



Springfield Division

Timetable No. 3

IN EFFECT AT 0001
Central Continental Time

Sunday April 2, 1995

Division Superintendent
Steve L. Weatherby
Springfield, MO
(417) 873-3190

See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers

SOUTHWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Ft Scott Subdiv MAIN LINE STATIONS			Distance from Kansas City	NORTHWARD ↑
					Trk	Office Calls	Rule 4.3 Oper		
		25300	1001	2.7		KANSAS CITY BIJKT (Murray Yard)		0.0	
				1.6		USTICK TOWER IJ		1.1	
				0.4		KCT MP 0.4 I	Rule 6.28	2.3	
				0.0		19th STREET (To BV Jct. 11.7 miles)		2.7	
				2.1		KCT MP 2.1 I (29th Street)		4.8	
				2.2		30th STREET		4.9	
				3.9		ROSEDALE		6.6	
				5.6	2MT	XB BRAVO X		8.3	
				16.5		XC CHARLIE X		19.2	
		93025		26.5		BN BONITA		29.2	
		93036		37.3	2MT	HC N HILLSDALE		40.0	
		93036		41.8		HC S HILLSDALE		44.5	
		93043		42.9		PD PAOLA		45.6	
				43.1		UP MP 43.1 A		45.8	
6,500	93048			48.3		HE HENSON		51.0	
8,635	93054			54.2		FN FONTANA		56.9	
7,240	93062			61.7		LC LaCYGNE		64.4	
8,500	93074			74.0		PL PLEASANTON		76.7	
6,792	93082			81.9		PS PRESCOTT		84.6	
8,640	93092			91.7		HM HAMMOND		94.4	
				96.8		N FT SCOTT	CTC	99.5	
				98.0		MNA RR MP 98.0 A		100.7	
		93099		98.6	2MT	FT FT SCOTT BK		101.3	
				98.9		S FT SCOTT		101.6	
		93103		102.7		ED EDWARD J		105.4	
8,750	93116			116.9		AR ARCADIA		119.6	
				118.4		KCS MP 118.4 A		121.1	
8,835	93132			132.8		IA IANTHA		135.5	
		93139	138.7		LM LAMAR		141.4		
			139.1		MNA RR MP 139.1 A		141.8		
8,600	93149		149.4		DZ DIX		152.1		
6,880	93162		162.0		DK DUMBECK		164.7		
8,935	93171		170.6		PM PILGRIM		173.3		
		93176	179.0		EV EVERTON		181.7		
9,133	93195		194.5		EW ELWOOD		197.2		
		92242	198.3		NS NICHOLS J		201.0		

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

BN Radio Channel No. 39 in service on this Subdivision.

**Train Dispatcher Calls—Kansas City—75, Paola—65, Ft. Scott—45, Lamar—35,
Greenfield—25, Springfield Yard—85.**

Emergency Train Dispatcher Call 911.

**Kansas City to Lenexa MP 16.4 is part of and under the jurisdiction of the Kansas City
Division.**

Dispatchers Phone Numbers—

**Ft. Scott Subdivision Asst Chief Dispatcher: (417) 864-2224
Ft. Scott Subdivision Dispatcher: (417) 864-2242, (800) 666-1025**

Mobile Radio		Access Digit	Disconnect Digit
Kansas City	234-9287	*1	#1
Ft Scott	864-2101	*2	#2
Springfield	864-2100	*1	#1

1. Maximum Speed Permitted— Freight

MP 2.7 (Murray Yard) to MP 2.0 (29th Street)	10 MPH.
19th Street to BV Jct	20 MPH.
MP 9.5 – 37th Street until engine or lead car over crossing	10 MPH.
MP 2.0 (29th Street) to MP 4.4 (Both Tracks)	20 MPH.
MP 4.4 to MP 7.9 (Both Tracks)	30 MPH.
MP 5.5 through crossover	30 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 7.9 to MP 9.8 (Main 1)	40 MPH.
MP 7.9 to MP 11.5 (Main 2)	40 MPH.
MP 9.8 to MP 11.5 (Main 1)	50 MPH.
MP 11.5 to MP 12.9 (Both Tracks)	55 MPH.
MP 14.0 to MP 15.0 (Both Tracks)	50 MPH.
MP 15.8 to MP 15.9 (Both Tracks)	55 MPH.
MP 16.5 Charlie, through crossovers	35 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 20.2 to MP 21.4 Until engine through limits (Both Tracks)	40 MPH.
MP 26.5 through turnout Main Track 2	35 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 30.0 to MP 30.3 until engine through limits	55 MPH.
MP 37.2 through turnout Main Track 2	35 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 37.8 to MP 41.9 (Both Tracks)	50 MPH.
MP 41.8 through turnout Main Track 2	35 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 41.9 to MP 43.4	40 MPH.
MP 54.9 to MP 59.9	50 MPH.
MP 66.8 to MP 67.2	50 MPH.
MP 73.2 to MP 74.4	55 MPH.
MP 86.8 to MP 87.5	55 MPH.
MP 96.0 to MP 96.7	50 MPH.
MP 96.7 to MP 96.8	40 MPH.
MP 96.8 Through Turnout Main 1 N Ft Scott	25 MPH.
MP 96.8 to MP 97.9 (Both Tracks)	40 MPH.
Until engine through limits:	
MP 97.9 to MP 98.9 (Both Tracks)	20 MPH.
MP 98.9 to MP 100.9 (Both Tracks)	30 MPH.
MP 102.6 Through turnouts, Edward	25 MPH.
MP 102.6 to MP 106.7	30 MPH.
MP 114.4 to MP 120.9	45 MPH.
MP 123.5 to MP 124.5 Until engine through limits	45 MPH.
MP 128.7 to MP 128.9	50 MPH.
MP 137.6 to MP 139.1	45 MPH.
MP 139.1 to MP 142.3	55 MPH.
MP 151.0 to MP 151.2	55 MPH.
MP 158.4 to MP 167.0	45 MPH.

MP 167.0 to MP 167.9	35 MPH.
MP 167.9 to MP 173.1	45 MPH.
MP 173.1 to MP 176.1	40 MPH.
MP 176.1 to MP 180.1	50 MPH.
MP 179.0 to MP 182.0 Southward trains 100 tons/OB and over	30 MPH.
MP 180.1 to MP 180.5	40 MPH.
MP 180.5 to MP 186.5	50 MPH.
MP 193.7 to MP 194.0	50 MPH.
MP 198.1 to MP 198.3	25 MPH.
MP 198.3 Through crossover, Nichols	20 MPH.
Siding turnouts	20 MPH.
Sidings Fontana, Arcadia, and lantha	10 MPH.
Freight trains 100 Tons/OB and over through sidings	10 MPH.
Trains handling loaded C6 covered hoppers through sidings	13 MPH.
Bridges 4.4, 5.2, cars heavier than 134 tons.	10 MPH.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

- Kansas City to Nichols 143 tons
- 19th Street to BV Jct 134 tons
- 24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

19th Street to BV Jct.—

Six axle locomotives and six axle derricks not permitted.

Between Leeds Jct. and BV Jct. each car heavier than 110 tons must be preceded and followed by cars not heavier than 88.5 tons.

Lamar—Six axle locomotives and six axle derricks not permitted on O’Sullivan Industry Track.

3. Type of Operation—

CTC— 30th Street MP 2.2 to MP 198.3

Two main tracks—

- 30th Street MP 2.2 to MP 26.6,
- MP 37.3 to MP 41.7,
- MP 96.8 to MP 102.6.

Interlockings: Trains and Engines— The interlocking signals at MP 43.1 (**Paola**) and MP 118.4 (**Arcadia**) are also controlled signals. When stopped by a Stop indication, comply with Rule 9.12.3. If the signal does not change to a more favorable indication, in addition to complying with Rule 9.12.3, authority per Rule 9.12.1 must also be obtained from control operator (unless track and time limits beyond this signal have already been received).

When stopped by a Stop Indication at the automatic interlockings at MP 98.0 (**Ft Scott**), MP 123.8 (**Liberal**) or MP 139.1 (**Lamar**) be governed by Rule 9.12.3. Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal. Further instructions:

MNA Interlocking MP 98.0 (Ft Scott)— When absolute signal governing movements over MNA crossing, MP 98.0, displays Stop indication, and there is a train on adjacent BN track that fouls MNA main track within the interlocking limits, train must stop in compliance with STOP signal, and then proceed at restricted speed without member of crew operating the time release. If no train on adjacent BN track, Rule 9.12.3 governs.

4. General Code of Operating Rule Items—

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

Rule 6.28—in effect between Kansas City MP 2.7 and 30th Street MP 2.2

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

Main 1	MP 4.9 Gard Oil
	MP 8.1 West Team Track
	MP 9.8 Consolidated Lumber
	MP 11.2 R.W. Murray Track
	MP 18.1 Mission Lumber
	MP 20.4 #1 Olathe
	MP 21.9 Dillard's Spur
Main 2	MP 22.5 Standard Homes
	MP 9.2 American Cast Iron Pipe
	MP 20.2 Sutherland Lumber
	MP 21.8 Cement Plant
Paola	MP 25.2 Bonita Elevator Track
	MP 43.4 River Track
	MP 67.5 Boicourt Spur
Boicourt	MP 115.3 Arcadia House Track
Arcadia	MP 131.5 Iantha Spur
Iantha	MP 138.5 House Track
Lamar	MP 150.8 Rice's Spur
Golden City	MP 158.7 AG Service Center Track
Lockwood	MP 165.7 House Track
Greenfield	MP 175.7 Old Everton Track
Everton	MP 198.0 Leprino Cheese Track
Nichols	

Rule 15.1–**Ft Scott–**

–Southward trains destined Afton Sub must secure a track warrant at Ft. Scott addressed as "(Engine Number) S" which will include track bulletins for Ft Scott and Afton Subs.

–Southward trains destined Cherokee Sub must secure a track warrant at Ft Scott addressed as "(Engine Number) W" which will include track bulletins for Cherokee Sub

–Northward trains from Afton Sub must secure a track warrant at Ft Scott.

Edward– Northward trains from the Afton Subdivision must have secured a track warrant from the Ft Scott Subdivision train dispatcher and will not require track warrant at Edward.

Nichols– Track warrant will be received at Springfield Yard.

5. Trackside Failed Equipment Detectors (FED)–**A. Protecting Bridges, Tunnels or Other Structures**

Fontana (NWD) MP 50.8

Radio Tone Detectors:

Henson (SWD) MP 47.7 (DED Only)

LaCygne (NWD) MP 61.7 (DED Only)

Pleasanton (NWD) MP 71.0 (DED Only)

B. Other FED locations–

Bonita MP 27.4

Fontana (SWD) MP 50.8

Prescott MP 78.9

Iantha MP 130.2

Golden City MP 154.7

Everton MP 178.8

Radio Tone Detectors:

Hanson (NWD) MP 47.7 (DED Only)

LaCygne (SWD) MP 61.7 (DED Only)

Pleasanton(SWD) MP 71.0 (DED Only)

6. FRA Excepted Track–None.

7. Special Conditions—

Head End Device Test Stations—

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

Test Number: Dial 90000

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

Kansas City—

KCT RR Telephone Procedures—

Trains operating on KCT RR at Rock Creek Jct, Sheffield (Tower 8), Airline Jct, Southwest Jct, and the Union Station can reach the KCT dispatcher at 245-3393.

Trains operating on KCT RR at Santa Fe Jct, 29th Street, Adams Street, and Old Union Depot (West Bottoms) can reach the KCT dispatcher at 245-3391.

Telephone calls placed to the dispatching center will be placed in a calling que in the order the calls are received. A short tone will indicate to you that your call will be answered shortly.

KCT RR Radio Procedures—

While on the KCT RR, trains must monitor channel 6666. To reach the KCT dispatcher, tone them up using DTMF 25.

Kansas City (Murray Yard)—All inbound/outbound train and yard transfers, except loaded unit grain and coal trains, must use automatic air brakes when stopping to avoid excessive intrain forces.

Rule 8.10, Switch Point indicator, is modified as follows:

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

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

Between Murray Yard and 30th Street— When handling shipments more than 11' wide and also 60' long, use Main Track 1 or 2 between Murray Yard and 30th Street if possible. If unable to use Main Track 1 or 2 between 30th Street and Murray Yard, observe shipment from ground position at Old Tower 4 and Switch 57 on KCT Main Line 3 interchange.

19th Street— Weigh in Motion Scale, MP 1.0 on Main Track 1, 19th Street is in service. Green switch targets indicate movement over scales which is the normal traffic route. Do not use power, apply brake, or use sand on locomotive while passing over scales. When possible, avoid intrain forces while train is passing over scales. Maximum speed over scale is 10 MPH.

25th Street— Flashing light signals 25th street: Control circuit on Main 1 starts 100 feet and on Main 2 starts 300 feet north of crossing. Do not foul control circuit unless southward absolute signal Tower 4 displays a proceed indication. When southward train occupies circuit more than two minutes signals cease to operate and crossing must be protected from a position on the ground.

30th Street— Flashing light signals 30th Street, (MP 2.1) equipped with automatic cutout feature (Rule 6.32.5). When northward absolute signals at 29th St, interlocking display Stop indication, northward movements must stop short of 30th Street.

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

Automatic flasher in service over Santa Fe St. crossings west of Main 1 MP 14.6, MP 14.7 to MP 15.1. When making movement over these crossings, stop in circuit at insulated joint 100 feet both sides of street and allow flashers to activate 20 seconds prior to crossing.

Highway Grade Crossing Warning System on Santa Fe Trail Drive west of Main 1, MP 16.4. When making movement over this crossing, stop in circuit at insulated joint (approximately 100 feet both sides of street) and allow warning system to activate 20 seconds prior to crossing.

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

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

Liberal— Trains approaching pedestrian walkway MP 124.0 must sound whistle signal per Rule 5.8.2(11) and bell, until engine or lead car over walkway.

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

O'Sullivan Industries—New warehouse switching procedures

All crews will stop at the southwest corner of O'Sullivan before entering the warehouse facility.

The telephone attached to the corner of the building has the current instructions for switching their warehouse.

A. Train crew will call warehouse foreman from the telephone.

B. O'Sullivan Warehouse personnel will raise the electric door. The electric derail will clear after the door is in the raised position.

C. The illuminated light installed at the southwest corner of the building will indicate when the door is down and derail is in derailing position.

When the amber light is on, the door is open, the derail is in the clear position and O'Sullivan is ready to be switched. Observe posted speed signs restricting switch crews to 5 MPH.

Lamar Interlocking—Southward trains stopping for signal at UP Interlocking, MP 139.1, stop short of Gulf Street crossing south of Lamar depot.

Greenfield— All street and highway crossings on Greenfield Lead-traffic must be warned by crew member on the ground at the crossing.

Elwood—Southward trains approaching Springfield Yard notify yardmaster via radio.

Radio communications to Tower Yardmaster from yard and road crews, or between yard and road crews within the terminal, will be conducted on Yard Channel 1 or 66 only.

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
465	Kansas City—Murray Yard
842	Kansas City—10th Street Yard
1108	Kansas City—19th Street Yard
1109	Lenexa Industrial Park

Other Road Line Segments—

Line Segment	Limits	Mileposts
1017	Greenfield Lead	165.7 to 168.6

9. Locations Not Shown as Stations-

Name		Miles-Location	Capacity Cars	Switch Opens
19th Street to BV Jct.				
25th Street Jct (MP 0.4)		0.4 east of 19th Street		
KC Belt Jct (MP 5.7)		5.3 east of 25th Street Jct		
Leeds Jct (MP 8.8)		3.1 east of KC Belt Jct		
BV Jct (MP 11.7)		2.9 east of Leeds Jct		
93008	Merriam	2.6 south of Bravo	38	Both
93014	Lenexa	8.3 south of Bravo	112	Both
93021	Olathe	6.0 north of Bonita	114	Both
93024	Moss	1.4 north of Bonita	78	Both
AFG Ind. Spur		2.6 south of Bonita	22	South
93030	Spring Hill	3.6 south of Bonita	32	Both
93036	Hillsdale Elevator Track	1.1 north of N Hillsdale	15	Both
Boicourt Spur		5.8 south of LaCygne	5	North
93109	Garland	6.4 south of Edward	100	Both
Arcadia House Track		1.6 north of Arcadia	4	North
93124	Liberal	8.6 south of Arcadia	72	Both
MFA Spur		1.2 north of Iantha	15	North
MFA Elevator Spur		6.3 south of Iantha	30	South
93151	Golden City	1.5 south of Dix	25	North
93159	Lockwood	9.2 south of Dix	60	Both
93168	Greenfield	3.5 south of Dumbeck	5	South
93166	Greenfield Lead	3.6 south of Dumbeck	2.8 ml.	North
93176	Everton Spur	5.0 south of Pilgrim	9	North
93183	Ash Grove	7.4 south of Everton	19	Both
Leprino Food Spur		0.3 north of Nichols	4	South

SOUTHWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Afton Subdiv MAIN LINE STATIONS			Distance from Edward	↑ NORTHWARD
					Trk	Office Calls	Rule 4.3 Oper		
		93103	1040	102.7	ED	EDWARD	J	0.0	
	7,550	97117		117.0	FG	FARLINGTON		14.3	
	7,600	97130		129.6	BU	BEULAH		26.9	
		97136		135.9	CH	CHEROKEE	T	33.2	
				136.7	(To Pittsburg 9.0 miles)				
				140.7	SEK MP	136.7	M	34.0	
	7,550	97141		140.7	SM	SCAMMON		38.0	
		97148		147.7	CB	COLUMBUS	ABJKT	45.0	
	7,420	97154		153.8	NU	NEUTRAL		51.1	
		97159		159.0	BX	BAXTER	T	56.3	
	7,600	97165		165.3	QP	QUAPAW	T	62.6	
		97173		172.5	ME	MIAMI	BK	69.8	
	7,577	97179		179.2	NR	NARCISSA		76.5	
		96347		186.3	FJ	AFTON JCT	J	83.6	

BN Radio Channel No. 39 In service on this Subdivision.

Train Dispatcher Calls—Ft. Scott—45, Pittsburg—15, Lamar—35, Miami—82.

Emergency Train Dispatcher Call—911.

Dispatchers Phone Numbers—

Asst Chief Dispatcher: (417) 864—2226

Dispatcher: (417) 864—2242, (800) 666—1025

Mobile Radio		Access Digit	Disconnect Digit
Ft Scott	864—2101	*2	#2
Joplin	864—2113	*4	#4

1. Maximum Speed Permitted—

Freight

MP 124.2 to MP 125.3	40 MPH.
MP 136.7 SEK crossing	25 MPH.
MP 186.0 to MP 186.2	25 MPH.
Until engine through limits	
MP 125.3 to MP 135.6	55 MPH.
MP 135.6 to MP 136.7	35 MPH.
MP 140.3 to MP 140.9	45 MPH.
MP 146.6 to MP 148.5	30 MPH.
MP 148.5 to MP 158.7 Southward trains	55 MPH.
MP 148.5 to MP 159.2 Northward trains	55 MPH.
MP 158.7 to MP 160.2 Southward trains	35 MPH.
MP 159.2 to MP 160.2 Northward trains	35 MPH.
MP 160.2 to MP 171.7	55 MPH.
MP 171.7 to MP 173.2	35 MPH.
MP 173.2 to MP 181.6	55 MPH.
Trains handling loaded C6 covered hoppers through sidings	13 MPH.
Siding turnouts	20 MPH.
Bridges 153.2, 162.0 and 175.1 cars heavier than 134 tons	10 MPH.
Columbus wye tracks with six-axle locomotives	5 MPH.

Pittsburg lead, 25 MPH.
Except at MP 142.3; Broadway Street MP 137.6 and Walnut Street MP 134.8 until engine through limits 5 MPH.
 Willow Street, Baxter, and west switch Riverton 20 MPH.
 Bridges Baxter to Riverton—cars over 134 tons 10 MPH.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Edward to Afton 143 tons
 Cherokee to Pittsburg 131.5 tons
 Baxter to Riverton 143 tons
 24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

Six-axle locomotives and six axle derricks not permitted: Girard yard tracks, Cherokee No. 1 Track, Pittsburg lead, Baxter No. 2 Track and Elevator Track, and Miami BFG lead. Not more than one of these locomotives is permitted on north leg of Cherokee wye and south leg of Cherokee wye to east end connection track and not more than two are permitted on Columbus wye tracks, Baxter wye tracks or between Baxter and Riverton.

3. Type of Operation—

CTC— MP 102.7 to MP 186.2

Interlockings: Trains and Engines—When stopped by a Stop Indication at the automatic interlocking at MP 147.7 (**Columbus**) be governed by Rule 9.12.3. Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

Crossing Gates—	Mile	Intersecting	Normal
Station	Post	Line	Position
Cherokee	136.7	SEK	Against SEK

4. General Code of Operating Rule Items—

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

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

MP 159.2 Co-op Track
 MP 172.2 Co-op Track

Rule 15.1—

Edward— Southward trains from Ft Scott Subdivision must have secured a track warrant from Afton Subdivision train dispatcher and will not require track warrant at Edward, unless otherwise instructed by train dispatcher.

Afton Jct.— Northward trains from Cherokee Subdivision must have secured track warrant from Afton Subdivision train dispatcher and will not require track warrant at Afton Jct, unless otherwise instructed by train dispatcher.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting Bridges, Tunnels or Other Structures—None.

B. Other FED Locations—

Girard MP 121.1
 Quapaw MP 162.5

6. FRA Excepted Track—None.

7. Special Conditions—None.

8. Other Line Segments—

Yard Line Segments—NONE

Other Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
1007	Baxter to Riverton	
1041	Pittsburg to Cherokee	134.4 to 145.6
1044	Miami Branch	

9. Locations Not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
97124 Girard	7.4 south of Farlington	60	Both
97136 KGE Connection	0.2 north of Cherokee		North
97237 Pittsburg	9.0 east of Cherokee	Yard	
97241 Sinclair	3.6 east of Cherokee	18	Both
97344 Riverton	4.1 east of Baxter		

SOUTHWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Thayer Subdiv MAIN LINE STATIONS			Distance from Teed	NORTHWARD
					Trk	Office Calls	Rule 4.3 Oper		
		92235		203.2		TD TEED J		0.0	
				206.2		WS WS		2.9	
	10,266	93219		219.0		RR ROGERSVILLE		15.7	
	8,844	93232		231.5		DG DIGGINS		28.2	
	8,653	93243		243.2		CG CEDAR GAP		39.9	
		93249		249.6		MF MANSFIELD		46.3	
	8,000	93260		260.2		NW NORWOOD		56.9	
	9,405	93270		269.5		MT MOUNTAIN		66.2	
	8,380	93279		279.1		CA CABOOL		75.8	
	7,437	93293		293.3		WL WILLOW		90.0	
	9,046	93306		306.1		OL OLDEN		102.8	
	8,699	93314		314.4		WP WEST PLAINS		111.1	
	8,723	93331		330.8		KK KOSH		127.5	
	8,786	93340		339.6		TH THAYER BK	CTC	136.5	
	7,742	93350	1001	350.3		KG KING		147.0	
	7,485	93363		363.0		BA BAKER		159.7	
	8,574	93381		380.7		IM IMBODEN		177.4	
	8,706	93398		398.0		HX HOXIE (UP) AJ (To Walport 4.4 miles)		194.7	
	7,015	93406		406.1		SW SEDGWICK		202.8	
	10,528	93420		420.0		JB JONESBORO BKT		216.7	
				422.2		SSW MP 422.2 A		218.9	
				423.8		UP MP 423.8 A		220.5	
	5,857	93431		430.7		BB BAY		227.4	
	9,050	93440		439.9		CN ROE		236.6	
		93450		449.6		TX TYRONZA		246.3	
	8,598	93462		462.2		R1 MATLOCK T		258.9	
		93462		462.6		RIVER JCT J		259.3	
		93472		471.0		HV HARVARD		267.7	
		93474		474.0	2MT	MR MARION (To Hulbert 5.8 miles)		270.7	
		93475		475.4		CC CRITCO		272.1	
				481.4		BRIDGE JCT (UP) A		278.1	
		93483		483.1		SH SHELCO Y		279.8	
				483.8	2MT	IC MP 483.8 JUY		280.5	
				494.6		N TY Y		291.3	
		93496		496.4		TY TENNESEE YARD BJKT	Rule 6.28	293.1	

BN Radio Channel No. 87 in service on this Subdivision.

Train Dispatcher Calls—Springfield—82, Seymour—62, Cabool—32, Olden—72, Thayer—42, Imboden—52, Jonesboro—62, Matlock—12.

Emergency Train Dispatcher Call—911.

Dispatchers Phone Numbers—
Asst Chief Dispatcher: (417) 864-2224
Dispatcher: (417) 864-2247, (800) 666-1398

Mobile Radio		Access Digit	Disconnect Digit
Springfield	864-2100	*1	#1
Cabool	864-2106	*4	#4
Thayer	864-2105	*3	#3
Imboden	864-2055	*1	#1
Jonesboro	864-2056	*1	#1
Memphis	369-6147	*2	#2

Bridge Jct MP 481.3 to Tennessee Yard is part of and under the jurisdiction of the Memphis Division.

SOUTHWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	FOR INFORMATION ONLY			Distance from Teed	↑ NORTHWARD
					MAIN LINE				
					STATIONS	Trk	Office Calls		
			1001	2MT	SH	SHELCO	Y	279.8	
				483.1		0.5		280.3	
				483.6		(Kansas Ave.)	Y		
				483.7		0.1		280.4	
				483.8		(Kentucky St.)	XY		
				485.4		0.1		280.5	
				486.6		I.C.	JUY		
				487.9		1.6		282.1	
				489.5		(Neptune St.)	XY		
				490.0		1.2		283.3	
				491.5		(McLemore St.)	XY		
				494.6		1.3		284.6	
						(North Yale)	XY	CTC	
						1.6		286.2	
						(South Yale)	XY		
						0.5		286.7	
						(Pendleton St.)	XY		
						1.5		288.2	
						(Demo)	XY		
						3.1		291.3	
						N TY	Y		

1. Maximum Speeds Permitted—

Teed to Thayer	55 MPH.
MP 235.1 Through Thayer Sub turnout at Teed	35 MPH.
MP 203.1 to MP 206.7	35 MPH.
MP 206.7 to MP 219.1	40 MPH.
MP 228.6 to MP 231.4	50 MPH.
MP 243.0 to MP 245.8	35 MPH.
MP 245.8 to MP 251.5	40 MPH.
MP 251.5 to MP 254.0	35 MPH.
MP 254.0 to MP 260.0	40 MPH.
MP 260.0 to MP 266.8	45 MPH.
MP 266.8 to MP 281.3	40 MPH.
MP 286.8 to MP 288.0	45 MPH.
MP 288.0 to MP 291.7	40 MPH.
MP 291.7 to MP 295.2	50 MPH.
MP 295.2 to MP 299.4	45 MPH.
MP 299.4 to MP 299.9	40 MPH.
MP 299.9 to MP 325.9	45 MPH.
MP 325.9 to MP 326.2	40 MPH.
MP 326.2 to MP 336.6	45 MPH.
MP 331.0 to MP 339.4 for unit coal and grain trains 100 tons/OB and over	35 MPH.
MP 336.6 to MP 339.4	35 MPH.
MP 339.4 to MP 340.0	20 MPH.
MP 340.0 to MP 358.8	35 MPH.
MP 358.8 to MP 364.6	45 MPH.
MP 364.6 to MP 365.4	35 MPH.
MP 365.4 to MP 372.2	40 MPH.
MP 372.2 to MP 374.4	35 MPH.

Freight

MP 374.4 to MP 385.8	40 MPH.
MP 385.8 to MP 391.0	45 MPH.
MP 398.0 Union Pacific Crossing	30 MPH.
MP 413.1 to MP 414.5	50 MPH.
MP 419.2 to MP 420.6 Until engine through limits	20 MPH.
MP 419.7 to MP 419.9	45 MPH.
MP 422.2 to MP 423.8	40 MPH.
MP 430.2 to MP 431.3 Until engine through limits	45 MPH.
MP 436.6 to MP 436.7 Until engine through limits	45 MPH.
MP 447.0 to MP 448.0 Until engine through limits	45 MPH.
MP 471.0 Through turnout	35 MPH.
MP 473.3 Through crossovers	25 MPH.
MP 475.4 Through turnout	35 MPH.
MP 480.1 to MP 481.4	45 MPH.
Bridge Jct. to Shelco	25 MPH.
Shelco to N. TY	20 MPH.
Crossovers Neptune St., McLemore St., North Yale, South Yale, Pendleton St., Democrat Road	20 MPH.
Siding turnouts	20 MPH.
Freight trains 100 tons/OB and over through sidings	10 MPH.
Outside Track Tenn. Yard from Hump tower to S TY	20 MPH.
Middle Track Tenn. Yard from Hump tower to S TY	20 MPH.

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

2. Bridge and Equipment Weight Restrictions— Maximum Gross Weight of Car:

- Teed to Tennessee Yard. 136 tons
- Hoxie to Walport
- Marion to Hulbert
- 131.5 tons
- 131.5 tons
- 24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

Six-axle locomotives and six axle derricks not permitted— 200 feet beyond switch Valley Stone Track, on Walport Lead, all tracks Truman, all tracks except Old Pass at Marked Tree, or between Marion and Hulbert.

Matlock—Trains 100 tons/OB and over must not occupy wye track.

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

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

Following maximum throttle positions govern:

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

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

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

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

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

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

When handling six axle derrick over Mississippi River Bridge Memphis, must have car not heavier than 50 tons entrained on both ends of Derrick.

AC Traction locomotives not permitted on Mississippi River bridge.

Loaded unit trains must not use sidings at:

Mountain	Bay
Hoxie	Matlock
Sedgwick	

3. Type of Operation—

CTC— MP 203.2 to MP 494.6

Interlockings: Trains and Engines— When stopped by a Stop Indication at the automatic interlockings at MP 398.0 (Hoxie), MP 422.2 (Jonesboro), MP 423.8 (Nettleton) and MP 481.4 (Bridge Jct.) be governed by Rule 9.12.3. Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

Yard Limits – MP 483.1 to MP 494.6.

4. General Code of Operating Rule Items—

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

Rule 6.28— in effect between: N TY and Tennessee Yard.

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

MP 204.0	Springfield Tablet	MP 327.0	Garnett Spur
MP 204.4	Rice Petroleum	MP 339.5	Mill Track
MP 204.9	Hand Throw Switch	MP 339.7	Crossover Main to Siding
MP 204.9	Southern Missouri Container	MP 339.75	House Track
MP 205.0	Alton Box Spur	MP 339.8	Thayer Yard Track Lead
MP 205.4	3M Company	MP 341.9	Reed Harlin Spur
MP 267.8	Shannon Spur	MP 358.3	Team Track Old Pass
MP 269.4	S. House Track	MP 375.3	House Track
MP 269.7	N. House Track	MP 380.9	House Track
MP 279.1	M.F.A. Spur	MP 391.9	House Track, Portia
MP 279.2	House Track	MP 398.3	South Leg Wye Switch
MP 312.5	Tindle Mills Farm SW Mobile Spur	MP 412.0	Bono Cotton Gin
MP 313.5	Ellis Spur	MP 419.8	North Switch
MP 314.5	Ice Track	MP 419.85	South Switch
MP 314.6	N. Oxide	MP 420.0	South #1 Track
MP 314.9	S. Oxide	MP 420.1	Pump North
MP 315.0	Pease Moore Spur	MP 420.4	Pump South
MP 316.7	Safeway Charcoal	MP 424.6	Kreuger Paper Co.
		MP 436.4	Team Track
		MP 436.5	Compress Track

Rule 15.1—

Teed— Southward trains must receive track warrant at Springfield Yard instead of Teed unless otherwise instructed by train dispatcher.

Thayer— All trains must secure track warrant at Thayer unless otherwise instructed by train dispatcher.

River Jct.— Southward trains from River Subdivision that have already received a track warrant from River Subdivision train dispatcher will not require a track warrant at River Jct.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridges, Tunnels or Other Structures—None.

B. Other FED Locations—

Diggins	MP 228.3
Macomb	MP 255.2
Dunn	MP 273.6
Pomona	MP 303.5
Brandsville	MP 325.3
King	MP 344.9
Williford	MP 368.4
Hoxie	MP 401.0
Bay	MP 427.1
Marked Tree	MP 447.9
Jerico	MP 468.4

Radio Tone Detectors:

Mansfield	MP 248.2 (DED Only)
Mansfield	MP 252.2 (DED Only)
Cabool	MP 286.4 (DED Only)
Olden	MP 300.3 (DED Only)
West Plains	MP 322.1 (DED Only)

6. FRA Excepted Track—See GCOR Rule 6.12.

Hoxie to Walport end of track.

West Memphis Branch from Marion, MP 474.0, to Cotton Belt Connection.

Memphis:

- 1) Parkway Yard including all leads and back tracks from Island Main to Louisiana Street
- 2) 1100 Park, all leads and back tracks
- 3) 1300 Park, all leads and back tracks
- 4) 1500 Park, all leads and back tracks
- 5) 1700 Park, all leads and back tracks
- 6) North and South Passenger Mains
- 7) Yale Yard with exception of tracks Long 1, Short 1 and Long 2, Short 2.
- 8) Gould Battery Spur, located at Castailia St., Yale Yard
- 9) Ralston Purina Spur, located at Castailia St., Yale Yard
- 10) Quarter Master Lead at Yale Yard
- 11) River Mainline between Kansas Ave. and Commercial Liquid at Riverside Drive
- 12) Kansas Ave. between McLemore St. and Mld South Milling, which includes Wabash Screen and Door
- 13) Zone 900 with the exception of Ideal Chemical Spur
- 14) Presidents Island: All tracks except Island Main Lead between Kansas Ave. and Port Street.
- 15) Tennessee Yard: BO—56 thru BO—65, T—3, T—2, Coors, Chrysler Lead, Ford Lead, Hub One, Hub Two, Hub Three, Store Room Track, Wrecker Track, Rip One, Rip Two, Rip Three, Rip Cab Track.

7. Special Conditions—

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 are operational 24 hours per day.

Test procedure is as follows:

Test Number: Dial 90000

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

Rogersville— Northward trains approaching Springfield Yard notify yardmaster via radio.

Hoxie—The southward approach signal to Hoxie UP Interlocking for purposes of GCOR Rule 9.9.1 (Passing Approach to Automatic Interlocking) is the signal at North Hoxie. The signal at South Hoxie is a repeater signal for the interlocking home signal.

Bridge 436.3— Bridge alignment detector for Bridge 436.3 is connected with CTC. When the southward intermediate signal at MP 436.1 displays a "Stop and Proceed" signal or when the northward absolute signal at North Roe displays a "Stop" signal, contact the control operator for instructions before proceeding. Prior to allowing the train to proceed the control operator must contact the signal maintainer for an inspection of the bridge alignment detector. If the detector reveals it has been activated a bridge inspection must be made by a bridge inspector.

Harvard— Train crews setting out in No. 9 Track watch out for open pit approximately 1500 feet from either end of track.

Make set outs in Harvard 2 and 3 and let overflow go to Harvard 9 and then to Harvard 5 as a last resort. Harvard 5 is to be used to line up fills.

Presley Jct.—UP Railroad crossing MP 476.2 protected by gate; normal position is against BN. Comply with instructions at gate and restore gate to normal position after movement.

Memphis (Shelco to Tenn. Yd.)—

On Main Track between Shelco and TY—The following will apply:

1. While stopping or immediately after stopping, brakes must be applied with a 15 pound brake pipe reduction.
2. Brakes must remain applied until ready to move.
3. When brakes are released, sufficient time must be allowed for brakes to release on entire train before proceeding.

For all yard movements over public street crossings, except those equipped with automatic crossing signals, traffic must be warned by crew member on the ground at the crossing. Crew member will use lighted red fusee.

System special instructions Item 3A, handling 80 foot or longer cars, does not apply.

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

Main track crossover switches—Prior to hand operation of a main track crossover switch, whether dual control or hand throw type, authority on **both** main tracks must be received from the control operator. Authority on only a single main track is not sufficient.

Presidents Island— Train and yard crews will move to and from Presidents Island on authority of Presidents Island yardmaster. During periods when the Presidents Island yardmaster is not on duty, contact Tennessee Yard yardmaster for authority.

When Operating on IC Tracks—General Code of Operating Rules will govern, except as follows:

Maximum Authorized Speed at IC Johnston Yard 5 MPH.

Authorization must be obtained from the yardmaster at Johnston Yard before coupling into any yard track.

At East Junction, when home signal Stop indication, train or engine will, after stopping, and if no conflicting train or engine movement is evident, immediately move past the signal, but clear of conflicting route, stop and wait two (2) minutes. Facing point spring switches must be inspected in accordance with IC Rule 560(A). If no conflicting movement is evident, train or engine will proceed at RESTRICTED SPEED to the next signal. IC Rule 560(a) states: Signal which governs only facing point movement over a spring switch will display green aspect when switch is in normal position.

When signal displays red aspect, stop must be made the switch must be tested by opening and closing by hand, and switch examined to make certain it is properly lined for route to be used, locked or secured and that points fit, after which movement may be made against Stop indication.

Before entering the IC main line, between the hours of 2300 and 0700, obtain permission from the General Yardmaster, Johnston Yard.

KC Jct—At KC Jct, between Neptune St. and McLemore St., trains desiring to enter BN Main Track #2 must communicate with train director and be governed by his instructions. Crossover switch on U.P. track must not be reversed until electric lock is unlocked and BN main track crossover switch is reversed.

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 gates must ensure gates are locked prior to departing.

Trains with loaded auto racks destined Memphis must contact 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–After receiving track bulletins, waybills, and wheel reports, all Thayer, River and Birmingham Subdivisions rear end train crews will be hauled to the north end of Tennessee Yard and will board the engine or caboose at that location.

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

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

Instructions To Hand Operate Power Switch South End Hump Lead Tennessee Yard:

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

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

8. Other Line Segments–

Yard Line Segments–

Line Segment	Limits
1110	Jonesboro
1121	Memphis Back Tracks
1122	Tennessee Yard

Other Road Line Segments–

Line Segment	Limits	Mileposts
1013	Hoxie to Walport	398.0 to 402.3
1014	Marion to Hulbert	474.0 to 479.4

9. Locations Not Shown as Stations--

Name	Miles--Location	Capacity Cars	Switch Opens
93227 Fordland	5.0 north of Diggins	8	North
93237 Seymour	5.1 south of Diggins	4	North
93327 Garnett	3.8 north of Koshkonong	4	North
93342 Mammoth Springs	2.5 south of Thayer	33	North
93358 Hardy	8.0 south of King	70	Both
93375 Ravenden	5.5 north of Imboden	55	Both
93384 Sloan	3.0 south of Imboden	47	Both
93385 Valley Stone	3.8 south of Imboden	58	North
93390 Black Rock	9.2 south of Imboden	45	Both
93392 Portia	2.23 south of Black Rock	12	North
93800 Walnut Ridge	1.5 east of Hoxie	29	Both
93802 Walport	4.4 east of Hoxie	200	West
93412 Bono	6.0 south of Sedgwick	20	South
93424 Nettleton	3.8 south of Jonesboro	2 mi.	South
93437 Trumann	5.9 south of Bay	83	North
93447 Marked Tree	7.5 south of Roe	150	Both
93796 Presley Jct	0.8 west of Marion	7	East
93798 W. Memphis	3.0 west of Marion	Yard	Both
93799 Hulbert	5.8 west of Marion	Yard	East

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Monett Subdiv MAIN LINE STATIONS			Distance from Springfield Yard	EASTWARD ↑
					Trk	Office Calls	Rule 4.3 Oper		
		92239	1002	239.7		SY SPRINGFIELD YARD BJKT	Rule 6.28	0.0	
		92242		241.7		NS NICHOLS	J		2.0
6,657	92247	247.2		247.2		BK BROOKLINE			7.5
8,489	92252	251.8		251.8		RP REPUBLIC			12.1
6,584	92257	257.3		257.3		BZ BILLINGS			17.8
7,804	92262	262.3		262.3		LG LOGAN			22.6
7,039	92269	268.9		268.9		AU AURORA			29.2
				269.0		MNA RR MP 269.0	A		29.3
8,145	92274	273.7		273.7		VE VERONA			34.0
	92279	279.1		279.1		GB GLOBE			39.4
	92281	281.0		281.0		XM CROSSOVER M	X		41.3
	92282	282.0		282.0	2MT	MO MONETT	BKT		42.3
				282.2		CD C D JCT	J	CTC	42.5
				282.6		LU LOU			42.9
9,240	96287	286.9	286.9		PC PIERCE	J		47.2	
6,450	96297	297.2	297.2		RY RITCHEY			57.5	
5,696	96309	308.5	308.5		JF JEFF			68.8	
	96310	309.2	309.2		KCS MP 309.2	A		69.5	
	96310	309.8	309.8	1003	NH NEOSHO			70.1	
6,319	96319	319.2	319.2		RC RACINE			79.5	
	96325	325.4	325.4		SX SENECA			85.7	
7,084	96333	332.9	332.9		WY WYANDOTTE			93.2	
6,939	96341	340.6	340.6		FQ FAIRLAND			100.9	
	96348	346.4	346.4		F1 E AFTON			106.7	
		347.6	347.6	2MT	FJ AFTON JCT	J		107.9	
		347.9	347.9		67 CROSSOVER 67	X		108.2	
	96348	349.5	349.5		F2 WEST AFTON			108.8	

BN Radio Channel No. 2 or 70 in service on this Subdivision.

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

Emergency Train Dispatcher Call—911

Springfield Division jurisdiction goes to MP 349.7.

Dispatchers Phone Numbers—

Asst Chief Dispatcher: (417) 864-2226

Dispatcher: (417) 864-2241, (800) 666-1024

Mobile Radio

Springfield

Joplin

864-2100

864-2113

Access Digit

*1

*4

Disconnect Digit

#1

#4

1. Maximum Speed Permitted—**Freight**

MP 250.1 to MP 252.2	45 MPH.
MP 255.2 to MP 255.5	55 MPH.
MP 260.5 Westward trains until engine through limits	45 MPH.
MP 263.5 to MP 264.4	45 MPH.
MP 267.4 to MP 268.7 Westward trains	45 MPH.
MP 268.7 to MP 269.3	40 MPH.
MP 273.0 to MP 274.9	50 MPH.
MP 279.1 to MP 282.6 Both tracks	45 MPH.
MP 281.0 through Crossover M	20 MPH.
MP 282.6 through turnout Main 2	25 MPH.
MP 282.6 to MP 283.2 Eastward trains	45 MPH.
MP 283.8 to MP 283.9 Westward trains	50 MPH.
MP 284.0 Eastward trains until engine through limits	55 MPH.
MP 286.5 to MP 309.6	45 MPH.
MP 309.6 to MP 313.1	35 MPH.
MP 313.1 to MP 314.3	55 MPH.
MP 325.0 to MP 326.0 until engine through limits	45 MPH.
MP 330.9 to MP 331.7	45 MPH.
MP 337.3 to MP 338.0	45 MPH.
MP 346.4 to MP 349.6 Main 1 only including turnouts	25 MPH.
MP 348.0 through crossover	25 MPH.
Siding Wyandotte	10 MPH.
Siding turnouts	20 MPH.
Trains handling loaded C6 covered hoppers through sidings	13 MPH.
Siding Brookline for unit coal trains	10 MPH.

Springfield Yard—

Teed— Ewd and Swd trains departing on North Track after engine arrives absolute signal Teed MP 235.4 until rear of train passes absolute signal Teed MP 235.4	20 MPH.
43 Track—Ewd and Swd trains departing on South Track after engine arrives absolute signal 43 Track MP 237.2 until rear of train passes absolute signal 43 Track MP 237.2	20 MPH.
Nichols—Wwd and Nwd trains departing on South Track or North Track after engine arrives absolute signal Nichols MP 241.4 until rear of train passes absolute signal Nichols MP 241.4	20 MPH.
Old Memphis Passenger Main at Main, Campbell, Booneville and Jefferson Streets until engine over crossing	5 MPH.
West Belt at Chestnut Expwy. until engine over crossing	5 MPH.
Lilly Tulip Track at Chestnut Expwy until engine over crossing	5 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.
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2. Bridge and Equipment Weight Restrictions—**Maximum Gross Weight of Car:**

Springfield Yard to West Afton 143 tons
 24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

Verona— Syntex Agribusiness tracks: Six-axle locomotives and and six axle derricks not permitted.

Loaded unit trains must not use sidings at:

Pierce	Racine
Ritchey	Wyandotte
Jeff	Fairland

3. Type of Operation—

CTC— MP 241.4 to MP 349.5.

Two main tracks –

Main 1 MP 241.4 to Ft Scott Sub MP 198.1.

Main 2 MP 241.4 to Monett Sub MP 241.8.

MP 279.9 to MP 282.5

MP 346.4 to MP 349.5

Interlockings: Trains and Engines—When stopped by a Stop Indication at the automatic interlockings at MP 269.0 (**Aurora**) and MP 309.2 (**Neosho**) be governed by Rule 9.12.3. Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

4. General Code of Operating Rule Items—

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

Rule 6.28—in effect between: Nichols and Springfield Yard (and to 43 Track).

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

MP 242.2 Payless Cashways

MP 258.0 Billings Lumber

MP 282.0 Aggieville (Main 1)

MP 313.3 Ragland Mills

Rule 15.1—

W Afton— Eastward trains from Cherokee Subdivision must have secured a track warrant from Cherokee Subdivision train dispatcher, unless otherwise instructed by train dispatcher, and will not require a track warrant at W Afton.

5. Trackside Failed Equipment Detectors (FED) –

A. Protecting Bridges, Tunnels or Other Structures— None.

B. Other FED Locations—

Logan MP 260.9

Pierce MP 284.7

Belfast MP 314.6

Fairland MP 343.3

6. FRA Excepted Track— None.

7. Special Conditions—

Head End Test Device Station—Springfield Radio Shop is a test station for head end devices. It simulates signals transmitted from a rear of train device and is operated 24 hours per day.

–Test procedure is as follows:

Test Number: Dial 90000

Check: All segments lit

Brake pipe pressure is 125 pounds

MARKER ON, BATTERY LOW, and STOPPED are lit.

Kissick— Electronic scale at MP 248.9 automatically weighs loads arriving and empties leaving Power Plant.

Do not exceed speed of 3 MPH from a point 250 feet approaching scale pit from either direction until entire train has passed a point 75 feet beyond scale pit. Speed signs placed at the points indicated above and advance warning signs placed 500 feet, preceding point where 3 MPH applies.

A three color light positioned on a mast on North side of track, adjacent to scale equipment building indicates train speed in relation to weighing. GREEN indication displayed 3.5 MPH and below, YELLOW 3.5 to 4 MPH, RED 4 MPH or above during scale operation. Crew member must observe this color light indicator while scale in operation to see speed of 3 MPH is not exceeded, in order to properly weigh cars. Speed of 4 MPH or greater will render scale inoperative.

Do not power brake or use sand on locomotive while passing over scale.

Springfield— Crossing on Pass adjacent to Old Memphis Psgr. Main at East Trafficway— Traffic must be warned by crew member on the ground at the crossing.

Radio communications to Tower Yardmaster from yard and road crews, or between yard and road crews within the terminal, will be conducted on Yard Channel 1 or 66 only.

Crews arriving Springfield Terminal must record the following information at the yard office:

Train consist ID
Names of all crew members
Off duty time
Total time On duty

Do not power, brake or use sand on locomotive while passing over scale pit.

Brookline—Eastward trains approaching Springfield Yard notify yardmaster via radio.

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

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.

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

Fairland—Engines not permitted on Simmons Elevator track scales.

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
1103	Springfield—Kansas Ave Yard

Other Road Line Segments—

Line Segment	Limits	Mileposts
1005	Springfield Yard to Willard	191.8 to 183.4
1011	Springfield Yard to Kissick	237.2 to 249.1
1018	Nichols to WS	198.3 to 205.2
1001	Monett	282.0 to 283.0

9. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
92239 Payless Spur	0.3 west of Nichols	3	East
SW Powder Spur	Brookline Siding Conn		East
92257 Stark Lbr Spr	0.2 west of Billings	2	West
92274 Syntex Spur	Verona Siding Conn	20	East
96313 Ragland Mills	3.2 west of Neosho	10	East
96341 Simmons Elevator Track	Fairland	60	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Cuba Subdiv MAIN LINE STATIONS			Distance from Lindenwood	EASTWARD ↑	
					Trk	Office Calls	Rule 4.3 Oper			
		92007	1002	7.1	LI	LINDENWOOD	BIJK		0.0	
				7.3		0.2 SE Jct		J	See Spl. Instr. Items No.3 & 4	0.2
				11.8	DT	4.5 UP MP	11.8	A		4.7
		92016		15.7		TC	TREE COURT			8.6
		92018		17.9		VP	E VALLEY PARK			10.8
				18.3		VP	0.4 W VALLEY PARK	T		11.2
8,150	92027			27.2		EU	8.9 EUREKA			20.1
10,518	92034			34.1		PA	6.9 PACIFIC			27.0
6,542	92044			44.0		RK	9.9 ROOK			38.9
6,613	92052			52.2		SE	8.2 ST CLAIR			45.1
7,644	92062			62.2		SN	10.0 STANTON			55.1
	92068			68.1		SV	5.9 SULLIVAN			61.0
6,545	92077			77.2		OF	9.1 COFFEYTON			70.1
6,371	92087			86.8		CU	9.8 CUBA	BJK		79.7
6,811	92095			94.8		RS	8.0 ROSATI		CTC	87.7
7,129	92106			105.6		DI	10.8 DILLON			98.5
3,160	92111			110.6		RA	5.0 ROLLA			103.5
	92113			112.7		SS	2.1 SILLS			105.6
6,313	92119			119.1		NB	6.4 NEWBURG			112.0
	92121			121.5			2.4 BUNDY JCT	T		114.4
	92123			122.2		AN	0.7 ARLINGTON			115.1
	92129			128.8		FK	6.6 FRANKS			121.7
7,410	92135			134.6		DX	5.8 DIXON			127.5
6,730	92142			142.0		JY	7.4 JURY			134.9
6,443	92152			152.5		SB	10.5 SWEDEBORG			145.4
5,819	92160			159.8		RN	7.3 RICHLAND			152.7
6,377	92168			167.5		SD	7.7 STOUTLAND			160.4
6,942	92174			174.1		ZZ	6.6 SLEEPER			167.0
8,145	92191		190.5		HU	16.4 HUBEN			183.4	
8,591	92207		206.9		NG	16.4 NIANGUA			199.8	
8,899	92220		220.8		NV	13.9 NORTHVIEW			213.7	
7,570	92228		227.7		SF	6.9 STRAFFORD			220.6	
	92235		235.1		TD	7.4 TEED	JX		228.0	
			237.2			2.1 43 TRACK	Y		230.1	
						(To Kissick 11.9 miles)				
	92239		239.7		SY	2.5 SPRINGFIELD YARD	BJKT	Rule 6.28	232.6	
						(To Willard 8.6 miles)				

BN Radio Channel No. 2 or 70 in service on this Subdivision.

Springfield Train Dispatcher Calls—Lindenwood—81, Valley Park—71, Stanton—61, Cuba—31, Newburg—41, Lebanon—51, Northview—61, Springfield Yard—81.

Emergency Train Dispatcher Call—911

**Dispatchers Phone Numbers—
Asst Chief Dispatcher: (417) 864—2226
Dispatcher: (417) 864—2246, (800) 666—1394**

Mobile Radio		Access Digit	Disconnect Digit
St Louis	768—7044	*1	#1
Rosati	864—2103	*2	#2
Sleeper	864—2104	*3	#3
Springfield	864—2100	*1	#1

Lindenwood to W Valley Park MP 18.5 is part of and under the jurisdiction of the River Division.

1. Maximum Speed Permitted	Freight
MP 7.9—for Wwd trains on Wwd track after engine arrives MP 7.9 and rear of train is by MP 7.3	35 MPH.
MP 7.9 to MP 10.5	35 MPH.
MP 10.5 to MP 19.0	45 MPH.
MP 19.0 to MP 22.9	40 MPH.
MP 22.9 to MP 26.9	55 MPH.
MP 32.7 to MP 41.1	50 MPH.
MP 41.1 to MP 43.0	40 MPH.
MP 43.0 to MP 54.6	45 MPH.
Bridge 45.5 cars over 134 tons	10 MPH.
MP 54.6 to MP 57.3	50 MPH.
MP 57.3 to MP 59.4	40 MPH.
MP 59.4 to MP 70.7	50 MPH.
MP 70.7 to MP 74.3	40 MPH.
MP 74.3 to MP 80.8	50 MPH.
MP 80.8 to MP 84.8	55 MPH.
MP 84.8 to MP 88.2	50 MPH.
MP 88.2 to MP 95.7	55 MPH.
MP 95.7 to MP 106.4	50 MPH.
MP 106.4 to MP 110.8	45 MPH.
MP 110.8 to MP 116.2	35 MPH.
MP 116.2 to MP 120.7	40 MPH.
MP 120.7 to MP 124.3	45 MPH.
MP 124.3 to MP 130.5	50 MPH.
MP 130.5 to MP 132.1	40 MPH.
MP 132.1 to MP 134.3	50 MPH.
MP 134.3 to MP 137.3	40 MPH.
MP 137.3 to MP 142.3	45 MPH.
MP 142.3 to MP 145.1	40 MPH.
MP 145.1 to MP 149.8	45 MPH.
MP 149.8 to MP 175.9	40 MPH.
MP 175.9 to MP 181.2	55 MPH.
MP 181.2 to MP 182.8 until engine thru limits	40 MPH.
MP 182.8 to MP 188.5	45 MPH.
MP 188.5 to MP 205.8	50 MPH.
MP 212.8 to MP 216.8	50 MPH.
MP 216.8 to MP 221.4	40 MPH.
MP 221.4 to MP 223.9	55 MPH.
MP 227.6 to MP 227.9	55 MPH.
MP 233.5 to MP 235.1	55 MPH.
MP 235.1 through Main 1 turnout	20 MPH.
MP 235.1 to MP 237.2 on Main 2	55 MPH.
MP 235.3 through crossover	20 MPH.
Freight trains 100 tons/OB and over:	

MP 46.0 to MP 50.0 Eastward trains	30 MPH.
MP 111.0 to MP 117.0 Westward trains	30 MPH.
MP 123.0 to MP 134.0 Eastward trains	30 MPH.
Siding turnouts	20 MPH.
Sidings: Rook, Stanton, Cuba, Dillon, Rolla, Dixon, Jury, Swedeborg, Richland, Stoutland, Sleeper, Conway, Niangua, Northview and Strafford	10 MPH.
Trains handling loaded C6 covered hoppers through sidings	13 MPH.

Springfield Yard—

Teed— Ewd and Swd trains departing on North Track after engine arrives absolute signal Teed MP 235.4 until rear of train passes absolute signal Teed MP 235.4	20 MPH.
43 Track—Ewd and Swd trains departing on South Track after engine arrives absolute signal 43 Track MP 237.2 until rear of train passes absolute signal 43 Track MP 237.2	20 MPH.
Nichols—Wwd and Nwd trains departing on South Track or North Track after engine arrives absolute signal Nichols MP 241.4 until rear of train passes absolute signal Nichols MP 241.4	20 MPH.
Old Memphis Passenger Main at Main, Campbell, Booneville and Jefferson Streets until engine over crossing	5 MPH.
West Belt at Chestnut Expwy. until engine over crossing	5 MPH.
Lilly Tulip Track at Chestnut Expwy until engine over crossing	5 MPH.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Lindenwood to Springfield Yard	143 tons
Springfield Yard to Bolivar	131.5 tons
43 Track to Kissick	134 tons

24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

Springfield Yard to Bolivar – Six-axle locomotives and and six axle derricks not permitted.

3. Type of Operation—

Double track MP 7.2 to MP 17.9 designated Eastward and Westward tracks.

ABS— MP 7.9 to MP 17.9 Westward track.
MP 17.9 to MP 7.9 Eastward track.

TWC— MP 9.1 to MP 17.9 Westward track.
MP 17.9 to MP 9.1 Eastward track.

CTC— MP 17.9 to MP 237.2.

Two main tracks –

MP 235.1 to MP 235.4 on north track is Main Track 1
MP 235.1 to MP 237.2 on south track is Main Track 2

Yard Limits—

MP 7.9 to MP 9.1.
At 43 Track turnout MP 237.1 to MP 237.2.

4. General Code of Operating Rule Items—

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

Rule 6.28—in effect between:

Lindenwood and MP 7.9
43 Track and Springfield Yard (and to Nichols)

Rule 10.2– Main Track switches not equipped with electric lock:

MP 34.5	Pacific Lumber
MP 35.1	Jefferson Smurfit
MP 35.6	Dailey Industrial Lead
MP 54.1	M.F.A. Plant Food
MP 67.9	East end set-out track
MP 71.3	Sho–Me Power
MP 74.3	House Track
MP 98.6	Manchester Packing
MP 100.6	Team Track
MP 107.6	Cantex Industry
MP 110.4	Rolla House track
MP 146.2	Crocker House track
MP 191.3	Sho–Me Power
MP 212.2	Sho–Me Power
MP 213.1	MFA Plant Food
MP 213.3	Marshfield Milling
MP 214.3	Wayne's Metal

Rule 15.1 Track – Southward Thayer Subdivision Trains– Track warrant from Thayer Subdivision dispatcher will fulfill requirements for eastward movement from 43 Track.

5. Trackside Failed Equipment Detectors (FED)–**A. Protecting Bridges, Tunnels or Other Structures–None.****B. Other FED Locations–**

Allenton	MP 29.5
Anaconda	MP 57.2
Leasburg	MP 78.8
St. James	MP 101.8
Newburg	MP 120.8
Swedeborg	MP 150.5
Sleeper	MP 177.0
Phillipsburg	MP 193.8
Marshfield	MP 215.4

6. FRA Excepted Track–See GCOR Rule 6.12.

Between Walnut Grove MP 173.0 and Bolivar MP 153.0.

7. Special Conditions–**Head End Device Test Stations–**

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

Test Number: Dial 90000

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

St. Louis– St. Louis Lindenwood Yardmaster and Operator will monitor BN radio Channel 1 or 66 instead of Channel 2 or 70. Trains arriving and departing Lindenwood should remain on Channel 1 within the St. Louis Terminal complex, and when necessary to communicate with the Dispatcher, use Channel 2.

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.

Between Lindenwood and Kirkwood–Inclusive, do not sound crossing whistle signal as prescribed by Rule 5.8.2(11) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.

Valley Park–Eastward trains approaching Lindenwood notify yardmaster by radio.

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

Westward trains at Pacific and Dixon–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.

Rolla–MP 109.6, on Maggi Spur, six–axle locomotives are not permitted.

Stafford– Westward trains approaching Springfield Yard notify yardmaster via radio.

Springfield Yard to Valley Park– Empty auto racks destined Valley Park must be handled on rear of train.

Springfield– Crossing on Pass adjacent to Old Memphis Psgr. Main at East Trafficway–Traffic must be warned by crew member on the ground at the crossing.

Radio communications to Tower Yardmaster from yard and road crews, or between yard and road crews within the terminal, will be conducted on Yard Channel 1 or 66 only.

Crews arriving Springfield Terminal must record the following information at the yard office:

- Train consist ID
- Names of all crew members
- Off duty time
- Total time On duty

Kissick– Electronic scale at MP 248.9 automatically weighs loads arriving and empties leaving Power Plant.

Do not exceed speed of 3 MPH from a point 250 feet approaching scale pit from either direction until entire train has passed a point 75 feet beyond scale pit. Speed signs placed at the points indicated above and advance warning signs placed 500 feet, preceding point where 3 MPH applies.

A three color light positioned on a mast on North side of track, adjacent to scale equipment building indicates train speed in relation to weighing. GREEN indication displayed 3.5 MPH and below, YELLOW 3.5 to 4 MPH, RED 4 MPH or above during scale operation. Crew member must observe this color light indicator while scale in operation to see speed of 3 MPH is not exceeded, in order to properly weigh cars. Speed of 4 MPH or greater will render scale inoperative.

Do not power, brake or use sand on locomotive while passing over scale pit.

8. Other Line Segments–

Yard Line Segments–

<u>Line Segment</u>	<u>Limits</u>
1102	Valley Park
1103	Springfield–Kansas Ave. Yard

Other Road Line Segments–

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
1005	Springfield Yard to Willard	191.8 to 183.4
1011	Springfield Yard to Kissick	237.2 to 249.1
1018	Nichols to WS	198.3 to 205.2

9. Locations Not Shown as Stations--

Name	Miles--Location	Capacity Cars	Switch Opens
92013 Kirkwood	5.6 west of Lindenwood	15	East
92052 MFA Spur	1.9 west of St Clair	6	East
92068 Set-out Track & Spur Track	At Sullivan		Both
92068 Sho-Me Spur	2.9 west of Sullivan	7	West
92074 Bourbon	2.9 east of Coffeyton	15	West
92095 Spur Track	At Rosati	6	East
92095 Manchester Pkg Spur	3.7 west of Rosati	4	East
92100 St James	5.6 west of Rosati	8	West
92106 Cantex Spur	2.0 west of Dillon	8	East
92147 Crocker	4.5 west of Jury	30	Both
92182 Lebanon	7.7 west of Sleeper	25	Both
92192 Sho-Me-Spur	0.8 west of Huben	11	West
92213 Marshfield	6.4 west of Niangua		Both
92239 French's Spur	4.1 east of 43 Track.	11	West
92239 Wally	0.9 east of Teed	43	Both
Springfield Yard to Bolivar:			
92239 Springfield Yard (MP 191.8)		Yard	
95183 Willard (MP 183.4)	9.1 North of Springfield Yard		
43 Track to Kissick:			
92866 Galloway (MP246.5)	9.3 south of 43 Track		
92869 Kissick (MP 249.1)	11.9 south of 43 Track		

SOUTHWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Lead Line Subdiv MAIN LINE STATIONS			Distance from Cuba	NORTHWARD ↑
					Trk	Office Calls	Rule 4.3Oper		
			1009	86.8	CU	CUBA	BJKY	0.0	
		92818		95.1		8.3 STEELVILLE		6.3	
		92823		100.4		5.3 LEAD JCT		13.6	
		92908		107.5		7.1 CHERRYVILLE	TWC	20.7	
		92923	1010	122.9		15.4 ST JOE		36.1	
	2,356	92933		130.0		7.1 BUICK	BTY	43.2	

BN Radio Channel No. 2 or 70 In service on this Subdivision.

Train Dispatcher call- Rosati-31.

Emergency Train Dispatcher Call-911.

Dispatchers Phone Numbers-

Asst Chief Dispatcher: (417) 864-2226

Dispatcher: (417) 864-2246, (800) 666-1394

Mobile Radio

Rosati

864-2103

Access Digit

*2

Disconnect Digit

#2

1. Maximum Speed Permitted-

Freight

Cuba to Buick	30 MPH.
MP 87.1 (PP Highway) Until engine over crossing:	15 MPH.
MP 93.4 to MP 93.6	10 MPH.
MP 98.5 to MP 98.8	10 MPH.
MP 122.9 to MP 123.0	10 MPH.
MP 129.8 to MP 130.0	10 MPH.

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

2. Bridge and Equipment Weight Restrictions-

Maximum Gross Weight of Car:

Cuba to Buick 143 tons

24 ft ore cars (BN 95500-95891, 96044-96085) and 35 ft ore cars (BN 99000-99949) not permitted.

Six-axle locomotives and six axle derricks not permitted.

Cars 80 feet long or longer must be placed next to caboose or at rear of caboosless trains.

3. Type of Operation-

TWC- Cuba MP 88.0 to Buick MP 129.0.

Yard limits-

MP 86.8 to MP 88.0

MP 129.0 to MP 130.0

4. General Code of Operating Rule Items-

Rule 6.19- When flagging is required, distance will be 1 mile.

5. Trackside Failed Equipment Detectors (FED)- None.

6. FRA Excepted Track-None.

7. Special Conditions-

Viburnum-When switching Doe Run Company (Old St. Joe Lead Company), shoving movements into shed MUST be preceded by a crew member protecting from ground position. Locomotives are not allowed in shed account insufficient clearance.

8. Other Line Segments—NONE

9. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
Sanky	0.7 north of Steelville	3	South
92923 Viburnum	1.4 south of St. Joe	4	North

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Wichita Subdiv MAIN LINE STATIONS			Distance from Pierce	EASTWARD
					Trk	Office Calls	Rule 4.3Oper		
		96287	1003	286.9	PC	PIERCE	JY CTC	0.0	
	3,713	95299		298.7		11.8 SARCOXIE		11.8	
	5,004	95311		311.0		12.3 MENK Y		24.1	
				312.6		1.6 MNA RR MP 312.6 AJY		25.8	
		95313		313.1		0.5 CARTHAGE Y		26.2	
				327.1		14.0 KCS MP 327.1 A		40.2	
	2,439	95328		328.1		1.0 CARL JCT		41.2	
	2,399	97148		343.3	CB	15.2 COLUMBUS ABJKTY (To Joplin 19.0 miles) (Afton Sub)		56.6	
				349.7		6.4 SEK MP 349.7 M		62.8	
	3,019	95360		359.9		10.2 OSWEGO (To KOP via UP)		73.0	
				361.1		1.2 UP MP 361.6 AJ		74.2	
		95371		370.6		9.5 ALTAMONT		83.7	
	2,236	95377		376.8		6.2 MOUND VALLEY		89.9	
		95387		386.9		10.1 CHERRYVALE (SKOL) M		100.0	
				401.5		14.6 UP MP 401.5 JMY		114.4	
		95401		401.6	NA	0.1 NEODESHA BKY	TWC	114.5	
	3,506	95414	1004	414.0		12.4 FREDONIA (SKOL) JMY		127.1	
	1,205	95439		438.5		24.5 SEVERY		151.6	
	2,789	95458		458.4		19.9 BEAUMONT		171.5	
				483.5		25.1 ATSF MP 483.5 UJ		196.7	
		95484		484.0	AU	0.4 AUGUSTA		197.1	
				506.4		22.4 UP MP 506.4 AJY		219.5	
				506.6		0.2 OKT MP 506.6 AJY		219.7	
		95505		507.5	WH	0.9 WICHITA BKTY		220.9	
				514.6		7.1 ATSF MP 514.6 UJY		227.7	
				515.3		0.7 END of MAIN TRACK		228.4	

BN Radio Channel No. 2 or 85 in service on this Subdivision.
 Train Dispatcher Calls—Mt. Vernon—75, Joplin—34, Pittsburg—14,
 Neodesha—54, Wichita—74.

Emergency Train Dispatcher Call—911.

Dispatchers Phone Numbers—
 Asst Chief Dispatcher: (417) 864-2226
 Dispatcher: (417) 864-2244, (800) 666-1024

Mobile Radio
 Joplin

864-2113

Access Digit
 *4

Disconnect Digit
 #4

1. Maximum Speed Permitted—

Freight

Pierce to Neodesha	40 MPH.
Neodesha to Wichita	25 MPH.
MP 287.0 to MP 287.6 until engine through limits	15 MPH.
MP 287.6 to MP 288.8	35 MPH.
MP 298.5 to MP 299.2 until engine through limits	20 MPH.
MP 312.6 until engine over highway crossing	10 MPH.
MP 314.2 to MP 315.1	30 MPH.
MP 327.1 until engine through interlocking	20 MPH.
MP 358.0 to MP 360.1	30 MPH.
MP 361.1 until engine through interlocking	20 MPH.
MP361.1 —	
Parsons: All tracks inside gate at Kansas Army Ammo Plant	20 MPH.
MP 370.2 to MP 371.0	30 MPH.
MP 383.5 to MP 383.8	30 MPH.
MP 386.8—Cherryvale:South leg of Wye	5 MPH.
MP 413.4 to MP 414.2	20 MPH.
MP 414.2 until engine over crossing, westward movement only	15 MPH.
MP 483.0 to MP 484.6 until engine through limits	10 MPH.
MP 501.4 to MP 515.3 (End of track)	10 MPH.
Sidings	10 MPH.
Columbus to Joplin —	
Galena to MP 334.9	20 MPH.
MP 339.0 to MP 338.6 until engine through limits	10 MPH.
MP 334.9 and end of track	10 MPH.
At Joplin, over crossings Pennsylvania Avenue, Main, Joplin, Roosevelt, and Wall Streets (Carterville Track) and will be flagged from ground position unless automatic protective device is operating	10 MPH.
Over static scales—Joplin	5 MPH.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Pierce to Wichita	134 tons
Wichita to End of Track	131.5 tons
Columbus to Joplin	134 tons
24 ft ore cars (BN 95500—95891, 96044—96085) and 35 ft ore cars (BN 99000—99949) not permitted.	

Six-axle locomotives and six axle derricks not permitted—on Wichita Subdivision.

3. Type of Operation—

CTC— Pierce to MP 287.3

TWC— MP 287.3 to Wichita.

Yard limits—

MP 287.3 to MP 287.6
MP 310.5 to MP 314.1
MP 342.5 to MP 346.0
MP 400.7 to MP 403.6
MP 411.9 to MP 415.3
MP 501.0 to MP 515.3

Crossing Gates— Station	Mile Post	Intersecting Line	Normal Position
Sherwin	349.7	SEK	Against SEK
Cherryvale	386.9	SKOL	Against BN
Neodesha	401.5	UP	Against BN
Fredonia	413.9	SKOL	Against SKOL

Manual Interlockings Not Controlled by BN—

Location	Controlling Railroad
MP 483.5	ATSF
MP 514.6	ATSF

4. General Code of Operating Rule Items—

Rule 5.4.4—(also MWOR) Authorized protection by yellow or yellow–red flag, is permitted on the Wichita Sub.

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

5. Trackside Failed Equipment Detectors (FED)— None.

6. FRA Excepted Track—See GCOR Rule 6.12.

MP 510.0 to End of track

7. Special Conditions—

At the following crossings traffic must be warned by a crew member on the ground at the crossing unless crossing device has been operating long enough to provide warning.

MP 508.3	37th Street North	Wichita
MP 510.2	Broadway Street	Wichita
MP 510.3	53rd Street	Wichita
MP 514.3	Meridan Avenue	Valley Center

Columbus to Joplin—

Galena— Main Street crossing— traffic must be warned by crew member on the ground at the crossing between 0600 and 1800.

At C&N Corporation an open unloading pit is located under the Old Pass 250 feet east of Main Street crossing.

Joplin— Pennsylvania Avenue traffic (track serving Joplin Warehouse building) must be warned by crew member on the ground at the crossing.

KCS Railroad crossing (MP 331.2) protected by gate; normal position for gate is against BN.

Oswego— Between Oswego and Parsons trains will use UP track and be governed by applicable MKT/UP rules and timetables.

Fredonia— BN Trains and engines will use SKOL main track between connecting switch MP 152.1 to MP 150.0. SKOL trains and engines will use BN main track between connecting switch and BN MP 411.9. Within the limits as indicated, Rule 6.13 (Yard Limits) is in effect; non–signaled Territory.

Wichita— Westward engines approaching Murdock Street, from South leg of wye, must stop in circuit until crossing signals have been operating long enough to provide warning.

At following crossings, traffic must be warned by crew member on the ground at the crossing: Waterman, Gilbert, Morris Streets, Central Avenue, First and Second Streets. Cars must not be kicked or dropped over these crossings.

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
1106	Joplin
1107	Wichita

Other Road Line Segments—

Line Segment	Limits	Mileposts
1007	Tamko to Galena	330.2 to 339.8
1070	Columbus to Horn	419.1 to 434.2

9. Locations Not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
95335 Military (MP 334 .6)	6.5 west of Carl Jct.	50	East
95352 Hallowell (MP 352.5)	7.4 east of Oswego	30	Both
97267 Kansas Ordinance Plant	2.6 east of Parsons		
95447 Piedmont (MP 446.8)	6.2 west of Severy	14	West
95473 Leon	11.2 east of Augusta	30	Both
95493 Andover (MP 493.5)	9.5 west of Augusta	10	West
95511 Wichita Heights	3.2 west of Wichita	20	Both
95515 Valley Center (MP 514.7)	7.2 west of Wichita	30	Both
COLUMBUS TO JOPLIN:			
Military	10.2 south of Columbus		
97340 Galena (MP 339.8)	2.8 south of Military		
To Horn 1.8 miles			
97338 Old Rock Mo. (MP 337.9)	1.9 south of Galena		
97331 Joplin (MP 333.8)	4.1 south of Old Rock		

Division Operating Officers

R.P. Olsen	Terminal Manager	Springfield	873-3100
R.L. Speir	Terminal Trainmaster	Springfield	873-3103
R.D. Stevens ...	Terminal Trainmaster	Springfield	873-3103
D.H. Jeter	Terminal Trainmaster	Springfield	873-3103
W.E. Mailhos ...	Terminal Trainmaster	Springfield	873-3103
Cuba Sbddivision—Strafford to Sprigfield Yard			
Monett Sbddivision—Springfield Yard to Brookline			
M.O. True	Trainmaster	Ft. Scott	864-2594
Ft. Scott Sbddivision—Lenexa MP 16.4 to Nichols			
D.L. Mai	Trainmaster	Joplin	864-2577
Afton Sbddivision—Edward to Afton			
Wichita Sbddivision—Pierce City to Buhler			
T.P. Eason	Trainmaster	Springfield	873-3134
Cuba Sbddivision—Strafford to W Valley Park MP 18.5			
Monett Sbddivision—Brookline to W Afton MP 349.7			
Lead Line Sbddivision			
A.D. Wilkerson ...	Trainmaster	Thayer	864-2598
Thayer Sbddivision—WS Jct to Bridge Jct MP 481.3			
S. Counts	Mgr Operating Practices ..	Springfield	873-3107
Ft Scott and Afton Subs			
B.B. Sizemore	Mgr Operating Practices ..	Springfield	873-3112
Springfield Terminal and Thayer Sub			
T.M. Lewis	Mgr Operating Practices ..	Springfield	873-3106
Monett, Cuba, Lead Line, & Wichita Subs (Except Springfield Terminal)			
D.E. Hlett	General Roadmaster ...	Springfield	873-3173
L.E. Miller	Roadmaster	Ft Scott	864-2573
Ft Scott Sbddivision—Lenexa MP 16.4 to Nichols			
J. Schmidt	Roadmaster	Columbus	864-2582
Monett Sbddivision—Monett to W Afton MP 349.7			
Afton Sbddivision			
R.L. Garlett	Roadmaster	Joplin	864-2577
Wichita Sbddivision—Pierce City to Wichita			
J.S. Wescott	Roadmaster	Springfield	373-3148
Cuba Sbddivision—Springfield Yard to MP 213.5, Bolivar to Kissick			
Monett Sbddivision—Springfield Yard to Monett			
Thayer Sbddivision—Teed to WS			
B.L. Smith	Roadmaster	Cuba	864-2585
Cuba Sbddivision—MP 27.35 to MP 213.56			
Lead Line Sbddivision			
H.N. Feldman ...	Roadmaster	Springfield	873-3275
Thayer Sbddivision—WS to Thayer MP 340.3 (Including switch)			
L.L. Locke	Roadmaster	Jonesboro	864-2574
Thayer Sbddivision—MP 340.3 to Bridge Jct MP 481.3.			
K.L. Stafford	Roadmaster	Springfield	873-3025
L.G. Prichard ...	Roadmaster	Springfield	873-3121
Wayne Lamb ...	Mgr. Field Safety	Springfield	873-3216
Dan Kluthe	Mgr. Operating Rules	Springfield	864-2182