

# **BE SAFE Now...**

P. A. Jerome, Road Foreman ..... Wichita Falls  
D. E. Lauer, Trainmaster ..... Amarillo  
J. E. Spitz, Trainmaster ..... Wichita Falls  
D. R. Nelson, Trainmaster ..... Fort Worth  
B. G. Gilbert, Chief Dispatcher ..... Fort Worth

# **BURLINGTON NORTHERN INC.**

## **FORT WORTH AND DENVER RAILWAY COMPANY**

**FORT WORTH DIVISION**

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# **TIME TABLE AND SPECIAL INSTRUCTIONS 3**

IN EFFECT AT 12:01 A.M.  
Central Standard Time

## **Sunday, August 3, 1975**

President  
**G. F. DEFIEL**

General Manager  
**W. A. THOMPSON**

Superintendent  
of Transportation  
**C. N. PARKER**

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**FORT WORTH DIVISION**  
WESTWARD EASTWARD

Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from T&P Jct.	1st Subdivn MAIN LINE STATIONS Telegraph Offices and Calls
Y			0.0	0.0	T&P JCT. 6.1
BCFKPQ RWY		40341	6.1	6.1	NORTH YARD 3.0
CPIYZ	6,477	40845	9.1	9.1	SAGINAW 1.9
Y			11.0	11.0	MP 11 8.0
P	6,394	40354	19.0	19.0	AVONDALE 1.1
P	6,288	40870	34.6	34.6	HERMAN 5.7
P	6,098	40376	40.3	40.3	DECATUR 11.4
P	5,922	40387	51.7	51.7	ALVORD 12.1
P	6,693	40399	63.8	63.8	FRUITLAND 4.7
AOPQ	2,511	40404	68.5	68.5	BOWIE 10.6
P	6,390	40415	79.1	79.1	BELLEVUE 1.1
P	6,301	40425	90.2	90.2	DICKWORTHAM 15.3
P	6,269	40441	105.5	105.5	JOLLY 8.6
BFKOPQ RTUWYZ		40449	114.1	114.1	WICHITA FALLS 4.3
JP		40458	118.4	118.4	VALLEY JCT. 0.9
P	6,681	40460	124.3	124.3	IOWA PARK 11.6
P	6,614	40471	135.9	135.9	FOWLKES 4.4
P		40476	140.3	140.3	ELECTRA 7.8
P	6,607	40483	148.1	148.1	HARROLD 15.2
OPQ	7,844	40499	163.3	163.3	VERNON 15.4
IP	6,650	40514	178.7	178.7	CHILLICOTHE 13.1
AOPQT	6,661	40527	191.8	191.8	QUANAH 4.9
AP		40532	196.7	196.7	ACME 3.8
P	6,488	40536	200.5	200.5	GOODLETT 11.2
P	6,975	40547	211.7	211.7	KIRKLAND 8.5
BFKKCPQ RTW		40556	220.2	220.2	CHILDRESS

**FORT WORTH DIVISION** 3  
WESTWARD EASTWARD

Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from Childress	2nd Subdivn MAIN LINE STATIONS Telegraph Offices and Calls
BFKKCPQ RTW		40556	220.2	0.0	RS CHILDRESS 7.6
P	6,499	40563	227.3	7.6	CAREY 8.6
P	6,004	40572	236.7	16.2	ESTELLINE 0.6
JP		40578	237.0	16.8	PLAINS JCT. 18.9
OPQ	3,740	40586	250.8	30.7	SI MEMPHIS 12.8
P	3,540	40599	263.9	43.5	HEDLEY 7.4
P	3,589	40606	271.1	50.9	LELIA LAKE 6.8
P	3,574	40618	277.9	57.7	CLARENDON 10.3
P	3,542	40623	283.2	68.0	ASHTOLA 8.1
P	3,545	40622	296.3	76.1	GOODNIGHT 11.6
P	4,035	40643	307.9	87.7	CLAUDE 12.6
P	3,585	40656	320.5	100.3	WASHBURN 8.4
P	3,517	40664	328.8	108.7	PULLMAN 6.8
BFKKCPQ RTWYZ		40671	335.7	115.5	AR AMARILLO 11.5
P	2,486	40682	347.1	127.0	GENTRY 11.0
P	4,211	40691	353.1	138.0	BODEN 13.9
P	7,493	40708	372.3	151.9	TASCOSA 16.3
P	4,114	40723	388.0	168.2	CHANNING 14.8
P	4,034	40738	403.0	183.0	HARTLEY 14.4
IOTYPQ	8,044	40753	417.4	197.4	JC DALHART 24.9
P	4,050	40777	441.8	221.6	PERICO 11.1
BKOPRY		40788	452.9	232.7	Z TEXTLINE

**FORT WORTH DIVISION**  
WESTWARD EASTWARD

Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from Plains Jct.	3rd Subdivn BRANCH LINE STATIONS Telegraph Offices and Calls
JPY		40573	237.0	0.0	PLAINS JCT. 21.4
	7,454	88722	258.6	21.4	TAMPICO 10.5
		88732	268.9	31.9	TURKEY 10.3
	6,739	88742	279.2	42.2	QUITAQUE 27.1
JY		88769	306.4	69.3	STERLEY 6.6
	2,547	89007	313.0	75.9	LOCKNEY 10.7
O	2,557	89026	332.7	95.6	PG PETERSBURG 17.0
UY	2,541	89044	349.6	112.6	KITALOU 10.4
BKQQ RTYZ		89054	360.0	123.0	BU LUBBOCK

**FORT WORTH DIVISION**  
WESTWARD EASTWARD

Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from Sterley	4th Subdivn BRANCH LINE STATIONS Telegraph Offices and Calls
JY		88769	306.4	0.0	STERLEY 17.9
BKOTYQ		88787	324.3	17.9	CG PLAINVIEW 13.3
	2,389	88801	337.5	31.2	EDMONSON 14.0
O	2,563	88815	351.6	45.2	HF HART 16.0
ORTY		88831	367.6	61.2	DM DIMMITT

FWD Radio Channel No. 1 in service on these Subdivisions.

**FORT WORTH DIVISION**  
WESTWARD EASTWARD

Rule 6 (A) Signs	Station Numbers	Mile Post Location	Distance from Sterley	5th Subdivn BRANCH LINE	
				STATIONS	
				Telegraph Offices and Calls	
JY	88769	306.4	0.0	STERLEY 19.2	
Y	88919	325.6	19.2	SILVERTON	

**FORT WORTH DIVISION**  
WESTWARD EASTWARD

Rule 6 (A) Signs	Length Of Siding In Feet	Station Numbers	Mile Post Location	Distance from Valley Jct.	6th Subdivn BRANCH LINE	
					STATIONS	
					Telegraph Offices and Calls	
JPY		40458	0.0	0.0	VALLEY JCT. 25.7	
	1,522	88227	27.8	25.7	DUNDEE 24.6	
	2,498	88252	51.9	50.3	SEYMOUR 11.5	
	1,796	88263	63.4	61.8	BOMARTON 7.1	
	1,045	88271	70.5	68.9	GOREE 5.3	
O	1,787	88276	75.8	74.2	M	MUNDAY 21.1
O	1,800	88297	96.9	95.8	AK	HASKELL 15.8
BKORTYJ		88818	112.7	111.1	S	STAMFORD 38.6
BKORTYZ		88851	151.8	149.7	A	ABILENE

FWD Radio Channel No. 1 in service on these Subdivisions.

**INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIME TABLE**

Name	Location	Capacity Cars	Switch Opens
<b>First Subdivision</b>			
40350 Hicks	2.9 miles west of MP 11	8	West
40361 Rhome	6.4 miles west of Avondale	51	Both
40388 Sunset	4.2 miles east of Fruitland	7	West
40402 McDonald	1.9 miles east of Bowie	16	East
40431 Henrietta	5.8 miles west of Dickworsham	27	West
40490 Oklaunion	6.8 miles west of Harrold	12	Both
40499 Vernon Grain Inc.	3.3 miles east of Vernon	35	Both
<b>Second Subdivision</b>			
40559 Moyer	3.9 miles west of Childress	90	East
40761 Bolin	8.2 miles west of Dalhart	15	Both
40767 Ware	10.7 miles east of Perico	16	East
<b>Third Subdivision</b>			
88748 Edgin	5.7 miles west of Quitaque	6	East
88764 South Plains	5.1 miles east of Sterley	45	Both
88917 Barwise	10.4 miles west of Lockney	39	East
89036 Heckville	7.8 miles east of Kitloul	11	West
<b>Fourth Subdivision</b>			
88790 Industry Track	3.7 miles west of Plainview	23	Both
88791 Wasson	3.8 miles west of Plainview	15	East
88795 Boone	7.4 miles west of Plainview	6	West
88796 Wright	8.4 miles west of Plainview	10	Both

**FORT WORTH DIVISION**  
WESTWARD EASTWARD

Rule 6 (A) Signs	Station Numbers	Mile Post Location	Distance from Childress	7th Subdivn BRANCH LINE	
				STATIONS	
				Telegraph Offices and Calls	
BFJKCPQ RTWY	40556	220.2	0.0	RS	CHILDRESS 31.8
Y	88580	252.0	31.8	WELLINGTON	

**FORT WORTH DIVISION**  
WESTWARD EASTWARD

Rule 6 (A) Signs	Station Numbers	Mile Post Location	Distance from Stamford	8th Subdivn BRANCH LINE	
				STATIONS	
				Telegraph Offices and Calls	
BJKORTY	88818	0.2	0.0	S	STAMFORD 20.0
Y	88420	20.8	20.0	HAMLIN 22.4	
Y	88442	42.8	42.4	ROTAN	

Name	Location	Capacity Cars	Switch Opens
<b>Fourth Subdivision—Cont.</b>			
88798 Industry Track	2.9 miles east of Edmonson	13	West
88808 Grisham	7.2 miles west of Edmonson	14	Both
88813 Hilburn	1.9 miles east of Hart	20	West
88822 Roy	8.1 miles east of Dimmitt	12	Both
88826 Industry Track	5.2 miles east of Dimmitt	4	West
88829 Industry Track	2.2 miles east of Dimmitt	18	West
<b>Fifth Subdivision</b>			
88911 Whiteley	10.3 miles west of Sterley	27	East
<b>Sixth Subdivision</b>			
88207 Howard	4.9 miles west of Valley Jct.	10	West
88214 Holliday	12.6 miles west of Valley Jct.	21	Both
88255 Weinert	9.2 miles west of Munday	23	Both
88327 Anson	14.1 miles west of Stamford	43	Both
88337 Hawley	13.8 miles east of Abilene	4	East
88341 Industry Track	10.0 miles east of Abilene	21	East
88343 North Abilene	8.3 miles east of Abilene	50	Both
88344 Birch	6.7 miles east of Abilene	13	East
88345 Lanias	5.9 miles east of Abilene	15	East
<b>Eighth Subdivision</b>			
88409 Tuxedo	9.2 miles west of Stamford	16	Both
88424 Celotex	4.2 miles west of Hamlin	23	East

**SPECIAL INSTRUCTIONS**

**ALL SUBDIVISIONS**

- 1. Speed Restrictions—** Maximum Speeds
- Freight trains ..... 40 MPH.
  - Unit coal trains ..... 35 MPH.
  - Trains handled with FWD 600 Series engines..... 40 MPH.

The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions or by wayside speed signs. All trains and engines through turnouts, crossovers and gantlets except as specified in special instructions or where fixed signals indicate otherwise..... 10 MPH.

Unit trains and trains handling loaded 100-ton hopper cars, where speed of train cannot be maintained in excess of 21 MPH, immediately reduce speed to not exceed 13 MPH and do not exceed this speed until movement can again get up to exceed 21 MPH.

Equipment	Main Line	Branch Line
Ore cars .....	40 MPH.	20 MPH.
Scale test cars .....	35 MPH.	20 MPH.
Air dump cars (loaded) .....	35 MPH.	20 MPH.
Derricks .....	30 MPH.	15 MPH.
Cranes .....	30 MPH.	15 MPH.
Pile drivers .....	30 MPH.	15 MPH.
Clamshells and shovels .....	30 MPH.	15 MPH.
Jordan spreaders .....	30 MPH.	15 MPH.
Wedge plows and dozers (dead in tow).....	35 MPH.	20 MPH.
Rotary plows .....	30 MPH.	20 MPH.

**Maximum Speed Diesel Units Dead in Tow:**

- 1 through 4, 100 ..... 30 MPH.
- 605 through 610 ..... 40 MPH.
- Road switchers and other units ..... 40 MPH.

**2. Movement of Diesel Units—**

Diesel units not equipped with alignment control couplers when dead in tow in freight trains must be handled singly, not in groups and not less than 5 cars or more than 15 cars from the road engine.

When a locomotive consist of more than 3 units in service includes diesel unit or units not equipped with alignment control couplers, only the three rear units will be allowed to work power when the train is to make a back-up movement. Other units must be isolated.

**BN Diesel units not equipped with alignment control coupler:**

- All switcher units
- Road and Road Switcher Diesel units
  - 600- 995 inclusive
  - 1556-1623 inclusive
  - 1955-1974 inclusive
  - 4000-4197 inclusive
  - 6000-6255 inclusive
  - 9707-9794 inclusive
  - 9900-9976 inclusive

FW&D—C&S Diesel units not equipped with alignment control coupler:

- FW&D 605-610 inclusive
- FW&D 850-859 inclusive
- C&S 150-842 inclusive

3. At no time can more than seven high-horsepower units be coupled together as one consist (high-horsepower units include those with 3,000 horsepower or over).

On units with less than 3,000 horsepower, the number of units in any one consist will not exceed eight.

In the event Diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed at least five cars, but no further than 15 cars, behind the lead units.

The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

**THE MINIMUM CONTINUOUS SPEED OF ALL ROAD LOCOMOTIVES**

Locomotive engineers must not operate a locomotive or locomotive consist below the minimum continuous speed of any locomotive working in a head end or helper consist.

**Locomotive Minimum Continuous Speed Ratings:**

Class	Unit Number	Min. Cont. Speed-MPH	Class	Unit Number	Min. Cont. Speed-MPH
<b>BURLINGTON NORTHERN:</b>					
U-25C	5621-5629	8.2			
NW-5	986- 995	10.0			
GP-5	1350-1365	15.0			
F-7	600- 761	11.0	U-28B	5450-5459	13.5
GP-7	1504-1643	11.0		5460-5465	17.5
SD-7	6000-6059	6.0	U-28C	5650-5665	9.6
P-7	9700-9749	15.0		5666-5677	8.4
	9750-9760	11.0	U-30B	5470-5484	13.0
	9761-9794	15.0	U-30C	5300-5394	8.4
E-8	9967-9976	30.0		5800-5839	8.4
F-9	766- 853	12.0		5900-5944	8.4
GP-9	1700-1980	12.0	U-33C	5700-5714	12.7
SD-9	6100-6206	8.0		5715-5724	8.4
GP-10	1400-1499	12.0		5725-5734	12.7
GP-18	1990-1998	12.0		5735-5763	9.2
GP-20	2000-2071	14.0		5764-5765	11.0
GP-30	2200-2254	12.0	A-415	4010-4011	11.0
GP-35	2500-2545	12.0	ARS-3	4050-4085	10.0
GP-38	2072-2109	10.7	ARS-11	4180-4197	10.0
SD-24	6240-6255	10.0 (62:15 G.R.)	A-424	4240-4246	13.0
		11.5 (60:17 G.R.)	A-425	4250-4265	13.0
GP-40	3000-3039	13.0	A-636	4360-4369	14.0
SD-40	6300-6324	9.0	<b>C&amp;S:</b>		
	6325-6385	8.5	SD-7	810- 819	6.0
	6394-6399	13.0	SD-9	820- 842	8.0
	6700-6734	8.5	SD-40	875- 887	13.0
	6800-6836	8.5		950- 959,980	8.5
	6900-6928	8.5		900- 925,996	8.5
SD-40-2	8800-8804	8.5	SD-45	868- 874	9.0
	8900-8904	8.5	U-30C	890- 893	11.4
SD-45	6400-6429	8.5	<b>FW&amp;D:</b>		
	6430-6456	13.2	GP-7	700- 703	11.0
	6457-6471	9.0	SD-7	850- 859	6.0
	6472-6542	13.2	<b>W.S.M.T.D.:</b>		
	6543-6567	9.0	E-9	9901-9904	33.0
	6592-6599	13.2		9910-9925	33.0
F-45	6600-6613	9.0	<b>AMTRAK:</b>		
	6614-6625	13.2	P-7	A-100 Series	15.0
	6626-6645	9.0	E-8	9900 Series	30.0
U-23C	5200-5208	7.5		A-300 Series	30.0
U-25B	5400-5423	15.6		A-400 Series	33.0
	5424-5429	13.7	E-9	A-500 Series	16.4
U-25C	5600-5617	8.2	SDP-40	A-600 Series	16.4
	5618-5620	9.2			

Where required, train must be reduced or doubled to comply with the instructions.

Dispatchers will regulate train tonnage to avoid doubling or reducing unless such doubling or reducing is positively planned in advance.

#### 4. Restrictions on Placing Cars in Trains—

Following equipment, loaded or empty, must be handled on rear of trains:

Outfit cars

Tie Flats (GNX 4410, GNX 4800 to 4971)

Log Flats (NP 117201 to 117871, BN 633504 to 633523)

Air Dump Cars

Scale Test Cars (next ahead of caboose)

Wrecking Derricks

Pile Drivers

Locomotive Cranes

Rotary Snow Plows, Wedge Plows, Dozers

Jordan Spreaders

Handling eighty (80) foot or longer cars—

See Special Instructions for Second and Third subdivision.

FW&D Tank cars in 15000 series to be handled toward rear of train.

#### 5. Remote Control Equipment (RCE 1) Operation—

Locomotives not equipped with alignment control couplers or bolster stops (See Item 2) must not be operated in RCE-1 consists. Locomotive units in RCE-1 operations, which will be coupled to cars, must be equipped with alignment control couplers.

Remote consists in RCE-1 operation must be confined to the following classes of locomotives, in the order of preference listed:

FIRST—SD-40, F-45, SD-45, SDP-45, SDP-40, U-30C, U-28C, U-25C, U-33C.

SECOND—GP-38.

THIRD—GP-40, GP-35, U-28B, U-30B, U-25B.

Master consists in RCE-1 operation must be confined to the same classes of locomotives in same order of preference as remote consist, except when necessary to operate other classes of locomotives in RCE-1 trains they must be confined to master consist only.

Unless otherwise provided in Individual Subdivision Special Instructions, remote controlled locomotives must be placed in train approximately two-thirds (2/3) back from master consist by car count. A buffer of ten (10) loaded cars, less than eighty (80) feet in length, must be provided ahead of and behind remote consist. EXCEPTION: A buffer of loaded cars is not required in empty Unit Coal Trains.

In all RCE-1 trains, the number of master consist powered axles must equal or exceed the number of remote consist powered axles, but in no case may the excess be greater than six (6) powered axles. The master consist must have a minimum of twelve (12) powered axles and a maximum of twenty-four (24) powered axles. The remote consist must have a minimum of six (6) powered axles and a maximum of twenty-four (24) powered axles.

Axles of cars numbered RCC 101 through RCC 112 must not be counted in determining the axle count of the remote consist.

Train tonnage will be limited by tonnage rating of the locomotives used.

#### 5A. Manned Helper Operations—

Locomotives not equipped with alignment control couplers or bolster stops (see Item 2) must not be operated in manned helper consists, except single non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops. Locomotive units, including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

When necessary for a following train to shove a preceding train into clear, conductors and enginemen of both trains will obtain a proper understanding of the course of action to be taken. Power of the following train must cut off its train and if such power exceeds three (3) units, the trailing units (away from train to be shoved) in excess of three (3) must be isolated prior to executing shoving operation.

Where cars listed in first sentence of Item 4, All Subdivisions Special Instructions, are handled at rear of train, manned helper must be cut in ahead of such cars with a buffer of ten (10) loaded cars, less than 80 feet in length, ahead of such helper.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve (12) powered axles, or less, may be operated at rear of train, ahead of or behind caboose. A buffer of ten (10) loaded cars, less than eighty (80) feet in length, must be provided ahead of the caboose.

Helpers will not exceed twenty-four (24) powered axles. Head end consists in helper trains will not exceed twenty-four (24) powered axles.

Helpers of more than twelve (12) powered axles must be cut into train. Dispatcher will advise position helper is to be inserted in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives. A buffer of ten (10) loaded cars, less than eighty (80) feet in length, must be provided ahead of and behind helper locomotives.

Rear end train crews are required to ride in the cab of helper locomotives when shoving on caboose.

Train tonnage will be limited by tonnage rating of locomotives used.

EXCEPTION: Helpers of six (6) powered axles or less are not restricted by any of the provision of this item.

#### 6. Repeater Relay Air Car Operation—

When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

#### 7. Instructions for Safety Inspection—

Each car placed in train, where personnel are not on duty for the primary purpose of inspecting freight cars, may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movement shall be corrected or set out of train.
2. No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.
3. Open top loads, including trailers and containers on flat cars, must be safely loaded.
4. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs are to be made.
8. When derailment, collision, fire or unforeseen occurrence takes place involving hazardous materials (such as explosives, flammable liquids, flammable compressed gasses, radioactive or fissionable materials, poisons, poison gasses or any other commodity which might be hazardous when involved in fire, released or leaking from their packages, containers or tank cars), conductor or member of the crew must check the waybills to determine what materials are involved.

If in doubt about the commodity or it is not described for a placarded car, the shippers' and consignees' names and addresses should also be noted.

A list must be made of the commodities involved with shipping names and classifications along with any emergency phone numbers, radioing or telephoning by quickest means possible to chief dispatcher and be governed by his instructions. This information must be available to any emergency agencies responding only if necessary for them to handle the situation safely.

When hazardous material is involved, crew members must keep out of the danger area and guard against people entering the area until controlled by civil agencies.

9. Within yard limits in non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it

becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move at reduced speed as required in Rule 93.

10. If radios are provided, a voice test of the radio in the control unit and caboose must be made to determine if the radio is working properly before a train leaves its starting point.

If the radio is working properly, it must be turned on during entire trip with volume adjusted so calls may be received. Defective radio equipment must be reported to the chief dispatcher at first point of communication. The conductor and engineer will be equally responsible to see that these instructions are complied with.

11. When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, or when notified that a hot box detector is out of service, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection.

Conductors will determine frequency of such inspection, dependent on visibility conditions, avoiding unnecessary delay to trains.

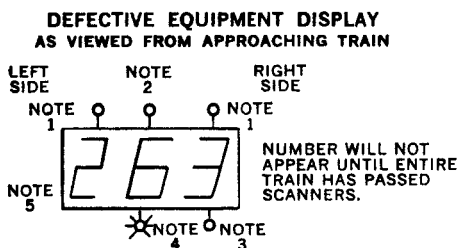
When a hot box detector is out of service, the requirements of Operating Rules or instructions will be suspended for defective equipment indicator associated with such hot box detector.

#### Failed Equipment Detector Instructions—

This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on approaching detector site. If no means of communication is available train must not move beyond failed equipment sign unless proceed signal is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection.



Note: 1—Hot bearing indicator light. When illuminated hot bearing detected. The hot bearing is located on right side of train when right light is illuminated and on left side when left light is illuminated. Stop and inspect train.

Note: 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

Note: 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected, stop and inspect train as indicated. Advise dispatcher reason for delay by first available means of communication.

Note: 4—Flashing train inspection indicator light. When illuminated train is being checked for hot bearing and dragging equipment. If this light is not illuminated, stop and inspect train.

Note: 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least four (4) axles both directions from indicated number.

"All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on defective equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count."

## FAILED EQUIPMENT SIGN



Failed (F.E.) signs are located 13,500 feet beyond the defective equipment detector site.

12. **Spring Switches—**

Identified by yellow sign with black letter "S" located on or near spring switch.

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Subdivision Special Instructions.

13. At a railroad crossing at grade protected by signals, trains, engines or cars must not be left standing between opposing absolute signals unless coupled to other equipment that extends beyond one of the absolute signals.

When a train or engine is stopped by a stop indication of an automatic interlocking signal and no immediate conflicting train or engine movement is evident, in addition to complying with Consolidated Code Rule 613, employees must be governed by instructions posted in the release box.

14. **Rules Changes and Modifications—**

Rule 34 as contained in the Consolidated Code of Operating Rules does not apply; the following rule applies:

34: Employees located in the cab of engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the cab of engine maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve."

Rules 200 and 83(B) and other rules pertaining to authority for, and signature on train orders and clearances are modified to permit them to be issued by the authority and over the signature of the Chief Dispatcher.

Rule 103(E) as contained in the Consolidated Code does not apply; the following rule applies:

103(E): Cars must not be handled ahead of engine between stations outside of yard limits except when necessary to take cars to or from spur track, or in work train service, or when it is necessary for a train to make a back-up movement. Such movements must be for no greater distance than necessary, and air brakes on such cars must be cut in and operative.

The second, third and fourth paragraphs of Consolidated Code Rule M, and the entire BN Safety Rule 94, referring to employees being on the roofs of cars are cancelled. The following rule applies to all employees:

Train, engine and yard service employees must not occupy the roof of a freight car or caboose under any circumstances. Other

employees whose duties require them to occupy the roof of a freight car or caboose may do so only when equipment is standing.

BN Safety Rule 144 is cancelled and new Safety Rules 144(A) and 144(B) are in effect and read as follows:

144(A): When air hoses are uncoupled on passenger equipment, engines, or when uncoupling air hoses from yard air supply:

- a) Have both angle cocks closed. When disconnecting yard air line valve must be closed.
- b) Take firm grip on hose coupling and apply upward pressure.
- c) Break connection gradually to release pressure in hose.
- d) Turn face away from air hose connection as pressure is released.
- e) When practicable, keep one foot outside of rail.

144(B): When air hoses uncoupled on freight cars by trainmen and yardmen:

- a) Have both angle cocks closed.
- b) Operate uncoupling lever and signal for movement.
- c) Allow air hoses to part by themselves, keeping all parts of body fully in the clear.

In CTC territory, before using any electrically locked switch, permission must be obtained from control operator. Rule 281 is amended accordingly.

Rules 226, 414A and 414B of Air Brake and Train Handling do not apply; all employees will be governed by the following Rules 226 and 414:

226: Freight trains arriving at terminals where facilities are available, at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20 pounds service reduction has been made. After locomotive is detached or cut is made, **ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING.** Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

414: Before motive power is detached or angle cocks are closed on cars or trains which are to be left standing, engineer must make a full service brake pipe reduction. When reduction is completed and brake valve exhaust ceases, engineer will signal with one short blast of the whistle and the angle cocks may then be closed where cut is to be made. After cut is made, **ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING.** When required, a sufficient number of hand brakes must be applied in accordance with Rule 401.

15. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise chief dispatcher and be governed by his instructions.
16. Burlington Northern Signal Aspects and Indications as contained in pamphlet Form 15307 dated July 1st, 1974 is in effect. Special signal aspects as shown for Burlington Lines on pages 118, 119, 120 and 121 of the Consolidated Code of Operating Rules remain in effect.

## FORT WORTH DIVISION (TP Jct. - Childress) FIRST SUBDIVISION

1. Speed Restrictions	Maximum Speeds Permitted
Between T&P Jct. and MP 8 .....	15 MPH.
Between MP 8 and Childress .....	40 MPH.
Through Spring Switches at Hampton and Rio	
Facing Point Movement .....	15 MPH.
Trailing Movement .....	10 MPH.
Hampton and St.L.S.W. Crossing Jct. ....	15 MPH.
On sidings Fowlkes, Harrold and Quanah .....	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—  
Cars heavier than the following not permitted without authority of Superintendent:

Over 40 ft. long .....263,000 lbs.

At Wichita Falls—SD type or heavier engines must not be operated on the following tracks:

Old WF&S freight house beyond inside switch.

Moore Richolt Spur beyond 13th Street.

Old Mansion Track beyond clearance points.

Wichita Ice Company.

3. Train Register Exceptions—

MK&T trains will register at FW&D North Yard and FW&D Wichita Falls when instructed to do so.

4. Clearance Provisions and Exceptions Rule 83(B)—

Wichita Falls and North Yard-Trains must receive clearance.

Conductors and Engineers of Westward MK&T trains originating MK&T Ney Yard operating via FW&D must receive FW&D clearance at MK&T Ney Yard and FW&D North Yard.

Conductors and Engineers of eastward trains originating at North Yard enroute to CRI&P must receive FW&D clearance in addition to CRI&P clearance at FW&D North Yard.

Rule 83(B) does not apply at Valley Jct.

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

5. Spring Switches—

East end of siding Dickworsham, West end of siding Saginaw, Hampton, Rio, and MP 5.34 North Yard leading to west end Stauffer Chemical track.

A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(H).

In CTC territory when a train has been stopped by a "Stop and Proceed" indication displayed on a signal governing facing point movement over a spring switch, in addition to compliance with Rule 104(H), a member of the train crew must communicate with the control operator before train passes spring switch. When trailing movement through spring switch is not authorized by signal indication, spring switch must be operated by hand. When switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits, and notification to Engineer.

In CTC territory if signal indicates stop 501 (K) governing movement over dual control switch one end of siding and such signal also governs movement over spring switch at the opposite end of siding, in addition to complying with Rule 275 for movement over dual control switch, and train is to trail over spring switch on the main track, a member of crew must examine switch and know that points fit.

Spring switches at following locations not equipped with facing point locks: Hampton, Rio, and MP 5.34 North Yard.



**6. Automatic Interlocking not Indicated at Station—**

Quanah, MP 191.7 and Acme, MP 196.9 are automatic interlocking and signals are a part of Centralized Traffic Control system. Rules 269, 605(A) and 613 are in effect.

**Manual Interlocking not Indicated at Station—**

St.L.SW Crossing-Jct. ....3.2 Miles West of T&P Jct.  
 Ft.W. Belt-C.R.I.&P. Crossing..... 3.1 Miles West of T&P Jct.  
 St.L.&S.F. Crossing ..... 2.8 Miles West of T&P Jct.

Chillicothe, MP 179 interlocking is remotely controlled from Ft. Worth and signals are a part of Centralized Traffic Control system. Rules 269, 275 and 605(A) are in effect.

MKT Railway crossing at Wichita Falls not protected by standard interlocking or any other signal device. All trains must come to a full stop.

**7. Rule 93 in effect between T&P Jct. and MP 11 authority for movement will be issued by yardmaster.**

Westward trains stopped at block signal at MP 10.69 must obtain authority for continued movement from train dispatcher as well as yardmaster as this signal governs block extending beyond yard limits.

**8. At Bowie—Siding must not be used by a train to meet or be passed by another train unless siding will contain the entire train.**

**9. At Wichita Falls—Trains or engines passing over North Beverly Drive crossing, MP 116.9, on Sunshine Yard Lead must flag the crossing as the signal will not operate except when engine or cars are upon highway crossing.**

**10. Close Clearance—**

At Wichita Falls—Look out for close side and overhead clearances at Berend Bros. Elevator just west of Wichita River.

At Electra—National Tank Co. shed will not clear man on top or side of car.

At Vernon—Because of close clearances, employes must not ride the side or top of cars or engines while switching former St.L.&S.F. team tracks, former St.L.&S.F. house track and tracks serving Waples-Platter Company.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions—Rule 83(B)—**

Amarillo-Trains must receive clearance.  
 Rule 83(B) does not apply at Plains Jct.  
 At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

**5. Manual Interlocking—**

ATSF Crossing, 1 Mile East of Amarillo.  
 Between Pullman and Amarillo industry track leads off main track at MP 331.1 CRI&P crossing on this track protected by automatic electrically locked gate, normally set against FW&D movements. Trains and engines using this track must remain clear of "STOP" signs and operate the crossing gate in accordance with instructions posted in the case located at the crossing.

**6. Spring Switches—**

A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(H).

In CTC territory when a train has been stopped by a "Stop and Proceed" indication displayed on a signal governing facing point movement over a spring switch, in addition to compliance with Rule 104(H), a member of the train crew must communicate with the control operator before train passes spring switch. When trailing movement through spring switch is not authorized by signal indication, spring switch must be operated by hand. When switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits, and notification to Engineer.

In CTC territory if signal indicates stop 501 (K) governing movement over dual control switch one end of siding and such signal also governs movement over spring switch at the opposite end of siding, in addition to complying with Rule 275 for movement over dual control switch, and train is to trail over spring switch on the main track, a member of crew must examine switch and know that points fit.

**FORT WORTH DIVISION  
 (Childress - Texline)  
 SECOND SUBDIVISION**

<b>1. Speed Restrictions—</b>	<b>Maximum Speeds Permitted</b>
Childress and Texline .....	40 MPH.
Over Inspection Pit on East end of Engine track at Amarillo .....	5 MPH.

**2. Bridge, Engine, Heavy and Long Car Restrictions—**  
 Cars heavier than the following not permitted without authority of Superintendent:

Over 40 ft. long .....263,000 lbs.  
 Between Texline and Amarillo—Handling eighty (80) feet or longer cars—

During either throttling or locomotive braking, trailing tonnage may cause lateral force sufficient for derailment, where cars eighty (80) feet or longer are coupled to cars fifty (50) feet or shorter, when grade and curvature exceed certain limitations.

To avoid creating such conditions, trains of eight thousand (8,000) or greater trailing tons must handle empty cars eighty (80) feet and longer in the rear one-half (1/2) of the train.

In applying these limits, the following eighty (80) feet or longer loaded cars must be regarded the same as an empty car:

- Cars weighing less than fifty (50) tons, gross weight.
- Flat cars with one (1) loaded trailer.
- Flat cars with empty trailers.
- Flat cars with either loaded or empty containers unless loaded containers occupy entire deck.
- Empty rack type cars.

**FORT WORTH DIVISION  
 (Plains Jct. - Lubbock)  
 THIRD SUBDIVISION**

<b>1. Speed Restrictions—</b>	<b>Maximum Speeds Permitted</b>
Between Plains Jct. and Lubbock .....	25 MPH.
On Kitalou Airport Spur Track .....	10 MPH.

**2. Bridge, Engine, Heavy and Long Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:  
 Over 40 ft. long .....263,000 lbs.

At Kitalou—More than 2 units must not be used on Kitalou Airport Spur Track.

Between Plains Junction and Sterley—Handling eighty (80) feet or longer cars—

During either throttling or locomotive braking, trailing tonnage may cause lateral force sufficient for derailment, where cars eighty (80) feet or longer are coupled to cars fifty (50) feet or shorter, when grade and curvature exceed certain limitations.

To avoid creating such conditions, trains of seven thousand (7,000) or greater trailing tons must handle empty cars eighty (80) feet and longer in the rear one-half (1/2) of the train, unless otherwise provided.

In applying these limits, the following eighty (80) feet or longer

loaded cars must be regarded the same as an empty car:  
 Cars weighing less than fifty (50) tons, gross weight.  
 Flat cars with one (1) loaded trailer.  
 Flat cars with empty trailers.  
 Flat cars with either loaded or empty containers unless loaded containers occupy entire deck.  
 Empty rack type cars.

3. **Train Register Exceptions—None.**
4. **At Sterley—Normal position of the switch at each end of the cross-over west of the depot will be for movement through the cross-over and all trains to and from Lubbock will leave and enter Plainview main track through this cross-over.**
5. **Manual Interlocking—**  
 ATSF Crossing .....1.6 miles East of Lubbock.  
 Between Kitalou and Lubbock ATSF Crossing MP 358.5 controlled by Santa Fe dispatchers. Trains stopped by absolute signal will be governed by instructions posted in telephone and release boxes.
6. **Automatic Interlocking—**  
 ATSF Crossing .....1 Mile West of Lockney.
7. **Close Clearance—**  
 At Lubbock—Utility poles in north and south alley tracks will not clear man on side of car, also structures near track at Lubbock Hide Company will not clear man on side of car.  
 At Lubbock—Plains Co-op Oil Mill—Motorized spout at the second loading chute on mill track will not clear man on side of car. Employees are prohibited from riding on side of car next to building when switching this track.

**FORT WORTH DIVISION  
 (Sterley - Dimmitt)  
 FOURTH SUBDIVISION**

1. **Speed Restrictions—** Maximum Speed Permitted  
 Between Sterley and Dimmitt ..... 25 MPH.  
 Between opposing absolute signals of interlockings at AT&SF crossing at Plainview and 2.7 miles east of Plainview.... 15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 Cars heavier than the following not permitted without authority of Superintendent:  
 Over 40 ft. long .....263,000 lbs.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 Plainview and Dimmitt—Trains must receive clearance when operator on duty.  
 Plainview—6 a.m. to 10:00 p.m. except Saturday and Sunday.  
 Dimmitt—9:30 a.m. to 6:30 p.m. daily except Saturday and Sunday.
5. **Automatic Interlocking—**  
 ATSF Crossing 2.7 miles east of Plainview.
6. **Close Clearance—**  
 At Edmonson look out for close overhead and side clearances elevator track.

**FORT WORTH DIVISION  
 FIFTH, SIXTH, SEVENTH & EIGHTH  
 SUBDIVISIONS**

1. **Speed Restrictions—** Maximum Speeds Permitted  
 Between—  
 Sterley and Silverton ..... 10 MPH.  
 Valley Jct. and Abilene ..... 25 MPH.  
 Childress and Wellington ..... 25 MPH.  
 Stamford and Rotan ..... 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 Cars heavier than the following not permitted without authority of Superintendent:  
 Fifth Subdivision over 40 ft. long .....177,000 lbs.  
 Sixth and Seventh Subdivision over 40 ft. long .....263,000 lbs.  
 Eighth Subdivision over 40 ft. long .....210,000 lbs.  
 Engines heavier than SD-7 must not operate between—  
 Sterley and Silverton,  
 Stamford and Rotan,  
 Childress and Wellington.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 Stamford—Trains must receive clearance.
5. **Yard Limits—**  
 Tracks between Sterley and Silverton, Stamford and Abilene, Childress and Wellington, Stamford and Rotan will be operated as one yard.
6. **Manual Interlocking—**  
 ATSF Railroad Crossing 1.1 mile east of Hamlin is protected by gates.  
**Close Clearance—**  
 At Goree—Close side clearance East Elevator.  
 At Abilene—Cars that may be on T&P industry tracks will not clear man on side of car spotted at extreme west end of spur track serving Abilene Plumbing Company. Ben E. Keith Company building on utility track will not clear man on side of car. Stop must be made before moving over 13th Street.  
 At Seymour—Compress track at Loading Dock MP 50.79 will not clear man on side of car.  
 At Stamford—Lookout for low overhead clearance on Oil Mill Track.

**LEFT BLANK INTENTIONALLY**

**12 PERFORM SWITCHING IN A MANNER WHICH WILL AVOID DAMAGE TO CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

**MAINTENANCE OF WAY  
CONDITIONAL STOP**

**Form Y Train Order**

The following forms of oral authorization by the Foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "FW&D Railway Foreman calling Extra 232 East about Order No. (Form Y Train Order No.)"

Engineer must respond, identifying his train as: "This is FW&D engineer, Extra 232 East."

When engineer has answered as above, the foreman will state: "Extra 232 East may pass red signal at (Location) without stopping."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed at \_\_\_\_\_ MPH," or "Proceed at normal speed."

The engineer must repeat back to the foreman the instructions that are given him.

**SPEED TABLE**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
1	12	50	2	40	22.5
1	15	48	2	45	21.8
1	20	45	2	50	21.2
1	25	42.3	3	—	20
1	30	40	3	9	19
1	40	36	3	20	18
1	45	34.3	3	31	17
1	50	32.7	3	45	16
2	—	30	4	—	15
2	10	27.6	5	—	12
2	15	26.6	6	—	10
2	20	25.7	7	30	8
2	30	24	10	—	6

**COMPANY DOCTORS**

Dr. W. P. Higgins, Jr., Chief Surgeon, Ft. Worth  
Dr. James P. Lee, Division Surgeon, Wichita Falls

Abilene .....	Dr. Travis Smith
Amarillo .....	Dr. Woolworth Russell
Anson .....	Dr. A. G. Andrus
Bowie .....	Dr. Hulen P. Crumpler
Childress .....	Dr. Jack Fox
Chillicothe .....	Dr. Wade Nicholas
Clarendon .....	Dr. George W. Smith
Dalhart .....	Dr. Donald A. Frank
Dallas .....	Dr. T. A. Martin, Jr.
Decatur .....	Dr. W. T. Inabnett
Dimmitt .....	Dr. B. H. Lee
Electra .....	Dr. John G. Thompson
Fort Worth .....	Dr. O. J. Emery
Fort Worth .....	Dr. Carl M. Austin
Henrietta .....	Dr. Robert E. Hurn
Houston .....	Dr. N. A. Kilgore
Iowa Park .....	Dr. Gordon Clark
Lockney .....	Dr. W. J. Mangold
Lockney .....	Dr. T. L. Glenn
Lubbock .....	Dr. Paul Stewart
Memphis .....	Dr. O. R. Goodall
Memphis .....	Dr. H. R. Stevenson
Memphis .....	Dr. Robert E. Clark
Munday .....	Dr. R. L. Newsom
Plainview .....	Medical Center Clinic
Quanah .....	Dr. Walter A. Brooks
Stamford .....	Stamford Clinic
Vernon .....	Dr. John B. Hardin
Wellington .....	Dr. C. B. Jones
Wichita Falls .....	Wichita Falls Clinic