benedict Spur at MP 143.7.

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GCOR 9.1.13—Movement over the B2 to North Lead Crossover and the North Lead to South Lead crossover are governed by a signal displaying Rule 9.1.13.

Safety Rule S-13.1.3—Employees may cross within 25 feet of the head end of trains on the fuel pads using the designated concrete walkways only.

GCOR 9.17.1— Crews entering the Main Track within Yard Limits at Creston must receive permission from the train dispatcher before operating a Main Track switch or entering the Main Track.

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnels or Other Structures			
0.3	DED	178	WWD, transmits on Creston sub radio channel 087 and Napier sub channel 085
8.6	DED	177	EWD, transmits on Creston sub radio channel 087 and Napier sub channel 085
Type B. Locations			
394.0	DED		Exception reporting
398.9		118	
405.0	DED		Exception reporting
410.0	DED		Exception reporting
415.6	DED		Exception reporting
421.5		128	
426.5	DED		Exception reporting
431.5	DED		Exception reporting
436.7	DED		Exception reporting
441.4	DED		Exception reporting
445.2		198	
450.3	DED		Exception reporting
457.0	DED		Exception reporting
461.9		197	
466.4	DED		Exception reporting, dual channel reporting on channels 087 and 053
471.7	DED		Exception reporting
0.3	DED	178	EWD
3.4	DED		Exception reporting
8.6	DED	177	WWD
16.0		188	
21.1	DED		Exception reporting
27.2	DED		Exception reporting
31.3	DED		Exception reporting
35.2	DED		Exception reporting
39.0		187	
4.6X	DED		Exception reporting, MT1, MT2, F Trk Extension, dual channel reporting on channels 039 and 066

6. FRA Excepted Track—None

7. Special Conditions

Creston—Eastward trains arriving Creston must contact the train dispatcher for instructions regarding their train (i.e., crew changes, work events, and/or yarding instructions).

Between MP 392.9 and MP 393.1, trains and/or lite locomotive consists will not sound GCOR whistle signal 5.8.2(3) prior to departure.

Emerson—Prior to leaving any locomotive(s) on track 1997, portable derail must be placed on the east end of Emerson track 1997 to prevent locomotive access to the main track. TY&E crews are responsible for contacting the train dispatcher to advise derail is required. The on duty track inspector will place the portable derail, and TY&E crews must remain with locomotive(s) until derail is in place.

Pacific Jct—To minimize noise disturbance at Pacific Junction, westward trains on the Creston Subdivision without a proceed signal at West Pacific Jct. must stop 1,000 feet east of the westward control signal, unless otherwise instructed.

River—Trains 100 TOB & over may not operate on the River siding. Stopping locomotives on the bridge on the River siding is prohibited.

Oreapolis Automatic Interlocking/West Wye Oreapolis Automatic Interlocking—When stopped for a signal displaying a Stop indication, and the signal does not display a proceed indication after complying with GCOR 9.12.3, authority must be obtained from the CTC Control Operator to enter the block beyond the automatic interlocking signal prior to proceeding. These instructions apply to both eastward and westward trains.

Buccaneer Bay Road MP 10.5—Eastward trains receiving an approach signal at MP 11.6 must stop short of MP 10.5 unless a proceed aspect is displayed at the EBCS West Wye Oreapolis, or other instructions have been given by the dispatcher.

Havelock—The derail on the Depot Tie Up track may be left in the non derailing position when no equipment is occupying the track.

Havelock Mechanical Facility (Car Shop Repair Area)—Limits of the Havelock Mechanical Facility extend eastward from the crossover switch on Main 2 at MP 54.7 and include the following tracks: Pass, Pick Up, Q-1, Q-2, Q-3, West tail extension of the Pass, East tail extension of the Pass, House track adjacent to Havelock Yard office, Lead to ADM, and all additional associated Mechanical Shop, Storage Yard, and Wheel Plant trackage South of Main 2.

Lincoln—To allow movements to continue over St. Joe Main 1 and the Main 2 diamond while Track and Time authority is issued on Main 4 east of the diamond, an identifiable track and time limit is established. A “Track and Time Point 1” sign is located on Main 4 just east of the St. Joe Main and the Main 2 diamond. This sign is used to designate the begin/end limit for track and time issued on Main 4.

An example: Authority number 250-60, Granted on Main 4 Track Between EBCS, Hall, SW-Y, and T&T Point one, Hall, until 1315.

All tracks at Lincoln outside the limits of CTC and the Lincoln Terminal Interlockings are controlled by the Carling Operator.

Lincoln Terminal, Gooch Lead—Trains or yard movements must not occupy the grade crossing on the Gooch Lead at 5th and A streets, MP 1.3X, until the crossing warning signals have been operating for over 20 seconds, or until the movement is protected by a crew member. “Crossing Signal Start” signs have been placed 100 ft. east and west of this crossing.

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Lincoln Terminal, Securing Equipment Against Movement—Apply the following when securing equipment against movement in Lincoln Terminal as described in ABTH rules 102.1.1 and 102.1.2:

In addition to securing locomotives as described in ABTH rule 102.3:

- Loaded unit coal/grain apply 5 handbrakes (locomotives included, if they will remain attached)
- Empty unit coal/grain apply 2 handbrakes (locomotives included, if they will remain attached)
- Manifest and all other, apply 5% of handbrakes (%=1 of every 20 cars in train - locomotives included, if they remain attached)
- Loaded unit coal/grain greater than 19,100 tons apply 7 handbrakes (locomotives included, if they will remain attached)

Lincoln Terminal, Freight Pit Derails—Remote Control Derails have been placed in service at the East End and West End of Track #18 and Track #19 at the Freight Pit at the Lincoln Diesel Shop. The Freight Pit Foremen have control of all remote control derails in this area, and movement of locomotive consists by TY&E Crews are governed by instructions from the Freight Pit Foremen on AAR Radio Channel 083/083. All inbound locomotive consists will be directed to stop short of the derail, or directed to continue onto an empty track at the Freight Pit Foremen's discretion.

Staging Trains

Creston Yard to CP 3818, when staging trains in this corridor, trains will stop at the spot locations as directed by the dispatcher.

Westbound MT1

Spot 1W	Depot sidewalk	MP 392.9

Eastbound MT2

Spot 4E	Stairs EE Creston Yard	MP 391.7

Remote Control Zone

Lincoln

- Receiving tracks 2-8 (Tracks 732-738)
  - RCZ is activated / deactivated by contacting the Carling Operator and requesting that RCZ protection be established for the Receiving Track where protection is desired. The Carling Operator will provide block protection to the appropriate track on the west end of the Receiving Yard. The east end of the Receiving Yard will be governed by GCOR/MWOR 6.28. The Carling Operator will notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested the RCZ be deactivated. Before receiving tracks 2-8 (732-738), can be occupied, the Carling Operator must be contacted to determine if the RCZ has been activated within the Receiving yard.

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped With Two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
  - MP 0.2 end two main tracks Pacific Jct.
  - MP 2.41 ESS River
  - MP 4.33 WSS River
  - MP 27.3
  - MP 31.1
  - MP 34.9 East Wye Ashland MT1 to Omaha Subdivision
  - MP 41.1
  - MP 0.0X Baird
- ICS in effect
  - CP 4089 MP 408.9 *
  - CP 4255 MP 425.5 *
  - Greenwood MP 41.1*
  - East Waverly MP 47.7 *
  - West Waverly MP 49.1 *
  - Baird MP 58.9 *
  - Baird MP 0.0X *
  - Haymarket MP 1.0X *

* Denotes all crossover switches within control point are ICS

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Creston Yard	S. Yard Lead	115	Building
Villisca	Team Track	702	Building
Prescott	Elevator Track	1001	Building
Emerson	Passing Track	1997	Tower
Hastings	Elevator Track	1801	Building
Glenwood	Stub Track	1601	Stub poles
Red Oak	Elevator	1500	Elevator and dike
Essex	Elevator Track	1101	Tower loading facility
	Elevator Spur	1102	Tower loading facility
Shenandoah	House Track	1206	Elevator
Havelock	All industry tracks at Havelock have close clearance. Riding cars is permitted only on A and B track at ADM Havelock.		
MP 57.3	CG Elevator	1602	Elevator
Lincoln	All industry tracks at Lincoln have close clearance locations and no cars are to be ridden in any industry at Lincoln except AGP south. While at AGP there is no riding of cars under any structure.		
MP 6.1X	MT1		Mechanical Monitoring Device

Close Track Centers

Location	Track Name	Track Nos.
Creston	Yard	1503-1504
Ashland	Yard	2607-2698, 2607-2601
Lincoln (Hobson)	Rec3-Rec4	733 - 734
	Local 2-Local 3	742 - 743
	N Yard 8 thru N Yard 14	768 - 774

Milepost Range Change

MP 475.1 = MP 0.0
MP 58.8 = MP 0.0X

Duplicate Mileposts

Between Baird, MP 0.0X and MP 7.0X an "X" has been added to the mileposts because duplicate mileposts exist elsewhere on the subdivision.

Test Miles

MP 399.0 to MP 400.0
MP 463.0 to MP 464.0
MP 14.0 to MP 15.0
MP 52.0 to MP 53.0
MP 5.0X to MP 6.0X

Flash Flood Critical Areas

MP 396.0 to MP 399.0
MP 422.0 to MP 436.0
MP 453.0 to MP 466.0
MP 0.4 to MP 2.0
MP 5.5 to MP 33.0
MP 42.0 to MP 44.0

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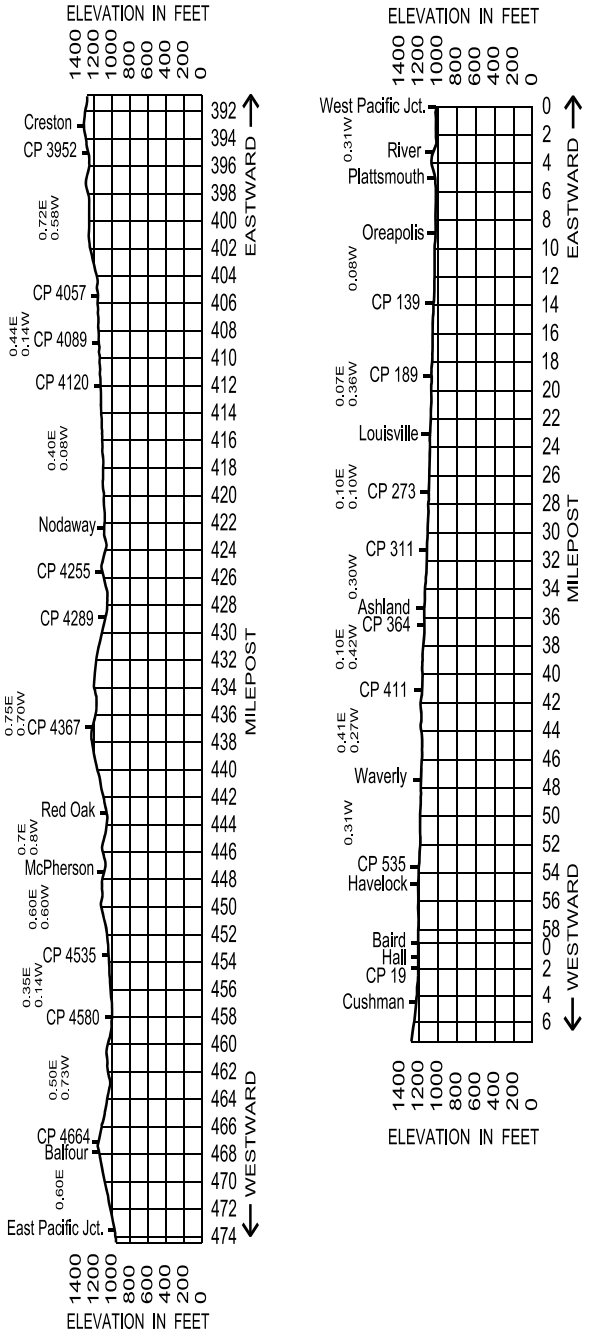
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1		MP 391.0 to MP 475.2
2		MP 0.0 to MP 58.8
4	Baird to MP 7.0X	
92	Red Oak Industrial Track	
93	Red Oak to Shenandoah	
Yard Line Segments		
838	Creston	
839	Red Oak	
872	Pacific Jct	
873	Havelock	
874	Havelock Shop	
875	Lincoln Terminal	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
20368	Prescott	406.7	1,180	West
	Corning Industrial Park	415.3	2,452	Both
20375	Brooks	417.8	1,088	Both
20388	Villisca	427.1	1,639	East
20396	Stanton	435.4	2,550	Both
	Red Oak Industrial Park Trk 0001-A989 Trk B902 Trk 38 A990 Actual Minza Trk 39 A991 Trk B904 Fresco Track	444.7	5,480 240 840 2,100 565	East
20413	Emerson	451.6	1,565	Both
20418	Hastings	457.2	910	West
20423	Malvern	462.1	775	West
20432	Glenwood	471.8	795	West
78112	Essex Track 1101 Track 1102 Track S of 1102	13.0	1,000 1,100 560	Both
20450	Cullom	14.2	2,000	Both
47119	Shenandoah Track 1204 Track 1206	19.0	1,100 1,000	Both
20464	South Bend	27.5	1,000	Both
20478	Greenwood	41.2	500	Both

10. Grade Chart



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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
Subdivision Boundary: Cuba, MP 7.9 Connection with Hannibal, River & TRRA via GCOR/MWOR 6.28. Information for Lindenwood is located in the Hannibal sub timetable.									
		92009	8.6	OLD ORCHARD	Y	YL DT ABS		7.1	
		92016	15.7	TREE COURT		TWC DT ABS		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 235.1	JX(2)	CTC 2 MT		2.1	
			237.2	43 TRACK		CTC		2.5	
Springfield Yard - Between 43 Track and Nichols is governed by GCOR/MWOR 6.28.									
			241.4	NICHOLS	J	CTC 2 MT	1002	233.5	
Adjoining Subs: Cherokee & Ft. Scott Subdivision Boundary: Cuba MP 241.4 / Cherokee MP 241.4 / Fort Scott MP 198.3 Information for Nichols is located in the Cherokee sub timetable.									

Central Continental Time in effect on Cuba Subdivision

Radio Call-In		
Radio Channel 070 in service Old Orchard to Dillon		
Valley Park - 71(X)	Pacific - 21(X)	Stanton - 61(X)
Rosati - 31(X)		
Radio Channel 015 in service Dillon to Teed		
Newburg - 41(X)	Lebanon - 51(X)	Northview - 61(X)
Springfield - 81(X)		
Radio Channel 026 in service Teed to Springfield Yard		
Springfield - 82(X)		
Radio Channel 066 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 (Red)	768-7045	*1	#1
Stanton (Blue)	768-6944	*1	#1
Rosati (Green)	829-4781	*2	#2
Maples (Red)	829-4780	*1	#1
Lebanon (Green)	829-4779	*3	#3
Springfield (Green)	829-4742	*1	#1

Dispatcher Information

MP 7.9 to Teed
0630 - 1430 M-F 817-867-7052, Fax 817-352-7566
1430 - 0630 M-F & all times S-S 817-867-7050, 800-666-1024, Fax 817-352-6413
Teed to Springfield—817-867-7053, Fax 817-352-6416
Springfield to Nichols—817-867-7050, 800-666-1024, Fax 817-352-6413

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 7.9 to MP 237.2	50	45
MP 241.3 to MP 241.4	50	45

System Special Instructions Item 1(A) applies on the Cuba Subdivision.

Temperature Restrictions
Contact the train dispatcher if in doubt of the temperature.
Notify the train dispatcher when the train is restricted.

MP 59.0 to MP 110.0, 95 degrees F and over	50	40
MP 130.0 to MP 149.0, 95 degrees F and over	50	40
MP 176.0 to MP 217.0, 95 degrees F and over	50	40
MP 221.0 to MP 235.0, 95 degrees F and over	50	40

1(B). Speed—Permanent Restrictions

	Frt
MP 7.9 to MP 17.9, WWD, 100 TOB and over	30
MP 7.9 to MP 10.5	35
MP 10.5 to MP 19.0	45
MP 41.1 to MP 59.4	40
MP 50.0 to MP 46.0, EWD, 100 TOB and over	30
MP 64.3 to MP 65.3, trains consisting entirely of loaded coil steel equipment	25
MP 70.7 to MP 74.3	40
MP 106.4 to MP 110.8	45
MP 110.8 to MP 116.2	35
MP 111.0 to MP 117.0, WWD, 100 TOB and over	30
MP 116.2 to MP 124.3	40
MP 123.0 to MP 134.0, EWD, 100 TOB and over	30
MP 130.5 to MP 137.3	40
MP 137.3 to MP 142.3	45
MP 142.0 to MP 143.5, trains consisting entirely of loaded coil steel equipment	25
MP 142.3 to MP 145.1	40
MP 145.1 to MP 149.8	45
MP 149.8 to MP 175.9	40
MP 151.5 to MP 152.5, trains consisting entirely of loaded coil steel equipment	25
MP 164.5 to MP 165.5, trains consisting entirely of loaded coil steel equipment	25
MP 181.2 to MP 182.8, HER	40

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	Frt
MP 182.8 to MP 188.5	45
MP 204.0 to MP 205.0, trains consisting entirely of loaded coil steel equipment	25
MP 216.8 to MP 221.4	40
MP 234.6 to MP 234.8, HER	30
MP 235.1 to MP 235.4, MT1	25
MP 235.1 to MP 237.2, MT2	35
Key Trains Maximum speed within the following municipal area limits unless otherwise restricted:	
MP 7.9 to MP 22.0	35
MP 231.0 to MP 237.2	35
MP 241.3 to MP 241.4	35

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

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

	Frt	
	Under 100 TOB	100 TOB & Over
MP 17.9 East Valley Park, turnout MT1, MT2	45	45
MP 34.1, Pacific, siding turnouts	25	25
MP 52.2, St. Clair, siding turnouts	20	20
MP 77.2, Coffeyton, siding turnouts	20	20
MP 119.1, Newburg, siding turnouts	20	20
MP 235.3, Teed, crossover turnouts	25	25

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

SE Jct to MP 7.9, HER	20	20
SE Jct to MP 7.9	35	35
Valley Park, west leg of the west wye	5	5
Springfield Yard, North Track between Teed and Broadway	20	20
Springfield Yard, South Track between 43 Track and Broadway	20	20
Springfield Yard, Old Memphis Passenger Main at Main, Campbell, Booneville and Jefferson Streets, HER	5	5
Springfield Yard, West Belt at Chestnut Expressway, HER	5	5
Springfield Yard, Lilly Tulip Track at Chestnut Expressway, HER	5	5
Springfield Yard, French's Manufacturing at Highway 744/ Kearney St., HER	5	5
Springfield Yard, between Division Street overpass and Nichols, North and Middle Tracks	20	20
Springfield Yard, between Division Street overpass and Nichols, South Track	20	20
Springfield Yard, Long 4 South between Broadway and Division Street Overpass	20	20

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

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Rolla	Maggi Lead	2902
No more than two 6-axle locomotives are permitted on:		
Valley Park Wye		
Loaded unit trains are not permitted on:		
Eureka	Siding	
Rook	Siding	
Stanton	Siding	
Cuba	Siding	
Rosati	Siding	
Dillon	Siding	
Dixon	Siding	
Jury	Siding	
Swedeborg	Siding	
Richland	Auxiliary tracks	
Stoutland	Siding	
Sleeper	Siding	
Niangua	Siding	
Stafford	Siding	

3. Type of Operation

Main Track

MP 7.9 to MP 9.1	YL, DT, ABS
MP 9.1 to MP 17.9	TWC, DT, ABS
MP 17.9 to MP 235.1	CTC
MP 235.1 to MP 235.4	CTC, 2 MT
MP 235.4 to MP 237.2	CTC
MP 241.3 to MP 241.4	CTC, 2 MT

4. Subdivision Specific Rules Information

GCOR 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 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	Mile Post	Crossing Name
Webster Groves, Mo	10.06	Big Bend Blvd
	10.22	Gray Ave
	10.45	Rock Hill Rd
Oakland, Mo	11.43	Sapington Rd
	11.76	Holmes Ave
Kirkwood, Mo	12.68	Kirkwood Rd
	13.11	Big Bend and Geyer Rd

GCOR/MWOR 6.19—When required flagging distance is 2.0 miles.

GCOR/MWOR 6.26—MP 235.4 to MP 237.2 is designated MT2.

GCOR/MWOR 8.20—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 5.13.

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GCOR 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 Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type B. Locations			
29.5		718	
57.2		618	
79.2		317	
101.4		318	
120.8		418	
150.5		517	
177.0		518	
193.8		617	
215.4		618	

6. FRA Excepted Track

Line Segment	Begin MP	End MP	Track No.
1002	231.835	231.988	1394
1002	231.836	232.441	1399
1002	231.946	231.995	1393
1002	231.946	232.141	1397
1002	231.974	232.13	1398
1002	231.996	233.071	1396
1002	232.227	232.385	1390
1002	233.58	233.814	1384
1002	233.587	233.678	1388
1002	233.594	233.771	1386
1002	233.759	234.251	1387
1002	233.771	234.278	1382
1002	234.759	235.377	1368
1002	234.816	234.92	1373
1002	234.818	234.944	1374
1002	235.09	235.165	1372
1002	235.123	235.279	1370
1002	235.887	236.013	1362
1002	236.013	236.101	1360
1002	237.257	237.353	1248
1103	237.023	237.361	1221
1103	237.044	237.348	1222
1103	237.153	237.471	1224
1103	237.29	237.38	1281
1103	237.426	237.848	1225
1103	237.436	237.797	1203
1103	237.45	237.77	1227
1103	237.472	237.788	1204
1103	237.483	237.778	1205
1103	237.492	237.768	1206
1103	237.5	237.817	1202
1103	237.502	237.759	1207
1103	237.511	237.749	1208
1103	237.521	237.739	1209
1103	237.531	237.73	1210
1103	237.552	237.72	1211
1103	237.608	237.646	1270
1103	237.635	237.788	1226

7. Special Conditions

Between Lindenwood and Kirkwood—Do not sound whistle signal as prescribed by GCOR 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—The Valley Park switching area, line segment 1102, is controlled by the Burlington Junction Railway. Before 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.

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.

Strafford—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—Radio communications to the Tower Yardmaster from road crews, or between yard and road crews within the terminal, will be conducted on channel 066 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.

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.

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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 105.10 Distributed Power Train Handling on the entire Cuba Subdivision.

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	Check
Dial 90000	All Segments lit Brake pipe pressure is 125 pounds MARKER ON, BATTERY LOW AND STOPPED are lit

Hot Weather Train Handling (See Item 1 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:

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 Heartland Division General Order from all other train make-up instructions contained in System Special Instruction Item 47.

Remote Control Zones
Springfield

- RCZ 1 (North drill track and switching lead) between MP 239.8 (bowl divider switch) and MP 240.2
- 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 3 (South bowl lead) between MP 239.6 (Clearance point at the west end of track 101) and MP 239.8 (bowl divider switch).
- Activation / Deactivation Procedure—RCZs 1, 2 and 3 are activated by the RCO in the west hump tower and deactivated by the RCO in the west hump tower. In the absence of an RCO in the west hump tower, they are activated by the tower yardmaster and deactivated by the tower yardmaster.

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	1383-1384	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	2238-2239	Building
	Miller Mfg	2248	Building
	Commerical Metal	2707	Gate
	Sweetheart	2870-2871	Building
	MFA Plant Food	2880	Building
	Queen City Warehouse	2995	Building
	ADM	3180-3181	Building
	Crescent Feed	3251	Building
	Meek Lumber	3430	Dock
	Paper Dock	3621	Dock
	Westside Reload	9195	Dock
	Rail Plant	9510-9511	Stored equipment

Close Track Centers

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

Flash Flood Critical Areas
MP 18.0 to MP 142.0
MP 174.0 to MP 190.5

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1002	Lindenwood to Springfield Yard	
1011	Springfield Yard to Kissick	
1018	Nichols to WS	
Yard Line Segments		
1101	Lindenwood Yard	
1102	Valley Park	
1103	Springfield—Kansas Ave. Yard	

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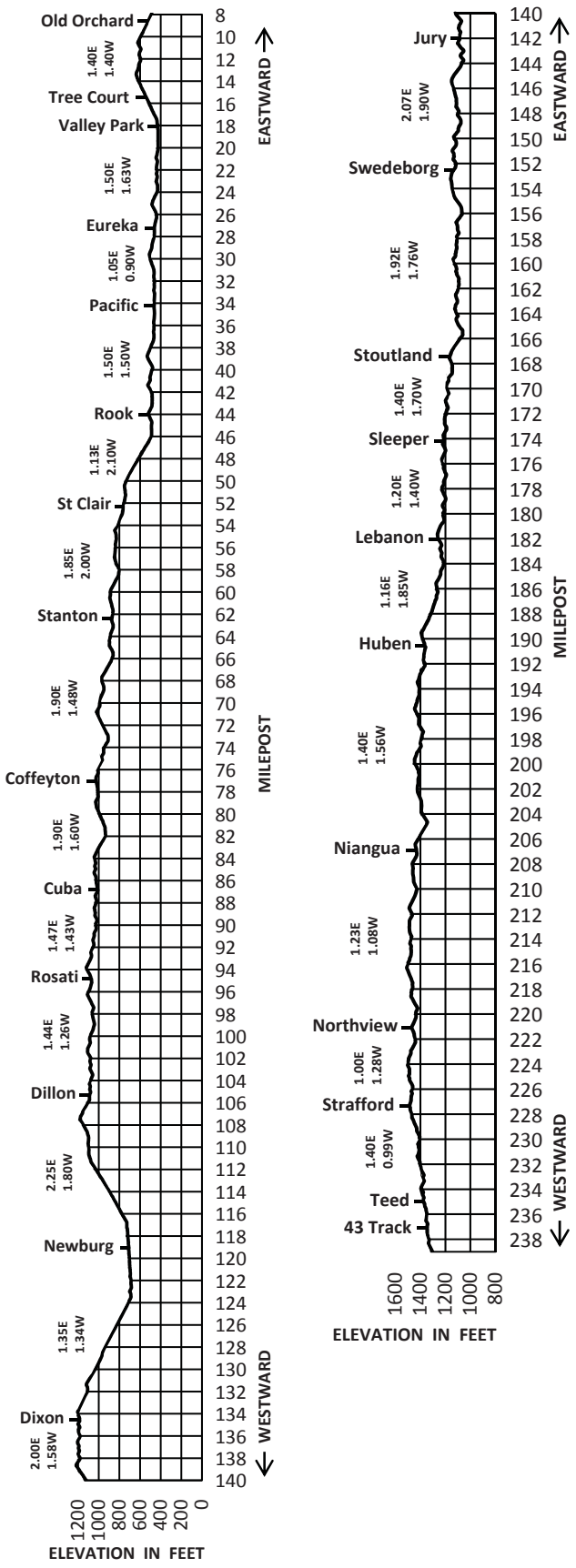
9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
92008	SE Jct	1.3 miles from Old Orchard		
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 (SDG)	152.5	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
92239	Springfield Yard			
43 Track to Kissick				
92866	Galloway	246.5	200	East
92869	Kissick	249.1	10,000	Both

10. Grade Charts



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SOUTHWARD ↓	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.	↑ NORTHWARD
				Adjoining RR: KCT Subdivision Boundary: Ft. Scott, MP 2.2					
			2.2	30TH STREET	MX	CTC 2 MT	1001	1.7	
		93003	3.9	ROSEDALE	X			1.7	
			5.6	BRAVO	X(2)			2.6	
		93008	8.2	MERRIAM	X(2)			8.3	
			16.5	CHARLIE	X(2)			10.0	
			21.5	CP 215 Connection with Emporia sub, Kansas Division via GCOR/MWOR 6.28 at MP 21.1 & MP 21.4	JTXY			5.1	
		93025	26.6	CP 266				2.6	
			29.2	CP 292				2.8	
			32.0	CP 320				9.8	
		93036	41.8	S. HILLSDALE Adj. RR: UP, MP 41.8		CTC		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				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				9.8	
8,640		93092	91.7	HAMMOND				5.1	
			96.8	N. FT. SCOTT				1.8	
		93099	98.6	FT. SCOTT		CTC 2 MT		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		CTC		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			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				3.3	
			197.9	CP 1978	T			0.5	
		92242	198.3	NICHOLS	J			203.3	
				Adjoining Subs: Cherokee & Cuba Subdivision Boundary: Ft. Scott, MP 198.3 / Cherokee, MP 241.4 / Cuba, MP 241.4 Information for Nichols is located in the Cherokee sub timetable. Information for Springfield Yard is located in the Cuba sub timetable.					

Central Continental Time in effect on Ft. Scott Subdivision

Radio Call-In		
Radio Channel 066 in service in Kansas City Terminal		
Kansas City - 33(X)		
Radio Channel 039 in service 30th Street to Henson		
Merriam - 31(X)	Paola - 32(X)	Henson - 47(X)
Argentine Diesel Servicing Facility X=6		
Radio Channel 082 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, PTC Desk X=9		

Mobile Radio	Number	Access Digit	Disconnect Digit
Merriam (Green)	472-3287	*1	#1
Louisburg (Red)	223-7563	*1	#1
Ft. Scott (Green)	223-7562	*2	#2
Springfield (Green)	829-4742	*1	#1

Dispatcher Information

30th Street to Henson—817-867-7065, Fax 913-551-2395
Henson to Nichols—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

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

1(A). Speed—Maximum

	Frt	
Main Track	Under 100 TOB	100 TOB & Over
MP 2.2 to MP 98.6	60	45
MP 98.6 to MP 198.3	50	45
Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)		
MP 0.0Z to MP 1.3Z, Connection Track	10	10
MP 197.9 to MP 198.3, West Wye	10	10

Temperature Restrictions

Contact the train dispatcher if in doubt of the temperature.
Notify the train dispatcher when the train is restricted.

MP 7.9 to MP 22.0, 90 degrees F and over	40	30
MP 22.0 to MP 96.7, 95 degrees F and over	50	40
MP 102.6 to MP 198.3, 95 degrees F and over	50	40

1(B). Speed—Permanent Restrictions

	Frt
MP 2.2 to MP 7.9	30
MP 5.22 to MP 5.23, bridge, cars 134 tons and over	25
MP 7.9 to MP 11.5	40
MP 11.5 to MP 16.0	50
MP 37.4 to MP 41.9	50
MP 41.9 to MP 43.4	40
MP 43.4 to MP 45.9	50
MP 54.8 to MP 60.0	50
MP 66.8 to MP 67.3	50
MP 86.8 to MP 87.5	50
MP 96.0 to MP 96.7	40
MP 96.7 to MP 106.7	30
MP 98.0 to MP 98.9, HER	20
MP 114.5 to MP 121.0	45
MP 137.6 to MP 138.9	45

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	Frt
MP 139.0 to MP 139.1, MNA RR Crossing	40
MP 158.4 to MP 167.0	45
MP 167.0 to MP 167.9	35
MP 167.9 to MP 173.1	45
MP 173.1 to MP 188.2	40
MP 198.1 to MP 198.3	25

Key Trains
Maximum speed within the following municipal area limits unless otherwise restricted:**t**

MP 2.2 to MP 35.0	35
MP 198.0 to MP 198.3	35

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

	Frt	
	Under 100 TOB	100 TOB & Over
MP 2.2, 30th Street, crossover turnouts	20	20
MP 3.9, Rosedale, crossover turnouts	30	30
MP 5.6, Bravo, crossover turnouts	30	30
MP 8.2, Merriam, crossover turnouts	40	40
MP 16.5, Charlie, crossover turnouts	40	40
MP 21.5, CP 215 crossover turnouts	40	40
MP 26.6, CP 266, crossover turnouts	50	45
MP 29.2, CP 292, crossover turnouts	50	45
MP 32.0, CP 320, crossover turnouts	50	45
MP 41.8, S. Hillsdale, MT2 turnout	40	40
MP 41.8, S. Hillsdale, MT1 to UP Long Track turnout	25	25
MP 48.3, Henson, siding turnouts	20	20
MP 54.2, Fontana, siding turnouts	30	30
MP 62.5, LaCygne, siding turnouts	40	40
MP 74.0, Pleasanton, siding turnouts	40	40
MP 81.9, Prescott, siding turnouts	20	20
MP 91.7, Hammond, siding turnouts	20	20
MP 96.8, N. Ft. Scott, MT1 turnout	25	25
MP 102.6, Edward, crossover turnouts	30	30
MP 116.9, Arcadia, siding turnouts	40	40
MP 132.8, Iantha, siding turnouts	25	25
MP 149.4, Dix, siding turnouts	30	30
MP 170.6, Pilgrim, siding turnouts	40	40
MP 194.5, Elwood, siding turnouts	20	20

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

Lamar, O'Sullivan Industries tracks south of Gulf St	5	5

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
19th Street to Nichols ..... 143 tons, Restriction D

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Lamar	O'Sullivan Industry	5905, 5906
LaCygne	Reed Mineral Co.	6803, 6804

3. Type of Operation

Main Track

MP 2.2 to MP 41.7	CTC, 2 MT
MP 41.7 to MP 96.8	CTC
MP 96.8 to MP 102.6	CTC, 2 MT
MP 102.6 to MP 198.3	CTC

Other Tracks where CTC is In Effect (GCOR/MWOR 10.0)

MP 0.0Z (CP 215 MT1) to MP 1.3Z (Olathe MT2 Emporia Sub) on Connection Track
MP 197.9 (CP 1978) to MP 198.3 (CP 2420), West Wye

Interlockings

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

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

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect
- Hy-Rail Limits Compliance System (HLCS)

GCOR 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 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	Mile Post	Crossing Name
Merriam, Ks	10.55	West Frontage Road
Ft. Scott, KS	98.8	Wall Street

GCOR/MWOR 6.19—When required flagging distance is 2.0 miles.

GCOR 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

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GCOR 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 GCOR 9.12.3 by complying with instructions in the release box and comply with GCOR 9.12.1 by contacting the BNSF control operator.

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnels or Other Structures			
47.7	DED	765	SWD
50.8		657	NWD, **
61.5	DED	857	NWD
71.0		658	NWD, **
Type B. Locations			
2.6	DED		Exception reporting
8.9		898	Exception reporting
13.0	DED		Exception reporting
16.4	DED		Exception reporting
21.6	DED		Exception reporting
27.4		758	**
47.7	DED	765	NWD
50.8		657	SWD, **
61.5	DED	857	SWD
71.0		658	SWD, **
85.9		457	**
107.6		458	**
130.2		357	**
154.7		358	**
178.8		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 Excepted 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 GCOR 6.2. 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.

BNSF GCOR/MWOR 6.28 from I-670 to BN Crossing and Old Union Depot to BN Crossing are under the Ustick Dispatcher jurisdiction. BN Crossing to 30th Street is under the the KCT Dispatcher jurisdiction.

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.

Lenexa—It will not be permissible to stop any train at Lenexa that will result in blocking 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 before crossing.

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

Olathe Connection Track—Crews using the Olathe Connection Track, controlled by the Ustick Dispatcher, 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. Emporia subdivision dispatcher control and channel 036 begin at the EBCS Olathe.

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 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 001 or 066 only.

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	Check
Dial 90000	All Segments lit Brake pipe pressure is 125 pounds MARKER ON, BATTERY LOW AND STOPPED are lit

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Hot Weather Train Handling—(See Item 1 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 Heartland Division General Order from all other train make-up instructions contained in System Special Instruction Item 47.

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 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	Air Gas	316	Building, gate & fence
	Cereal Foods	5601-5603	Building
		5604	Poles
	Steel Manufacturing	5670	Gate & building
	Cross Pack	5681	Building
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	Elevator
LaCygne	Co-op	6805	Buildings
Hammond	Team Track	7101	Building
Iantha	MFA Fertilizer	5803	Dock
Lamar	Standly Cont.	5909	Dock
Golden City	Golden City Grain	6001	Building
Greenfield	Pennington Seed	6202	Dock
		6203	Building

Close Track Centers

Location	Track Name	Track Nos.
19th Street	Yard	803-804, 911-912, 5680-5681
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 mile posts exist elsewhere on the subdivision:

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

SSI-Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derails)
  - CP 266
  - CP 292
  - CP 320
- ICS - in effect:
  - CP 266 *
  - CP 292 *
  - CP 320 *

* Denotes all crossover switches within control point are ICS

Flash Flood Critical Areas
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

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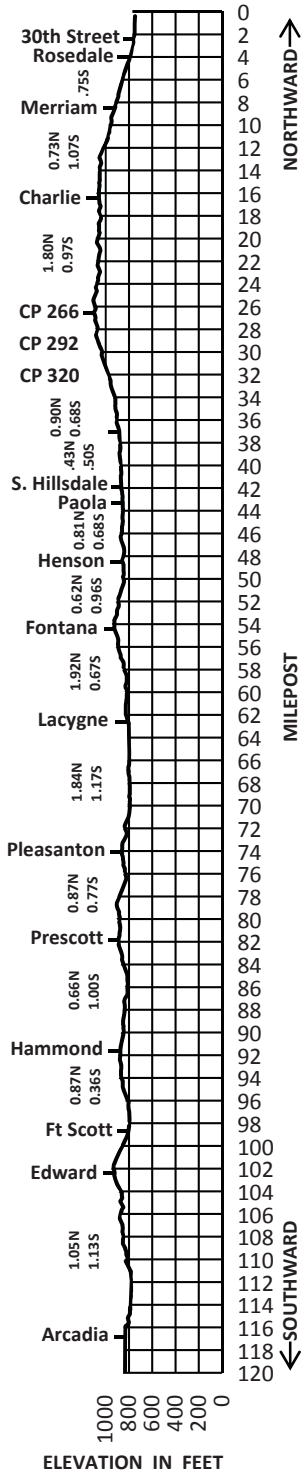
8. Line Segments

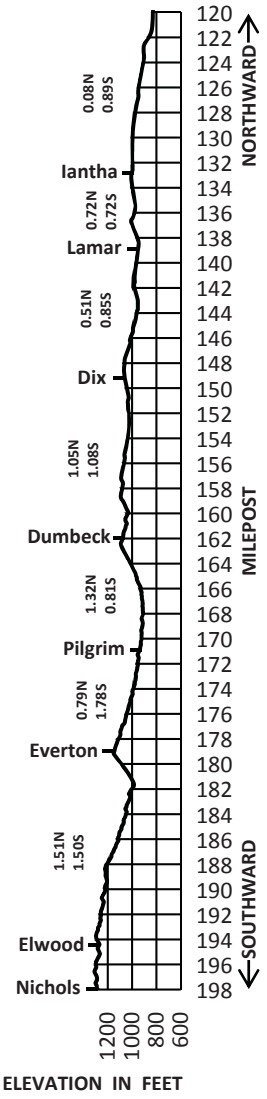
Segment No.	Limits	Mile Posts
Road Line Segments		
1001	30th St. to Nichols	
7100	Olathe Conn. Track	
1017	Greenfield Lead	
Yard Line Segments		
1108	Kansas City - 19th Street Yard	
1154	Kansas City - 19th Street Yard	
1109	Lenexa Industrial Park	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
93001	19th Street Yard	2.2 miles N of 30th Str		
93014	Lenexa (MT2)	13.9	540	North
	Lenexa Pass (MT1)	14.5	1,150	Both
	Pittsburg Pass (MT1)	16.0	3,400	Both
	Olathe	20.5	700	Both
93024	Moss	25.1	5,395	Both
93025	Bonita Team (MT2)	25.2	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





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WESTWARD ↓	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.	↑EASTWARD
	Adjoining Sub: Ottumwa, Chicago Division Subdivision Boundary: Hannibal, MP 220.3 / Ottumwa, MP 205.1 Information for Burlington is located in the Ottumwa sub timetable.								
		20167	220.3	BURLINGTON	BJR	RL		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 Connection with Chillicothe sub, Chicago Division via GCOR/MWOR 6.28, MP 200.2 Information for Fort Madison is located in the Chillicothe sub Chicago Division timetable.	J			10.7	
	7,900	26185	189.3	MONTROSE	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	BJ			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	BJR TX	RL		2.8	
		25104	134.1	MARK Adj. Sub: Brookfield, MP 134.1	J			2.6	
	7,176	26132	131.5	FALK				10.7	
			120.8	NS XING Adj. RR: NS, MP 120.3	MX(2)			1.1	
	9,300	26119	119.7	HANNIBAL			14	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 Connection with KCS via GCOR/MWOR 6.28 at MP 94.2	AJ			7.2	
		26086	86.4	DUNDEE				4.2	
	8,870		82.2	BURNS				14.0	
	9,606	26068	68.2	ELSBERRY				16.6	
	7,285	26052	51.6	OLD MONROE		CTC		7.2	
	10,311	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				4.7	
	10,620	26020	20.4	WEST ALTON				5.5	
	8,924	26015	14.9	SPANISH LAKE				5.5	
		26009	9.9	BADEN Adj. RR: TRRA (N Belt Ind. Lead), MP 9.8				2.2	
		26007	8.2	NORTH ST. LOUIS Connection with NS via GCOR/MWOR 6.28 at MP 8.1	BJT			0.9	
			6.3	MP 6.3				2.1	
		26004	4.2	NORTH MARKET				2.1	
	Adjoining RR: TRRA (Merchants Sub) Subdivision Boundary: Hannibal, MP 4.2 Connection with Cuba & River Subs via TRRA & GCOR/MWOR 6.28								

Central Continental Time in effect on Hannibal Subdivision

Radio Call-In		
Radio Channel 070 in service Burlington to West Quincy		
Kemper - 30(X)	Kemper - 720 Ottumwa Sub DS	Ft Madison - 31(X)
Keokuk - 32(X)	Canton - 36(X)	Casino - 34(X)
Radio Channel 017 in service at Keokuk and West Quincy Yards		
Radio Channel 058 in service West Quincy Yard		
Radio Channel 087 in service West Quincy to North Market		
Falk - 71(X)	Hannibal - 35(X)	Louisiana - 37(X)
Elsberry - 38(X)	Old Monroe - 39(X)	N St. Louis - 32(X)
Radio Channel 095 in service at Lindenwood Yard		
Radio Channel 070 in service at North St Louis Yard		
Radio Channel 026 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		

Mobile Radio	Number	Access Digit	Disconnect Digit
Fort Madison (P4)	376-4230	*	#
Grafton (Purple)	768-6945	*1	#1

Dispatcher Information
817-867-7043, Fax 817-352-6066

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 220.4 to MP 136.9	40	40
MP 136.9 to MP 4.2	60	45

Temperature Restrictions
Contact the train dispatcher if in doubt of the temperature.
Notify the train dispatcher when the train is restricted.

MP 204.1 to MP 198.6, 95 degrees F and over	40	30
MP 195.0 to MP 194.0, 95 degrees F and over	40	30
MP 179.5 to MP 169.0, 95 degrees F and over	40	30
MP 163.5 to MP 161.0, 95 degrees F and over	40	30
MP 124.3 to MP 20.0, 95 degrees F and over	50	40

1(B). Speed—Permanent Restrictions

	Frt
MP 218.8 to MP 141.8, loaded unit trains, except intermodal	30
MP 218.8 to MP 216.7	30
MP 202.8, HER, road crossing	10
MP 205.0 to MP 198.5	25
MP 195.1 to MP 194.6	25
MP 189.5 to MP 188.5	25
MP 180.2 to MP 180.1, HER	25
MP 178.5 to MP 172.0	25
MP 172.0 to MP 168.0	35
MP 163.4 to MP 161.7	30
MP 157.0 to MP 156.0	30
MP 151.0 to MP 149.0	35
MP 142.0 to MP 137.0, K Line Main	25
MP 137.0 to MP 134.0	25
MP 134.1 to MP 131.5	55
MP 126.4 to MP 125.9	55
MP 121.2 to MP 119.0	25
MP 119.0 to MP 96.5	45
MP 116.0 to MP 102.0, loaded unit trains	35

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	Frt
MP 96.5 to MP 93.4	30
MP 93.4 to MP 85.3	45
MP 85.3 to MP 84.4	40
MP 84.4 to MP 80.0	45
MP 80.0 to MP 79.6	30
MP 79.6 to MP 77.9	45
MP 20.6 to MP 18.3	25
MP 19.1 to MP 18.5, bridge, cars heavier than 131.5 tons, except solid unit coal and grain trains containing no commodity other than coal or grain, and intermodal trains containing intermodal equipment only	10
MP 18.3 to MP 8.1	45
MP 8.1 to MP 4.8	30
MP 4.5 to MP 4.3	10

Key Trains
Maximum speed within the following municipal area limits unless otherwise restricted:

MP 24.0 to MP 4.2	35

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

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

	Frt	
	Under 100 TOB	100 TOB & Over
MP 189.3, Montrose, siding turnouts	25	25
MP 166.6, Gregory, siding turnouts	25	25
MP 148.1, Casino, siding turnouts	25	25
MP 136.9, hand operated crossover between MT and Track 1 West Quincy Yard	20	20
MP 136.9, West Quincy, siding turnouts	25	25
MP 135.0, West West Quincy, WE yard turnout	20	20
MP 134.1, Mark, turnout	25	25
MP 131.5, Falk, siding turnouts	25	25
MP 104.3, Ashburn, siding turnouts	20	20
MP 82.2, Burns, siding turnouts	40	25
MP 68.2, Elsberry, siding turnouts	25	25
MP 51.6, Old Monroe, siding turnouts	20	20
MP 44.4, Gibb, siding turnouts	40	25
MP 26.9, Machens, siding turnouts	20	20

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

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

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

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
South River		
Ilasco		
Louisiana Yard		
Cosgrove		
Dundee	All Industry Tracks	All
Old Monroe		5324
Prospect Hill	Water works tracks	
	Home Depot	All
North St. Louis	International Foods Lead	248 - 250
Chouteau Yard	JD Street	1271 - 2172
	Watco	1260 - 1263
No more than one four-axle locomotive is permitted on:		
Winfield	Pipe Track	
Locomotives and cars are not permitted on:		
Dundee Cement	Coal unloading pit	
Locomotives are not permitted on:		
Kemper	ISU unloading station	
Unit coal trains are not permitted on:		
Ft Madison Yard		
Keokuk Yard		
Between Burlington and MP 175 unless authorized by the roadmaster, all tracks governed by GCOR/MWOR 6.28 and those listed below are out of service for unit coal, grain and ore trains (bad order cars may be set out):		
Kemper	ISU Power Plant	113-01 through 138-01
Sinclair Switch		2498
Gateway		2020
Keokuk		1801

3. Type of Operation

Main Track

MP 220.3 to MP 218.8	RL
MP 218.8 to MP 144.0	TWC
MP 144.0 to MP 137.7	RL
MP 137.7 to MP 4.2	CTC

Interlockings

Mile Post	Type	Notes
120.8	Manual	Controlling RR: NS #
93.6	Automatic	KCS
Grand Avenue	Manual	Controlling RR: TRRA
Iron Mountain Jct	Manual	Controlling RR: TRRA, Track 1232

Additional information located in Item 7

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4. Subdivision Specific Rules Information

GCOR 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 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	Mile Post	Crossing Name
St. Louis, Mo	4.40	Branch Street
	4.68	Angelrodt Street
	5.95	E. Grand Ave
	3.90X	Old Kings Highway
	4.40X	Mackland Ave
	4.70X	Sublette Ave
	5.00X	Sulphur Ave
	5.25X	Knox Ave

GCOR/MWOR 6.19—When required flagging distance Burlington to West Quincy is 1.5 miles and West Quincy to North St. Louis is 2.0 miles.

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnels or Other Structures			
135.0	DED	247	EWD
22.7	DED	247	WWD
14.9	DED	327	EWD
Type B. Locations			
191.6		318	
159.6		367	
135.0	DED	247	WWD
128.6		368	
101.9		378	
72.8		388	
55.3		348	
42.2		398	
22.7	DED	247	EWD
18.0		328	
14.9	DED	327	WWD

6. FRA Excepted Track—None

7. Special Conditions

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—An employee must be on the ground at the crossing at 356th Ave. on the stub track, MP 209.72, to provide warning until the crossing is occupied by train, engine or railroad car. Make any movement over the crossing only on the employee's signal.

Keokuk Mooar Line—Due to grade, cars are permitted to be parked only on industry tracks or the lower runaround track (track 1860) when protected by a derail.

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 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 039 or call 573-221-1224.

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 setout to the VTR Reporting System.

Spanish Lake—All westbound trains must notify the Lindenwood Yardmaster on channel 095 upon leaving Spanish Lake for further instructions.

Baden—Trains must contact K-Line Dispatcher before entering Baden Main from the Bay Track (221) to confirm there are no conflicting movements.

All trains entering Baden for TRRA North Belt must verify their train does not contain any cars exceeding 19 feet in height. Cars exceeding 19 feet in height will not clear Antelope St. bridge.

North St. Louis—All trains must stop at stop signs on Yard Track 5 just clear of ACT Storage Tracks. If ACT is unloading, crews must ascertain that it is safe to pass before 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.

All trains must contact the Lindenwood Yardmaster on channel 095 before entering North St. Louis Yard for yarding instructions, and to verify if another train is working inside yard.

Grand Avenue to Iron Mountain Jct—Operating switches on track 1232 between the interlocking at Iron Mountain Jct and the control point at Grand Avenue will affect these signals. Permission is required from the BNSF Lindenwood Yardmaster before occupying this track or operating these switches.

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St. Louis—The St. Louis Lindenwood Yardmaster will monitor channel 095. Trains arriving and departing Lindenwood should remain on channel 095 within the St. Louis Terminal complex, and when necessary to communicate with the Dispatcher, use the road 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.

All BNSF employees operating on foreign railroads in St. Louis (TRRA, NS, ALS, UP) are governed by, and must have a copy in their possession of, the current Greater St. Louis Operating Rule Book (Red Book).

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.

Hot Weather Train Handling (See Item 1 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.

Remote Control Zones
West Quincy

- RCZ at West Quincy is between West Switch Track 9023 and East Switch Track 9023, not including either switch.
  - RCOs will contact the yardmaster for permission to activate the West Quincy RCZ and will notify the yardmaster when the RCZ is deactivated. Yardmasters will log the activation start and end times.
- Employees must contact the Yardmaster to determine RCZ activation status.

St. Louis

- RCZ 1 is established on Track 199. RCZ 1 extends westward from the clearance point of the Water shed Crossover to the Signal at MP 7.9 (Cuba sub). Total approximate length of RCZ 1 is 4048 feet.
- RCZ 2 is established on the “10 Pocket” Lead, Westward from the switch at track 910 to the clearance point of the Water Shed Crossover. Total approximate length of RCZ 2 is 852 feet.
- RCZ 3 is established on the Scullins 2 lead (track 925) from the Clearance point of Scullins 3 Switch up to the Back Lead Track Switch. Total approximate length of RCZ 3 is 3316 feet.
- Activation / Deactivation Procedure—RCZ 1, 2 and 3: RCOs will contact the yardmaster for permission to activate the RCZ and will notify the yardmaster when the RCZ is deactivated. Yardmasters will log the activation start and end times for each of the three zones in the RCO Zone Log Book. All movements approaching/departing Lindenwood yard must ascertain from the Yardmaster if there are any RCZ’s activated on their intended route into and out of the yard.

Close/No Clearance Location(s)

Location	Track Name	Track No.	Obstruction
Kemper	ISU	133-138	Dump shed
Ft Madison	Scott’s	2320-2321	Gate, loading station
	Merchmans	2330-2331	Gate
	Siemens	2344-2348	Riding prohibited on property
Gateway	Orba-Johnson Trans Shipment Co	2098-2099	Dump shed
Keokuk	Yard	1810	Scale shack
	Henniges	1843-1846	Gate, building, loading station
	ADM	1860 1864	Loading station
	Griffin Wheel	1871-1874	Gate, loading dock
Canton	Stub Track	1425	Building
South River	MFA	7001-7006	Buildings; Do not ride cars to spot
Louisiana	MFA	6350	Building
Cosgrove	Dyno/ Ashland	6201-6209	Buildings, heaters, pipes
		6211-6213	Buildings, heaters, pipes
Annada	MFA	5816	Elevator
Elsberry	MFA	5618	Building/elevator
Prospect Hill	Home Depot	515	Warehouse, fence
		Lead	Warehouse, fence
		517-518	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	248-250	Dock, warehouse, fence
Choteau Yard	WATCO Transload	1260	Supplies
		1261-1262	Warehouse
		1263	Supplies, vehicles
	JD Street	1271-1272	Building, vehicles
Cheltenham	Elementis Specialties	1326	Building
Lindenwood	Scullins	926	Fence
	Chemisphere	1392	Building

Close Track Centers

Location	Track Name	Track Nos.
Keokuk	Yard	Main Track - 1809
	Yard	Main Track - KJRY Yard
Ilasco	Green America	6711-6713
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
Lindenwood	Yard	910-911 (from Southwest Ave to WE yard)

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. Hiwide movements must proceed on hand signals throught the curves at Southwest Avenue and Arsenal Street Bridge and the west 400 feet of tracks 910 and 911 when cars are present on the adjacent track.

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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 Lindenwood and Grand Avenue—MP 7.1X to MP 2.1X

Missing Mile Posts
MP 141.7 = MP 137.6

Long/Short Mile Locations
The distance between MP 176 and MP 177 is 3,000 feet.
The distance between MP 177 and MP 178 is 7,560 feet.

Test Miles
MP 212 to MP 211
MP 152 to MP 151
MP 129 to MP 128
MP 36 to MP 35

SSI—Switch Control/Monitoring Systems
- POS in effect

Flash Flood Critical Areas
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

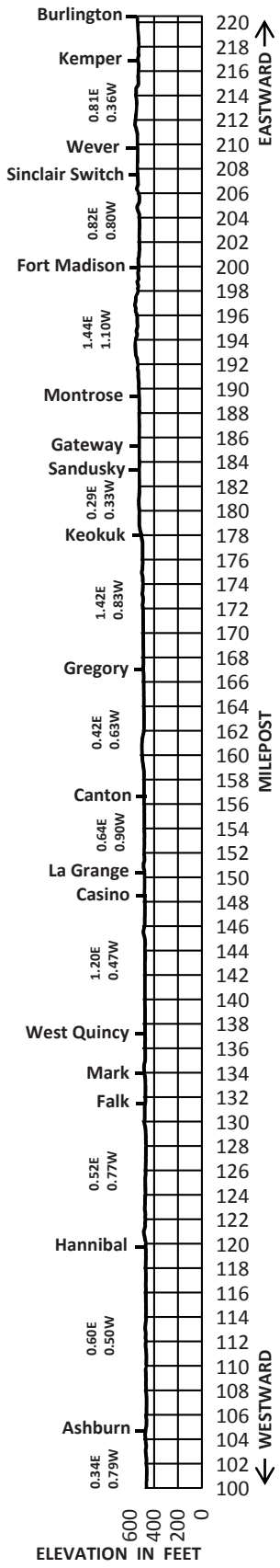
8. Line Segments

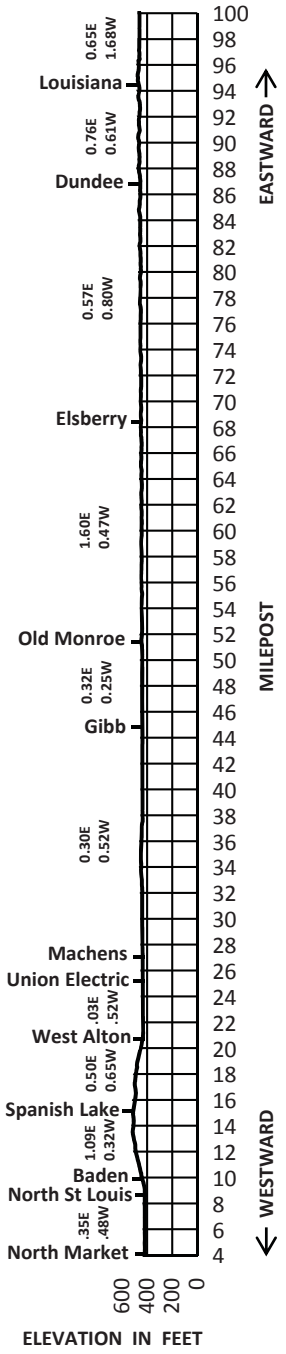
Segment No.	Limits	Mile Posts
Road Line Segments		
14	Burlington to North Market	
1002	Grand Ave. to Lindenwood	
Yard Line Segments		
850	Ft. Madison	
851	Keokuk	
852	West Quincy	
853	Hannibal	
863	West Alton	

9. Other Location Information

Station No.	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
26086	Dundee	86.4	5964	Both
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
92015	Grand Avenue	6.3 miles W of end of MT		
	Chouteau Yard	6.4 miles W of end of MT		Both
	Cheltenham	8.5 miles W of end of MT	520	East
92007	Lindenwood	11.3 miles W of end of MT		

10. Grade Charts





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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Napier Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adjoining Sub: St. Joseph Subdivision Boundary: Napier, MP 97.4 / St. Joseph, MP 97.4 Information for Napier is located in the St. Joseph sub timetable									
		28097	97.4	NAPIER	J	TWC	16	4.6	
		27304	102.0	BIGELOW				7.3	
	2,640	27312	109.3	CRAIG	P			5.7	
	6,157	27318	115.0	CORNING				27.0	
	8,900	27345	142.0	HAMBURG	T			7.3	
	6,160	27352	149.3	PAYNE				11.3	
	8,827	27364	160.6	McPAUL				13.6	
		20436	174.2	PACIFIC JCT	JPT			76.8	
Adjoining Sub: Creston Subdivision Boundary: Napier, MP 174.2 / Creston, MP 0.4 Information for Pacific Jct is located in the Creston sub timetable.									

Central Continental Time in effect on Napier Subdivision

Radio Call-In		
Radio Channel 085 in service Napier to Pacific Jct.		
Corning - 14(X)	Hamburg - 13(X)	Pacific Jct S - 03(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
817-867-7047, Fax 817-352-7049

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 97.4 to MP 174.2	49	45

Temperature Restrictions
Contact the dispatcher if in doubt of the temperature. Notify the dispatcher when the train is restricted.

MP 121.0 to MP 126.0, 95 degrees F and over	49	40

1(B). Speed—Permanent Restrictions

	Frt
MP 97.4 to MP 99.4, EWD, HER	20
MP 162.2 to MP 162.3, WWD, HER, siding	10
MP 173.9 to MP 174.2	30

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

	Frt Under 100 TOB	Frt 100 TOB & Over
MP 149.3, Payne, siding turnouts	15	15
MP 160.6, McPaul, siding turnouts	25	25
MP 173.9, Pacific Jct, west leg south wye	30	30

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Napier to Pacific Jct..... 143 tons, Restriction A

3. Type of Operation

Main Track	
MP 97.4 to MP 174.2	TWC

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect
- Hy-Rail Limits Compliance System (HLCS)

GCOR/MWOR 6.19—When required flagging distance is 2.0 miles.

GCOR/MWOR 8.3—The normal position of the south wye track switch at Pacific Jct is for the west leg of the wye.

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnels or Other Structures			
0.4	DED		Creston sub, WWD, transmitted on both Creston sub radio channel 087 and Napier sub radio channel 085
Type B. Locations			
0.4	DED		Creston sub, EWD, transmitted on both Creston sub radio channel 087 and Napier sub radio channel 085
116.2		148	
136.7		138	
164.2		038	Transmitted on both Creston sub radio channel 087 and Napier sub radio channel 085

6. FRA Excepted Track—None

7. Special Conditions

Bigelow—Trains or engines operating on other than main track must not occupy the crossing at MP 102.0, Highway 118, until the crossing lights have been operating for at least 20 seconds, or movement over the crossing is protected by a crew member. A “Crossing Signal Start” sign is located east of Highway 118 on all tracks other than the main track. Crossing lights will begin operating when the movement passes the “Crossing Signal Start” sign.

Craig—Trains or engines operating on other than main track must not occupy the crossing at MP 109.0, Route 111, until the crossing lights have been operating for at least 20 seconds or movement over the crossing is protected by a crew member. A “Crossing Signal Start” sign is located east of Highway 111 on all tracks other than the main track. Crossing lights will begin operating when the movement passes the “Crossing Signal Start” sign.

Hamburg—All derails on the Hamburg siding must be left in the non-derailing position unless protecting men and equipment, or locomotives left unattended as required. There are switch point derails on the Hamburg siding at MP 141.9 and MP 140.1.

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Pacific Jct.—The westward distant signal located at MP 172.1 governs movements to the Creston subdivision via the west leg of the south wye. Trains receiving a signal aspect 9.1.8 (Approach) must communicate with the dispatcher before blocking any grade crossing at Pacific Jct.

SSI—Switch Control/Monitoring Systems

- POS in effect

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Hamburg	ConAgra	6603	Fence, loading dock
	Manildra	6611-6612	Building

Close Track Centers

Location	Track Name	Track Nos.
Pacific Jct.	Yard	2031-2033

Test Miles

MP 106 to MP 107
MP 166 to MP 167

Flash Flood Critical Areas

MP 97.0 to MP 103.0
MP 140.0 to MP 144.0

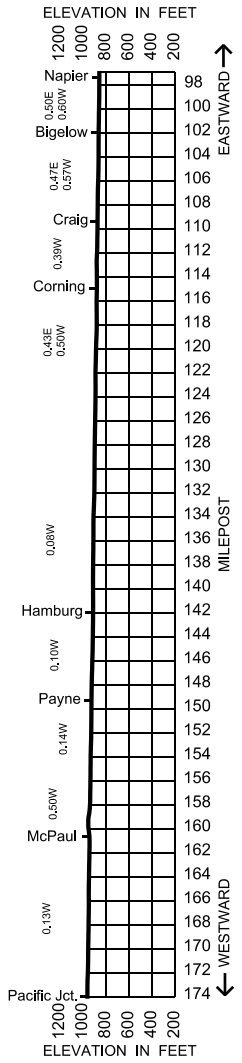
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
16	Napier to Pacific Jct	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
27331	Gavilon Grain	129.3	9,000	Both
	Watson	133.8	3,018	West
27368	Bartlett	165.0	382	East

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Omaha Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
Adjoining Sub: Creston Subdivision Boundary: Omaha, MP 0.0 / Creston, MP 8.8 Information for Oreapolis is located in the Creston timetable.									
		20445	0.0	OREAPOLIS	JT	CTC	137	0.4	
			0.4	EAST WYE OREAPOLIS Adj. Sub: Creston, MP 0.4	AJ			7.2	
	7,325	80208	7.6	BELLEVUE				5.8	
			13.4	MISSOURI AVE				1.5	
		80214	15.0	GIBSON	BP			1.5	
			16.5	EAST OMAHA		CTC 2 MT		0.3	
		27400	16.8	OMAHA Adj Sub: UP, MP 16.6	J			0.4	
			17.2	WEST OMAHA				0.7	
	5,661	27400	17.9	LONG SIDING		CTC		2.5	
	7,161	80221	20.4	SOUTH OMAHA	T			11.0	
	5,300	80230	31.4	CHALCO				9.9	
	5,475	80241	41.3	MELIA				5.4	
		20471	46.7	EAST WYE ASHLAND	JMT			46.7	
Adjoining Sub: Creston Subdivision Boundary: Omaha, MP 46.7 / Creston, MP 34.9 Information for East Wye Ashland is located in the Creston timetable.									

Central Continental Time in effect on Omaha Subdivision

Radio Call-In	
Radio Channel 087 in service Oreapolis to East Wye Ashland	
Ashland - 18(X)	Pacific Jct. - 19(X)
Radio Channels 064, 066, and 082 in service at Omaha Terminal	
Emergency - Call 911	
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5, PTC Desk X=9	

Dispatcher Information
817-867-7045, Fax 817-352-7047

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Psgr	Frt	
		Under 100 TOB	100 TOB & Over
MP 0.0 to MP 46.7	79	60	45

Temperature Restrictions Contact the dispatcher if in doubt of the temperature. Notify the dispatcher when the train is restricted.	Frt	
	Under 100 TOB	100 TOB & Over
MP 1.7 to MP 14.8, 95 degrees F and over	50	40
MP 21.5 to MP 46.7, 95 degrees F and over	50	40

1(B). Speed—Permanent Restrictions

	Psgr	Frt
MP 0.0 to MP 1.5	40	40
MP 1.5 to MP 2.3	60	50
MP 1.5 to MP 2.3, trains 100 TOB & over		45
MP 2.3 to MP 10.1	65	50
MP 2.3 to MP 10.1, trains 100 TOB & over		45
MP 10.1 to MP 14.7	60	50
MP 10.1 to MP 14.7, trains 100 TOB & over		45
MP 14.7 to MP 16.0	30	30
MP 16.0 to MP 17.8	20	20
MP 17.8 to MP 19.0	50	40
MP 19.0 to MP 19.3	30	20
MP 19.3 to MP 21.5	50	40
MP 21.5 to MP 28.2	55	50
MP 21.5 to MP 28.2, trains 100 TOB & over		45
MP 28.2 to MP 41.9	60	50
MP 28.2 to MP 41.9, trains 100 TOB & over		45
MP 44.7 to MP 45.0, bridge, cars heavier than 134 tons	25	25
MP 45.6 to MP 45.7, bridge, cars heavier than 134 tons	25	25
MP 46.0 to MP 46.7	50	50
MP 46.0 to MP 46.7, trains 100 TOB & over		45

Key Trains Maximum speed within the following municipal area limits unless otherwise restricted:	Frt
MP 0.0 to MP 42.0	35

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

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

	Psgr	Frt	
		Under 100 TOB	100 TOB & Over
MP 7.6, Bellevue, siding turnouts	20	20	20
MP 15.0, Gibson, turnout MT2	30	25	25
MP 17.2, West Omaha, turnout MT2	30	25	25
MP 31.4, Chalco, siding turnouts	20	20	20

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

Gibson Yard, track 231 and track 232	5	5	5

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Oreapolis to Ashland ..... 143 tons, Restriction D

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Omaha	Con Agra Elevator B	443, 447
	Nox Crete Incorporated	421
	Syngenta Corp	211-220
	PCA	221
	Cargill Molasses	241
	Omaha Transload	331-337
Ralston	Builder's Supply	1591

3. Type of Operation

Main Track

MP 0.0 to MP 15.0	CTC
MP 15.0 to MP 17.2	CTC, 2 MT
MP 17.2 to MP 46.7	CTC

Interlockings

Mile Post	Type	Notes
0.4	Automatic	#
46.7	Manual	

Additional information located in Item 7

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4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect
- Hy-Rail Limits Compliance System (HLCS)

GCOR 2.12, Approach Signal Announcement—In signaled territory and operating on a road radio channel, when a train is passing a signal displaying either an approach indication or a diverging approach indication in advance of a control point a crew member must transmit the following by radio:
- Train identification - initials, engine number, and direction
- Signal name
- Next control point location or milepost of signal
- Track - (on single track, MT designation is not necessary)
- Speed

Example: BNSF 4196 East, Approach in advance of MP 82.8, 29 MPH.

GCOR 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	Mile Post	Crossing Name
LaVista, NE	29.22	126th Street
	29.63	Giles Road
	29.74	132nd Street

GCOR/MWOR 6.19—When required flagging distance is 2.0 miles.

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Oreapolis Automatic Interlocking/East Wye Oreapolis Automatic Interlocking—When stopped for a signal displaying a Stop indication, and the signal does not display a proceed indication after complying with GCOR 9.12.3, authority must be obtained from CTC Control Operator to enter the block beyond the automatic interlocking signal prior to proceeding. These instructions apply to both EWD and WWD trains. On the Omaha Subdivision between the EBCS East Wye Oreapolis and the WBCS East Wye Oreapolis, MW employees are required to have track and time authority MWOR 10.3.

Omaha—Tracks 231 (Cascade Track) and 232 (L&D Reload Track) are designated as Locomotive Service Tracks.

Locomotive Service—Access to the locomotive service area is via the East Roundhouse switch at MP 14.8. The switch is equipped with a dispatcher controlled electric lock. To release the electric lock:
1. The dispatcher must code in an unlock request before the door on the electric lock control box is opened.
2. Movements from the main track to the locomotive service area must occupy the track circuit extending from 75’ to 150’ east of the switch.
3. After the dispatcher has coded in an unlock request, a crew member of the movement can open the electric lock control box and pull the handle upward to the intermediate position. The electric lock should unlock within 20 seconds. If the electric lock does not unlock, contact the Gibson Yardmaster or the dispatcher.

The locomotive service area is protected by a derail on the lead track. If the derail is locked with a Mechanical Department lock, contact the Gibson Machinist or the Gibson Yardmaster for assistance.

Con Agra—Access to the Con Agra lead is via the switch at the west end of the Long Siding at MP 19.0. The switch is equipped with a dispatcher controlled electric lock. To use the switch accessing the Con Agra lead:
1. Dispatcher—line the west siding switch for main track movement with signals in both directions remaining set to display STOP.
2. Dispatcher—code in the unlock request and advise crew member when completed.
3. Crew member—open the electric lock control box and observe that electric lock has unlocked.
4. Crew member—line the Con Agra lead switch for movement from the Long Siding to Con Agra.
5. Crew member—line the derail to the non-derailing position, permitting movement to Con Agra.
6. Westward movements are governed by the signal at the west end of the Long Siding. The signal will display RESTRICTING when movement can be made from the Long Siding to the Con Agra lead. Contact the dispatcher if the signal continues to display STOP.

South Omaha—The west leg of the wye and the Hill Yard lead connect to a controlled siding. Permission must be obtained from the dispatcher prior to operating the switches or fouling the siding.

All freight trains stopped at South Omaha must verify that train line integrity is intact prior to proceeding. If a 10 psi or greater automatic brake application has not been made, an automatic brake application of at least 10 psi must be made, and the crew must verify that brake pipe pressure at the rear of the train has dropped. When the brakes are released, the crew must verify that the end of train brake pipe pressure is being restored. If train line integrity cannot be verified, the crew must visually inspect the entire train.

Remote Control Zones
Omaha (Gibson Yard)
- RCZ 1—Back lead/Mack lead switch (0201A W) extending westward on track number 312 to 300 feet east of Hickory Street. Length of RCZ is approximately 6700 feet. Limits identified by signs.
- RCZ 2—Freight lead switch (0104W) extending westward on track number 311 to 300 feet east of Hickory Street. Length of RCZ approximately 4800 feet. Limits identified by signs.
- Activation/Deactivation Procedure, RCZ 1 and 2—Remote Control Operator will contact the Gibson Yardmaster and request the RCZ be activated. The Yardmaster will record the appropriate RCZ and notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested that the RCZ be deactivated. Prior to entering Omaha Gibson Yard, the Yardmaster must be contacted to determine the status of RCZ’s. If unable to contact the Yardmaster, contact the remote control operators(s) to determine if any RCZ is activated.

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Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
LaPlatte	Natby	1201	Building
Omaha	Macks	0201	Building
	Zeneca	0211-0217	Dock
		0218-0220	Building
	PCA	0221	Building, gate
	Syngenta 1	0211	Building
	Syngenta 3-4	0216	Building
	Syngenta 5-6	0215	Building
	Westway	0241	Fence, racks
	Omaha Transload	0323	Fence
		0331-0332	Docks
		0333-0335	Building
Long Siding	Noxcrete Lead	0421	Fence
	Conagra	0443-0447	Building
S. Omaha	Brandon	1520	Building
	Nat'l. Byproducts	1522	Building
	Design 4	1532	Building
	S. Om. Supply	1533	Building
	Sutherlands	1561	Building
Ralston	Builders Supply	1591	Dock
Chalco	Watkins	1751	Dock
	State Steel	1740	Building
	Lawless Dist North	1742	Building
Gretna	Elevator Track	1801	Elevator
Melia	Tradewell	1901	Dock

Close Track Centers

Location	Track Name	Track Nos.
S. Omaha	Transfer 1-2	1551-1552
Gibson Yard	Yard	120-101, 101-113, 171-172, 181-184, 301-302, 313-314, 331-332
	Hub Tracks	151-153

Flash Flood Critical Areas

MP 0.0 to MP 17.0

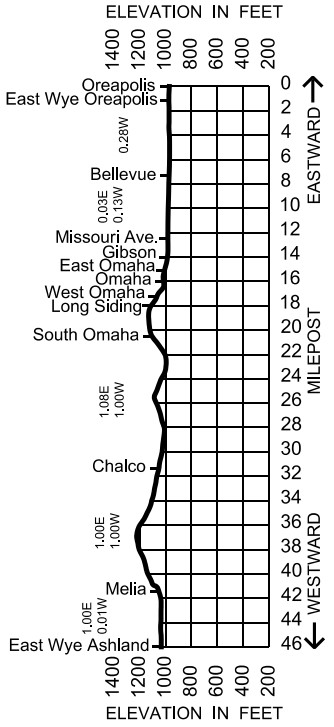
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
137	Oreapolis to Ashland	
Yard Line Segments		
870	Gibson Yard and Lower Yard	
871	Hill Yard, transfer tracks	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
80202	LaPlatte	2.2	2,100	Both
80203	National By-Products	3.6	1,350	East
	Omaha Sewer Plant	12.4	360	East
80238	Gretna	37.5	900	East

10. Grade Chart



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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	River Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
Subdivision Boundary: River, MP 9.1 Connection with Cuba, Hannibal & TRRA via GCOR/MWOR 6.28 Information for Lindenwood Yard is located in the Hannibal sub timetable.									
		98007	9.1	MUTUAL		CTC	1025	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 63.3	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	A			0.1	
			141.8	MAYES Adj. RR: UP, MP 141.8	J			1.5	
	9,150	98144	143.3	CHAFFEE	B			11.5	
	7,600	98155	154.8	BROOKS				10.3	
			165.1	N. SIKESTON				0.5	
		98166	165.6	SIKESTON				14.7	
	8,263	98180	180.6	KEWANEE				5.4	
		98186	186.0	LILBOURN				2.9	
			188.9	MARSTON	T			4.1	
	10,428	98194	193.0	CONRAN				6.6	
		98199	199.6	PORTAGEVILLE				25.8	
	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				8.1	
			256.3	BLUES	X	CTC 2 MT		0.4	
			256.7	PAYMASTER		CTC		8.8	
	7,613	98264	265.5	WILSON				16.8	
	7,300	93462	282.3	TURRELL Adj. Sub: Thayer South, MP 281.6	JT			1.2	
		98284	283.4	RIVER JCT.	J			274.4	
Adjoining Sub: Thayer South Subdivision Boundary: River, MP 283.4 / Thayer South, MP 462.4									

Central Continental Time in effect on River Subdivision

Radio Call-In		
Radio Channel 085 in service Mutual to Turrell		
St Louis - 87(X)	Crystal - 57(X)	Ste. Genevieve - 27(X)
McBride - 67(X)	Wittenberg - 17(X)	Cape Girardeau - 47(X)
Chaffee - 97(X)	Sikeston - 37(X)	Portageville - 57(X)
Blytheville - 67(X)	Turrell - 17(X)	Rockview UPRR - 96*34
Radio Channel 070 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 (Red)	768-7045	*1	#1
Otto (Green)	768-7044	*1	#1
Blytheville (Green)	433-3994	*4	#4
Turrell (White)	433-3997	*1	#1

Dispatcher Information

Mutual to N Turrell:

0630-1430, M-F 817-867-7052, FAX 817-352-7566

1430-0630, M-F & all times S-S 817-867-7030, Fax 817-352-7068

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

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 9.1 to MP 143.3	50	45
MP 143.3 to MP 283.4	55	45
Other Tracks where CTC is In Effect (GCOR/MWOR 10.0)		
MP 0.0 to MP 0.3, N Leg Wye	25	25
MP 0.0 to MP 0.3, S Leg Wye	25	25
MP 0.3 to MP 0.4, Wye	25	25

Temperature Restrictions

Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

MP 9.1 to MP 283.4, 95 degrees F and over	50	40

1(B). Speed—Permanent Restrictions

	Frt
MP 9.1 to MP 38.7	45
MP 38.7 to MP 39.7, HER	30
MP 39.7 to MP 48.0	45
MP 48.0 to MP 80.5	40
MP 49.66 to MP 49.69, bridge, cars 134 tons and over	10
MP 53.23 to MP 53.26, bridge, cars 134 tons and over	25
MP 80.5 to MP 93.0	45
MP 93.0 to MP 103.6	35
MP 103.6 to MP 105.8	40
MP 109.5 to MP 113.6	45
MP 118.2 to MP 119.6	45
MP 125.2 to MP 130.6	45
MP 130.6 to MP 134.7	20
MP 141.7 to MP 142.5	25
MP 142.5 to MP 143.6, HER	20
MP 164.3 to MP 166.3, HER	20
MP 212.2 to MP 213.4, HER	20
MP 236.3 to MP 238.0, HER	20
MP 253.1 to MP 254.3, HER	20

Key Trains

Maximum speed within the following municipal area limits unless otherwise restricted:

MP 9.1 to MP 22.0	35

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

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

	Frt	
	Under 100 TOB	100 TOB & Over
MP 141.8, Mayes, turnout to UPRR	25	25
MP 186.0, Lilbourn, turnout to UPRR	25	25
MP 188.6, N Marston, turnout	25	10
MP 189.1, S Marston, turnout	20	10
MP 0.3, Marston Jct, turnout	25	10
MP 193.0, Conran, siding turnouts	20	10
MP 225.4, Steele, siding turnouts	20	10
MP 238.1, Blytheville, siding turnouts	20	10
MP 253.9, CP 2539, turnout	40	40
MP 256.3, Blues, crossover turnouts	40	40
MP 258.8, CP 2588, turnout	40	40
MP 265.5, Wilson, siding turnouts	20	10
MP 281.4, Turrell, NSS turnout & turnout to wye	30	25
MP 282.3, Turrell, siding and SSS turnout	10	10
MP 283.3, River Jct., turnout	25	25

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

SE Jct to MP 9.1	20	20
Rush Island, Loop Track	8	8
Industrial Lead at Nash	5	5
Plum Point Power Plant loop	5	5

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

SE Jct. to River Jct. ..... 143 tons, Restriction D
Blytheville to Armorel..... 143 tons, Restriction D

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Crystal	UP Connection Track beyond 500 feet North of switch	2626
Neelys	Siding	2997
Blytheville	JLC&E Track	3947
Armorel Spur	Nu-Ark	3935
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
No more than one six-axle locomotive or six-axle derrick are permitted on:		
Blytheville	Spur Track	3938
Loaded unit trains are not permitted on:		
Crystal	Siding (loaded unit ballast and loaded unit rail trains are permitted on the siding)	
Neelys	Siding	
Brooks	Siding	

3. Type of Operation

Main Track

MP 9.1 to MP 253.9	CTC
MP 253.9 to MP 258.7	CTC, 2 MT
MP 258.7 to MP 283.4	CTC

Other Tracks where CTC is In Effect (GCOR/MWOR 10.0)

MP 0.0 (N Marston) to MP 0.3 (Marston Jct), N Leg Wye
MP 0.0 (S Marston) to MP 0.3 (Marston Jct), S Leg Wye
MP 0.3 (Marston Jct) to MP 0.4 (Marston Jct), Wye

Interlockings

Mile Post	Type	Notes
141.7	Automatic	UP * **

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

4. Subdivision Specific Rules Information

GCOR 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 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	Mile Post	Crossing Name
Shrewsberry, Mo	8.20	Weil Ave

GCOR/MWOR 6.19—When required flagging distance is 2.0 miles.

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

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5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnels or Other Structures			
16.4	DED	787	SWD
21.8	DED	877	NWD
47.2	DED	757	SWD
53.2		578	NWD
134.4	DED	717	SWD
141.8	DED	837	NWD
Type B. Locations			
16.4	DED	787	NWD
21.8	DED	877	SWD
31.5		878	
47.2	DED	757	NWD
53.2		578	SWD
77.1		278	
104.4		177	
126.9		178	
134.4	DED	717	NWD
141.8	DED	837	SWD
162.2		378	
189.5		577	
217.0		578	
248.0		678	
268.5		178	
Other Devices			
133.4-133.6	Ballast/Ground Movement Detector *		Southward - Signal 1321 Northward - Signal 1338
134.4-134.7	Ballast/Ground Movement Detector *		Southward - Signal 1339 Northward - Signal 1380

* When a flashing red aspect is displayed at these signals, stop train consistent with good train handling, and before passing the signal when possible. Notify the train dispatcher of the signal indicating the detector has been activated. Trains may proceed only after a member of the crew has been advised the track monitored by the detector has been inspected and has been released for train movement. When permitted to proceed, block system rules apply.

6. FRA Excepted Track

Location	Track Name	Track No.
Osceola	Paymaster Lead	
MP 256.7		Track 4285

7. Special Conditions

Alpha—Northward trains must notify the Lindenwood yardmaster on channel 095.

Neelys—Key trains are prohibited on the siding. Engines cannot be operated inside building at P & G Plant.

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

Blytheville—Armorel Spur extends from Blytheville to Armorel for 6.0 miles.

Empty Auto Racks—Empty auto racks must be handled on the rear of the train when more than five are coupled together and the trailing tonnage behind this group exceeds 1500 tons.

Hot Weather Train Handling—(See Item 1 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 the 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
Koberman	Manor Chemical	1009	Pipes; do not ride side of car through spots 2-4
Imperial	Jefferson County Lumber	2502	Dock
Rush Island	Loop Track	1415	Gate
Holcim	Yard	2751	Light poles between 2756 and Lead Track 2651
	Lead	2756	Pole on top of switch south of load out area
Nash	Midwest Ag	3156	Dock
	Siligan Plastics	3157	Dock
Sikeston	Waupaca Material	3429	Gate
	Western Fuel Association	3431	Dump building
Marston	E.B. Gee	3560	Overhead grain chutes
Portageville	Missouri Grain	3671	Pole
	Adams Seed	3674	Dock
Holland	Chemical Lime	3826	Building
Osceola	Oil Mill Lead	4274	Fence south side
	Creative Foods	4275	Gate
Paymaster	Viscase	4284	Dock

Flash Flood Critical Areas

MP 47.0 to MP 48.0
MP 80.0 to MP 130.5
MP 136.0 to MP 138.0
MP 183.0 to MP 185.0
MP 192.0 to MP 194.0
MP 224.0 to MP 226.0
MP 237.0 to MP 239.0
MP 267.0 to MP 269.0
MP 272.0 to MP 274.0
MP 276.0 to MP 278.0

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1025	SE Jct. to River Jct.	
1030	Blytheville to Armorel	

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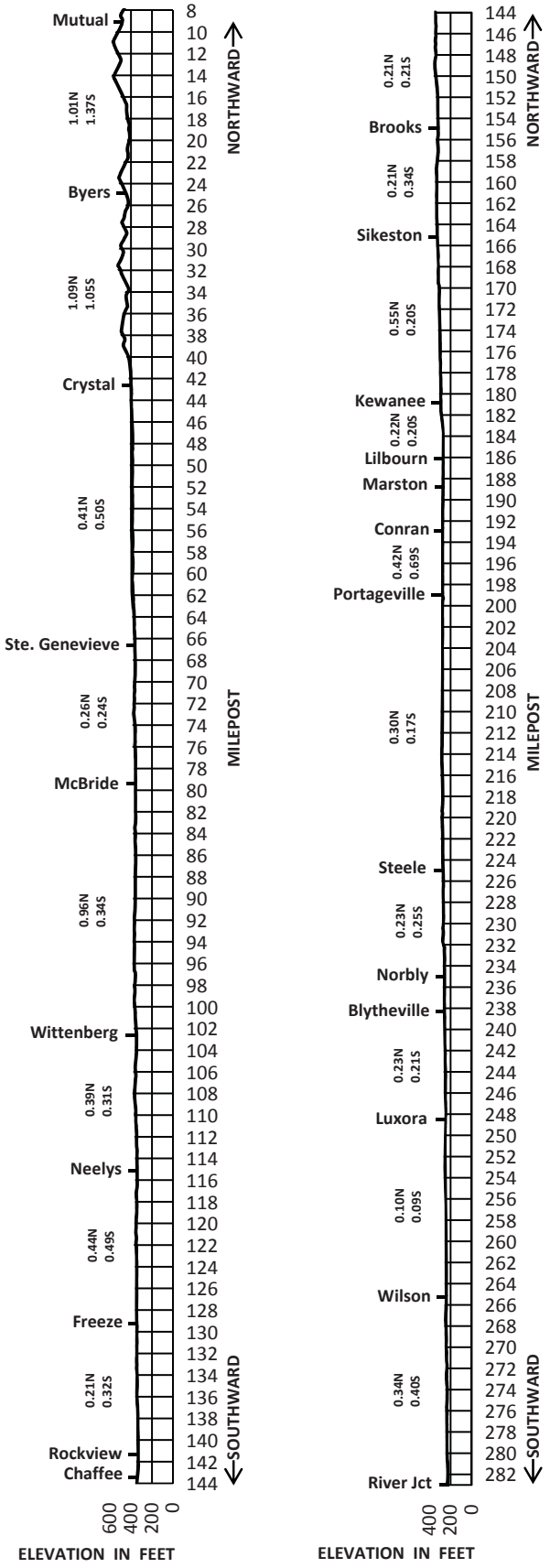
9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
92008	SE Jct	1.8 miles from Mutual		
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
98213	Hayti	213.6		
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



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	St. Joseph Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
				Adjoining RR: KCT Subdivision Boundary: St. Joe, MP 4.2					
			0.5	CP 05		CTC	16	0.3	
			0.8	BROADWAY				0.8	
			1.6	USTICK Adj. Sub: Brookfield, CHI Div, MP 1.4	JX(2)			1.1	
			2.7	KANSAS CITY (Murray Yard)	BT			1.5	
			4.2	CP 42	X(2)			MT1-1.4 MT2-3.7	
			5.6	CP 56 (Main 1)		CTC 2MT		2.3	
		28007	7.9	CLARKE				3.9	
			11.8	CP 118		CTC		4.7	
			16.5	CP 165		CTC 2MT		7.4	
		28024	23.9	LEAVENWORTH		CTC 2MT		10.9	
9,975	28035		34.8	SADLER		CTC		7.1	
			41.9	EAST ARMOUR				1.9	
			43.8	MP 43.8	X	CTC 2MT		1.6	
			45.4	WEST ARMOUR				5.2	
9,837	28051		50.6	HALLS		CTC		6.1	
			56.7	FRENCH				MT1-3.2 MT2-1.4	
			58.1	CP 581 (Main 2)		CTC 2MT		0.6	
			58.7	CP 587 (Main 2)				1.2	
		28060	59.9	CP 599	BT X(2)			MT1-1.2 MT2-0.7	
			60.6	CP 606 (Main 2)				0.5	
			61.1	CP 611	X			6.0	
		28067	67.1	WATER WORKS		CTC		9.9	
10,145	28076		77.0	NODAWAY				8.0	
9,885	28085		85.0	STARKS				4.7	
		28091	89.7	FOREST CITY	P			5.6	
			95.3	EAST NAPIER	X	CTC 2MT		2.1	
		28097	97.4	NAPIER Adj. Sub: Napier, MP 97.4	JX			1.3	
			98.7	WEST NAPIER			3000	12.9	
7,441	28112		111.6	PRESTON		CTC		4.9	
7,019	28116		116.5	FALLS CITY Adj. RR: UP, MP 116.7	AJP			11.0	
10,136	28126		127.5	NEW SALEM				9.7	
7,545	28137		137.2	HUMBOLDT				7.8	
10,868	28145		145.0	TABLE ROCK	P			8.4	
7,056	28154		153.4	ELK CREEK				10.1	
7,064	28165		163.5	BEAR				11.5	
7,019	28176		175.0	GAGE				10.4	
	28186		185.4	CP 1854		CTC 2MT		7.7	
			193.1	CP 1931				5.0	
	28198		198.1	SALTILLO		CTC		5.8	
			203.9	CP 2039	X(2)	CTC 2MT		2.1	
	28204		206.0	HILL ST JCT. (Main 1)				1.3	
			207.3	HALL	JMT			0.2	
				Adjoining Sub: Creston, Heartland Division Subdivision Boundary: St. Joe, MP 207.4 / Creston, MP 1.3X Information for Lincoln Terminal and Lincoln Interlocking instructions are located in the Creston sub timetable.					

Central Continental Time in effect on St. Joseph Subdivision

Radio Call-In		
Radio Channel 066 in service Kansas City and St Joe Terminals		
Kansas City		
Ustick DS - 33(X)	St Joe South - 75(X)	
Radio Channel 070 in service CP 42 to West Napier		
Clarke - 16(X) Argentine Diesel Servicing Facility - 166	Leavenworth - 19(X)	St. Joseph - 18(X)
Forest City - 17(X)		
Radio Channel 076 in service West Napier to Hall		
Falls City - 04(X)	Table Rock - 01(X)	Tecumseh - 02(X)
Firth - 03(X)		
Radio Channel 066 in service Lincoln Yard - 37(X)		
Carling Tower - 156	Control Yardmaster - 186	
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, RailRoad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information

CP 05 to CP 42—817-867-7065, Fax 913-551-2395
CP 42 to West Napier—817-867-7099, Fax 817-352-7048
West Napier to Hall—817-867-4047, Fax 817-352-7049

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 4.2 to MP 7.9	45	45
MP 7.9 to MP 97.4	60	50
MP 97.4 to MP 207.5	50	45
Other Tracks Where CTC is In Effect (GCOR/MWOR 10.0)		
MP 0.2Z to MP 1.0Z, Coal Route	10	10
MP 0.5 to MP 1.8, 80 track, 81 track, Hi-Line track	10	10
MP 1.5 to MP 4.2, Hi-Line track	25	25
MP 4.2 to MP 4.3, Middle Track	10	10
MP 59.7 to MP 59.8, Bull Ring 1	10	10
MP 207.5 to MP 207.6, East Leg Wye	25	25

Temperature Restrictions

Contact the dispatcher if in doubt of the temperature. Notify the dispatcher when the train is restricted.

MP 17.0 to MP 18.0, 95 degrees F and over	50	40
MP 39.0 to MP 40.0, 95 degrees F and over	50	40
MP 56.6 to MP 66.8, 95 degrees F and over	50	40
MP 71.0 to MP 73.0, 95 degrees F and over	50	40
MP 121.0 to MP 123.0, 95 degrees F and over	50	40
MP 130.0 to MP 139.0, 95 degrees F and over	50	40
MP 148.0 to MP 150.0, 95 degrees F and over	50	40
MP 154.0 to MP 159.0, 95 degrees F and over	50	40
MP 187.0 to MP 190.0, MT2, 95 degrees F and over	50	40
MP 190.0 to MP 192.0, MT1, 95 degrees F and over	50	40
MP 195.0 to MP 198.0, 95 degrees F and over	50	40

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1(B). Speed—Permanent Restrictions

	Frt
MP 4.2 to MP 4.3, MT1	10
MP 4.2 to MP 4.3, MT2	25
MP 9.6 to MP 9.7, HER	45
MP 22.5 to MP 26.0, MT2	40
MP 41.9 to MP 45.2, MT2	50
MP 60.0 to MP 65.5	45
MP 97.4 to MP 97.8	30
MP 105.6 to MP 107.3	40
MP 114.0 to MP 116.8	35
MP 154.0 to MP 154.8	35
MP 154.8 to MP 159.8	45
MP 159.8 to MP 161.1	40
MP 187.0 to MP 190.0, MT1	40
MP 207.3 to MP 207.5	20

Key Trains
Maximum speed within the following municipal area limits unless otherwise restricted:

MP 0.5 to MP 29.0	35
MP 201.0 to MP 207.5	35

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

	Frt	
	Under 100 TOB	100 TOB & Over
MP 5.6, CP 56, turnout	20	20
MP 7.9, Clarke, turnout	45	45
MP 11.8, CP 118, MT2 turnout	50	50
MP 16.5, CP 165, MT2 turnout	50	50
MP 22.5, East Leavenworth, turnout	40	25
MP 26.0, West Leavenworth, turnout	40	25
MP 34.8, Sadler, siding turnouts	40	40
MP 41.9, East Armour, turnout	50	50
MP 43.8, crossover	40	25
MP 45.4, West Armour, turnout	50	50
MP 50.6, Halls, siding turnouts	40	25
MP 56.7, French, MT2 turnout	50	50
MP 61.1, CP 611, crossover turnouts	40	40
MP 67.1, Water Works, MT2 turnout	50	50
MP 77.0, Nodaway, siding turnouts	40	25
MP 85.0, Starks, siding turnouts	40	40
MP 89.7, Forest City, MT1 turnout	50	50
MP 95.3, East Napier, crossover turnouts	25	25
MP 97.4, Napier Center, crossover turnouts	25	25
MP 97.4, Napier Center, turnout to Napier sub	25	25
MP 98.7, West Napier, MT1 turnout	40	25
MP 110.7, ESS Preston, siding turnout	40	40
MP 112.3, WSS Preston, siding turnout	40	25
MP 116.5, Falls City, siding turnouts	40	25
MP 127.5, New Salem, siding turnouts	40	25
MP 135.6, ESS Humboldt, siding turnout	40	40
MP 137.1, WSS Humboldt, siding turnout	40	25
MP 143.5, ESS Table Rock, siding turnout	40	40
MP 145.3, WSS Table Rock, siding turnout	40	25
MP 153.4, Elk Creek, siding turnouts	40	25
MP 163.5, Bear, siding turnouts	40	40
MP 175.0, Gage, siding turnouts	40	25
MP 185.4, CP 1854, turnout	50	40
MP 193.1, CP 1931, turnout	50	50
MP 198.1, Saltillo, turnout	40	40
MP 203.9, CP 2039, crossover turnouts	40	25
MP 207.2, Hall, east leg of wye turnout	25	25

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

MP 4.3 to MP 5.6, Middle Track	20	20
Iatan, KCPL Generating Station, within the plant	10	10
Iatan, KCPL Generating Station, across the rotary dumper	2	2

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Kansas City to Carling..... 143 tons, Restriction D
ASB Bridge (Kansas City) ..... 143 tons, Restriction D
Hannibal Bridge (Kansas City) ..... 143 tons, Restriction C
Table Rock to Pawnee..... 143 tons, Restriction D
Neb City Ind Spur..... 143 tons, Restriction E

Six-axle locomotives are prohibited from operating on the following tracks in Murray Yard, Kansas City:
- 19th Street Yard
- 10th Street Yard tracks 1007 - 1014
- All North Kansas City Industrial Tracks except Aileen Quirk 708 east and west tracks

35 ft. ore cars are not permitted on the Neb City Industrial Spur.

3. Type of Operation

Main Track

MP 4.2 to MP 7.9	CTC, 2 MT
MP 7.9 to MP 11.8	CTC
MP 11.8 to MP 16.5	CTC, 2 MT
MP 16.5 to MP 22.5	CTC
MP 22.5 to MP 26.0	CTC, 2 MT
MP 26.0 to MP 41.9	CTC
MP 41.9 to MP 45.2	CTC, 2 MT
MP 45.2 to MP 56.7	CTC
MP 56.7 to MP 67.1	CTC, 2 MT
MP 67.1 to MP 89.7	CTC
MP 89.7 to MP 98.8	CTC, 2 MT
MP 98.8 to MP 185.4	CTC
MP 185.4 to MP 193.1	CTC, 2 MT
MP 193.1 to MP 198.1	CTC
MP 198.1 to MP 207.4	CTC, 2 MT

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

MP 0.2Z (ASB East) to MP 1.0Z (Harlem) on Coal Route
MP 0.5 (CP 05) to MP 1.6 (Ustick) on 80 track
MP 0.5 (CP 05) to MP 1.6 (Ustick) on 81 track
MP 1.6 (Ustick) to MP 4.2 (CP 42) on Hi-Line track
MP 4.1 (EBCS CP 42) to MP 4.3 (WBCS CP 42) on Middle Track
MP 59.7 (EBCS CP 599) to MP 59.8 (WBCS CP 599) on Bull Ring 1
MP 207.5 to MP 207.6 on East Leg Wye

Interlockings

Mile Post	Type	Notes
116.7	Automatic	*
207.3	Manual	

* Equipped with MW Release Box

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4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect
- Positive Train Control (PTC)
- Hy-Rail Limits Compliance System (HLCS)

GCOR 2.12, Approach Signal Announcement—In signaled territory and operating on a road radio channel, when a train is passing a signal displaying either an approach indication or a diverging approach indication in advance of a control point a crew member must transmit the following by radio:
- Train identification - initials, engine number, and direction
- Signal name
- Next control point location or milepost of signal
- Track - (on single track, MT designation is not necessary)
- Speed

Example: BNSF 4196 East, Approach in advance of MP 82.8, 29 MPH.

GCOR 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	Mile Post	Crossing Name
Riverside, MO	5.65	Argosy Pkwy/Zeke Rd.
	7.51	Mattox Rd
	7.70	Intercon Access Rd.
St. Joseph, MO	64.04	Francis Str.
	61.84	Fourth Str.
Hickman, NE	193.63	2nd Str.
	193.76	Private crossing
	194.12	Hickman Rd.
Lincoln, NE	199.60	Saltillo Rd.
	201.93	S. 14th St.
	203.99	Old Cheney Rd.
	205.02	W.Pioneer Blvd.
	206.29	Park Blvd.
	206.50	3rd and South
	207.21	3rd and D St.

GCOR/MWOR 6.19—When required flagging distance is 2 miles.

GCOR/MWOR 6.26—Between MP 0.5 and MP 1.6, facing west, and reading left to right, the tracks are designated Track 80 and Track 81.

GCOR 9.1.13—Movements over the Carling #41 crossover are governed by a signal displaying Rule 9.1.13.

GCOR/MWOR 15.2—Track Bulletin Form B restrictions issued between CP 05, MP 0.5, and Ustick, MP 1.6, must be protected by a live flagman at each end of the Form B limits during the effective time of the Form B.

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnels or Other Structures			
100.3		178	WWD
110.0	DED	047	EWD
Type B. Locations			
6.1	DED		Exception reporting, dual channel reporting on channels 070 and 066
10.5		197	
14.3	DED		Exception reporting
18.5	DED		Exception reporting
23.6	DED		Exception reporting
30.8		198	Exception reporting
37.2	DED		Exception reporting
41.6	DED		Exception reporting
47.8	DED		Exception reporting
54.9		188	Exception reporting
60.9	DED		Exception reporting
66.0	DED		Exception reporting
70.6		187	Exception reporting
77.1	DED		Exception reporting
83.0	DED		Exception reporting
88.9		177	Exception reporting
92.2	DED		Exception reporting
97.0	DED		Exception reporting
100.3		178	EWD, dual channel reporting on channels 070 and 076
106.1	DED		Exception reporting
110.0	DED	047	WWD
115.8	DED		Exception reporting
121.1		048	Exception reporting
126.4	DED		Exception reporting
131.1	DED		Exception reporting
134.8		018	Exception reporting
139.1	DED		Exception reporting
143.2	DED		Exception reporting
147.1	DED		Exception reporting
152.4	DED		Exception reporting
158.6	DED		Exception reporting
161.8		028	Exception reporting
166.7	DED		Exception reporting
172.2	DED		Exception reporting
177.9	DED		Exception reporting
183.1		108	Exception reporting
188.4	DED		Exception reporting
194.3	DED		Exception reporting
196.5		037	
199.7	DED		Exception reporting, dual channel reporting on channels 076 and 066
204.3	DED		Exception reporting, dual channel reporting on channels 076 and 066

6. FRA Excepted Track—None

7. Special Conditions

Kansas City Terminal Railway (KCT)—Crews operating across Kansas City Terminal Railway Company trackage must have a current copy of the Kansas City Terminal Railway Company Operating and Special Instructions in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders prior to each day's work or trip. The KCT Railway General Orders and Notices are located and maintained within the BNSF Kansas (KAN) Division General Notices. This will fulfill the requirements of GCOR 6.2. 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.

Murray Yard—Eastward trains arriving Kansas City will contact the Kansas City Bowl Tower Yardmaster on BNSF Channel 066 prior to passing Zeke Road MP 5.6 and determine if train will be held at CP42. If the train is going to be held and longer than 6500 feet, trains must stop west of Zeke Road MP 5.6.

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Kansas City to Clarke—The middle track is between Main 1 and Main 2 from MP 4.1 to MP 5.6.

St. Joseph—When approaching road crossings equipped with automatic crossing warning devices, train and engine movements on St. Joseph area industrial tracks must stop at the "Crossing Start" sign and prior to occupying the crossing. The automatic crossing warning devices will be activated when stopped at the sign. At locations not equipped with a "Crossing Start" sign, stop movement prior to occupying the crossing and near enough proximity to the crossing to activate the automatic crossing warning devices. Movement may continue over the crossing only after the automatic crossing warning devices have been continuously activated for a minimum of 20 seconds.

Waterworks—Dimensional shipments must not meet between MP 61.3 and MP 67.0. Eastbound trains handling dimensional shipments will contact the dispatcher prior to Forrest City and westbound trains handling dimensional shipments will contact the dispatcher prior to Armour to job brief about meets prior to the train operating within these limits.

Nodaway—Between 0600 and 1800 hours, westward trains making a meet at Nodaway are required to stop short of the private road crossing at MP 76.2. Trains must remain stopped short of this crossing until it is known the westward movement can be continued.

Falls City—Westward movements greater than 6500 feet (Total Train Length) meeting Eastward movements at Falls City must stop short of Fulton St. at MP 116.42 located approximately 1600 feet East of the Westward absolute signal. When authorized to proceed, the Westward movement must occupy the track section immediately West of the MP 166.64 electric lock to obtain a signal indication at the UP Interlocking.

At Falls City, MP 116.5 do not operate the west derails on yard tracks 5322, 5323 and 5331 until authority has been granted by the Dispatcher to enter the main track between East Falls City and West Preston.

Table Rock—There is a signal at the junction switch from the Pawnee Industrial Lead. The hand throw switch is not equipped with an electric lock and trains or engines may clear the main track at this location.

Pawnee Spur—Stop and protect crossings with automatic warning devices even if devices are seen to be working at MP 49.04, MP 52.84, and MP 55.74.

Tecumseh—Trains operating on other than the main track must protect movement over the crossings at 1st Street, MP 160.5, and 5th Street, MP 160.2.

Sterling—There is a signal at the west end of track 4502. The hand throw switch is not equipped with an electric lock and trains or engines may clear the main track at this location.

Firth—Trains handling dimensional shipments must not operate on Main 1 without permission from the dispatcher. Trains handling dimensional shipments will contact the train dispatcher between Saltillo and Bear to job brief about meets prior to operating through this location.

Neb City Industrial Spur, AGP Elevator MP 60.5—The normal position for the crossover switch located at the west end of track 1 is lined and locked for the Trail Track.

Neb City Industrial Spur, Omaha Public Power District (OPPD)—OPPD owns the track between MP 56.3 (College View) and end of Track Arbor. The UPRR is the operating contract carrier for OPPD. Authority to operate on this trackage will be obtained by the on duty Terminal Trainmaster at Lincoln Terminal through the UPRR Corridor Manager (Phone 402-636-7341). All applicable Track Bulletins, TWC Authority, or other Operating Authority required to operate on this Line Segment will be provided by the on duty Terminal Trainmaster at Lincoln Terminal.

Neb City Industrial Spur—Stop and protect the following crossings even if devices are seen to be working.
MP 56.84
MP 57.38
MP 58.55
MP 58.92
MP 59.54
MP 59.52X

Stop and protect movement over the road crossing at MP 59.85 when entering or leaving Penitentiary spur track via Lancaster switch, even if automatic warning devices are seen to be working.

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 105.10 Distributed Power Train Handling, between the following milepost locations:
MP 104 to MP 110
MP 152 to MP 161
MP 186 to MP 190

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

Remote Control Zone
Murray Yard

- RCZ A—North Bowl Lead 450 feet north of switch 2001/112, extending north to track North A12, to the north clearance point in North A12. Total length of RCZ is approximately 2320 feet. Limits identified by signs.
- RCZ B—Track 603 (Ready 3), clearance - point north end to clearance -point south end. Total length of RCZ is approximately 1300 feet. Limits identified by signs.
- Activation/Deactivation Procedure—The Remote Control Operator will contact the Murray Bowl Yardmaster and request that the RCZ be activated. The Yardmaster will verify with the Remote Control Operator that the RCZ is activated. The RCZ will remain activated until the Remote Control Operator has notified the Murray Bowl Yardmaster that the RCZ may be deactivated. Before an RCZ can be fouled or occupied, the Yardmaster must be contacted to determine if the RCZ is activated.

St Joe

- Starts on Roundhouse 2 at Bullring 12 switch extending west on Roundhouse 2 (Track 6103) approximately 2150 feet to clearance point of Roundhouse 2/1. Drop down "Activated" RCZ signs will be displayed at both east and west limits of RCZ.
- All eastbound trains entering St Joseph yard are to stop west of Francis Street MP 64.0 until it can be verified that the RCZ is not activated. If unable to contact the yard coordinator, the train dispatcher may relay this information.
- Activation/Deactivation Procedure—activated by the remote control operator who will display and secure the Remote Control Zone "Activated" signs. To deactivate the RCZ, the remote control operator will secure the Remote Control Zone signs to no longer display "Activated". When the zone is activated, employees not part of the remote control crew requiring access to the RCZ will contact the yard coordinator to request the RCZ be deactivated.

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SSI—Switch Control/Monitoring Systems

- Turnouts Equipped With Two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail)
  - MP 117.1 CP 117
- ICS in effect
  - MP 97.4 *

* Denotes all crossover switches within control point are ICS

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Murray Yard	Elevator 9 Spur	180	Building
	Woodbridge	131	Building
	McCray Lumber	151	Gate & building
	Intercontinental	160	Gate & building
	NL Grease	215	Gate, fence & building
	NKC Water Dept	272	Gate & building
	Graham Pack.	518	Building
	N Auto Ramp	647	Gate
	S Auto Ramp	648	Gate & fence
	Clorox Lead Marcon	705	Building
	CC Produce	706	Building
	Aileen Quirk	708	Building
	Garvey Process	712	Building
10th Street	EX L Tube	1015-1016	Fence & wall
	Ryerson Steel	1043	Gate & building
	Builders Steel	1145	Building
	Jesco Lube	1155-1156	Building
	NKC Iron & Metal	1178	Gate & wall
	Cook Paint	1246	Building
	US Gypsum Lead	1291	Fence & building
	US Gypsum	1292	Building
Sadler	Iatan Gen. Stn.	6835	Building
St. Joseph	Yard	6101-6103	Switch stands
	United Suppliers	6127	Building
	Prime Tanning	6168	Building, tanks
	Artesian Ice	6701	Building
	Wire Rope	6702	Loading dock, building
Table Rock	Yard Track	4902	Building
Pawnee (Industrial Spur)	Schilling	1301	Tank car unloading

Close Track Centers

Location	Track Name	Track Nos.
Murray	Yard	110-112, 121-122, 123-124, 125-126, 130-131, 171-173, 174-175, 176-178, 216-512, 272-273, 274-275, 601-603, 2002-2003, 2004-2005, 2006-2007, 2008-2009, 2010-2023, 2023-2042
10th Street	Yard	1098-MT1, 1098-1301, 1099-1011, 1415-1416, 1413-1425, 1503-1504, 1544-1545
St. Joseph	Yard	6102-6106, 6109-6112
Rushville	Yard	6846-6999
Waterworks	Yard	MT1-MT2
Forbes	Yard	5901-5902
Firth	Yard	4301-4399

Duplicate Mileposts—Between the following locations a “Z” has been added to the mileposts because duplicate mileposts exist elsewhere on the subdivision:

- Between YL sign KCS Knoche and Harlem—MP 0.1Z to MP 1.0Z

Missing Mileposts

MP 63 is missing. The distance between MP 62.0 and MP 64.0 is 2,500 feet.

Test Miles

MP 12.0 to MP 13.0
MP 50.0 to MP 51.0
MP 73.0 to MP 74.0
MP 179.0 to MP 180.0
MP 198.0 to MP 199.0

Flash Flood Critical Areas

MP 26.0 to MP 31.0
MP 70.0 to MP 73.0
MP 87.0 to MP 89.0
MP 93.0 to MP 113.0
MP 128.0 to MP 144.0
MP 193.0 to MP 203.0

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
16	CP 05 to Napier Center	MP 0.5 to MP 97.4
3000	Napier Center to Carling	MP 97.4 to MP 207.6
79	Iatan Electric Generating Station	
15	St. Joseph E Ind Park	MP 205.9 - MP 201.0
Yard Line Segments		
465	Kansas City Murray Yard	
842	Kansas City 10th Street Yard	
1108	Kansas City to KCS Yard (Knoche Yard)	
16	Iatan Generating Station	
841	St. Joseph	
16	St. Joseph E Ind. Park	
141	Neb City Ind. Spur	

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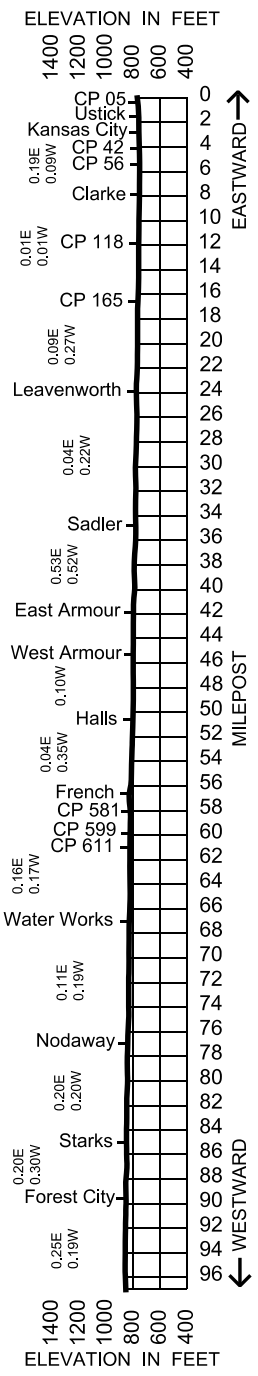
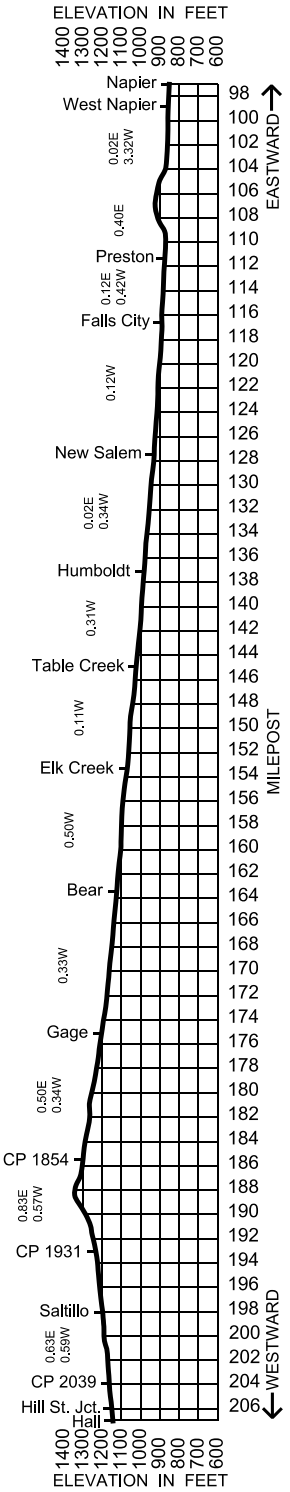
9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
28009	Parkville	9.6	550	East
	Massman Stub	15.8	760	West
28031	Weston	30.6	2,040	East
	Iatan Generating Stn.	33.8	9,000	East
28043	Armour	43.4		
28046	Rushville	46.0	935	East
28060	St Joseph	59.9	Yard	Both
28082	Forbes	83.2	865	East
28100	Fortescue	100.1	811	East
28107	Rulo	106.2	465	East
28107	Rulo	106.4	560	West
28123	Salem	122.6	805	East
28130	Dawson	130.1	640	East
81007	Pawnee (Industrial Spur)	144.7	8.3 miles	East
28161	Tecumseh	160.7	5,500	Both
28167	St Mary	167.0	715	West
28172	Sterling	172.2	2,900	West
28172	Sterling	173.4	345	East
28179	Adams	179.3	1,090	Both
28186	Firth	187.0	880	Both
28193	Hickman	193.8	405	East
28195	Roca	196.6	1,140	Both

10. Grade Charts





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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 Subdivision Boundary: Thayer North, MP 203.2 / Cuba, MP 235.1 Information for Teed/Springfield Yard is located in the Cuba sub timetable.									
		92235	203.2	TEED	X(2)	CTC	1001	3.0	
		93210	206.2	WS				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(2)	CTC 2 MT		2.0	
		93340	339.8	THAYER				136.6	
Adjoining Sub: Thayer South Subdivision Boundary: Thayer North, MP 339.8 / Thayer South, MP 339.8 Information for Thayer is located in the Thayer South timetable.									

Central Continental Time in effect on Thayer North Subdivision

Radio Call-In		
Radio Channel 026 in service Teed to S. Olden		
Springfield - 82(X)	Seymour - 62(X)	Cabool - 32(X)
Olden - 72(X)		
Radio Channel 087 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, PTC Desk X=9		

Mobile Radio	Number	Access Digit	Disconnect Digit
Springfield (Green)	829-4742	*1	#1
Seymour (Red)	829-4743	*2	#2
Cabool (Green)	829-4744	*4	#4

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

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt Under 100 TOB	Frt 100 TOB & Over
MP 203.2 to MP 339.8	50	45

Temperature Restrictions
Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

MP 219.0 to MP 243.0, 95 degrees F and over	50	40
MP 301.0 to MP 322.0, 95 degrees F and over	50	40

1(B). Speed—Permanent Restrictions

	Frt
MP 203.2 to MP 206.7	35
MP 206.7 to MP 219.1	40
MP 243.0 to MP 245.8	35
MP 245.8 to MP 251.5	40
MP 251.5 to MP 254.0	35
MP 254.0 to MP 260.2	40
MP 260.2 to MP 266.1	45
MP 266.1 to MP 281.3	40
MP 286.8 to MP 288.0	45
MP 288.0 to MP 291.7	40
MP 295.2 to MP 299.4	45
MP 299.4 to MP 300.9	40
MP 300.9 to MP 325.9	45
MP 325.9 to MP 326.2	40
MP 326.2 to MP 335.0	45
MP 331.0 to MP 335.0, 100 TOB and over	35
MP 335.0 to MP 339.8	35

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

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

1(D). Speed—Other
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Teed to Thayer..... 143 tons, Restriction D

3. Type of Operation

Main Track	
MP 203.2 to MP 335.1	CTC
MP 335.1 to MP 339.8	CTC, 2 MT

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4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect
- Positive Train Control (PTC)
- Hy-Rail Limits Compliance System (HLCS)

GCOR 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 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	Mile Post	Crossing Name
Springfield, Mo	206.97	Catalpa St.
Seymour, Mo	236.60	Commercial
	236.70	Main
	236.82	Charles
Mansfield, Mo	248.60	Madison St.
	248.91	S Rock Ave.

GCOR/MWOR 6.19—When required flagging distance is 2.0 miles.

GCOR 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 Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type B. Locations			
215.8		828	
221.5	DED		Exception reporting
228.3		628	
235.4	DED		Exception reporting
240.5	DED		Exception reporting
246.1	DED		Exception reporting
248.9		327	
256.2	DED		Exception reporting
261.9	DED		Exception reporting
267.3	DED		Exception reporting
273.6		328	
281.4	DED		Exception reporting
287.2	DED		Exception reporting
293.3	DED		Exception reporting
300.3	DED		Exception reporting
303.5		727	
310.0	DED		Exception reporting
317.6	DED		Exception reporting
321.8	DED		Exception reporting
325.3		728	
331.1	DED		Exception reporting
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 before 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 before the train or engine proceeding over the crossing.

Hot Weather Train Handling (See Item 1 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 Heartland Division General Order from all other train make-up instructions contained in System Special Instruction Item 47.

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 105.10 Distributed Power Train Handling on the entire Thayer North Subdivision.

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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
	Dist Spur Track	7511	Dock
Mountain Grove	Short Pass	7102	Building
	Fordick	7103	Gate
	Mill	7104	Building

Flash Flood Critical Areas

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

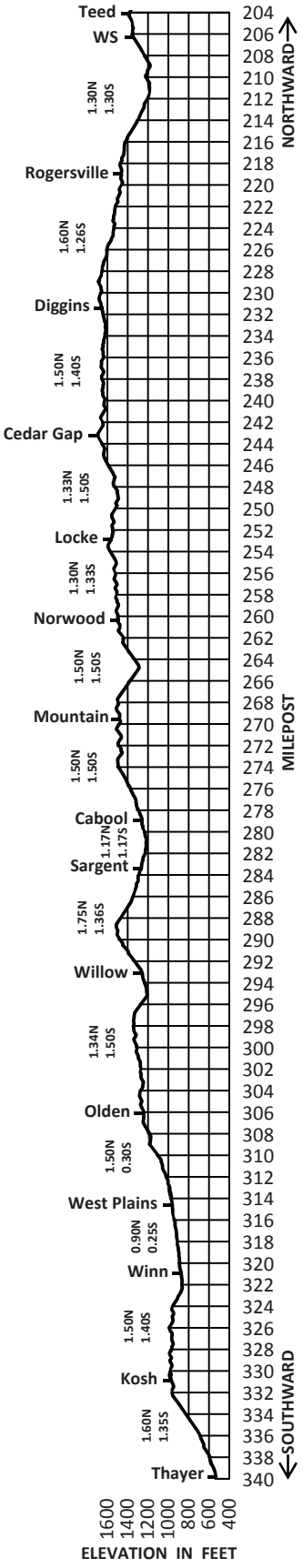
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1001	Teed to Thayer	

9. Other Location Information

Station No.	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
	Mountain Grove	269.5		
93327	Garnett	327.0	400	North

10. Grade Chart



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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 Subdivision Boundary: Thayer South, MP 339.8 / Thayer North, MP 339.8					
		93340	339.8	THAYER	B	CTC 2 MT	1001	0.2	
			340.0	CP 3400		CTC		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 Connection with UPRR via GCOR/ MWOR 6.28 at MP 398.2 & MP 398.4	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			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 460.7	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	X(2)	CTC 2 MT		5.3	
		93475	478.6	CRITCO				2.8	
		93481	481.4	BRIDGE JCT. Adj. RR:, UP, MP 481.4	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(2)			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 485.7	JX(2)	CTC 2 MT		0.6	
			486.6	McLEMORE ST.	X			1.3	
			487.9	NORTH YALE	X			1.6	
			489.5	SOUTH YALE	X			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 Subs: Birmingham & River Subdivision Boundary: Thayer South, MP 497.9 / Birmingham, MP 497.9 / River, MP 283.4 Information for South TY is located in the Birmingham sub timetable.					

Central Continental Time in effect on Thayer South Subdivision

Radio Call-In		
Radio Channel 087 in service Thayer to Madlock		
Thayer - 42(X)	Imboden - 52(X)	Jonesboro - 62(X)
Roe - 82(X)	Madlock N. - 12(X)	
Radio Channel 070 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, PTC Desk X=9		

Mobile Radio	Number	Access Digit	Disconnect Digit
Imboden (Red)	433-3999	*1	#1
Jonesboro (Blue)	433-3998	*1	#1
Memphis (Green)	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

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

1(A). Speed—Maximum

	Frt	
Main Track	**Under 100 TOB**	**100 TOB & Over**
MP 339.8 to MP 497.9	60	50
Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)		
MP 460.8 to MP 462.5, Turrell Wye	30	30
MP 494.3 to MP MP 494.4, Hub Lead	20	20

1(B). Speed—Permanent Restrictions

	Frt
MP 339.8 to MP 358.8	35
MP 358.8 to MP 364.6	45
MP 364.6 to MP 365.4	35
MP 365.4 to MP 372.2	40
MP 372.2 to MP 374.0	35
MP 374.0 to MP 374.4	25
MP 374.4 to MP 385.8	40
MP 385.8 to MP 391.0	45
MP 398.0, UP Crossing	30
MP 413.1 to MP 414.5	50
MP 419.5 to MP 420.4, HER	20
MP 422.1 to MP 423.8	40
MP 480.1 to MP 481.3	45
MP 481.3 to MP 483.1	25
MP 483.1 to MP 483.9	20
MP 483.9 to MP 486.0	30
MP 486.0 to MP 497.9	40

Key Trains

Maximum speed within the following municipal area limits unless otherwise restricted:

MP 470.0 to MP 497.9	35

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

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

	Frt	
	Under 100 TOB	100 TOB & Over
MP 340.0, CP 3400, turnouts	35	35
MP 350.3, King, siding turnouts	20	20
MP 363.0, Baker, siding turnouts	20	20
MP 368.4, Williford, siding turnouts	40	40
MP 380.7, Imboden, siding turnouts	30	30
MP 386.0, Hogan, siding turnouts	40	40
MP 398.0, Hoxie, siding turnouts	30	30
MP 406.1, Sedgwick, siding turnouts	30	30
MP 411.0, Bono, siding turnouts	40	40
MP 420.0, Jonesboro, siding turnouts	25	25
MP 430.7, Bay, siding turnouts	40	40
MP 439.9, Roe, siding turnouts	30	30
MP 447.2, Calder, siding turnouts	40	40
MP 454.4, Drace, siding turnouts	40	40
MP 460.7, N Madlock, turnout to wye	30	30
MP 462.2, Madlock, siding turnouts	30	30
MP 462.3 to MP 462.0, Madlock, siding, NWD, HER	20	20
MP 471.0, Harvard, MT1 turnout	25	25
MP 473.3, Marion, crossover turnouts	25	25
MP 478.6, Critco, turnout	50	40
MP 481.4, Bridge Jct, turnout to UP	20	20
MP 483.1, Shelco, turnout	20	20
MP 485.4, Neptune, crossover turnouts	20	20
MP 486.6, McLemore St., crossover turnouts	20	20
MP 487.9, North Yale, crossover turnouts	20	20
MP 489.5, South Yale, crossover turnouts	20	20
MP 491.5, Demo, crossover turnouts	20	20
MP 492.7, Getwell, turnout to North IMF Lead Track	30	30
MP 494.4, North IMF, crossover turnouts	20	20
MP 494.6, North Shelby, turnout	40	40
MP 497.5, South Shelby, turnout	40	40

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

CN Jct, Broadway, east and west leg of wye	5	5
Hulbert Spur	20	20
N Shelby to NBCS Getwell, Track 2, HER	20	20
N Shelby to NBCS Getwell, Track 2	40	40
Outside track Tenn. Yard from hump tower to South Shelby	20	20
Middle track Tenn. Yard from hump tower to South TY	20	20
On A Line from A Line Switch on BNSF MT2 to Switch IC	5	5
IMF Lead	20	20

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Thayer to Shelco ..... 143 tons, Restriction E
Shelco to S TY..... 143 tons, Restriction C
Marion to Hulbert..... 134 tons, Restriction G

Location	Track Name	Track No.
The following cars are not permitted between Thayer and Shelco:		
35-ft. loaded ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179		
43-ft. to 44-ft. 10-in. long cars loaded to 143 tons are limited to blocks of 5 cars or less		
Six-axle locomotives are not permitted on:		
Thayer	Yard	7804, 7805, 7808, 7809
Jonesboro	Yard	9102, 9105, 9108
Hulbert Spur	Industry Tracks	
Loaded unit trains are not permitted on:		
Madlock	Siding	

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		Off	0 - 7
	7	10 - 12	Over 7600	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.

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.

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3. Type of Operation

Main Track

MP 339.8 to MP 340.0	CTC, 2 MT
MP 340.0 to MP 471.0	CTC
MP 471.0 to MP 478.6	CTC, 2 MT
MP 478.6 to MP 483.1	CTC
MP 483.1 to MP 492.9	CTC, 2 MT
MP 492.9 to MP 497.9	CTC

Other Tracks where CTC is In Effect (GCOR/MWOR 10.0)

MP 460.8 (N Madlock) to MP 462.5 (N Turrell) on Turrell Wye
MP 483.5 (CN Jct) to MP 483.8 (CN Jct) on CNIC Main
MP 485.7 (SBCS K.C. Jct) to MP 485.8 (NBCS K.C. Jct) on NS Main
MP 494.3 (SBCS North IMF) to MP 494.4 (NBCS North IMF) on Hub Lead

Interlockings

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

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

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect
- Positive Train Control (PTC)
- Hy-Rail Limits Compliance System (HLCS)

GCOR 2.12, Fixed Signal Information—Supplemental instructions: On the Thayer South Subdivision between Thayer and Shelco MP 483.1 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 6.19—When required flagging distance is 2 miles.

GCOR 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 9.9.1 speed for this application is 15 MPH.

GCOR 9.12.1— Bridge Jct and CN Jct—The absolute signals governing movement through the following interlocking are also controlled signals. To pass a Stop indication, comply with GCOR 9.12.3 by following the instructions in the release box and with GCOR 9.12.1 by contacting the BNSF control operator:
- MP 481.4
- MP 483.8 - movements on CN Main only

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnels or Other Structures			
478.7		138	SWD
483.3	DED	838	NWD
Type B. Locations			
342.0	DED		Exception reporting
344.9		428	
350.5	DED		Exception reporting
355.1	DED		Exception reporting
359.4			Exception reporting
365.6		527	
369.5	DED		Exception reporting
373.3	DED		Exception reporting
378.1	DED		Exception reporting
383.4	DED		Exception reporting
390.3	DED		Exception reporting
392.0		528	
401.1		627	
427.1		628	
445.2		127	
468.4		128	
478.7		138	NWD
483.3	DED	838	SWD

6. FRA Excepted Track

Location	Track Name	Track No.
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	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 including Wabash Screen and Door
	Zone 900	Exception of Ideal Chemical Spur
	Tennessee Yard	Store Room Track, Wrecker Track, Rip One, Rip Two, Rip Three, Rip Cab Track

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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.

Madlock—Key trains are prohibited on the siding.

Hulbert Spur—Contact the Yale Yardmaster at 901-743-3722 before 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 before departing Harvard at phone number 402-636-1600, or 800-726-1106, or channel 014. 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 Limits (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 MT2.

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 before 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.

Hot Weather Train Handling—(See Item 1 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.

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 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.

Remote Control Zones
Memphis Terminal / Tennessee Yard

- RCZ H is established on the Hump Lead. RCZ H starts on the Hump Lead next to the south Hickory Hill Crossover and extends SOUTH on the Hump Lead to the 7000 foot sign. Length of RCZ H is approximately 6645 feet. RCZ signs designate limits of the RCZ.

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- RCZ I is established on the Intermodal Lead at the North side of the North IMF Crossover and extends NORTH approximately 3847 feet to the end of the RCZ. (End point is 250' South Of Homewood road crossing on IMF Lead.) RCZ signs designate the limits of the RCZ (Southbound sign at entrance of RCZ I near Homewood road crossing is displayed to the right of Delp Pass.)
- Activation/Deactivation Procedure for RCZ H or RCZ I—RCO Crew will notify Crest Tower Yardmaster on the working channel when ready to activate or deactivate RCZ. Crest Tower Yardmaster will log RCZ activation and confirm with RCO crew, and notify Pro Yard Operator. Movements approaching RCZ's H or I, must contact the remote control crew or the Crest Tower Yardmaster to determine if the RCZ is activated.
- Transfer of an Activated RCZ—An activated RCZ may be transferred to another remote control foreman. A job safety briefing must be conducted each time the RCZ is transferred between remote control crews. Crest Tower Yardmaster must be contacted and must log transfer of RCZ.

SSI—Switch Control/Monitoring Systems

- Turnouts equipped with Two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derails):
  - CP 3848 dual control derail on turnout to track 8521
  - CP 3852 dual control derail on turnout to track 8526
- ICS in effect
  - North IMF

* Denotes all crossover switches within control point are ICS

Close/No Clearance Location(s)

Location	Track Name	Track No.	Obstruction
MP 427.1	Main		Mechanical Monitoring Device
MP 466.8	Main		Mechanical Monitoring Device
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	238-248	Gate, building
Memphis Terminal	Guardian	1704	Door, building
Yale	Kelloggs	634	Dock
	Knight Arnold	848	Fence
Boise Lead	Langston	223	Building
	Continental Container Plastics	224	Dock
	Kinder Morgan	225	Sand track dock
	Awesome Products	226	Door, dock
Cochran	Bio Fuel	731-732	Building
		733-734	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

Flash Flood Critical Areas

MP 355.0 to MP 356.0
MP 370.0 to MP 377.0
MP 384.0 to MP 385.0
MP 450.0 to MP 451.0
MP 460.0 to MP 464.0
MP 478.0 to MP 480.0

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1001	Thayer to South TY	
1014	Marion to Hulbert	
Yard Line Segments		
1110	Jonesboro	
1121	Memphis Back Tracks	
1122	Tennessee Yard	
1129	President's Island	

9. Other Location Information

Station No.	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

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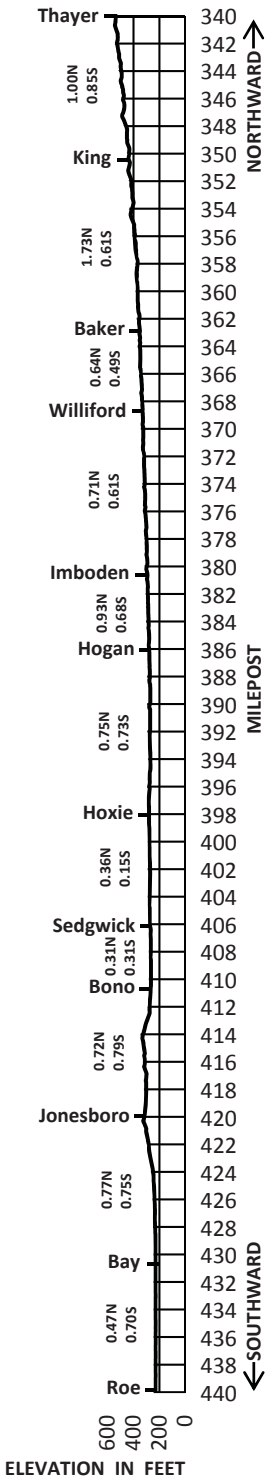
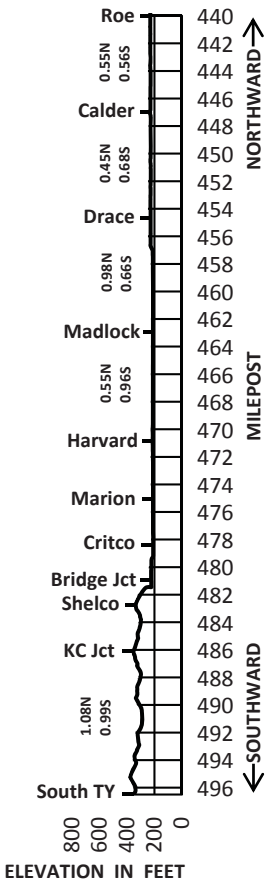
10. Grade Charts





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 determinig 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

GCOR/MWOR 4.3 Timetable Characters

A	Automatic Interlocking
B	General orders, notices, and circulars
C	Radio communication
g	Gate, normal position against conflicting route
G	Gate, normal position against this subdivision
J	Junction
M	Manual interlocking
P	Telephone
R	Restricted Limits
S	Railroad crossing protected by permanent stop sign
T	Turning facility
U	Railroad crossing not protected by signals or gates
X	Crossover
X(2)	Multiple crossovers
Y	Yard Limits