

CHEROKEE SUBDIVISION (0350)

Mile Post	Rule 6.3	CP #'s	Radio Display: Parsons to Wagoner - 5151 -40 Wagoner to North McAlester - 2020 -21 McAlester - 2727 -29		Sta. #s	Siding Feet
			SOUTH ▼ STATIONS	NORTH ▲		
386.0	YL		PARSONS	BY	MK386	Yard
387.7	ABS		(8.8)			
394.2	TWC		LABETTE		MK394	9177
	ABS		(6.6)			
400.8			OSWEGO	(X)SEK(A)	MK401	
			(8.8)			
409.6			CHETOPA		MK410	
			(11.8)			
421.4			WELCH		MK421	7830
			(17.4)			
438.8			VINITA	(X)BNSF(A)	MK439	
			(3.2)			
442.0			KEELE		MK442	8889
			(12.1)			
454.1			ADAIR		MK454	7495
			(14.1)			
468.2			PRYOR		MK468	8741
			(20.0)			
488.2	CTC	V582	WAGONER	(X)UP(M)	L 242	
			(5.6)			
575.6	CTC	V576	OKAY JCT. (No. 2)		L 233	
493.8	2MT		(2.2)			
496.0	CTC	U496	AU JCT.		MK496	
			(1.4)			
497.4	CTC	U497	UX JCT.		MK497	
	2MT		(1.5)			
498.9			CHASE	T	MK499	
			(2.9)			
501.8		U502	MUSKOGEE	XBY	MK503	Yard
503.9		U504	(13.2)			
515.0	CTC	U515	WHITMAN	!	MK517	8302
516.7		U517	(20.7)			
535.7		U536	CP U536			
			(11.5)			
547.2		U547	CANADIAN	!	MK547	9892
549.3		U549	(16.5)			
563.7		U564	CP U 564		MK564	
			(1.1)			
564.8			McALESTER	TB!	MK566	11226
			(178.8)			

SI-01 MAIN TRACK AUTHORITY

ABS between MP 386.0 and MP 488.2
Yard Limits between MP 386.0 and MP 387.7.
TWC/ABS between MP 387.7 and MP 488.2.
CTC between CP V582 and McAlester (564.8)
 CP V576 and CP U496 on Trk. 2 only.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
386.0 and 564.8	
(Except as Below).....	60
386.0 and 387.1.....	20
400.8 - (X).....	30
401.3 and 401.5.....	45
409.0 and 409.6.....	50
438.7 and 439.0.....	40+
487.5 and 489.2.....	25+
501.8 and 504.2.....	20
563.6 and 564.8.....	40

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Mc Alester Siding.....	15
2. Dual Control Switch Turnouts	
CP U496 and CP U497.....	40
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between CP V582 to CP U496 and CP U497 to CP U502.
Trk 1 extends from CP V582 to CP U496 and from CP U497 to CP U502.
Trk 2 extends from CP V576 to CP U496 and CP U497 to CP U504.
Note: The former main track no. 1 between CP U502 and CP U504 is now a yard track.

SI-05 MILEPOST EQUATIONS

MP 136.2 = MP 386.0.
 MP 386.0 to MP 387.0 = 1.6 mi.
 At Wagoner MP 488.2 = MP 581.5 on Wagoner Sub.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 406.5	(#) 466.6	(#) 529.8
(#) 426.3	(#) 486.1	(#) 543.4
(#) 446.6	(#) 507.4	(#) 557.1

SI-08 RULES ITEMS

Parsons Rule 8.3; No normal position for main track switch at MP 386.3 (south switch by-pass track).

SI-09 FRA EXCEPTED TRACKS

FRA Excepted tracks:
 Parsons- Old Osage Main Track/ Industrial Lead from MP 386.9 to end of track.
 Pryor Industrial Tracks from Wye at MP 4.0 to the ends of the track at Red Devil, Oklahoma Cement, Gardner-Denver, and Ralston Purina.
 Muskogee Yard; all industrial tracks except the Port Lead.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Ranchers S.....	420.0	MK420
Winders	438.0	MK438
Big Cabin N.....	446.8	MK447
Chouteau N.....	472.2	MK472
Mazie	477.7	MK478
LaBarge S.....	486.8	MK487
Checotah N.....	524.4	MK525
Eufaula N.....	538.1	MK538

SI-11 INDUSTRIAL LEADS

Pryor Industrial Lead:

Area Restrictions:
 GRDA Lead between Pryor yard (Trk. No. 4 Switch), 100 feet from north end of yard at MP 0.0 and GRDA generating plant MP 4.0.

GRDA Radio Channel 9696.

Speed Restrictions:	MPH
MP 3.6 and 3.7	5
MP 4.0 Loop Switch, around Loop	10
Coal Dumper	2
Kaiser Switch, Lone Star Cement curve with heavy rail	5
GRDA Scale	10

Normal Position of Switches:
 Trk. 4 -- Lined for GRDA lead
 Plant Jct. -- Lined for power plant
 Loop Switch -- Lined for straight track to coal dumper
 South Wye -- Lined from Plant Jct. to North Wye
 North Wye -- Lined for East leg of Wye

GRDA Lead Track:
 Do not exceed 5 MPH on east and south of the Water Tower Crossing. Within GRDA Area, fuseses must not be used for giving hand signals except in an emergency, and when used, they must not be dropped or thrown to extinguish. Gate across track at MP 3.5 must be opened by GRDA personnel.

WIL GRO:
 Do not exceed 5 MPH on all tracks.

Midwest Carbide Co.:
 Derails, secured with Midwest Carbide Co. locks, are in place on the west end of Trk. 1 and 2 and must be unlocked by Midwest Carbide employees only.

National Gypsum Co.:
 There are derails on Trk. 1 and 2 and a lift bridge which obstructs Trk. 2 when it is in use. Semaphore signals display Stop when derails and lift bridge are on. Movement must not be made into these tracks when the signal displays Stop. National Gypsum personnel only are authorized to operate the derails and signals.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight 143 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Parsons: Yard crews will work on radio channel 3838. All trains must contact yardmaster on channel 3838 before entering or departing Parsons yard limits.

Six-axle diesel units must not be used in an auxiliary track other than Sidings and Yard Tracks without proper authority except as follows:
 Oswego -- Elevator track
 Ranchers -- Coal spur
 Pryor -- All tracks except track from Plant Jct. to Mid-America Industrial Park
 Wagoner -- Labarge
 Muskogee -- Oklahoma Brick Track & Port Lead
 Checotah -- APEX Spur & West House Track
 Eufala -- Elevator track
 Canadian -- House track
 Winders -- Old siding
 Mazie -- Old siding
 Chetopa--Old Siding

Individual loaded cars of coal or a block of cars of coal which may be set out on line must be walked into and out of the set out track, and in no case, shoved past the clearance point.

An Automated Horn System (AHS) in service at Parsons at the following locations:
 Crawford Street, MP 386.41
 Appleton Street, MP 387
 Southern Street, MP 387.6

Also this system has been installed at Crawford Street on Trk. 41 at Parsons, Kansas

This system provides audible warning at the crossing when a train or engine is approaching per Rule 5.8.2(11). System has a strobe light that is activated when the audible warning is operating. When this strobe light is flashing, approaching trains and engines are relieved from having to provide whistle warning at this crossing. If when approaching this crossing the strobe light is not flashing or an emergency exists, whistle protection by the approaching train or engine is required.

Chase Siding: Derails installed both ends .

MUSKOGEE Loaded Unit Coal or Loaded Unit Grain Trains must NOT use Running Track at Muskogee (formerly MT 1) between CP U502 and CP U504 without verbal permission from the Dispatcher.

Loaded unit coal trains: restricted to the Main Track and sidings and will not be operated thru Yard Tracks or Business Tracks, except as provided below:

YARD TRACKS:
 Track 14 (Parsons), Track 41 (Parsons), By-pass Track (Parsons) and Track 4 (Pryor).
 Running Track at Muskogee (former MT No. 1).
 McAlester: Loaded coal trains and loaded grain trains are prohibited from using yard track No. 8.