



**RULES AND INSTRUCTIONS
FOR
THE MOVEMENT OF TRAINS AND
ENGINES BY VOICE CONTROL**

EFFECTIVE SEPTEMBER 1974

**Supplementary to the Uniform Code
of Operating Rules.**

RULES GOVERNING THE MOVEMENT OF TRAINS AND ENGINES BY VOICE CONTROL

Rule 700. Within the defined limits between Mile Post 19, Vigus and Eldon, Missouri, Subdivision 18 and between Eldon and Leeds Junction, Missouri, Subdivision 19, the movements of trains and engines will be governed by oral instructions from the Train Dispatcher transmitted through the Relay Operator whose directions will supersede the superiority of trains for both opposing and following movements on the same track. The use of Train Orders and Clearances is not required. Trains or engines must not enter or foul a main track without first obtaining authority from the Train Dispatcher. This authority will be obtained by radio communication.

Except in cases of emergency, all radio directions concerning the movement of trains or granting of track occupancy authorization will be issued by the Train Dispatcher to the Relay Operator who will repeat same to Train Dispatcher, and transmit such instructions to trains, engines or Maintenance of Way personnel involved. Trains, engines, or Maintenance of Way personnel involved must acknowledge receipt and understanding of oral instructions received and must repeat such instructions to the Relay Operator. Employees making reports as required by Rules 701, 706, 707, 708 or any other reports, will direct such reports through the Relay Operator to the Train Dispatcher.

The Train Dispatcher must be advised in advance of any known condition that will delay the train or engine, or prevent it from making usual speed.

NOTE: Rules contained in the Uniform Code of Operating Rules and the Uniform Code

The intent and purpose of this type of operation is to simplify our understanding of the Rules and to reduce or eliminate unnecessary delay of trains, track personnel and machinery.

Any Rules are only as good as the people using them. Our first objective is to provide a safe operation. Always keep in mind the First Rule of any operation: **Safety is of the first importance in the discharge of duty.**

of Safety Rules and Instructions Governing the Operation of Railroad Radio Communication System, and such other General Orders, General Notices, and Special Instructions in current Timetable as are not modified by these rules, will remain in effect.

Control of train and engine movements within territory governed by "Rules Governing the Movement of Trains and Engines by Voice Control" will be maintained by use of a control board in office of the Train Dispatcher. This will be a magnetic-type board indicating stations, tracks and profile of the subdivisions involved. Each train or engine will be represented on the control board by two numbered magnets, corresponding to the number of the train or engine. The magnets will be numbered by the Train Dispatcher showing thereon the train or engine number. The lead magnet will be placed on the control board at the location to which authority for movement has been granted, at the time such authority is transmitted. The trailing magnet will be advanced on the Train Dispatcher's control board as the train or engine reports its location.

TRACK AND TIME LIMITS

Rule 701. Trains, engines or Maintenance of Way personnel may occupy the main track within specified limits for time periods authorized, specifying the track and time limits and track or tracks to be used, to be worded, for example: "Authority for track occupancy granted (engine, roadway machine, or track car) 1:10 A.M. until 1:25 A.M. between North and South switches of AB siding," or "between _____ and _____." Track occupancy and time limits authorized must be repeated.

While occupying track limits within time granted, trains and engines and Maintenance of Way personnel may move in either direction without flag protection, but must move at Low Speed.

Rule 104 (a) of the Uniform Code of Operating Rules, and Interlocking Rules and Interlocking Signals must be observed.

Magnetic markers or blocking devices must be used by the Train Dispatcher to prevent movement into the Track Limits.

Trains, engines and Maintenance of Way personnel must be clear before the expiration of the time granted, except Maintenance of Way personnel must report clear before blocking magnets on the control board are removed or any other movements permitted within the limits granted.

When it is known that additional time will be required, authority must be obtained not less than fifteen (15) minutes before authorized time limits have expired.

Trains and engines not in clear by the time specified must afford protection in both directions, as prescribed by Rule 99 of the Uniform Code of Operating Rules.

Before authorizing track occupancy and time limits to more than one train or engine or to a train or engine and Maintenance of Way personnel within the same limits, all must be notified.

When requesting track occupancy and time limits, employee will state his name, occupation, location, and, when applicable, the engine number and will repeat track occupancy and time limits granted.

RULES GOVERNING THE MOVEMENT OF TRAINS AND ENGINES BETWEEN STATIONS

Rule 702. Maintenance of Way Bulletins will be issued by authority and over the signature of the Train Dispatcher and contain information and instructions similar to Form X train orders Examples 1 and 2. Maintenance of Way Bulletins concerning speed restrictions and other restrictive conditions must be double spaced when typewritten. When hand written they must be plain and legible. Maintenance of Way Bulletins will be numbered 1 thru 99 and must be reissued when required, but not less than once each week, consolidated as far as practicable, and locations will be designated consecutively over each subdivision.

Rule 703. Conductors and Engineers must know that they have the current Maintenance of Way Bulletin in effect for the subdivision over which their train or engine will operate.

Rule 704. The Train Dispatcher must not authorize movement of a train or engine from its initial station until it has been ascertained from the engineer that he has the current Maintenance of Way Bulletin for the subdivisions over which the train or engine will operate.

Rule 705. When a train or engine is directed to move to a station, it must approach such location prepared to stop, unless cleared to proceed beyond that station. When not cleared to proceed beyond that station, the stop must be made not less than 500 feet from the clearance point of the siding switch to be used by the opposing train to clear the main track. Where there is no siding, stop must be made at the station or location specified.

Rule 706. When a train or engine is di-

rected to take siding at a station, the engineer will report when train is in the clear. This report must NOT be made until train is in the clear of the main track and switch has been secured in its normal position.

Rule 707. When a train or engine is directed to hold main track at a station where a siding is located, the engineer will report when rear of train has passed over and cleared first switch of the siding at that station.

Rule 708. When instructions regarding the movement of trains and engines include "report passing intermediate stations," the engineer will report when the rear of the train has passed over the facing point siding switch where an opposing train clears main track. If there is no siding, report will be made when rear of train passes the station.

Rule 709. Conductors or other members of the crew on the caboose will report to the engineer when passing stations and when reporting clear of main track. When radio communication fails, hand, flag or lamp signals or other means of voice communication may be used to convey information. Engineers must know that rear of train is clear of main track or has passed the station or location before making report as required by Rule 706, 707 or 708.

Rule 710. When communication fails en-route, or instructions become garbled or unintelligible, train or engine must not proceed beyond the last station or location authorized. Stop must be made as required and authority to proceed must be obtained by any means of communication available.

Rule 711. If there is any failure to stop train or engine at the location specified, train must be stopped as soon as possible thereafter, and:

(a) Protect ahead immediately as prescribed by Rule 99 of the Uniform Code of Operating Rules.

(b) Communicate immediately with the Train Dispatcher before movement is made in either direction .

Rule 712. Flag protection against following trains or engines is not required, unless instructed to do so.

Rule 713. All members of the crew are responsible for compliance with instructions received, to the extent of their knowledge of such instructions.

Rule 714. The Conductor and Engineer will be responsible for the proper use of the radio on the caboose and the engine respectively, in accordance with radio rules, and must report any radio not operating properly. Radios must be turned "ON" and volume controlled to permit receipt of communications.

REVERSE MOVEMENTS

Rule 715. A train or engine must not make a reverse movement in the territory defined by Rule 700:

1. Unless orally authorized to do so.
2. When occupying the main track under prescribed track and time limit authority granted.

When reverse movements are made, trains and engines must not exceed LOW SPEED.

RULES GOVERNING VOICE CONTROL PROCEDURES

Rule 716. Instructions regarding the movement of trains and engines will be issued by the Train Dispatcher to the Kansas City Relay Operator who will transmit instructions di-

rectly to the engineer of the train or engine affected.

NOTE: Where the term "Relay Operator" is employed in these rules it may also include the Train Dispatcher when circumstances require. In emergencies or when communication fails, the Train Dispatcher may issue instructions directly to the engineer of the train or engine affected, or to Maintenance of Way personnel. Under these circumstances, Engineers and Maintenance of Way personnel will transmit reports required by Rules 701, 706, 707, and 708 or any other reports, directly to the Train Dispatcher.

Rule 717. Relay Operators must receive proper identification of a train or engine before directing that train or engine to move from a location to a location, or granting track and time limits.

Rule 718. Trains will be identified only by engine numbers. The unit number of the lead unit only will be used. For the movement of an engine of another company, the initials as well as the engine number will be used.

Rule 719. When transmitting, stations, numbers and directions normally need only be pronounced, but must be spelled when a misunderstanding is evident. Numbers will be pronounced separately, as "Kansas City Relay calling Engine ONE-TWO-FOUR-ZERO," not Engine "twelve forty."

Rule 720. Radio directions concerning the movement of trains or engines must be kept simple and brief. **EXAMPLE:**

"RI Kansas City Relay calling Engineer of RI Train 312 West at _____" or "between _____ and _____"
Location Location Location

After receiving acknowledgment from engineer,
*"RI 312 West you are cleared to move from
MP 19 to Union and hold the main track at
Union."*

OR

*"RI 312 West you are cleared to move from
MP 19 to Union and take siding at Union.
Report when clear of main track."*

Rule 721. After receiving identification from a train or engine, and at the time the Train Dispatcher authorizes a train or engine to move or grants track occupancy and time limit authority, the magnets on control board must be moved to the station or location specified where authority has been granted. Magnets must be moved to their proper position whether or not acknowledgment of instruction has been received.

Rule 722. When a train or engine is authorized to move to a station and "take siding," this must include the direction to "report when clear of main track." After the train or engine has reported clear of main track as prescribed by Rules 706 and 709, the trailing magnet will be moved to indicate the new location of that train or engine.

When a meet between trains is desired at a specific station, the Train Dispatcher will authorize one train to move to the station and "take siding" at that station. The opposing train or trains will be authorized to move to that station and "hold main track" at that station.

When the train taking siding reports in the clear (at that station), the Train Dispatcher may then authorize the train or trains holding main track to advance. When the train or trains holding main track report clear of the first

switch of the siding, Train Dispatcher may then authorize train in the siding to advance.

Rule 723. Whenever a train is authorized to move to a location and it is later desired to stop the train short of point to which authority for movement has been granted, the lead or control magnet must not be moved until verbal confirmation of receipt and understanding of the restricted train has been received. When unable to contact train being restricted, the Train Dispatcher must not advance an opposing movement beyond the point to which the restricted train had originally been authorized to move.

Rule 724. When, in case of emergency, it is necessary to move an opposing train into a block occupied by another train or engine, the Train Dispatcher will not issue such instruction until communication has been established with the train or engine occupying the block. Instructions to the opposing train or engine must include, "Move at Low Speed."

Rule 725. Except in emergencies, the Train Dispatcher must not authorize more than one train or engine movement at the same time, in the same direction, between the same two points.

Rule 726. When circumstances require more than one movement in the same direction between the same two points, the Train Dispatcher will include in the clearance instructions to the following train or engine, "Move at Low Speed."

Rule 727. In case of emergency, directions affecting the movement of trains or engines may be relayed through a responsible employee, who will repeat the instructions received and report to the Train Dispatcher or Relay Opera-

tor when such instructions have been delivered and understood.

CHANGE IN LINE-UP RULES

The Train Dispatcher is responsible to see that trains do not operate ahead of the current line up, by blocking the control board at the locations specified in the line up. In the event it becomes necessary to operate a train or engine ahead of the line up, or to operate a train or engine not shown on the line up, an officer should ride the train and the movement protected by advising train or engine not to exceed **LOW SPEED**.

OPERATION OF THE ENCODER DEVICES USED TO CONTACT DISPATCHERS

Radios used in connection with the "Voice Control" of trains are equipped with an encoder device that will permit the Train Dispatcher and Relay Operator to be called through wayside radio stations along the line.

Mounted on the control head is a switch marked "Disp" and when necessary to converse with the Train Dispatcher or Relay Operator this switch should be operated for a period of two (2) seconds.

This action will connect the wayside radio station receiver to the Train Dispatcher's circuit and you will hear a low frequency tone in your radio speaker immediately after releasing the "Disp" call switch.

NOTE: Holding the "Disp" call switch for over two (2) seconds will prevent your hearing the answer back low frequency tone.

The Train Dispatcher or Relay Operator will also hear this low frequency tone and operate the wayside radio station to determine by whom

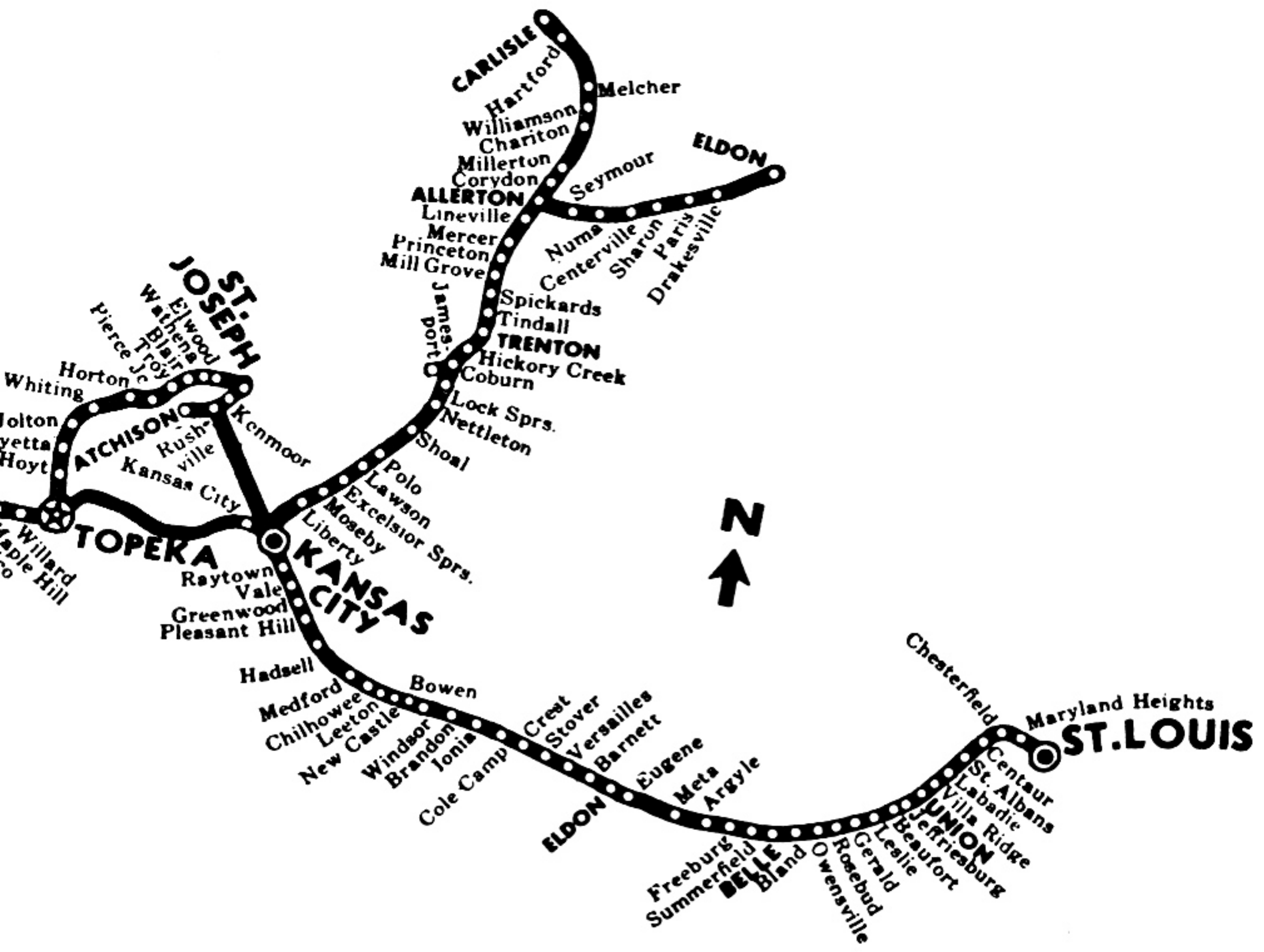
he is being called. If no response is made to your call within a reasonable length of time, repeat the "call in" procedure.

Footage Capacity of Sidings	Car Capacity of Other Tracks	Sub Division 18 STATIONS TIME TABLE No. 2 Jan. 1, 1972	M.P. from St. Louis	Signs
		CARRIE AVE. 4.6	2.6	RFWTCB
		EASTON AVE. JCT. 3.1	7.2	
		R.I. JUNCTION 0.1	10.3	
		StLB&T Crossing 2.4	10.4	
3550	89	LACKLAND 5.2	12.8	YdB
2000		VIGUS 5.5	18.0	Yd
		HINE 3.3	23.6	
	25	CHESTERFIELD 3.2	26.8	
		AIR PARK 3.4	30.0	
6600		CENTAUR 6.5	33.4	
		ST. ALBANS 6.1	39.9	
2000	15	LABADIE 5.2	46.0	
	18	VILLA RIDGE 4.0	51.2	
		HILLS 4.3	55.2	
	Yard	UNION 5.4	59.5	WC
		JEFFRIESBURG 4.7	64.9	
		BEAUFORT 2.4	71.6	
3710		LESLIE 6.7	74.0	
2200	39	GERALD 4.0	80.7	
	69	ROSEBUD 6.8	84.7	
	Yard	OWENSVILLE 4.1	91.5	WCB
		CANAAN 4.5	95.6	
3710	50	BLAND 5.1	100.1	
2050	64	BELLE 5.8	105.2	W
		SUMMERFIELD 3.4	111.0	
		GASCONDY 3.8	114.4	
	24	FREEBURG 6.9	118.2	
3580	25	ARGYLE 4.0	125.1	
		KOELTZ TOWN 5.5	129.1	
	60	META 5.9	134.6	
		HOECKER 4.2	140.5	
		HENLEY 4.8	144.7	
5270	16	EUGENE 4.2	149.5	
		ETTERVILLE 6.2	153.7	
	Yard	ELDON	159.9	CRWB

Footage Capacity of Sidings	Car Capacity of Other Tracks	Sub Division 19 STATIONS TIME TABLE NO. 2 Jan. 1, 1972	M.P. from St. Louis	Signs
	Yard	ELDON 6.3	119.9	BCRW
		BARNETT 5.7	166.2	
		MARVIN 5.1	171.9	
3600	75	VERSAILLES 8.9	177.0	
	78	STOVER 4.1	185.9	
		MORGAN 4.3	190.0	
		CREST 4.5	194.3	
	24	COLE CAMP 6.6	198.8	
	53	IONIA 5.6	205.4	
		BRANDON 5.3	211.0	
3660	60	WINDSOR 4.5	216.3	W
		BOWEN 6.2	220.8	
	16	LEETON 2.6	227.0	
	16	POST OAK 5.8	229.6	
3380	23	CHILHOWEE 5.1	235.4	
		DENTON 4.9	240.5	
	8	MEDFORD 7.6	245.4	
		HADSELL 4.5	253.0	
		WINGATE 5.4	257.5	
3310	67	PLEASANT HILL 5.8	262.9	W
	26	GREENWOOD 3.3	268.7	
	60	SOUTH LEE 5.5	272.0	
		VALE 5.2	277.5	
4560	35	RAYTOWN 5.6	282.7	
		LEEDS JCT., MO. 9.7	288.3	Yd
		KANSAS CITY, KAN.	298.0	RCWTCB

MAXIMUM SPEED 30 MPH

MAXIMUM SPEED 30 MPH



BRANCH LINE SUBDIV 18 MISSOURI-KANSAS DIV

Footage Capacity Of		Station Number	↓ WEST	STATIONS	↑ EAST	M.P. from St. Louis
Sidings	Other Tracks					
.....	Yard	09001	CARRIE AVE.	4.6	CBFRWT TO*	2.6
.....	.....	.....	EASTON AVE. JCT.	3.1		7.2
.....	.....	.....	R.I. JUNCTION	0.1		10.3
.....	.....	.....	StLB&T Crossing	2.4		10.4
3550	Yard	09013	LACKLAND	5.2	BC TO*	12.8
2000	.....	09018	VIGUS	5.6		18.0
.....	.....	.....	HINE	3.2		23.6
.....	1000	09027	CHESTERFIELD	3.2	P	26.8
.....	E3200	.....	AIR PARK	3.4		30.0
6600	.....	09033	CENTAUR	6.5	P	33.4
.....	720	09040	ST. ALBANS	6.1		39.9
2000	600	09046	LABADIE	5.2	P	46.0
.....	720	09051	VILLA RIDGE	4.0		51.2
.....	.....	.....	HILLS	4.3		55.2
2978	5729	09060	UNION	5.4	BCW TO*	59.5
.....	W184	09065	JEFFRIESBURG	6.7		64.9
.....	600	09072	BEAUFORT	2.4		71.6
3710	.....	09074	LESLIE	6.7		74.0
2200	1560	09081	GERALD	4.0	P	80.7
2409	1074	09085	ROSEBUD	6.8		84.7
2005	1742	09092	OWENSVILLE	4.1	BPW TO*	91.5
.....	.....	.....	CANAAN	4.5		95.6
3710	2000	09100	BLAND	5.1	P	100.1
2050	2560	09105	BELLE	5.8	PW TO*	105.2
.....	.....	.....	SUMMERFIELD	3.4		111.0
.....	.....	.....	GASCONDY	3.8		114.4
.....	960	09118	FREEBURG	6.9	TO	118.2
3580	1000	09125	ARGYLE	4.2	P	125.1
.....	.....	.....	KOELTZTOWN	5.3		129.3
.....	2400	09134	META	5.9	P TO*	134.6
.....	.....	.....	HOECKER	4.2		140.5
5270	.....	09145	HENLEY	4.8	*	144.7
.....	640	09149	EUGENE	4.2		149.5
.....	.....	.....	ETTERVILLE	6.2		153.7
.....	Yard	09160	ELDON	157.3	BCRW Yd TO(N)*	159.9

MOVEMENT OF TRAINS AND ENGINES BY VOICE CONTROL
MP 19 (VIGUS) TO ELDON — RULES 700-715
FLAG PROTECTION DISTANCE 1½ MILES (See Rule 99)
MAXIMUM SPEED: 25 MPH

SPEED RESTRICTIONS

SUBDIVISION 18

	MPH
MP 10 Pole 16 StLB&Co. crossing	10
MP 143 Pole 5 to MP 143 Pole 9 (Bridge 1433)	20

SPECIAL INSTRUCTIONS

SUBDIVISION 18

Train and engine movements between Rock Island Jct and Carrie Ave. will be governed by TRRA rules and timetable.

Movements over Baur Blvd. crossing on Industrial Lead, MP 13, must be protected by flagman on the ground at the crossing.

Train and engine movements between Rock Island Jct. and MP 19 (Vigus) will be supervised by the Train Dispatcher and will move as the way is seen and known to be clear, not exceeding LOW SPEED. There is no superiority of trains between RI Jct and MP 19, and protection against trains and engines as prescribed by Rule 99 is not required. Train orders are not required for movement of trains and engines in this territory.

Eastward trains when required to stop at Gascondy, MP 114, must stop short of the west end of the Gasconade River Bridge.

Flagman must precede trains or engines over highway on industrial track MP 28 Pole 30

List of telephone facilities (city and disp)

Eldon	— city and dispatcher phone		
Henley	— pole box phone		
Meta	— city and dispatcher phone		
Argyle	— pole box phone		
Belle	— city and dispatcher phone		
Bland	— pole box phone		
Owensville	— city and dispatcher phone		
Gerald	— city and dispatcher phone		
Union	— city and dispatcher phone		
Labadie	— city phone		
Centaur	— pole box phone		
Kansas City, Kans.	(relay)	913-342-3297	
El Reno, Oklahoma	(chief)	405-262-1564	
	(dispr)	405-262-1522	

In territory where Rules and Instructions for the movement of trains and engines by Voice Control is in effect, UCOR Rule 91 will not apply.

Permaneer Spur, MP 59 Pole 31, Union, must not be switched with more than one diesel electric unit.

Railroad crossings at grade are protected by interlocking except as follows:

M.P. Location	Crossing	Remarks	Operated By	Normal Position Gates AGAINST	Light Arrangement For	
					Stop	Proceed
10.4	StLB&T	Gate	Trainmen	StLB&T	....	.....

Industrial or spur tracks are located at:

Mile Post	Name	Footage Capacity
23.5	St. Louis County Water Works	W600
24.2	City of St. Louis Water Works	W2000
28.6	Helwig Bros	W160
44.5	Union Electric	E240
97.3	Ellis	600

Six (6) axle diesel-electric units are prohibited.

Yard limits Eldon between opposing yard limit signs.

MP 157 Pole 29 Subdiv. 18 for Westward Trains and MP 161 Pole 5 Subdiv. 19 for Eastward Trains.

MAXIMUM WT:

Loads (gross weight of car and lading) 263,000 lbs. with the following restrictions:

Wt.	Br. No.	Town	Speed
221,000	1433	Hoecker	25 MPH

BRANCH LINE SUBDIV 19 MISSOURI-KANSAS DIV

Footage Capacity Of		Station Number	↓ WEST	STATIONS	↑ EAST	M.P. from St. Louis
Sidings	Other Tracks					
.....	Yard	09160	ELDON	BCPRW Yd*TO(N)		159.9
			6.3			
			BARNETT			166.2
			5.7			
			MARVIN			171.9
			5.1			
3600	3000	09177	VERSAILLES			177.0
			8.9			
2433	1367	09186	STOVER			185.9
			4.1			
			MORGAN			190.0
			4.3			
			CREST			194.3
			4.5			
	960	09199	COLE CAMP	*P		198.8
			6.6			
	2120	09205	IONIA			205.4
			5.6			
			BRANDON			211.0
			5.3			
3660	2400	09216	WINDSOR	PW*TO		216.3
			4.5			
			BOWEN			220.8
			6.2			
	640	09227	LEETON			227.0
			2.6			
		09230	POST OAK			229.6
			5.8			
3380	920	09235	CHILHOWEE	P		235.4
			5.1			
			DENTON			240.5
			4.9			
	W320	09245	MEDFORD			245.4
			7.6			
			HADSELL			253.0
			4.5			
			WINGATE			257.5
			5.0			
			MoPac Crossing	A		262.5
			0.4			
3310	2680	09263	PLEASANT HILL	W*P		262.9
			5.8			
	1040	09268	GREENWOOD			268.7
			3.3			
	2400	09272	SOUTH LEE			272.0
			5.5			
			VALE			277.5
			5.2			
4560	1400	09281	RAYTOWN	P TO*		282.7
			5.6			
		09287	LEEDS JCT., MO	Yd		288.3
			9.7			
	Yard	09055	KANSAS CITY, KS	BCFTW*TO(N)		298.0
			137.9			

MOVEMENT OF TRAINS AND ENGINES BY VOICE CONTROL
ELDON TO LEEDS JCT. — RULES 700-715
FLAG PROTECTION DISTANCE 1½ MILES (See Rule 99)
MAXIMUM SPEED: 35 MPH

SPEED RESTRICTIONS

SUBDIVISION 19	MPH
MP 262 Pole 20 MoPac crossing	20
Sheffield-connection between KCT and SLSF	10
MP D5 Pole 25 to D-11 Pole 10 (except as shown below)	20
MP D-9 Pole 22 (engine only)	10

SPECIAL INSTRUCTIONS

- List of telephone facilities (city and dispr)
- Raytown — city and dispatcher phone
 - Pleasant Hill — city and dispatcher phone
 - Chilhowee — pole box phone
 - Windsor — city and dispatcher phone
 - Cole Camp — dispatcher phone
 - Eldon — city and dispatcher phone

Kansas City, Kans.
El Reno, Oklahoma

(relay)
(chief)
(dispr)

913-342-3297
405-262-1564
405-262-1522

In territory where Rules and Instructions for the movement of trains and engines by Voice Control is in effect, UCOR Rule 91 will not apply.

Greater Kansas City Area Operating Rules, a supplement to the Uniform Code of Operating Rules, for all trainmen and enginemen (See Rule T) operating in or through the area defined bounded as follows:

- On the West
 - MP 6.41 on the Union Pacific RR
 - MP 8 on the ATSF RR
 - Rosedale (Southwest Blvd.) on the SL&SF and MKT
- On the South
 - Coburg Yard (12th St.) on KCS
 - Big Blue Jct on MoPac and KCS
- On the East
 - Congo MP 283.8 (Leeds Jct.) on MoPac and SL&F
 - Rock Creek Jct. on KCT, MoPac and ICG
 - Freight Line Jct. on RI and Milw
- On the North
 - North KC Yards on BN and N&W to and including Block 222
 - Fairfax

Except for the rules contained therein, employees will be governed by the operating rules, air brake rules, and safety rules of the railroad by which they are employed.

Industrial or spur tracks are located at:

Mile Post	Name	Footage Capacity
202.6	Hunt Spur	E280
283.4	Universal Trailer Co.	E240

Six (6) axle diesel-electric units are prohibited.

Yard Limits Eldon between opposing yard limit signs MP 157 Pole 29 Subdiv. 18 for westward trains and MP 161 Pole 5 Subdiv. 19 for eastward trains.

Yard Limits Leeds Jct. between yard limit sign MP 286 Pole 4 for westward trains and Leeds Jct.

MAXIMUM WT:

Loads (gross weight of car and lading) 263,000 lbs.

With the following restrictions:

Wt. 221,000	Br. No. 1627	Town Eldon, Mo.	Sp 25 M
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