

## **BNSF Railway Safety Vision**

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

**A culture** that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

**A work environment**, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

**Work practices and training** for all employees that make safety essential to the tasks we perform ...

**An empowered work force**, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.



## **Texas Division**

### **Timetable No. 8**

IN EFFECT AT 0800  
Central Continental Time

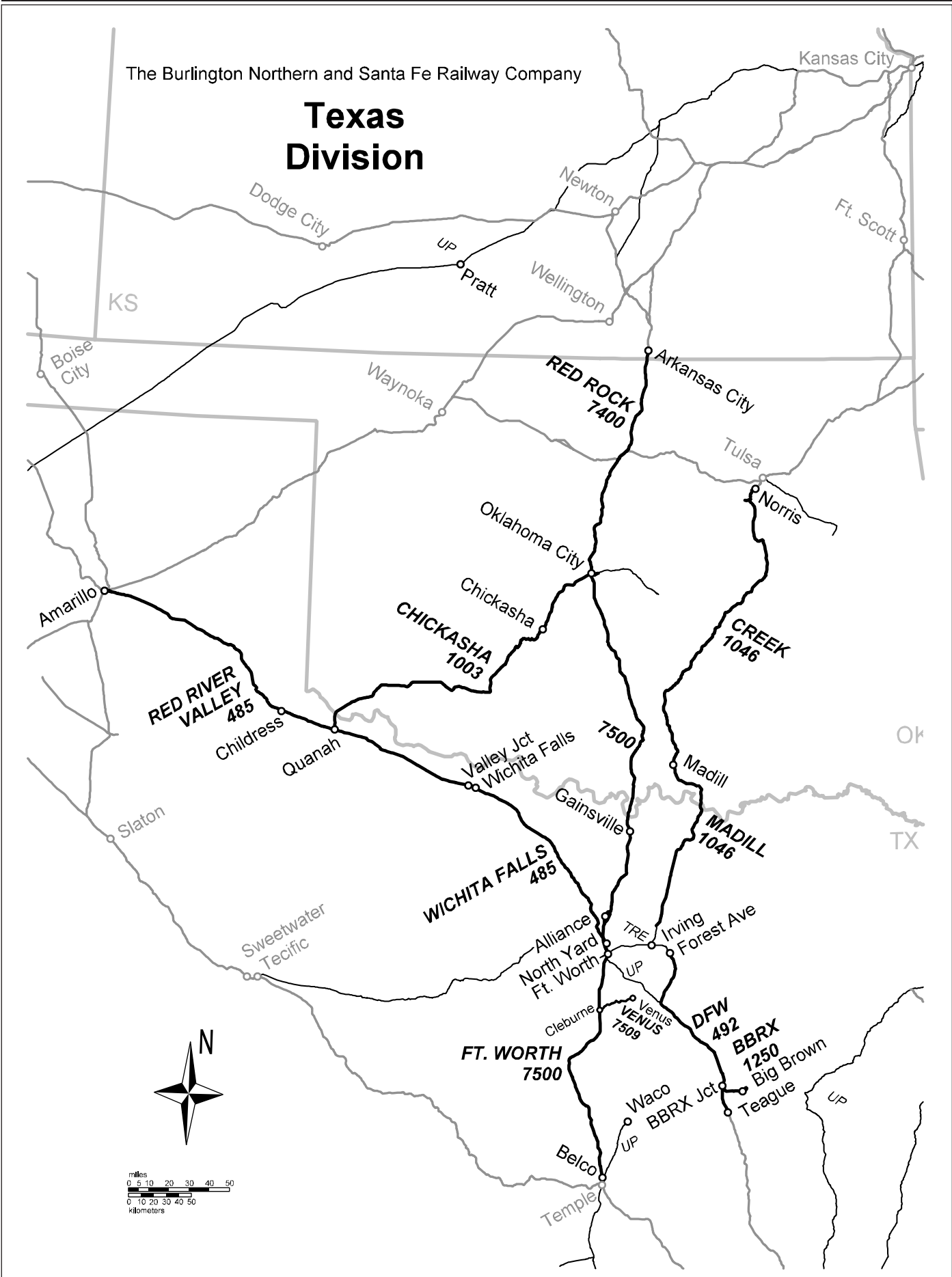
**Wednesday, November 5, 2008**

#### **Division General Manager**

R. D. Jackson  
Alliance, Texas  
(817) 224-7001

#### **General Director Transportation**

J. R. Hommerding  
Alliance, Texas  
(817) 224-7025



## Division Managers

### Alliance

M.D. ANDERSON ..... Trainmaster ..... (817) 224-7057  
 G.S. ASHER ..... Asst. Trainmaster ..... (817) 224-7055  
 T.M. CHAVEZ ..... Trainmaster ..... (817) 224-7057  
 M.T. CRUZ ..... Trainmaster ..... (817) 224-7057  
 S. GALLTIN ..... Trainmaster ..... (817) 224-7057  
 T.L. GARRETT ..... Trainmaster ..... (817) 224-7057  
 S.A. GATZEMEYER ..... Trainmaster ..... (817) 224-7057  
 D.T. HALE ..... Superintendent Operations ..... (817) 224-7201  
 K.E. HAWKINS ..... Trainmaster ..... (817) 224-7057  
 P.L. HOLTZMAN ..... Trainmaster ..... (817) 224-7057  
 D.D. JENSEN ..... Supt. Operating Practices ..... (817) 224-7397  
 D.F. KAPLAN ..... General Foreman ..... (817) 224-7131  
 R.R. OVERHOLT ..... Mgr. of Safety and Rules ..... (817) 224-7007  
 E.T. POULSON ..... Director of Administration ..... (817) 224-7003  
 R.E. RANDLE ..... Terminal Superintendent ..... (817) 224-7021  
 R.K. SANDERS ..... Trainmaster ..... (817) 224-7057  
 J.M. TURBEVILLE ..... Road Foreman ..... (817) 224-7372  
 E.M. VAHLDICK ..... Terminal Manager ..... (817) 224-7350  
 A.G. WILSON-RUTAN ..... Trainmaster ..... (817) 224-7057

### Arkansas City

T.E. AUGER ..... Trainmaster ..... (620) 441-2286

### Childress

P.C. DODSON ..... Roadmaster ..... (940) 937-7080

### Cleburne

M.J. DEGANI ..... Roadmaster ..... (817) 224-7009  
 M. MARTUCCI ..... Trainmaster ..... (817) 224-7366

### Ft. Worth

G.A. BAKER ..... Terminal Manager ..... (817) 740-2625  
 R. CASAREZ ..... Road Foreman ..... (817) 740-7233  
 M.L. GAUNT ..... Roadmaster ..... (817) 740-7274  
 M.C. NEWMAN ..... Trainmaster ..... (817) 740-7246  
 D.W. WHITTEN ..... Supt. Network Oper. .... (817) 234-6344  
 DISPATCH CENTER ... MCO ..... (817) 352-1536  
 DISPATCH CENTER ... MCO - Fax ..... (817) 234-1207

### Gainesville

B.H. SHARPE ..... Trainmaster ..... (940) 668-3001

### Guthrie

W.E. HONEYCUTT ..... Roadmaster ..... (405) 670-7678

### Irving

K.R. KROHE ..... Road Foreman ..... (817) 224-7122  
 H.M. PONCE ..... Trainmaster ..... (817) 224-7118

### Madill

K.T. GRESHAM ..... Trainmaster ..... (918) 445-2510  
 D.B. PHILLIPS ..... Road Foreman ..... (918) 445-7987

### Oklahoma City

B.A. ATKINS ..... Superintendent Operations ..... (405) 670-7675  
 J.K. BAKER ..... Trainmaster ..... (405) 670-7553  
 K.B. CARSON ..... Trainmaster ..... (405) 670-7628  
 K.L. EALEY ..... Trainmaster ..... (405) 670-7686  
 J.L. FINLEY ..... Trainmaster ..... (405) 670-7594  
 M.D. HAINLINE ..... Road Foreman ..... (405) 670-7595  
 B.A. HOWARD ..... Trainmaster ..... (405) 670-7648  
 M.A. KNIGHT ..... Roadmaster ..... (405) 670-7688  
 S.W. SERGAS ..... Terminal Manager ..... (405) 670-7685  
 E.A. WALLACE ..... Trainmaster ..... (405) 670-7553  
 B.H. ZIMMERMAN ..... Asst. Trainmaster ..... (405) 670-7553

### Saginaw

M.J. PLOTT ..... Trainmaster ..... (817) 352-2924  
 B.D. TEEL ..... Asst. Dir. Mtce. Production ..... (817) 352-2931  
 M.J. WATKINS ..... Roadmaster ..... (817) 352-2541  
 J.S. WIEDERHOLT ..... Divn. Engineer ..... (817) 352-2907

### Sherman

M. MESSNER ..... Roadmaster ..... (817) 352-2548

### Wichita Falls

J.C. BINGHAM ..... Road Foreman ..... (940) 716-5710  
 M.D. FRISINGER ..... Trainmaster ..... (940) 716-5705

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	BBRX Subdivision Rule 6.28 STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			0.0	DUMP STATION		Rule 6.28	1250	3.3	
			3.3	BIG BROWN				8.2	
			11.5	SESSIONS				1.6	
			13.1	UP JCT.				1.5	
			14.6	BBRX JCT.				14.6	

**Radio Channel No. 82 in service.**

Radio Call-In		
Teague - 18(X)	Corsicana - 19(X)	Waxahachie - 10(X)
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

**Train Dispatcher Telephone Numbers**

Dispatcher—(817) 234-6151

**1. Maximum Speed Permitted**

**1(A). Speed—Maximum**  
MP 0.0 to MP 14.6.....20 MPH.

**1(B). Speed—Permanent Restrictions—None**

**1(C). Speed—Switches and Turnouts—None**

**1(D). Speed—Other**  
MP 3.4 to MP 2.0..... 20 MPH.  
MP 2.0 to MP 0.0..... 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—None**

**3. Type of Operation—None**

**4. General Code of Operating Rules Items**

**Rule 6.28—in effect:**

MP 0.0 to MP 14.6

**Rule 8.19**—Automatic switches can be equipped with a remote control feature (DTMF-Dual Tone Multiple Frequency) that can be used by train crews to request a route onto the siding track instead of stopping within 200 feet of the absolute signal and operating the mast mounted push button. When the unique five digit command is transmitted by an approaching train within one mile after passing the DTMF keypad sign, the switch will attempt to reverse. Once the switch is lined and locked in reverse position, the absolute signal governing movement on the switch will display a restricting aspect and the approach signal will display approach restricting.

When entering the track from a siding with no overlap sign, a train authorized to proceed must stop the leading end of movement within 200 feet of the Absolute Signal that governs movement over the switch and operate the push button on the signal mast. Signal will display a proceed indication when the switch is lined for movement to the Main Track.

When the signal that governs movement over the automatic switch displays a Stop indication, the switch must be operated by hand before proceeding.

**5. Trackside Warning Detectors (TWD)—None**

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Sessions**—All trains will stop at Sessions, MP 11.5 County Road, unless permission from the dump operator has been received to proceed.

**Big Brown**—Trains departing Big Brown that encounter a STOP indication at MP 14.6 must stop short of derail at MP 14.8 and ensure that derail is properly lined.

**BBRX**—Switches on BBRX are equipped with switch point indicators. When trains approach these switches so equipped, be governed as follows:

GREEN—Switch lined for normal movement.

AMBER—Switch lined for other than normal movement.

RED STROBE—Switch is lining or is not locked in position.

**BBRX JCT and UP Jct.**—Derail located at MP 14.8 will always be lined for BBRX track movement except when the Big Brown Railroad connector track (BBRX JCT. and UP Jct.) is occupied by maintenance of way crews. Signal Dept. personnel needing access to the derail must first obtain key to derail from Loop Operator.

**Radio Controlled Automatic Switches—**

Switch BBRX Jct.—Reverse Command 21740

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
None

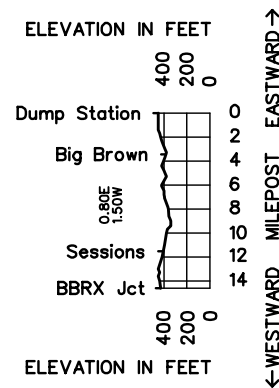
**8. Line Segments**

**Line Segment Limits**

1250 ..... Dump Station to BBRX

**9. Locations Not Shown as Stations—None**

**10. Grade Chart**



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Chickasha Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			540.4	RIVER	T	CTC	1003			
Between MP 541.4 and MP 668.7, Stillwater Central Railroad Timetable governs.										
	1,692	96687	687.2	ALTUS	Rg				4.3	
		96709	709.4	ELDORADO		TWC	1003		6.9	
		40527	723.3	QUANAH	BJTR				11.2	

**Radio Channel No. 39 in service.**

Radio Call-In	
Eldorado - 72(X)	Altus - 73(X)
Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5	

**Train Dispatcher Telephone Numbers**

Dispatcher—(817) 234-6056, Fax (817) 234-6077

**1. Maximum Speed Permitted**

**1(A). Speed—Maximum**

MP 536.4 to MP 723.3 .....25 MPH.  
 Harmonic rocking at the following locations: .....25 MPH.  
 See System Special Instructions Item 1(A)  
 MP 668.7 to MP 672.7  
 MP 680.0 to MP 691.1

**1(B). Speed—Permanent Restrictions**

MP 540.4 to MP 540.6 .....10 MPH.  
 MP 540.6 to MP 541.4 .....20 MPH.  
 MP 679.4 to MP 679.7 .....10 MPH.

**1(C). Speed—Switches and Turnouts—None**

**1(D). Speed—Other**

Sidings .....10 MPH.

**Temperature Restriction**—When ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply for the entire subdivision:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
100 to 109 degrees F	Maximum 40 MPH, observing existing restrictions.	Maximum 35 MPH, observing existing restrictions.
110 degrees F and over	Restricted speed from 1100 hrs. to 2000 hrs. unless track inspected after 1400 hrs., then 30 MPH, observing existing restrictions.	Restricted speed from 1100 hrs. to 2000 hrs. unless track inspected after 1400 hrs., then 30 MPH, observing existing restrictions.
80 degrees F and above	Do not operate loaded unit grain trains in excess of 40 cars between the hours of 1200 and 2000.	

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

MP 542.0 to MP 723.3..... 134 tons, Restriction G

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:

- Oklahoma City—Dayton Lead
- Altus—Back Spur
- Olustee—Spur and House Tracks
- Eldorado—No. 2 Track
- Headrick-Elevator Track CLIC 7730

**3. Type of Operation**

**CTC**—in effect:

MP 540.4 to MP 540.6

**TWC**—in effect:

MP 668.7 to MP 723.3

**Restricted Limits**—in effect:

MP 540.6 to MP 541.4  
 MP 668.7 to MP 670.0  
 MP 685.0 to MP 689.0  
 MP 721.7 to MP 723.3

**RR Crossing Gates**

MP 686.6  
 MP 688.1

**4. General Code of Operating Rules Items**

**Rule 1.14**—SLWC trains use BNSF tracks between MP 540.4 and MP 541.4. BNSF trains use SLWC tracks between MP 668.7 and Snyder.

**Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridge, tunnels, or other structures: None
- B. Other TWD locations: None

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Oklahoma City**—Trains and engines operating over the UP main track will be governed by Rule 6.13 of the General Code of Operating Rules.

**Stillwater Central Railroad**—The SLWC (Stillwater Central Railroad) has trackage rights between MP 668.7 and MP 689.0. Attempt to contact the SLWC on channel 39 before moving within these limits.

**Weight Restriction through Sidings**—Trains over 100 TOB will not operate through sidings, except when authorized by the chief dispatcher.

**Protect Crossings from the Ground**—A crew member must protect the following crossings from the ground:

**Altus**—Highway 62 on the Air Base Lead.

**Use of Dynamic Brakes**— The use of Dynamic Brakes is prohibited between MP 668.7 and MP 691.0.

**Flash Flood Warnings**—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 542.0 to MP 543.0
- MP 673.4
- MP 677.8
- MP 692.0

**Hy-Rail Limits Compliance System (HLCS)**—HLCS is in effect on the Chickasha Subdivision. Refer to Item 21 of the System Special Instructions.

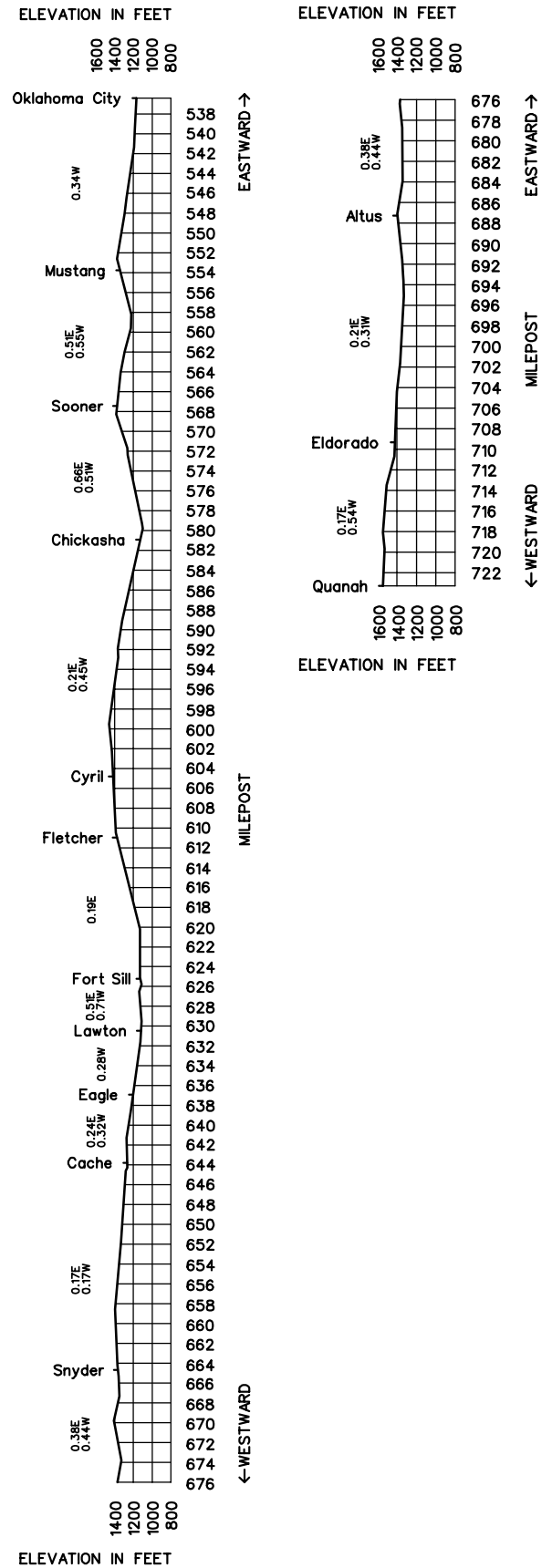
**Track Warrant - Protect Open Switch (POS)**—Protect Open Switch is in effect on this subdivision. Refer to item 15 of the System Special Instructions.

- 8. **Line Segments**
- Road Line Segments**
- Line Segment Limits**
- 1003 ..... Oklahoma City to Quanah

9. **Locations Not Shown as Stations**

Name	Miles - Location	Capacity Feet	Switch Opens
96670 Long	17.1 east of Altus	2,268	Both
96676 Headrick	11.2 east of Altus	2,138	Both
96695 Olustee North	8.3 west of Altus	1,538	Both
96695 Olustee South	8.3 west of Altus	2,033	West

10. **Grade Charts**



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Creek Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		96426	426.9	CHEROKEE YARD (Cherokee Subdivision)	JT	Rule 6.28		1003	1.7	
			428.6	WEST CHEROKEE		2MT			1.9	
	96431	430.5		NORRIS		CTC			5.0	
	96436	435.5		OMA		2MT/CTC		1.7		
	96438	437.2		SAPULPA	JT			5.0		
	5,993	94442	442.2	KIEFER				14.0		
	8,504	94456	456.2	BEGGS				11.0		
	6,064	94467	467.2	BUTLER				1.4		
		94469	468.6	OKMULGEE	P			7.6		
	8,517	94476	476.2	SCHULTER				5.9		
	4,920	94482	482.1	HENRYETTA				12.6		
	8,493	94495	494.7	FRED				9.7		
		94504	504.4	WETUMKA				8.6		
	7,935	94513	513.0	YEAGER			CTC	6.6		
			519.6	HOLDENVILLE				1046	5.4	
	6,240	94525	525.0	SPAULDING				14.1		
	9,110	94539	539.1	FRANCIS				9.1		
		94548	548.2	ADA	P			10.0		
	8,425	94558	558.2	FITZHUGH				12.8		
	8,431	94571	571.0	SCULLIN				8.3		
		94580	579.3	MILL CREEK				12.5		
	8,543	94592	591.8	RAVIA				10.8		
	8,811	94603	602.6	MADILL	P			175.7		

MP 426.9 to MP 430.5 including the turnout at 2 Main Tracks is under the jurisdiction of the Springfield Division.

**Channel No. 62 in service West Cherokee to Madill.**

**Channel No. 66 in service at Cherokee Yard.**

Radio Call-In		
Cherokee Yard-23,26(X)	Preston-36(X)	Henryetta-46(X)
Ada-56(X)	Roff-76(X)	Madill-26(x)
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

**Dispatchers' Phone Numbers**

Creek Dispatcher (DS51)—Channel 62—West Cherokee to Madill, (817) 234-1383, FAX (817) 234-7287

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
MP 428.6 to MP 602.6 .....	55 MPH.

**1(B). Speed—Permanent Restrictions**

MP 428.6 to MP 429.2 .....	25 MPH.
MP 429.2 to MP 436.2 .....	45 MPH.
MP 436.2 to MP 438.2 .....	25 MPH.
MP 438.2 to MP 440.2 .....	45 MPH.
MP 457.7 to MP 458.1 .....	45 MPH.
MP 471.3 to MP 471.8 .....	45 MPH.
MP 478.5 to MP 480.2 .....	45 MPH.
MP 480.2 to MP 482.7 .....	25 MPH.
MP 482.7 to MP 484.6 .....	45 MPH.
MP 492.0 to MP 492.5 .....	45 MPH.

**Freight**

MP 494.4 to MP 494.7 .....	45 MPH.
MP 498.7 to MP 499.0 .....	50 MPH.
MP 506.0 to MP 506.3 .....	50 MPH.
MP 506.9 to MP 507.2 .....	45 MPH.
MP 509.9 to MP 510.3 .....	45 MPH.
MP 511.5 to MP 511.7 .....	50 MPH.
MP 516.3 to MP 518.3 .....	45 MPH.
MP 518.3 to MP 520.6 .....	25 MPH.
MP 520.6 to MP 521.7 .....	50 MPH.
MP 526.5 to MP 526.7 .....	50 MPH.
MP 529.2 to MP 529.6 .....	45 MPH.
MP 531.9 to MP 536.5 .....	45 MPH.
MP 535.8 Bridge—trains over 100 TOB .....	25 MPH.
MP 539.5 to MP 540.2 .....	45 MPH.
MP 542.9 to MP 545.7 .....	45 MPH.
MP 547.2 to MP 548.8 (HER) .....	20 MPH.
MP 548.9 to MP 549.4 .....	50 MPH.
MP 550.7 to MP 552.1 .....	45 MPH.
MP 554.7 to MP 555.7 .....	45 MPH.
MP 555.7 to MP 556.6 .....	40 MPH.
MP 559.3 to MP 559.9 .....	50 MPH.
MP 569.0 to MP 569.3 .....	50 MPH.
MP 574.2 to MP 577.3 .....	50 MPH.
MP 581.4 to MP 583.5 .....	45 MPH.
MP 589.2 to MP 589.7 .....	45 MPH.
MP 596.2 to MP 600.0 .....	45 MPH.
MP 602.2 to MP 602.6 .....	45 MPH.

**1(C). Speed—Switches and Turnouts**

Siding turnout:  
 Henryetta, Fitzhugh..... 10 MPH.  
 All other siding turnouts ..... 20 MPH.  
 MP 428.6—turnout Main 1, Main 2 ..... 20 MPH.  
 MP 436.9—turnouts Crossovers Sapulpa..... 20 MPH.

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

**1(D). Speed—Other**

Old Passenger Main and Old Freight Main MP 427.4  
 (W 41st Overpass) to MP 428.6 (Begin CTC) ..... 20 MPH.  
 Hilltop Plant..... 10 MPH.

**Hot Weather Speed Restrictions:**

When ambient temperature exceeds 90 degrees:  
 Trains 100 TOB and over..... 30 MPH.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**  
 MP 426.9 to MP 437.2..... 143 tons, Restriction C  
 MP 437.2 to MP 602.6..... 143 tons, Restriction D

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:

- Ada—Old Santa Fe Main, Imperial, Holnam No. 8 Lead
- MP 428.8—Switch Zone 100
- Sapulpa—Henry Vogt Track 4921

Multiple six-axle locomotives are not permitted:

- Mill Creek—Old Sand Plant Tracks
- Sapulpa—Bartlett Collins

Not more than one locomotive is allowed when switching MP 428.8, Switch Zone 100

**3. Type of Operation**

**CTC**—in effect:  
 MP 428.6 to MP 602.6

**Multiple Main Tracks**—in effect:

- 2 MT:**  
 MP 428.6 to MP 430.5  
 MP 435.5 to MP 436.9

4. **General Code of Operating Rules Items**

**Rule 2.12**—In the application of this rule, the following applies: In block signal territory, when a train is passing the approach signal to a control point which is displaying other than clear, a crew member must transmit the following by radio:

- Train Identification - Initials, engine number, and direction
- Signal Name
- Control Point Location
- Track - (on single track, main track designation is not necessary)
- Speed (MPH)

**Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**Rule 6.28**—in effect:  
MP 426.9 to MP 428.6

5. **Trackside Warning Detectors (TWD)**

- A. Protecting Bridges, Tunnels or Other Structures
  - MP 501.2—Bridge Detector SWD (See Below \*)
  - MP 503.4—Bridge Detector NWD (See Below \*)
  - MP 592.4—DED—SWD—Recall Code 776
  - MP 600.3—DED—NWD—Recall Code 876
- B. Other TWD Locations
  - MP 435.1—DED/Exception Reporting
  - MP 446.8—Recall Code 367
  - MP 452.89—DED/Exception Reporting
  - MP 457.36—DED/Exception Reporting
  - MP 461.69—DED/Exception Reporting
  - MP 466.31—DED/Exception Reporting
  - MP 470.24—DED/Exception Reporting
  - MP 474.7—Recall Code 368
  - MP 481.1—DED/Exception Reporting
  - MP 496.4—Recall Code 467
  - MP 516.2—Recall Code 468
  - MP 542.5—Recall Code 567
  - MP 565.8—Recall Code 568
  - MP 587.7—Recall Code 768
  - MP 592.4—DED—NWD only—Recall Code 776
  - MP 600.3—DED—SWD only—Recall Code 876

\*The detector protecting Bridge 503.4 is connected to CTC. If the NWD absolute signal at MP 503.4 displays Stop, or if the SWD intermediate signal at MP 501.2 displays Stop and Proceed, contact the dispatcher for instructions before passing over the bridge.

6. **FRA Exempted Track**

Location:	Clic:	Track:
West Cherokee	0141	Affiliated Foods
West Cherokee	0143	US Poly
West Cherokee	0151	Sigma
West Cherokee	0150	Grant Trucking

7. **Special Conditions**

**Remote Control Operations**—Signs located at MP 428.0 (Avard Subdivision), MP 411.2 (Cherokee Subdivision), and MP 430.5 (Creek Subdivision) designate the Remote Control Area at Cherokee Yard.

**Sapulpa**—When delivering cars on TSU connection at Sapulpa, cars being handled must not be detached from motive power until they are shoved to rest on the extreme north end of the connection track. Hand brakes must be applied to all cars.

**Mill Creek**—U.S. Silica Sand Plant Track No. 1 and No. 2 protected by signals located adjacent to No. 2 track switch. If signal does not indicate proceed, contact US Silica employee. Telephone and instructions in box on signal mast.

**Clark**—BNSF Crews will not use Track No. 3 at Meridian Aggregates facility without the specific authority of Meridian Aggregates personnel. Maximum authorized speed on all tracks within the meridian Aggregate facility shall not exceed 5 MPH.

**Hot Weather Train Handling** (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 438.2 to MP 438.5
- MP 470.5 to MP 470.7
- MP 476.1 to MP 479.3
- MP 495.3 to MP 495.8
- MP 502.0 to MP 502.2
- MP 515.1 to MP 515.3
- MP 534.1 to MP 534.3
- MP 541.0 to MP 541.2
- MP 560.7 to MP 560.9

**Test Mile**—  
MP 447.0 to MP 448.0  
MP 597.0 to MP 598.0

**Hy-Rail Limits Compliance System (HLCS)**—HLCS is in effect on the Creek Subdivision. Refer to Item 21 of the System Special Instructions.

8. **Line Segments**

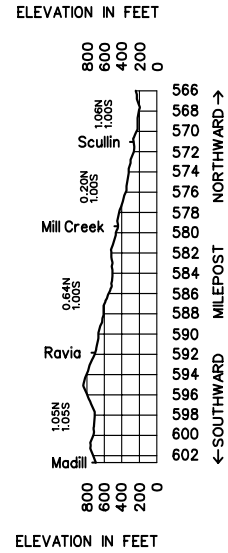
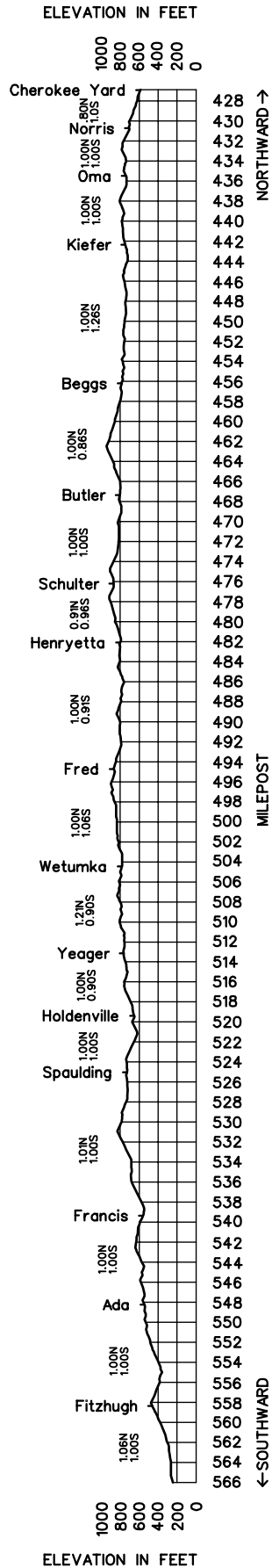
Line Segment	Limits
1003	Cherokee Yard to OMA
1046	OMA to Madill

9. **Locations Not Shown as Stations**

Name	Location	Capacity Cars	Switch Opens
94521 Sisson	MP 520.1	60	Both
94564 Roff	MP 563.3	97	Both
Hilltop	MP 577.0	150	Both
94583 TXI Quarry	MP 582.9	130	South
94583 Clark	MP 583.0	150	Both
94584 Ryder	MP 584.1	25	Both
94585 Troy	MP 585.1	65	South



10. Grade Charts



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	DFW Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		40341	6.1	NORTH YARD		BJTY		485		
Between North Yard and Peach Yard, is under the jurisdiction of the UPRR Timetable and Special Instructions.										
		40336		PEACH YD.		J				
Between Peach Yard and Dalwor Jct. UPRR Timetable governs. Between Dalwor Jct. and North Jct. TRE Timetable governs. Between North Jct. and Forest Ave, UPRR Timetable governs.										
			769.3	FOREST AVE.		YJ			12.4	
	3,932		781.7	LANCASTER					9.5	
	6,252		791.2	STERRETT				8010	5.4	
			796.6	UP RRX		AJ			1.3	
			797.9 271.0	BRI JCT					0.8	
	7,206	40271	270.3	WAXAHACHIE			TWC ABS		12.2	
	5,824	40259	258.7	BARDWELL					17.1	
	5,990	40242	241.6	CORSICANA					2.0	
			239.6	UP RRX		M		492	17.2	
	9,109	40222	222.4	STREETMAN					5.0	
			217.4	BBRX JCT.					11.8	
		40204	205.6	TEAGUE		BRT				

**Radio Channel 82 in service between Teague and Forest Ave.**

Radio Call-In		
Teague-18(X)	Corsicana-19(X)	Waxahachie-10(X)
S. Irving-43(X)	Forest Ave-42(X)	
TRE Radio Channel 62 - Radio Call-In TRE		
Dallas - 430	Irving - 431	Ft Worth - 432
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

**Train Dispatcher Telephone Numbers**

Houston Sub Dispatcher, (817) 234-1665, Fax (281) 350-7562

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
MP 769.3 to MP 204.3 .....		40 MPH.

**1(B). Speed—Permanent Restrictions**

MP 769.3 to MP 770.4 .....	25 MPH.
MP 770.4 to MP 779.5 (HER) .....	25 MPH.
MP 782.2 to MP 784.0 .....	30 MPH.
MP 785.3 to MP 785.4 .....	25 MPH.
MP 796.3 to MP 270.0 .....	20 MPH.
MP 242.3 to MP 238.0 .....	30 MPH.

**1(C). Speed—Switches and Turnouts**

Sidings Lancaster, Sterrett, Waxahachie, Bardwell, Corsicana, Streetman .....	10 MPH.....	10 MPH.
MP 796.6—UP RRX .....		10 MPH.
BBRX Jct. Switch .....	20 MPH.....	20 MPH.

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

**1(D). Speed—Other**

Cars in excess of 134 tons over Bridges 769.8, 770.0, 789.1, 791.9, and 792.9 .....	10 MPH.....	10 MPH.
--	-------------	---------

**Temperature Restrictions**

The following hot weather restrictions are in effect on the designated locations outlined below. All other locations will operate at track speed:  
MP 770.6 to MP 784.0  
MP 785.4 to MP 796.3  
MP 271.0 to MP 242.3  
MP 238.0 to MP 207.5

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
95 to 109 degrees F	Do not exceed 45 MPH.	Do not exceed 40 MPH.	Do not exceed 60 MPH.
110 degrees F and over	Do not exceed 35 MPH.	Do not exceed 30 MPH.	Do not exceed 40 MPH.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

MP 769.3 to MP 270.3..... 143 tons, Restriction E  
MP 270.3 to MP 204.3 ..... 143 tons, Restriction C  
35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

**3. Type of Operation**

**TWC—in effect:**

MP 769.3 to MP 205.6

**ABS—in effect:**

MP 769.3 to MP 205.6

**Yard Limits—in effect:**

MP 769.3 to MP 771.1

**Restricted Limits—in effect:**

MP 200.0 MP 208.0

**Interlocking—UP:**

MP 796.6 (Waxahachie)

MP 239.6 (Corsicana)

**4. General Code of Operating Rules Items**

**Rule 6.19**—When flagging is required, distance will be 1.0 mile between Teague and Forest Ave.

**MWOR Rule 6.58**—Automatic Interlockings with MW Release Box:

MP 796.4

**Rule 8.19**—Automatic switches can be equipped with a remote control feature (DTMF-Dual Tone Multiple Frequency) that can be used by train crews to request a route onto the siding track instead of stopping within 200 feet of the absolute signal and operating the mast mounted push button. When the unique five digit command is transmitted by an approaching train within one mile after passing the DTMF keypad sign, the switch will attempt to reverse. Once the switch is lined and locked in reverse position, the absolute signal governing movement on the switch will display a restricting aspect and the approach signal will display approach restricting. When entering the main track from a siding with no overlap sign, a train authorized to proceed must stop the leading end of movement within 200 feet of the Absolute Signal that governs movement over the switch and operate the push button on the signal mast. Signal will display a proceed indication when the switch is lined for movement to the Main Track. When the signal that governs movement over the automatic switch displays a Stop indication, the switch must be operated by hand before proceeding.

**5. Trackside Warning Detectors (TWD)**

- A. Protecting Bridges, Tunnels or Structures: None
- B. Other TWD Locations
  - MP 266.4—Recall Code 108
  - MP 246.8—Recall Code 198
  - MP 231.4—Recall Code 197
  - MP 215.5—Recall Code 188

**6. FRA Excepted Track—None**

**7. Special Instructions**

**Automatic Switches**—By location, by station, includes both switches unless specified: Streetman.

**Radio Controlled Automatic Switches**—Switch BBRX Jct.—Reverse Command 21740

**Radio Controlled Automatic Switches**—UP Transfer Waxahachie

Automatic switches equipped with Radio Control are located as follows:

Radio-Controlled Switch Location	Approach Sign Location	Reverse Switch Command No.
Waxahachie MP 796.6	MP 270.0 (on BNSF track)	07964
Waxahachie MP 12.8	MP 17.0 (on UP track)	07964

1. To proceed at the interlocking when the absolute signal for the straight through move will not clear, comply with instructions in the emergency push box (Rule 9.12.3) for the respective road. (BNSF box located at the bungalow, or UP box located at each entering absolute signal). IF SIGNAL STILL DOES NOT CLEAR, COMPLY WITH RULE 8.19 FOR OPERATING AUTOMATIC SWITCH BY HAND.
2. To proceed at the interlocking when the absolute signal for the transfer move will not clear, first comply with instructions in the emergency push box (Rule 9.12.3) for the respective road, then, in addition comply with Rule 8.19 for operating an automatic switch by hand, (note two switches).
3. To proceed at the interlocking when the absolute signal has cleared for a straight through move and a move is required for the transfer track, comply with Rule 8.19 using PUSH BUTTON mounted on the signal mast.

Northward trains and engines originating at Teague using U.P. Railroad tracks between Forest Ave. and North Jct. or between UP RRR Waxahachie and UP Jct. Ft. Worth must obtain U.P. track warrant and track bulletins, if any, in effect at Teague. BNSF track warrant forms may be used.

**North Jct.**—When a train is verbally authorized by the UP dispatcher to pass the absolute signal per Rule 9.12.1, a member of the crew must receive authority to pass the signal per Rule 9.12.1 from the TRE Dispatcher, as well.

**Waxahachie**—Southward trains using the UP Transfer Track must stop 300 feet short of the switch, if necessary to line the switch, before proceeding.

**Irving**—Trains and engines will not stop to block any public street crossing between hours of 0700 and 0830 or between 1600 and 1800.

To contact the UP dispatcher for Dalwor Jct. and North Jct. or Waxahachie, place the multichannel radio on channel 20 and press “ \* ”.

To contact the UP Dispatcher for the Midlothian Subdivision, place the multichannel radio on channel 37 and press “ \* ”.

**Track Warrant - Protect Open Switch (POS)**—Protect Open Switch is in effect on this subdivision. Refer to item 15 of the System Special Instructions.

**TRE System and UPRR**—All trains operating on the TRE System and on the UPRR must secure track warrants and bulletins from the TRE and UPRR Dispatchers.

**UPRR Trackage**—BNSF crews prior to entering the UP trackage between Forest Ave. and DFW Jct., must contact the UP Dispatcher and advise the dispatcher they have wide loads in their train that are cleared operationally for this route. Then ascertain from the UP dispatcher if the BNSF train will encounter any meets between these two points. If there are any conflicting meets between these two locations, the BNSF train will wait until the other train clears the limits.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 775.0 to MP 776.0

**Hy-Rail Limits Compliance System (HLCS)**—HLCS is in effect on the DFW Subdivision. Refer to Item 21 of the System Special Instructions.

**8. Line Segments**

**Road Line Segments**

**Line Segment Limits**

- 485 ..... North Yard to Peach Yard Connecting Track
- 8010 ..... Forest Ave. to BRI Jct.
- 492 ..... Waxahachie to Teague.....

**Yard Line Segments**

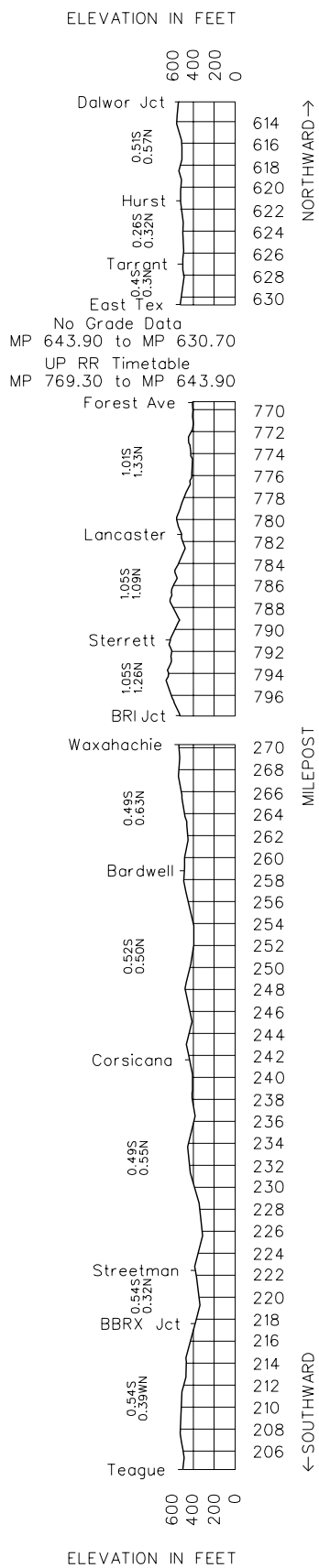
**Line Segment Limits**

- 761 ..... North Yard
- 764 ..... Dallas Union Station

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
Red Oak	3.0 north of Sterrett	12	North
Service	2.3 south of Sterrett	13	Both
Armaglass	3.4 south of Sterrett	13	South
Guardian Glass	14.7 north of Streetman	20	South
Meridian Rock	11.8 north of Streetman	30	Both
40225 TXI	3.3 north of Streetman	50	North

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ft Worth Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		51100	411.3	GAINESVILLE		BP		7500	10.5	
	8,204	51060	400.8	VALLEY VIEW					13.2	
	8,179	51045	387.6	METRO		JT			1.6	
			386.0	DALLAS JCT.			CTC		0.4	
			385.6	SOUTH WYE		T			8.3	
	7,898	51035	377.3	PONDER					6.7	
	6,678	51030	370.6	JUSTIN					2.1	
			368.5	LAMBERT					MT1-2.2 MT2-7.6	
			366.3	CP 3663 (Main 1)					0.8	
			365.5	CP 3655			2MT CTC		0.9	
	11,500	51027	364.6	NORTH ALLIANCE (Main 1)		BCPT			2.2	
			362.4	SOUTH ALLIANCE (Main 1)					0.2	
			362.2	CP 3622					1.6	
	6,961		360.6	SOUTH HASLET (Main 2)					2.3	
			358.3	CP 3583					1.4	
	12,570		356.9	LAKE WANDA					1.3	
			355.6	CP 3556					0.8	
			354.8	CP 3548			CTC		0.9	
	S11,896	51200	353.9	SAGINAW (UP RRX)		MBCP			5.0	
	4,383	51015	348.9	NORTHSIDE (FWWR RRX)		M			2.9	
		51000	346.0	FT WORTH		R	2MT		0.4	
			345.6	TOWER 55-UP RRX		JM			2.8	
	5,808	43535	342.8	BIRDS					9.1	
	7,908	43520	333.7	CROWLEY					8.4	
	8,437	43510	325.3	JOSHUA					4.7	
	7,468	43505	320.6	MIDWAY					3.1	
		43500	317.5	CLEBURNE		BPT			2.9	
			314.6	CP 3146					4.3	
	11,050	43496	310.3	RIO VISTA					6.9	
	11,150	43495	303.4	BLUM					9.0	
	10,525	43485	294.4	KOPPERL			CTC		6.6	
	6,950	43480	287.8	MORGAN					7.1	
	10,700	43475	280.7	MERIDIAN					10.3	
	11,130	43470	270.4	CLIFTON					15.1	
	10,840	43455	255.3	MANHATTAN					12.5	
	10,930	43420	242.8	McGREGOR					9.3	
	11,200	43415	233.5	MOODY					8.1	
	10,050	43410	225.4	PENDLETON					4.2	
			221.2	BELCO					3.0	
	7,580	43400	218.2	TEMPLE		JBCPT			193.1	

Radio Call-In
Temple - 32 (X)
Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5

**Radio Channel 87 in service Belco to Temple.**

**Radio Channel 85 in use by the Red Rock Split Dispatcher Monday to Friday 0700 - 2300 from Lambert to Gainesville.**

**Train Dispatcher Telephone Numbers:**

Fort Worth Sub Dispatcher (DS 22) (817) 234-2322, Fax 234-2422  
 Monday to Friday - 0700 to 1500 handles Belco to Crowley  
 Monday to Friday - 1500 to 2300 handles Belco to Lambert  
 Monday to Friday - 2300 to 0700 handles Belco to Gainesville  
 Saturday to Sunday - handles Belco to Gainesville

Fort Worth Terminal Dispatcher (DS 122) (817) 234-1250, Fax 234-7015  
 Monday to Friday - 0700 to 1500 handles Crowley to Lambert

Red Rock Split Dispatcher (DS 114) (817) 234-2114, Fax 352-6879  
 Monday to Friday - 0700 to 2300 handles Lambert to Gainesville

Galveston Sub Dispatcher (DS 112) (817) 234-1643, Fax 350-7564  
 Belco to Temple

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
MP 411.3 to MP 361.0, including trains 100 TOB and over	55 MPH	55 MPH
MP 361.0 to MP 346.0, including trains 100 TOB and over	55 MPH	55 MPH
Alliance Siding, including trains 100 TOB and over	50 MPH	50 MPH
Ft. Worth, 2 Main Tracks	20 MPH	20 MPH
MP 346.0 to MP 218.1, including trains 100 TOB and over	79 MPH	55 MPH
Old Dublin Main Track, MP 0.0 to MP 1.3	10 MPH	10 MPH

**1(B). Speed—Permanent Restrictions**

MP 354.1 to MP 353.7	25 MPH	25 MPH
MP 351.0 to MP 346.7	40 MPH	40 MPH
MP 346.1 to MP 345.7 (Main 1)	10 MPH	10 MPH
MP 345.7 to MP 343.7	20 MPH	20 MPH
MP 343.7 to MP 339.5 (HER)	40 MPH	40 MPH
MP 337.7 to MP 336.2 (HER)	50 MPH	50 MPH
MP 335.7 to MP 335.6 (HER)	60 MPH	
MP 335.6 to MP 331.9 (HER)	55 MPH	
MP 329.3 to MP 329.1	70 MPH	
MP 327.5 to MP 327.2	70 MPH	
MP 318.7 to MP 317.2	40 MPH	30 MPH
MP 292.8 to MP 292.6	75 MPH	
MP 287.6 to MP 282.3	65 MPH	
MP 280.6 to MP 280.0	75 MPH	
MP 276.4 to MP 275.8	65 MPH	
MP 274.8 to MP 274.2	75 MPH	
MP 271.7 to MP 271.2	45 MPH	45 MPH
MP 267.2 to MP 266.8	75 MPH	
MP 264.9 to MP 263.7	65 MPH	
MP 260.6 to MP 257.5	60 MPH	
MP 253.3 to MP 251.5	65 MPH	
MP 245.0 to MP 244.7	75 MPH	
MP 237.9 to MP 236.7	70 MPH	
MP 220.5 to MP 220.4 (HER)	35 MPH	35 MPH
MP 218.8 to MP 217.6	20 MPH	20 MPH

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Gainesville to Crowley	36	1	4	5&6	9
Crowley to Belco	30	1	4	5&6	9

**1(C). Speed—Switches and Turnouts**

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

	Passenger	Freight
Valley View, both ends siding.....	25 MPH.....	25 MPH.
Metro, both ends siding.....	25 MPH.....	25 MPH.
Metro, North Leg of Wye.....	10 MPH.....	10 MPH.
Metro, South Leg of Wye.....	10 MPH.....	10 MPH.
Ponder and Justin, both ends sidings.....	25 MPH.....	25 MPH.
Lambert, turnout—Main 1.....	25 MPH.....	25 MPH.
CP 3655.....	40 MPH.....	40 MPH.
Alliance, two turnouts—NE C and D Leads.....	30 MPH.....	30 MPH.
Alliance Yard:		
Track 7151, crossover north lead.....	30 MPH.....	30 MPH.
Track 7151, crossover south R and D leads.....	30 MPH.....	30 MPH.
* IMF Tracks, both ends tracks 7201-7210.....	30 MPH.....	30 MPH.
* IMF Tracks 7201, 7202, 7203 and 7210, inbound train movements.....		10 MPH.
Track 7208, Auto Spur Trk.....	30 MPH.....	30 MPH.
South C&D lead (Siding MP 362.5),		
two turnouts—SE C&D leads.....	30 MPH.....	30 MPH.
CP 3622, turnout—IMF yard.....	30 MPH.....	30 MPH.
South Haslet, turnout—Main 1 and S IMF.....	40 MPH.....	40 MPH.
South Haslet, turnout—South IMF Lead Ext.....	40 MPH.....	40 MPH.
South Haslet, both ends siding.....	15 MPH.....	10 MPH.
North Haslet, Auto Facility.....	30 MPH.....	30 MPH.
CP 3556 and CP 3548, turnouts to wye.....	35 MPH.....	35 MPH.
CP 3583 and CP 3556, turnouts to siding.....	40 MPH.....	40 MPH.
Saginaw, siding.....	20 MPH.....	20 MPH.
Saginaw, old north pass.....	10 MPH.....	10 MPH.
Northside, both ends of siding.....	10 MPH.....	10 MPH.
Ft. Worth, NE Main 2 turnout.....	20 MPH.....	20 MPH.
Birds, both ends siding.....	20 MPH.....	20 MPH.
Crowley, both ends siding.....	25 MPH.....	25 MPH.
Joshua, both ends siding.....	25 MPH.....	25 MPH.
Midway, NE siding and crossovers.....	25 MPH.....	25 MPH.
Rio Vista, Blum, Kopperl, Morgan, Meridian, Clifton, Manhattan, McGregor, Moody, and Pendleton, both ends siding.....		
25 MPH.....	25 MPH.	25 MPH.
Belco, switch to freight yard.....	25 MPH.....	25 MPH.
Temple, both ends siding.....	20 MPH.....	20 MPH.
Crossover, MP 218.8, Ft. Worth Subdivision.....	20 MPH.....	20 MPH.
Main 1 at Lampasas Subdivn., MP 218.1.....	20 MPH.....	20 MPH.
SE Ft. Worth Sub. Main Track.....	20 MPH.....	20 MPH.

**1(D). Speed—Other**

Fort Worth 17th St. Yard, all freight yard  
tracks except freight main track and leads..... 5 MPH.  
Crawford, Franklin Industry Tracks 2040 and 2041..... 5 MPH.

**Temperature Restrictions**

The following hot weather restrictions are in effect on the designated locations outlined below. All other locations will operate at track speed:  
MP 368.5 to MP 411.3  
MP 230.8 to MP 220.5  
MP 256.5 to MP 241.2  
MP 289.9 to MP 263.0  
MP 339.0 to MP 306.2  
MP 349.3 to MP 368.5

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
95 to 109 degrees F	Do not exceed 45 MPH.	Do not exceed 40 MPH.	Do not exceed 60 MPH.
110 degrees F and over	Do not exceed 35 MPH.	Do not exceed 30 MPH.	Do not exceed 40 MPH.

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

**2. Bridge and Equipment Weight Restrictions  
Maximum Gross Weight of Car**

MP 411.3 to MP 218.1..... 143 tons, Restriction A  
Loaded 35-ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted over Bridge 348.5 Ft. Worth.

**3. Type of Operations**

**CTC**—in effect:  
MP 411.3 to MP346.7  
MP 345.6 to MP 218.1  
Both legs of Wye tracks between Metro and South Wye  
Both legs of Wye tracks at CP 3556 and CP 3548  
Temple, South Frt. Lead

**Multiple Main Tracks**—in effect:

**2 MT:**  
MP 368.6 to MP 360.8  
MP 346.7 to MP 345.7

**Restricted Limits**—in effect:

MP 346.7 to MP 345.8, MT 1  
MP 346.7 to MP 345.9, MT 2

**Control Point Identification**—Main 2:

North Haslet..... MP 364.4  
CP 3624..... MP 362.4

**Manual Interlockings Not Controlled by BNSF**—By UP:

Tower 55, MP 345.8 to MP 345.6, MT 1; MP 345.9 to MP 345.7, MT 2.

**4. General Code of Operating Rules Items**

**Rule 1.14**—BNSF trains use UP tracks between Tower 55 and Tecific. UP trains use BNSF tracks between Tower 55 and MP 411.3.

FWWR trains use BNSF tracks between Northside and Alliance and between MP 346.7 and MP 1.31 on the Dublin Sub.

KCS trains use BNSF tracks between Metro and Alliance and on both legs of the Wye track between Metro and South Wye.

At Temple, trains will be governed by the Gulf Division Timetable and Special Instructions.

**Rule 2.12**—In the application of this rule, the following applies:

In block signal territory, when a train is passing the approach signal to a control point which is displaying other than clear, a crew member must transmit the following by radio:

- Train Identification - Initials, engine number, and direction
- Signal Name
- Control Point Location
- Track - (on single track, main track designation is not necessary)
- Speed (MPH)

Exception—This radio announcement is not required between Justin and Birds.

**Rule 5.8.2 Quiet Zones**—This modification applies between MP 346.6 and MP 346.9, East 1st Street and Peach Street crossings, Ft. Worth. Due to quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect. Requirement for ringing engine bell, GCOR Rule 5.8.1, remain in effect.

**Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**MWOR Rule 15.2—Supplemental**—A Form “B” restriction must not be issued between MP 345.6 and MP 411.3 to include multiple tracks, such as Main, Main 1, and Siding.

A Form “B” for each track designation must be issued.

**TYE Safety Rule S-13.1.5 (C)**—“Shove Platform” cars BNSF 888561 through BNSF 888568 are intended to be used at locations across the division to protect point of shove moves.

These cars are currently designated as flat cars with car kind “FC6” and have been retrofitted with hand rails at both ends of the car for crossing over, and two in the center for riding.

When using “Shoving Platform” cars number BNSF 888561 through BNSF 888568, the second bullet point of TYE S-13.1.5(C) is amended to read:

- Ride on the deck of an empty flat car, or on a TOFC/COFC flat car with an empty stanchion or table, only if you can:
  - Mount the car safely and stand as near as possible to the center of the car, between the center hand rails.
  - Face the direction of movement.
  - Maintain this standing position as near as possible to the center of the car between the center hand rails before the equipment moves and until the equipment stops and the slack has adjusted.

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
  - MP 391.6—Recall Code 8
  - MP 375.1—Recall Code 7
  - MP 358.5—Recall Code 8
  - MP 351.3—DED—Recall Code 0
  - MP 331.3—Recall Code 8
  - MP 307.8—Recall Code 7
  - MP 301.1—Recall Code 8
  - MP 289.9—Recall Code 8
  - MP 265.8—Recall Code 8
  - MP 247.3—Recall Code 8
  - MP 224.8—Recall Code 8

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Remote Control Operations—Alliance Yard**—Signs located at MP 368.5 (Lambert) and MP 360.9 (South Haslet) designate the Remote Control Area at Alliance Yard.

**Remote Control Zone (RCZ)**—On the south end of Alliance Yard, two RCZs are established on the 7130 and 7133 leads. RCZ signs will be placed at the outside limits of each zone to designate the limits. RCZ 1 is established on the 7130 switch lead. The north limit is the 7132 switch. The south limit is the clearance point on the 7130 lead 100 feet north of the 7133 lead switch. The RCZ sign on the 7130 lead is placed on the left-hand side. RCZ 2 is established on the 7133 switch lead. The north limit is the 7162 crossover switch. The south limit is the clearance point on the 7133 switch lead 100 feet north of the Roundhouse switch. The RCZ sign on the 7133 lead is placed adjacent to Roundhouse lead on the left-hand side.

**Activation/Deactivation Procedure**—The remote control operator will notify the switch tender when the RCZ is activated or deactivated. Movements desiring to enter Zone 1 must contact the remote control operator on Channel 64 to deactivate the Zone prior to entering the limits. Movements desiring to enter Zone 2 must contact the remote control operator on Channel 41 or 25 to deactivate the RCZ prior to entering the limits. If unable to contact the remote control operator, contact the switch tender to determine if either RCZ is activated.

**Remote Control Operations—Saginaw Yard**—Signs located at MP 355.47 (NBBS CP3556) and MP 349.99 (SBCS N. Northside) designate the Remote Control Area at Saginaw Yard.

**Remote Control Zone (RCZ)**—Two RCZs are established at Saginaw Yard. RCZ 1 is established on the north end of Saginaw Yard on track 8297 (Old West Siding or West Pass). The north limit of the RCZ 1 is at MP 353.70 (50 feet south of Southern Ave.). The south limit of RCZ 1 is at the North Saginaw Lead Switch off Track 8297. RCZ 2 is established on the south end of Saginaw Yard on track 8297 (Old West Siding or West Pass). The north limit of RCZ 2 is the 8360 switch and the south limit is at MP 351.4 (5 car lengths from the south departure signal).

**Activation/Deactivation Procedure**—The Remote Control Operator will notify the Saginaw Yardmaster when the RCZ is activated or deactivated. Movements desiring to enter the RCZ must contact the Saginaw Yardmaster on Channel 84 to deactivate the RCZ prior to entering the limits. If the yardmaster can not be reached on Channel 84, contact the RCO Operator for instructions to enter the zone.

**Remote Control Operations—Temple Yard**—Signs located at MP 221.3 (Fort Worth Subdivision), MP 217.5 (Galveston Subdivision) and MP 219.9 (Lampasas Subdivision), designate the Remote Control Area at Temple Yard.

**MP 346.33 on MT1**—Power Assisted DTMF switch is installed with an LED lit point indicator that will be viewed to the right on a facing point movement.

**Alliance Yard**—All trains and engines using tracks 7101 through 7112, in the “D” yard at Alliance for other than switching operations must ring the bell continuously until the train or engine reaches the end of the track they are using.

**Close Clearances**

**Krum**—Loading dock on west side of dock 6608 will not clear person on side of car.

**Justin**—Justin Seed Building and dock on Track 6613 will not clear person on side of car.

**Ft. Worth**—Heating pipes along side both buildings Texas Cold Storage, Tracks 8451 and 8453, will not clear person on side of car. Building and dock on South West paper Track.

**Clifton**—Concrete unloading pit Track 2017 (Erickson Grain) will not clear person on side of car.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 411.0 to MP 409.0
- MP 389.0 to MP 380.0
- MP 366.5 to MP 366.2, Main 1
- MP 361.3 to MP 361.0, Main 1
- MP 361.7 to MP 361.0, Main 2
- MP 358.5 to MP 357.7
- MP 350.7 to MP 350.5
- MP 344.6 to MP 344.2
- MP 284.0 to MP 283.0
- MP 276.5 to MP 261.6

**Test Mile—**

- MP 223.5 to MP 224.5
- MP 297.3 to MP 296.3
- MP 351.3 to MP 350.3
- MP 360.8 to MP 359.8
- MP 379.0 to MP 380.0

**Hy-Rail Limits Compliance System (HLCS)**—HLCS is in effect on the Ft. Worth Subdivision. Refer to Item 21 of the System Special Instructions.

**Track Warrant - Protect Open Switch (POS)**—Protect Open Switch is in effect on this subdivision. Refer to item 15 of the System Special Instructions.

**8. Line Segments**  
**Yard Line Segments**  
**Line Segment Limits**

- 7553 ..... Cleburne Yard
- 7554 ..... Ft. Worth Yard
- 7555 ..... Saginaw Yard
- 7557 ..... Gainesville Yard
- 7556 ..... Alliance Yard

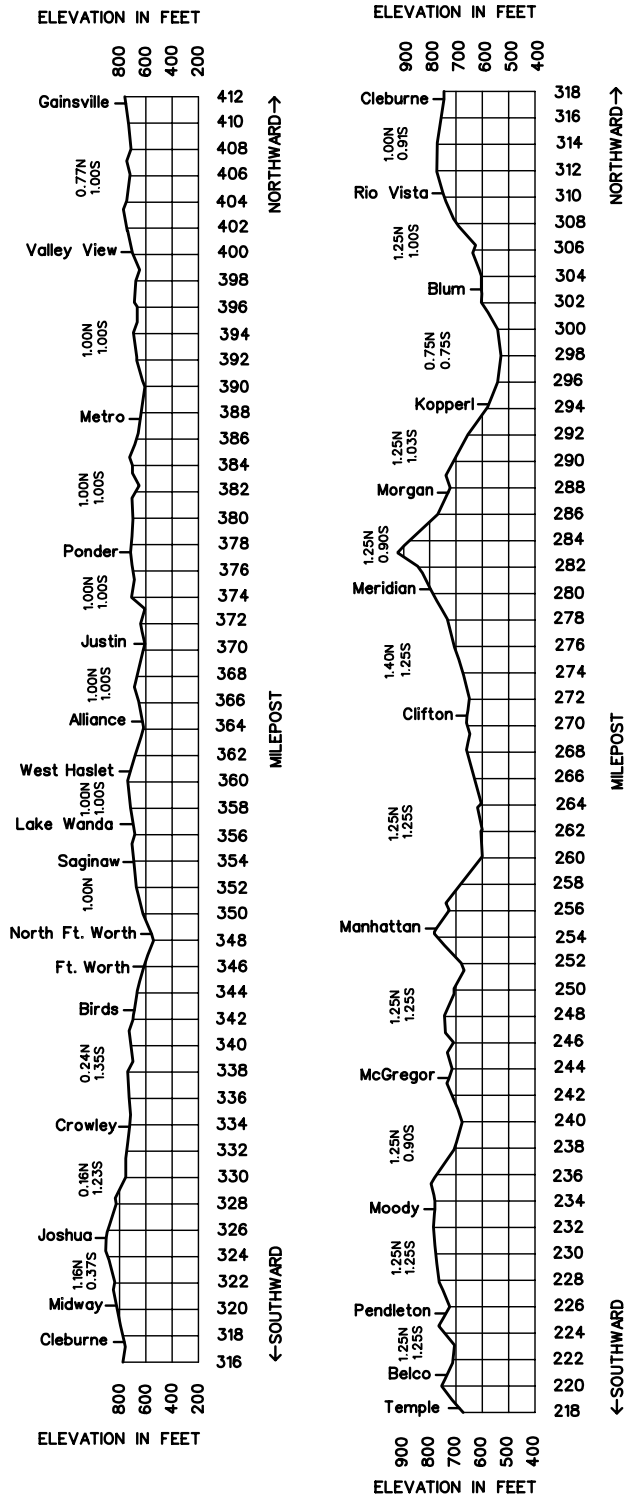
**Road Line Segments**

- Line Segment Limits**  
 7500 ..... MP 218.1 to MP 411.3

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Sanger	392.2	1300	Both
Krum	383.5	1800	Both
Alliance Auto Facility Click 6622	363.5	9650	Both
Clifstone	266.5	1800	Both
Valley Mills	259.2	3110	Both
Crawford	249.9	1560	South
Franklin Limestone	249.95	4620	South

**10. Grade Charts**





SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Madill Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				Rule 4.3					
	8,760	94603	602.6	MADILL	B	CTC	1046	8.0	
	8,540	94610	610.6	KINGSTON					9.6
		94620	620.2	LAKESIDE	J				4.6
	8,617	94625	624.8	BARRY					6.3
		94631	631.1	STALEY	J			5.4	
THE UP RR TIMETABLE GOVERNS MP 630.96 TO MP 631.42									
		94637	636.5	DENISON	J	TWC ABS	1046	0.6	
			637.1	SOUTH DENISON					7.1
			644.2	NORTH SHERMAN					1.3
	6,958	94644	645.5	SHERMAN	JT	TWC	1046	4.4	
		94650	649.9	SOUTH SHERMAN JCT	J				7.8
	8,726	94658	657.7	DORCHESTER					7.1
		94665	664.8	GUNTER					8.8
		94674	673.6	CELINA					6.1
	8,770	94680	679.7	PROSPER					5.9
		94686	685.6	FRISCO					5.1
		94690	690.3	CAMEY					2.2
	6,258	94695	692.5	HEBRON					7.4
		94700	699.9	BLISS					0.6
		94701	700.5	CARROLLTON (DGNO RRX)	A		4.4		
	7,440	94705	704.9	GRIBBLE	R			4.4	
		94711	709.2	IRVING	BTJR				1.8
			711.0	SOUTH IRVING	R				108.9

**Radio Channel 70 in service Madill to Irving.**

Radio Call-In		
Madill - 26(X)	Sherman - 13(X)	Frisko - 43(X)
N. Irving - 53(X)	S. Irving - 43(X)	Staley-UP Dispatcher-27
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

**Train Dispatcher Telephone Numbers**  
(817) 234-6151, Fax (817) 234-6411

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 602.6 to MP 709.2 ..... **Freight**  
40 MPH.

**1(B). Speed—Permanent Restrictions**

MP 610.4 to MP 611.1 ..... 25 MPH.  
 MP 630.1 to MP 631.0 ..... 30 MPH.  
 MP 631.0 to MP 631.4 ..... 20 MPH.  
 MP 634.9 to MP 635.5 ..... 30 MPH.  
 MP 635.5 to MP 637.1 ..... 20 MPH.  
 MP 644.2 to MP 650.0 ..... 20 MPH.  
 MP 664.2 to MP 665.0 (HER) ..... 35 MPH.  
 MP 673.6 to MP 674.0 (HER) ..... 25 MPH.  
 MP 694.5 to MP 700.4 ..... 30 MPH.  
 MP 700.4 to MP 700.5 ..... 10 MPH.  
 MP 700.5 to MP 704.0 ..... 30 MPH.  
 MP 704.0 to MP 707.5 ..... 25 MPH.  
 MP 710.8 to MP 711.0 ..... 10 MPH.

**1(C). Speed—Switches and Turnouts**

**Freight**

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.  
 MP 620.2, Through turnout ..... 20 MPH.  
 Madill, Kingston, Sherman, Dorchester, Prosper,  
 Hebron and Gribble, Both ends of sidings ..... 10 MPH.  
 Turnout to Irving North and South Leg of Wye ..... 10 MPH.  
 All other siding turnouts ..... 20 MPH.

**1(D). Speed—Other**

Carl Road Crossing - Irving ..... 5 MPH.

**Temperature Restriction**—When the ambient (air) temperature exceeds 110 degrees F. the applicable speed restriction will apply on the main track at the following locations:

MP 602.6 to MP 605.6  
 MP 611.1 to MP 630.1  
 MP 631.4 to MP 634.9  
 MP 637.1 to MP 644.2  
 MP 650.0 to MP 694.5  
 Trains 100 TOB and over ..... 30 MPH.  
 Freight Trains under 100 TOB ..... 35 MPH.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

MP 602.6 to MP 709.2 ..... 143 tons, Restriction D

Not more than one six-axle locomotive or six-axle derrick permitted:

Madill  
 Clint William—Track 7123

Six-axle locomotives and six-axle derricks not permitted:

Calloway Tracks  
 Frisco—Gould Battery -Tracks 8205 and 8206  
 Carrollton—Bayfield Lead -Track 1011  
 Carrollton—BSP Switch -Track 1040  
 Irving—Pit Track-Track 808

**Sherman**—Six-axle locomotives not permitted on the following

Sherman yard tracks:  
 7718—Rip Track  
 J&J Industry Lead

**3. Type of Operation**

**CTC**—in effect:  
 MP 602.6 to MP 636.5

**ABS**—in effect:  
 MP 636.5 to MP 642.6

**TWC**—in effect:  
 MP 636.5 to MP 704.0

**Restricted Limits**—in effect:  
 MP 707.5 to MP 711.0

Before entering Restricted Limits communicate with and be governed by instructions from the Madill Subdivision Dispatcher.

**Interlocking**                      **Controlling Railroad**  
 DGNO RRX, MP 700.5                      DGNO

4. **General Code of Operating Rules Items**

**Rule 2.12**—In the application of this rule, the following applies: In block signal territory, when a train is passing the approach signal to a control point which is displaying other than clear, a crew member must transmit the following by radio:

- Train Identification - Initials, engine number, and direction
- Signal Name
- Control Point Location
- Track - (on single track, main track designation is not necessary)
- Speed (MPH)

**Rule 5.8.2 Quiet Zones**—This modification applies between MP 693.15 and MP 693.65 and between MP 707.58 and MP 708.18 (SH 114 N Frontage Road, DOT 673 418L and SH 114 S Frontage Road, DOT 673 419T). Due to quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect. Requirement for ringing engine bell, GCOR Rule 5.8.1, remain in effect.

**Rule 6.19**—When flagging is required, distance will be 2.0 miles.

5. **Trackside Warning Detectors (TWD)**

- A. Protecting Bridge, Tunnels or Structures
  - MP 613.7—SWD only—Recall Code 268
  - MP 623.1—DED—NWD only—Recall Code 267
- B. Other TWD Locations
  - MP 613.7—NWD only—Recall Code 268
  - MP 623.1—DED—SWD only—Recall Code 267
  - MP 640.4—Recall Code 168
  - MP 666.2—Recall Code 437
  - MP 690.7—Recall Code 438

6. **FRA Excepted Track**

**See GCOR Rule 6.12**  
 Sherman Industry Lead  
 Irving—On Highland Lead east of Electronic Drive

7. **Special Conditions**

**Automatic Switch Locations**—Automatic Switches at Dorchester, Prosper and Hebron, north ends only.

**Staley**—When train is verbally authorized to pass the absolute signal per Rule 9.12.1, in addition to securing this authority from the UP dispatcher, a member of train crew must also receive authority from the BNSF dispatcher per Rule 9.12.1.

**To contact UP dispatcher**—On multichannel radio, place display to 27 and press “ \*65 ”.

**Sherman Yards**—When switching, cars will be shoved to a stop and sufficient hand brakes set before uncoupling, unless track is occupied by at least 5 cars with hand brakes set.

When switching south lead Sherman Yard, air will be cut in cars.

Trains in excess of 5,098 feet in length must not be left parked on the siding at Sherman to allow access to the yard lead switches.

**UP MP 655.0 to MP 685.0**—For the purpose of TSS Track Bulletins, UP locations, MP 655.0 to MP 685.0 will be designated with a “U” on the bulletins, however the field mile posts will not carry this “U” indicator.

**Dorchester and Prosper**—Loaded unit trains must hold main track.

**Carrollton**—There is close clearance on the Bayfield Lead which will not clear a person on the side of a car.

**Gribble**—All trains and engines on the Gribble Siding must sound the bell and whistle continuously when approaching and passing Martin Marietta Material’s Gribble unloading facility from 0600 to 2000 daily.

**Irving**—At Pioneer St. (MP 710.8) the normal positions for the main line switch is lined and locked for the movement last used.

**Dispatchers**—Trains or engines approaching Carl Road Crossing, observe that the crossing warning system activates, wait 20 seconds after activation and then proceed over crossing not exceeding 5 MPH.

**Close Clearance**

**Madill**—Yard tracks 7198, 7101 & 7102 Track centers 13 feet or less.

**Irving**—MP 710.1 - MP 710.4 Close clearance account whistle board.

**Frisco**—Close clearance on Gould Battery Track 8205. Will not clear man on side of car. Mill track building close clearance to track 8202.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 610.0 to MP 612.0
- MP 613.0 to MP 614.0
- MP 621.0 to MP 622.6
- MP 656.3 to MP 656.7
- MP 693.5 to MP 694.0
- MP 697.7 to MP 699.0

**TRE System and UPRR**—All trains operating on the TRE System and on the UPRR must secure track warrants and bulletins from the TRE and UPRR dispatchers.

**Permanent Speed Sign Location**

The Northbound advanced warning sign for the 25 MPH permanent speed restriction at MP 707.5 is located at MP 709.3.

**Test Mile**

- MP 702.0 to MP 703.0
- MP 607.0 to MP 608.0

**Crossing Warning Devices**—Crossing warning devices malfunctioning at the following locations, proceed over crossing as prescribed by GCOR Rule 6.32.2 A:

- MP 645.5—Brockett St. North leg of TNER Connection Track
- MP 646.4—Odneal St. Track 7736
- MP 645.95—Houston St. Track 7732 (Old SP Pass)

**Hy-Rail Limits Compliance System (HLCS)**—HLCS is in effect on the Madill Subdivision. Refer to Item 21 of the System Special Instructions.

**Track Warrant - Protect Open Switch (POS)**—Protect Open Switch is in effect on this subdivision. Refer to item 15 of the System Special Instructions.

8. **Line Segments**

**Yard Line Segments**

**Line Segment Limits**

- 1145 ..... Sherman
- 793 ..... Irving

**Road Line Segments**

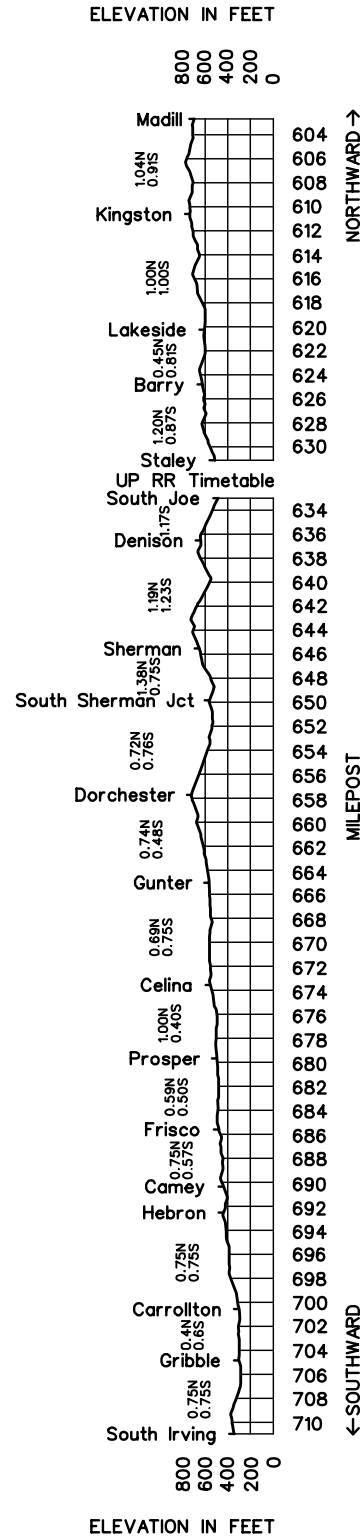
**Line Segment Limits**

- 1046 ..... Madill to Irving

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
94701 Gin Track	0.5 south of Carrollton	15	North
94701 Bayfield Lead	0.6 south of Carrollton	20	South
94702 GP Plastic	2.3 north of Gribble	10	North
94703 Warehouse Lead	1.7 north of Gribble	10	North
94704 Gribble Storage	0.7 north of Gribble	40	Both
94651 J&J Industrial Lead	5.4 south of Sherman	90	North
94676 TXI Celina Yard	2.0 south of Celina	45	Both

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Red River Valley Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		40449	114.1	WICHITA FALLS	BTU		485	0.9	
		40448	115.0	WEST WICHITA		2MT CTC		0.9	
			116.1	ORIENT				2.3	
			118.4	VALLEY JCT	J			5.9	
6,524	40460	124.3	IOWA PARK					11.6	
8,966	40471	135.9	FOWLKES					4.4	
	40475	140.3	ELECTRA					7.8	
6,273	40483	148.1	HARROLD			CTC		7.1	
		156.2	CP 1562					7.1	
10,493	40499	163.3	VERNON					15.4	
9,030	40514	178.7	CHILLICOTHE					13.4	
		189.8	CP 1898					11.1	
	40527	192.1	QUANAH	BJT		2MT CTC		2.3	
		196.9	ACME					3.6	
6,232	40536	200.5	GOODLETT					11.2	
9,855	40547	211.7	KIRKLAND			CTC		8.5	
12,204	40556	220.2	CHILDRESS					7.6	
6,277	40563	227.8	CAREY					7.9	
7,105	40572	236.7	ESTELLINE			ABS TWC		16.2	
7,311	40586	251.9	MEMPHIS			CTC TWC		11.2	
9,165	40599	263.1	HEDLEY			CTC TWC	12.6		
7,936	40613	275.7	CLARENDON			CTC TWC	12.9		
7,302	40623	288.6	ASHTOLA			CTC TWC	15.9		
7,352	40639	304.5	MALDEN			TWC CTC	3.4		
	40643	307.9	CLAUDE			TWC	9.8		
7,316	40653	317.7	KASOTA			CTC	15.1		
		332.8	BC JCT (Main 1)	J		TWC 2MT CTC	1.9		
	40671	334.7	EAST TOWER	JMRT			220.6		

MP 327.5 to MP 334.7 is under the jurisdiction of the Kansas Division.

Radio Channel 54 in service between Valley Jct and CP 1562.

Radio Channel 66 in service between CP 1562 and Amarillo.

Radio Call-In		
Wichita Falls West CTC - 20(X)	Electra - 27(X)	Oklauion - 28(X)
Vernon - 28(X)	Quanah - 29(X)	Childress - 30(X)
Memphis - 31(X)	Clarendon - 32(X)	Claude - 34(X)
Hedley - 47(X)	Amarillo - 35(X)	
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

**Train Dispatcher Telephone Numbers**

Valley Jct. to Vernon—(817) 234-6367, Fax (817) 234-6373  
 Vernon to East Tower—(817) 234-6056, Fax (817) 234-6077

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Freight
MP 114.1 to MP 116.1 .....	40 MPH.
MP 116.1 to MP 237.4 .....	60 MPH.
MP 237.4 to MP 334.7 .....	49 MPH.

**Freight**

**1(B). Speed—Permanent Restrictions**

MP 114.1 to MP 116.1, Trains over 100 TOB .....	30 MPH.
MP 118.4 to MP 238.8, Trains over 100 TOB .....	50 MPH.
MP 165.9 to MP 166.4 .....	55 MPH.
MP 192.1 to MP 196.9, Main 1 .....	35 MPH.
MP 219.7 to MP 220.7 .....	40 MPH.
MP 228.5 to MP 232.2 .....	35 MPH.
MP 237.4 to Amarillo, 100 TOB and over .....	49 MPH.
MP 332.8 to MP 334.7, Main 1 .....	20 MPH.

**1(C). Speed—Switches and Turnouts**

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

Through Turnouts west end of 2 MT:

MP 116.1 to MP 115.0, MT 1 .....	20 MPH.
MP 116.1 to MP 115.0, MT 1 Trains over 100 TOB .....	10 MPH.
Both ends Main 1 Quanah to Acme .....	25 MPH.
Both ends sidings: Iowa Park, Vernon, Goodlett, Childress, and Kasota .....	25 MPH.
Both ends siding Carey .....	10 MPH.
Both ends sidings: Fowlkes, Harrold, Chillicothe, Kirkland, Estelline, Memphis, Hedley, Clarendon, Ashtola, and Malden .....	25 MPH.
MP 329.4, End 2 MT .....	20 MPH.
MP 334.6 Turnout No. 1 Main to Hereford Subdivision .....	20 MPH.
BC Jct. ....	20 MPH.

**1(D). Speed—Other**

**Temperature Restrictions**

The following hot weather restrictions are in effect on the designated locations outlined below. All other locations will operate at track speed:

MP 114.1 to MP 219.7  
 MP 220.7 to MP 228.5  
 MP 232.2 to MP 328.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
95 to 109 degrees F	Do not exceed 45 MPH.	Do not exceed 40 MPH.	Do not exceed 60 MPH.
110 degrees F and over	Do not exceed 35 MPH.	Do not exceed 30 MPH.	Do not exceed 40 MPH.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

MP 114.1 to MP 334.7 ..... 143 tons, Restriction C  
 MP 118.4 to MP 8.0 (Valley Line) ..... 134 tons, Restriction G

**Wichita Falls**—Six-axle locomotives and six-axle derricks not permitted on the wye and also not permitted on Valley Line.

**Acme**—Locomotive not permitted over hydraulic lift East and West spur track Georgia Pacific.

**Memphis**—Locomotives not permitted beyond Harrison St. Crossing on Birdsong Industry Track.

**3. Type of Operations**

**CTC**—in effect:

MP 115.0 to MP 237.4  
 MP 251.12 to MP 252.69  
 MP 262.21 to MP 264.12  
 MP 274.88 to MP 276.58  
 MP 287.82 to MP 289.36  
 MP 303.86 to MP 305.07  
 MP 316.91 to MP 318.45  
 MP 332.8 to MP 334.7, Main 1

**Multiple Main Tracks**—in effect:

**2 MT:**

- MP 115.0 to MP 116.1
- MP 192.1 to MP 196.9
- MP 329.4 to MP 334.6

**TWC**—in effect:

- MP 114.1 to MP 115.0
- MP 237.4 to MP 251.12
- MP 252.69 to MP 262.21
- MP 264.12 to MP 274.88
- MP 276.58 to MP 287.82
- MP 289.36 to MP 303.86
- MP 305.07 to MP 316.91
- MP 318.45 to MP 327.5

**ABS**—in effect:

- MP 114.0 to MP 115.0
- MP 237.4 to MP 238.8

**Restricted Limits**—in effect:

- MP 327.5 to MP 334.7, Main 2
- MP 327.5 to MP 332.8, Main 1
- MP 329.4 to MP 334.6—Before entering or moving within these limits, communicate with the yardmaster for instructions.

**4. General Code of Operating Rules Items**

**Rule 2.12**—In the application of this rule, the following applies:

In block signal territory, when a train is passing the approach signal to a control point which is displaying other than clear, a crew member must transmit the following by radio:

- Train Identification - Initials, engine number, and direction
- Signal Name
- Control Point Location
- Track - (on single track, main track designation is not necessary)
- Speed (MPH)

**Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**Rule 8.3**—Normal position of switch, end of 2 MT MP 329.4 will be left lined and locked as last used.

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridge, tunnels, or other structures
  - MP 121.7—EWD only—Recall Code 208
  - MP 175.5—EWD only—Recall Code 298
  - MP 243.6—EWD only—Recall Code 318
- B. Other TWD Locations
  - MP 121.7—WWD only—Recall Code 208
  - MP 143.6—Recall Code 278
  - MP 158.4—Recall Code 288
  - MP 175.5—WWD only—Recall Code 298
  - MP 184.5—Recall Code 297
  - MP 207.8—Recall Code 308
  - MP 224.5—Recall Code 307
  - MP 243.6—WWD only—Recall Code 318
  - MP 273.2—Recall Code 328
  - MP 294.0—Recall Code 327
  - MP 309.5—Recall Code 348

**6. FRA Exempted Track**—None

**7. Special Conditions**

**Remote Control Operations**—Signs located at MP 3.5 (Boise City Subdivision), MP 338.0 (Dalhart Subdivision), MP 562.0 (Hereford Subdivision), MP 541.0 (Panhandle Subdivision) and MP 327.5 (Red River Valley Subdivision) designate the Remote Control Area at Amarillo.

**Departing Station Announcement**—All trains will make a radio announcement when they depart stations between Amarillo and Estelline. Announcement will include the following:

- Train Identification - (initials and engine number)
- Direction
- Departing Station Name
- Time

**System Special Instructions**—Item 15 reads in part:

“In non-signaled TWC territory, when a train is approximately 2 miles in advance of a siding or junction, a crew member must transmit the following by radio:

Train identification (initials, engine number and direction) is approaching (location name) at (speed) MPH”.

This does not apply when approaching CTC at Memphis, Hedley, Clarendon, Ashtola, Malden and Kasota.

**Amarillo Rule 8.3**—The following switches may be left lined and locked in the position last used: North and South Pass (both ends), crossover between Westbound Track and Main 2 Eastern (MP 330.6), and east switch Main 1 at Eastern (MP 329.4).

**Quanah**—Ensure the South Switch on the South leg of the wye is lined and locked for the BN lead (track 203) when not in use.

**Carey**—Trains over 100 TOB will not operate through siding Carey, except when authorized by chief dispatcher.

**Close Clearance**

**Memphis**—track 2590 (Birdsong Peanut) has close clearance.

**Key Trains**—Key trains must hold the main track at Carey.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 136.4 to MP 137.1
- MP 226.2 to MP 226.5
- MP 271.3 to MP 271.6
- MP 277.1 to MP 277.9
- MP 289.0 to MP 289.5

**Test Miles**

- MP 129.0 to MP 130.0
- MP 183.0 to MP 184.0
- MP 224.0 to MP 225.0
- MP 321.0 to MP 322.0

**Hy-Rail Limits Compliance System (HLCS)**—HLCS is in effect on the Red River Valley Subdivision. Refer to Item 21 of the System Special Instructions.

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

- 765 ..... Amarillo
- 766 ..... Childress
- 795 ..... West Texas Power Co. Tracks

**Road Line Segments**

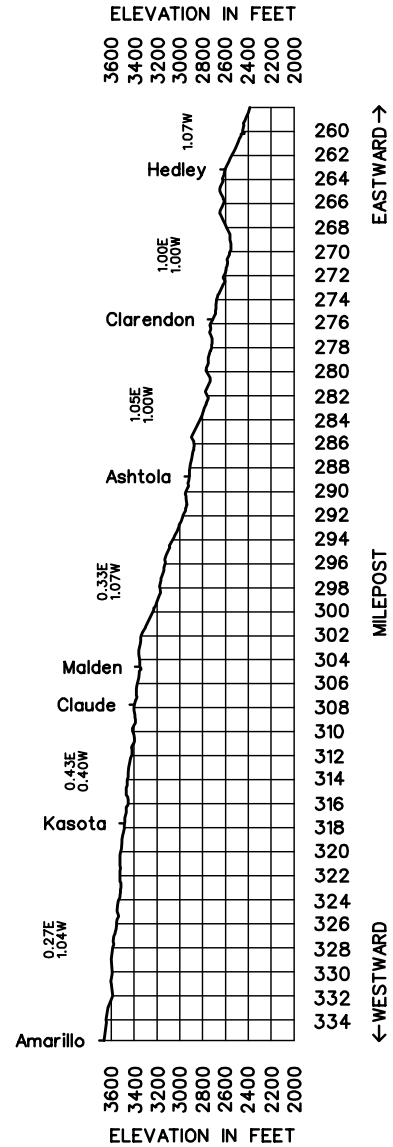
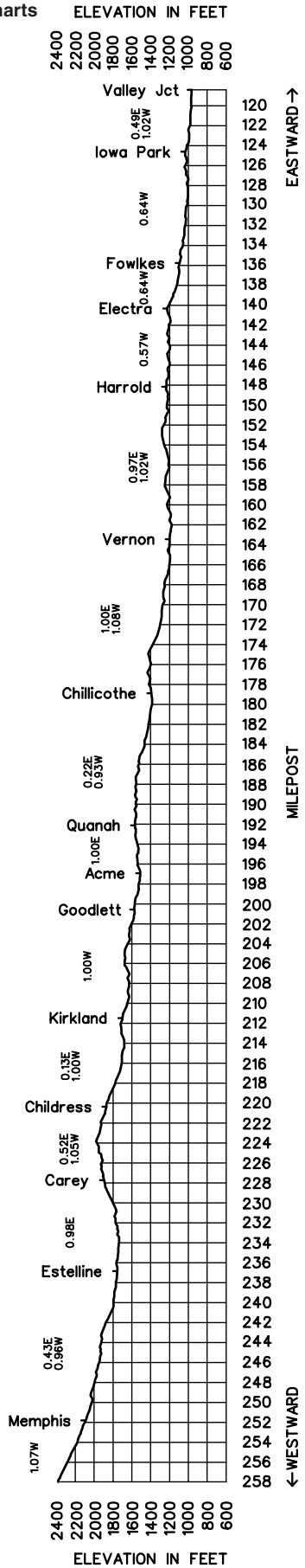
**Line Segment Limits**

- 485 ..... Wichita Falls to Amarillo

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
40490 Oklaunion	6.0 west of Harold	12	Both
40490 West Texas Utilities	7.4 west of Harold	150	West
40532 Georgia Pacific	0.3 east of Acme - off MT 1	15	East

10. Grade Charts



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Red Rock Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
	N 6,917 S 9,222	52700	263.4	ARKANSAS CITY	BPT		7400	0.8		
			264.2	CP 2642				11.6		
	12,185	52680	275.8	NEWKIRK				13.1		
	32,442	52300	288.9	PONCA CITY	BPT			11.4		
	8,616	52290	300.3	MARLAND				6.5		
	7,447	52280	306.8	RED ROCK				5.9		
	7,993	52270	312.7	OTOE				3.6		
			316.3	BLACK BEAR - BNSF RR	MJ			4.8		
			321.1	CP 3211				0.5		
	W5,515 E3,234	96109	321.6	PERRY	PJ			6.8		
	8,563	52090	328.4	ASP				10.4		
	10,149	52060	338.8	MULHALL				8.1		
	8,915	52050	347.2	LAWRIE				5.4		
	14,725	51700	352.6	GUTHRIE	PT			7.4		
	9,735	51695	360.1	SEWARD				10.0		
	7,041	51690	370.1	EDMOND				6.7		
	8,029	51680	376.8	BRITTON				3.9		
			380.7	NOWERS	BP			3.3		
		51500	384.0	OKLAHOMA CITY	X(2)T			0.2	MT 1: 1.1 MT 2: 1.9	
			385.1	SHIELDS (Main 1)				0.6		
			385.3	RIVER (Main 1)			1.6			
			385.9	BURNETT	X(2)		1.3			
			387.5	SOUTH BURNETT			1.7			
			388.8	GM CROSSOVER			4.4			
	8,460	51500	390.5	FLYNN	BCPT		8.6			
	8,351	51420	393.2	MOORE			6.2			
	6,678	51415	401.8	NORMAN			9.2			
	9,075	51400	408.1	NOBLE			7.3			
	9,600	51400	417.3 517.5	PURCELL			7.6			
	8,297	51325	510.2	WAYNE			7.0			
	8,229	51315	502.6	PAOLI			7.5			
	7,926	51300	495.6	PAULS VALLEY			10.1			
	8,804	51255	488.1	WYNNEWOOD			8.4			
	9,225	51250	478.0	DAVIS	T		9.3			
	8,599	51240	469.6	DOUGHERTY			9.9			
	8,443	51225	460.3	GENE AUTRY			7.4			
		51200	450.4	ARDMORE	BPT		9.9			
	10,739		443.0	OVERBROOK			10.0			
	9,945	51140	433.1	MARIETTA			11.8			
	8,053	51120	423.1	THACKERVILLE			261.3			
		51100	411.3X	GAINESVILLE	BP					

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Arkansas City to Wayne	30	1	4	5&7	9
Wayne to Gainesville	85	1	4	5&7	9

**Train Dispatcher Telephone Numbers**

Red Rock Dispatcher (DS21)—(817) 234-2321, Fax (817) 234-2421 will control Arkansas City to Wayne, Monday—Friday 0900 - 1700. All other times DS21 will control Arkansas City to Gainesville.

Red Rock Split Dispatcher (DS114)—(817) 234-2114, Fax (817) 234-2421 will control from Wayne to Gainesville, Monday—Friday 0900 - 1700.

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
MP 263.4 to MP 387.6		
Including trains 100 TOB and over .....		55 MPH.
MP 387.6 to MP 411.3X		
Including trains 100 TOB and over .....	79 MPH.	55 MPH.
OG&E Sooner Spur between Main Track switch and Loop Track switch .....		20 MPH.
Flynn Industrial Spur between MP 0.3 and MP 3.8 .....		20 MPH.

**1(B). Speed—Permanent Restrictions**

MP 262.7 to MP 265.0 (MT only) .....	30 MPH.
MP 265.0 to MP 266.2 .....	50 MPH.
MP 289.2 to MP 290.4 (HER) .....	40 MPH.
MP 290.4 to MP 290.6 .....	45 MPH.
MP 316.3 .....	40 MPH.
MP 320.8 to MP 321.7 (HER) .....	50 MPH.
MP 351.7 to MP 352.9 .....	45 MPH.
MP 369.7 to MP 370.4 (HER) .....	45 MPH.
MP 374.6 to MP 377.2 (HER) .....	50 MPH.
MP 377.1 to MP 377.4 .....	40 MPH.
MP 378.6 to MP 380.7 .....	45 MPH.
MP 380.7 to MP 385.7 (HER), Main 1 and Main 2 .....	40 MPH.
MP 385.7 to MP 387.6 (HER), Main 2 .....	50 MPH.
MP 385.7 to MP 387.6 (HER), Main 1 .....	40 MPH.
MP 407.2 to MP 412.0 .....	75 MPH.
MP 412.0 to MP 412.5 .....	65 MPH.
MP 415.8 to MP 416.6 .....	65 MPH.
MP 515.5 to MP 513.2 .....	55 MPH.
MP 513.2 to MP 507.6 .....	65 MPH.
MP 507.6 to MP 504.3 .....	55 MPH.
MP 504.0 to MP 503.0 .....	60 MPH.
MP 496.5 to MP 495.3 .....	50 MPH.
MP 476.3 to MP 473.7 .....	60 MPH.
MP 473.7 to MP 467.7 .....	65 MPH.
MP 467.7 to MP 466.4 .....	60 MPH.
MP 466.4 to MP 462.8 .....	35 MPH.
MP 462.8 to MP 462.0 .....	45 MPH.
MP 462.0 to MP 461.0 .....	50 MPH.
MP 460.3 to MP 459.6 .....	50 MPH.
MP 459.3 to MP 453.2 .....	55 MPH.
MP 453.2 to MP 451.3 .....	70 MPH.
MP 451.3 to MP 449.3 .....	25 MPH.
MP 422.3 to MP 418.6 .....	55 MPH.
MP 418.5 to MP 417.7X .....	45 MPH.
MO 417.7X to MP 411.3X .....	60 MPH.
Flynn Industrial Spurs MP 388.8	
MP 0.0 to MP 0.3 .....	10 MPH.
MP 3.8 to GM Yard .....	10 MPH.

**1(C). Speed—Switches and Turnouts**

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

Arkansas City, crossover between main track and north siding to MP 264.1 .....	20 MPH.
South end south siding .....	25 MPH.
Newkirk, both ends siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
Ponca City, turnouts and crossover .....	25 MPH.
Marland, both ends siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
Red Rock, both ends siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 308.2, OG&E Sooner Spur .....	20 MPH.
Otoe, both ends siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
Black Bear .....	35 MPH.
CP 3211 .....	35 MPH.

	Passenger	Freight
Perry, both ends both sidings.....		25 MPH.
Asp, Mulhall and Lawrie, both ends siding		
Less than 100 TOB.....		40 MPH.
100 TOB and over.....		25 MPH.
Guthrie, both ends siding		
Less than 100 TOB.....		40 MPH.
100 TOB and over.....		25 MPH.
Seward, Edmond and Britton, both ends siding		
Less than 100 TOB.....		40 MPH.
100 TOB and over.....		25 MPH.
Nowers, turnout.....		25 MPH.
Burnett, crossover		
Less than 100 TOB.....		40 MPH.
100 TOB and over.....		25 MPH.
South Burnett, crossover		
Less than 100 TOB.....		40 MPH.
100 TOB and over.....		25 MPH.
Shields, turnout.....		10 MPH.
River, turnout.....		10 MPH.
MP 388.8, turnout to GM crossover.....		10 MPH.
Flynn, both ends siding.....		20 MPH.
Moore, Norman and Noble, both ends siding		
Less than 100 TOB.....		40 MPH.
100 TOB and over.....		25 MPH.
Purcell, both ends siding.....		20 MPH.
Wayne, Paoli, Pauls Valley, Wynnewood, Davis, Dougherty and Gene Autry, both ends siding.....	30 MPH.....	25 MPH.
Ardmore, turnouts both ends.....		25 MPH.
Overbrook, Marietta and Thackerville, both ends siding.....	30 MPH.....	25 MPH.

**1(D). Speed—Other**

Arkansas City, north siding between MP 263.4 and MP 264.1.....	20 MPH.
Clements, Track 0325 at MP 378.9 (4-axle units only).....	5 MPH.
Ardmore	
Lead Track 6311 and Rack Tracks 6314, 6315 and 6316 Total Refinery	
Atlas Spur Track 6312	
Tracks 6326, Switching Lead (four-axle units only)	
Track 6312, Refinery Track (4-axle units only)	
Track 6360, Uniroyal Lead (4-axle units only)	
Track 6368, 6369, Uniroyal runaround and Uniroyal track.....	5 MPH.
Oklahoma City, Crowley Tar, Track 525 (four-axle units only).....	5 MPH.
Shawnee Industrial Spur, MP 124.0 to MP 126.0 (four-axle units only).....	5 MPH.
Georgia Gulf, over facing point switch (four-axle units only).....	5 MPH.
GM Yard, Loading Ramp Tracks 971 to 977 (four-axle units only).....	5 MPH.

**Temperature Restrictions**

The following hot weather restrictions are in effect on the designated locations outlined below. All other locations will operate at track speed:

- MP 278.8 to MP 279.4
- MP 289.8 to MP 320.4
- MP 325.3 to MP 332.4
- MP 339.5 to MP 354.9
- MP 368.8 to MP 383.5
- MP 388.1 to MP 408.0
- MP 512.4 to MP 504.5
- MP 486.0 to MP 411.3X

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
95 to 109 degrees F	Maximum 45 MPH, observing existing restrictions.	Maximum 40 MPH, observing existing restrictions.	Maximum 60 MPH, observing existing restrictions.
110 degrees F and over	Maximum 35 MPH, observing existing restrictions.	Maximum 30 MPH, observing existing restrictions.	Maximum 40 MPH, observing existing restrictions.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

MP 263.4 to MP 411.3X ..... 143 tons, Restriction E

Do not operate locomotives over the ballast pit on Track 219 at Arkansas City.

From Purcell to Gainesville, six-axle units are not allowed on tracks other than the main track, sidings and yard tracks unless otherwise authorized.

Loads or engines should not be moved across Bridge 4.0 on the Uniroyal Lead.

**3. Type of Operation**

**CTC**—in effect:

MP 263.4 to MP 380.7

**2 MT CTC**—in effect:

MP 380.7 to MP 387.4

**CTC**—in effect:

MP 387.4 to MP 451.0

**2 MT CTC**—in effect:

MP 451.0 to MP 449.8

**CTC**—in effect:

MP 449.8 to MP 411.3X

On CLIC track 6596 (Tail Track) Gainesville

**4. General Code of Operating Rules Items**

**Rule 1.14**—BNSF trains use UP tracks between Shawnee and Harter.

**Rule 2.12**—In the application of this rule, the following applies: In block signal territory, when a train is passing the approach signal to a control point which is displaying other than clear, a crew member must transmit the following by radio:

- Train Identification - Initials, engine number, and direction
- Signal Name
- Control Point Location
- Track - (on single track, main track designation is not necessary)
- Speed (MPH)

Exception—This radio announcement is not required between Edmond and Norman

**Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**MWOR Rule 15.2—Supplemental**—A Form “B” restriction must not be issued between MP 411.3X and MP 380.6 to include multiple tracks, such as Main, Main 1, and Siding.

A Form “B” for each track designation must be issued.

**5. Trackside Warning Detectors (TWD)**

A. Protecting bridges, tunnels or other structures

MP 421.1—SWD only—Recall Code 8

B. Other TWD locations

MP 270.8—Recall Code 8

MP 296.9—Recall Code 8

MP 317.5—Recall Code 8

MP 341.9—Recall Code 7

MP 358.9—Recall Code 8

MP 377.8—Recall Code 8

MP 395.5—Recall Code 7

MP 404.2—Recall Code 8

MP 505.7—Recall Code 8

MP 482.6—Recall Code 7

MP 468.6—DED, Exception Reporting—Recall Code 8

MP 462.9—DED, Exception Reporting—Recall Code 7

MP 457.6—Recall Code 8



MP 437.5—Recall Code 8  
 MP 426.3—DED, Exception Reporting—Recall Code 8  
 MP 421.1—NWD only—Recall Code 8  
 MP 418.1—DED, Exception Reporting—Recall Code 8  
 MP 414.5X—Recall Code 8

**6. FRA Excepted Track**

**Ardmore**—Tracks 6312, 6313, 6314, 6315, 6316, 6326, 6346, 6347, 6352, 6353, 6354, 6360, 6363, 6366, 6367, 6368, 6369, 6370, 6371.  
**Arkansas City**—Tracks 136, 138, 144, 212, 219, 244, 301, 303, 304, 306, 501, 502, 503, 504, 505.  
**Davis**—Track 6250, 6251, 6252, 6253, 6254, 6255.  
**Guthrie**—Tracks 1109, 1136.  
**Marietta**—Track 6405.  
**Oklahoma City**—Tracks 111, 112, 211, 224, 324, 325, 327, 705, 824, 825, 826, 827, 828, 831, 842, 843, 844, 845, 851, 877, 878, 879, 880.  
**Pauls Valley**—Tracks 6001, 6002, 6003, 6099, 6121.  
**Ponca City**—Tracks 2116, 2117, 2118, 2131, 2132, 2134, 2203, 2209, 2210.  
**Shawnee Industrial Spur**—Tracks 3701, 3702, 3703, 3704, 3705, 3707, 3708, 3712, 3715, 3716, 3717, 3718, 3795, 3796, 3797, 3798, 3799.  
**Thackerville**—Tracks 6406, 6407.  
**Wynnewood**—Track 6201.

**7. Special Conditions**

**Shawnee Industrial Spur**—TTQX cars, BNSF 306000-306153, GVSR 89000-89058 and CRLE 1997 (Car Kind M3E—Hi-Tri Levels) are not permitted on the Shawnee Industrial Spur.

**Wynnewood**—Gary Williams Refinery Track 6205—Locomotives are not allowed to enter the LPG Rack. Locomotives must hold on to extra cars in order to switch this track. There must be a person located on each side of the car while pulling cars out or shoving cars into the LPG Rack.

Loading Track 6208 Coke Spur in Gary Williams has impaired clearance on the east end. Cars or engines must not pass the yellow paint on the rail and the dock. Crew switching this track must not go past this point when spotting or pulling cars.

**Ardmore**—Trains designated as Key Trains are restricted to 10 MPH on Main Track 1.

**Remote Control Zones—Oklahoma City**

Remote Control Zone No. 1 (Flynn Yard) is established on the 1238 bowl lead on the north end of the bowl extending to the west crossover switch on the south leg of the wyes and the north clearance point on the west leg of the wyes. Signs are located as follows:

1. North end of west leg of wyes at clearance point.
2. East end of south leg of wyes at clearance point.
3. North end of bowl on the lead.

Remote Control Zone No. 2 (Flynn Yard) is established on the 1230 Hump lead on the south end of the bowl extending to the clearance sign at the south end of the tail track. Signs are located as follows:

1. South end of bowl at bull switch.
2. Clearance sign at south end of tail track.

Remote Control Zone No. 3 (GM Yard) is established on the 929 switch lead. The east limit is MP 4.9. The west limit is MP 4.4 on the 929 lead. Signs are located as follows:

1. MP 4.9 to designate the east limits.
2. 929 lead at MP 4.4 on the south side of the track.

Remote Control Zone No. 4 (GM Yard) is established on the 930 switch lead. The east limit is at MP 4.9 on the 30 side. The west limit is MP 4.4 on the 930 lead. Signs are located as follows:

1. MP 4.9 on the 30 side of GM Yard.
2. 930 lead at MP 4.4 on the north side of the track.

**Activation/Deactivation Procedures**—The remote control operator will notify the ATM when the remote control zone is activated or deactivated. To enter Zones 1, 2, 3 or 4 movements must contact the remote control operator or the ATM to determine if the remote control zone is activated.

**Duplicate Mileposts**—Between Thackerville (MP 417.3X) and Gainesville (MP 411.3X) mileposts will be designated by an X.

**Close Clearance**

**Ponca City**—Track 2336—Conoco coke loading  
 Tracks 2312, 2313, 2314, 2315—Conoco light oil facility  
 Tracks 2426, 2427, 2428  
 Tracks 2521 and 2522—Continental Carbon  
 Track 2519—Conoco Carbon Fiber

**Red Rock**—OGE unloading dumper

**Edmond**—Tracks 418 and 419—Ralston Purina

**Britton**—Track 406—Acme Brick

**Oklahoma City**—Track 111—Commercial Warehouse  
 Track 211—Coors Central  
 Track 224—Continental Plastic  
 Track 232—Old Freight Warehouse  
 Track 301—Macklanburg Duncan  
 Track 302—Commercial Warehouse  
 Track 303—Macklanburg Duncan  
 Track 705—API Enterprises  
 Track 801—Acco Mill  
 Track 823—Trinity Industries  
 Tracks 842 and 843—A.C. Humco  
 Track 913—Lamson Sessions

**Shawnee**—Concrete dock of Buford White Lumber Co., Track 3707  
 UP Overpass MP 132.62

**Pauls Valley**—Building on south side of track 6003 will not clear person on side of car.

**Wynnewood**—Gary Williams Refinery structure between Rack Tracks 6206 and 6207 will not clear a person on the side of a car.

**Ardmore**—Tracks 6353 & 6354, inside Blue Bonnet Industry & track 6347 north of 1st Avenue road crossing and Track 6370 inside Michelin plant. Do not ride side of car inside industry.

**Gainesville**—Tracks 6501 through 6508 and 6512 – Track Centers 13 feet or less. Do not ride east side of car into track 6519, or west side of car into track 6535.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 294.0 to MP 296.0
- MP 305.5 to MP 306.0
- MP 323.2 to MP 323.5
- MP 346.5 to MP 347.8
- MP 352.0 to MP 361.0
- MP 365.8 to MP 366.0
- MP 381.2 to MP 381.6
- MP 416.7 to MP 417.3
- MP 497.2 to MP 493.0
- MP 517.5 to MP 516.0
- MP 502.5 to MP 502.4
- MP 468.4 to MP 462.0
- MP 451.0 to MP 450.6
- MP 440.5
- MP 418.6 to MP 413.6X

**Test Mile**—

- MP 283.0 to MP 284.0
- MP 336.0 to MP 337.0
- MP 364.0 to MP 365.0
- MP 430.0 to MP 429.0
- MP 482.0 to MP 483.0

**Hy-Rail Limits Compliance System (HLCS)**—HLCS is in effect on the Red Rock Subdivision. Refer to Item 21 of the System Special Instructions.

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

- 7451 ..... Arkansas City Yard
- 7452 ..... Ponca City Yard
- 7453 ..... Nowers Yard
- 7454 ..... Oklahoma City GM Yard
- 7455 ..... Flynn Yard
- 7557 ..... Gainesville Yard
- 7404 ..... Shawnee Yard

**Road Line Segments**

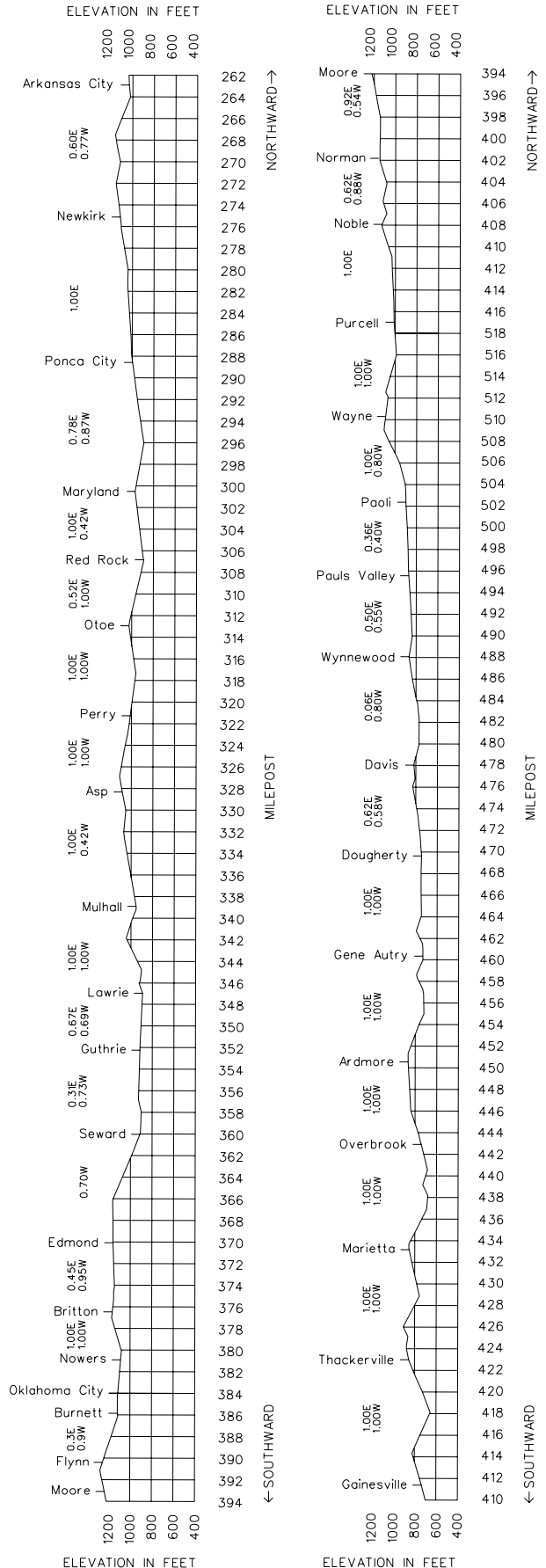
**Line Segment Limits**

- 7400 ..... Arkansas City to Purcell
- 7500 ..... Purcell to Gainesville
- 7405 ..... Packingtown Lead
- 7403 ..... Flynn to GM
- 7511 ..... Ardmore to Uniroyal

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Kildare Coop Spur	281.2	1,984	South
OG&E Sooner Spur	308.2	34,141	North
Team Track (Pipe Yard)	366.7	710	Both
Ralston Purina Lead (Dereco)	373.0	11,024	Both
Packing Town Industrial Spur	385.5	1,900	Both
API Plastics Lead	387.5	2,500	North
Flynn Industrial Spur	388.8	22,338	Both
Pauls Valley Industrial Lead	496.1	7,170	South
Rayford Storage Track	473.3	2,200	North
Crusher	466.4	11,050	North
Ardmore Industrial Park	449.6	26,400	Both
Borden Chemical	414.0X	800	South

**10. Grade Charts**



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sooner Subdivision <b>MAIN LINE STATIONS</b>		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		96438	437.2	SAPULPA	JTR			1003	1.7	
			438.9	Begin Stillwater Central RR	R				1.7	

Radio Channel No. 70 in service.

**Train Dispatcher Telephone Numbers**

(817) 234-6151, Fax (817) 234-6411, Emergency 911

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 437.2 to MP 438.9 ..... **Freight** 10 MPH.

**1(B). Speed—Permanent Restrictions—None**

**1(C). Speed—Switches and Turnouts—None**

**1(D). Speed—Other—None**

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

MP 437.2 to MP 438.9..... 143 tons, Restriction C

**3. Type of Operation**

**Restricted Limits—in effect:**

MP 437.2 to MP 438.9

**4. General Code of Operating Rules Items**

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

**5. Trackside Warning Detectors (TWD)—None**

**6. FRA Excepted Track—None**

**7. Special Conditions**

BNSF trains operate on SLWC tracks between MP 438.9 and MP 540.0 and are governed by the SLWC Timetable and Special Instructions.

Stillwater Central Railroad Company Train Dispatcher phone number—(316) 231-2230 ext. 224.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
None

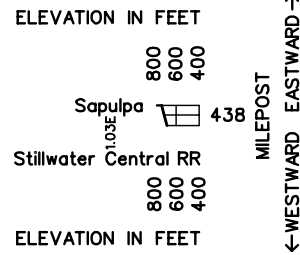
**8. Line Segments**

**Line Segments Limits**

1003 ..... Sapulpa to MP 438.9

**9. Locations Not Shown as Stations—None**

**10. Grade Chart**



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Venus Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		43554	18.0	VENUS			TWC	7509	5.3	
		43550	12.7	ALVARADO					1.3	
			11.4	UP RRX	M				11.4	
		43500	0.0	CLEBURNE	RBPT				19.0	

**UP Dispatcher—1-800-726-1076**

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Venus Subdivision	36	1	4	5&7	9
Ward Industrial Spur	36	1	4	5&7	9
UP Dispatcher	27	* 65	-	-	-

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
MP 18.0 to MP 2.0 .....	25 MPH.
Ward Industrial Spur, between MP 18.0 and MP 46.0 .....	20 MPH.

**1(B). Speed—Permanent Restrictions**

MP 13.4 to MP 11.4 .....	20 MPH.
MP 7.9 to MP 7.0 .....	20 MPH.
MP 2.0 to MP 0.3 .....	20 MPH.
MP 0.3 to MP 0.0 .....	10 MPH.
Ward Industrial Spur, Leads 3180, 4250 and 4210 .....	5 MPH.

**1(C). Speed—Switches and Turnouts**

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

**1(D). Speed—Other**

UP RRX MP 27.3 (Ward Spur) Manual Interlocking .....	10 MPH.
Venus Track 8727 .....	5 MPH.
Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders .....	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**

MP 18.0 to MP 0.0 .....	143 tons, Restriction C
-------------------------	-------------------------

**3. Type of Operation**

**TWC**—in effect:  
MP 18.0 to MP 2.0

**Restricted Limits**—in effect:  
MP 2.0 to MP 0.0

**Manual Interlocking Controlling Railroad**  
UP RRX, MP 11.4 ..... UPRR  
Ward Ind. Spur, Midlothian, MP 23.1 ..... UPRR  
This interlocking is named CP 023. Contact the UP dispatcher using \*58 or \*56 on AAR channel 37. The dispatcher's phone number is 800-726-1130 or 281-350-7421.

**4. General Code of Operating Rules Items**

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

**5. Trackside Warning Detectors (TWD)**—None

**6. FRA Exempted Track**

On the Ward Industrial Spur the following are FRA Exempted Tracks:  
Tracks 4210, 4250, 4280.  
Track 4301 - Ward Industrial Spur to end of track.  
Tracks 4701 and 4702 - Westmoreland Road to end of track.

**7. Special Conditions**

**Tri-Levels Moving Across Branch Line**—Car kind codes M3E (Hi Tri-Levels) and M3F (articulated Hi Tri-Levels) are authorized to move across the Venus Subdivision without additional clearance.

**Ward Industrial Spur**—All switches must be left lined and locked for movement on Ward Industrial Spur track.

**Remote Control Area**—Signs at MP 18.0 and MP 46.0 on the Ward Industrial Spur designate the Ward Industrial Spur Remote Control Area.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
None

**8. Line Segments**

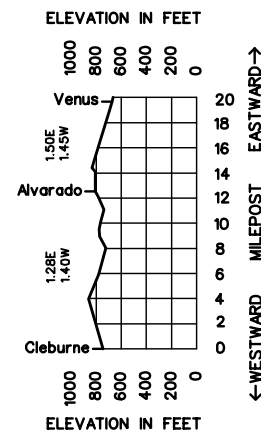
**Road Line Segments**

<b>Line Segment Limits</b>
7509 ..... MP 0.0 to MP 19.61

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Ward Industrial Spur - MP 18.0 to MP 46.0 is operated as Other Than Main Track	18.0 to 46.0	28 miles	

**10. Grade Chart**



NORTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Wichita Falls Subdivision MAIN LINE STATIONS			Miles to Next Stn.	SOUTHWARD ↑	
				Rule 4.3	Type of Oper.	Line Segment			
			0.0	TOWER 55			2.0		
			754.4	TOWER 60		CTC	1.5		
			4.8	DEEN ROAD			1.3		
			750.9						
Tower 55, MP 0.0 (UP MP 754.4) to Deen Road, MP 4.8 (UP MP 750.9) is under the jurisdiction of the UP Timetable and Special Instructions.									
WESTWARD ↓		40341	6.1	NORTH YARD	BTYM	2 MT ABS		3.0	EASTWARD ↑
		40345	9.1	BNSF RRR	MY			3.0	
			11.0	CP 11	Y	2 MT CTC		6.9	
	7,213	40354	19.0	AVONDALE				15.6	
	7,161	40370	34.6	HERMAN				5.7	
	5,950	40376	40.3	DECATUR				10.5	
	6,988	40387	50.8	ALVORD				13.0	
	9,500	40399	63.8	FRUITLAND			485	4.7	
		40404	68.5	BOWIE		TWC ABS		0.7	
			69.2	UP RRX	A			9.9	
	6,443	40415	79.1	BELLEVUE				11.1	
	8,898	40425	90.2	DICKWORSHAM				15.3	
		40441	105.5	JOLLY				5.5	
	22,372		110.0	RHEA				3.1	
		40449	114.1	WICHITA FALLS	BTU			114.1	

Radio Channel 54 in service Valley Jct. to CP 11

Radio Channel 36 in service CP 11 to Tower 55

Dispatcher Radio Call-In		
Ft Worth - 21(X)	Decatur - 23(X)	Wichita Falls East - 26(X)
Dickworsham - 25(X)	Bowie - 24(X)	Wichita Falls West CTC - 20(X)
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

**Train Dispatcher Telephone Numbers**

Ft. Worth West Dispatcher (DS 55)—Valley Jct. to CP 11 (817) 234-6367 or (800) 666-1022, Fax (817) 234-6373

Ft. Worth Dispatcher (DS 22)—CP 11 to Tower 55 and Saginaw Interlocking (817) 234-2322, Fax (817) 234-2424

UPRR terminal Train Dispatcher (TTD) (281) 350-7652, Radio Channel 78-78, Call Tone \*68

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
MP 4.8 to MP 113.0 .....	60 MPH.
MP 113.0 to MP 114.1 .....	40 MPH.

**1(B). Speed—Permanent Restrictions**

	<b>Freight</b>
MP 4.8 to MP 9.3 .....	20 MPH.
MP 9.3 to MP 11.1 .....	30 MPH.
MP 9.9X to MP 10.9X .....	30 MPH.
MP 9.9Y to MP 10.5Y .....	30 MPH.
MP 11.1 to MP 118.4, trains over 100 TOB .....	45 MPH.
MP 25.1 to MP 25.5 .....	55 MPH.
MP 28.6 to MP 31.4 .....	45 MPH.
MP 31.4 to MP 32.3 .....	50 MPH.
MP 38.8 to MP 41.2 .....	50 MPH.
MP 43.5 to MP 46.3 .....	55 MPH.
MP 46.3 to MP 48.0 .....	45 MPH.
MP 68.3 to MP 70.4 .....	30 MPH.
MP 96.0 to MP 96.2 .....	55 MPH.
MP 112.5 to MP 113.0 .....	40 MPH.
MP 113.0 to MP 114.1, trains over 100 TOB .....	30 MPH.
Through turnout west end of 2 MT	
MP 116.1 to MP 115.0, Main 1 .....	20 MPH.
MP 116.1 to MP 115.0, Main 1, trains over 100 TOB .....	10 MPH.

**1(C). Speed—Switches and Turnouts**

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

	<b>Freight</b>
Both ends sidings—Decatur and Bellevue .....	10 MPH.
All Other Siding Turnouts .....	20 MPH.
Through Turnout end of 2 MT MP 11 .....	25 MPH.

**1(D). Speed—Other**

Wilbanks Steel Industrial Lead..... 5 MPH.

**Temperature Restrictions**

The following hot weather restrictions are in effect on the designated locations outlined below. All other locations will operate at track speed:  
MP 11.1 to MP 68.3  
MP 70.4 to MP 114.1

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
95 to 109 degrees F	Do not exceed 45 MPH.	Do not exceed 40 MPH.	Do not exceed 60 MPH.
110 degrees F and over	Do not exceed 35 MPH.	Do not exceed 30 MPH.	Do not exceed 40 MPH.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

MP 4.8 to MP 114.1..... 143 tons, Restriction C  
Wichita Falls—Six-axle locomotives and six-axle derricks not permitted on the wye and also not permitted on Valley Line.

**3. Type of Operation**

**CTC—in effect:**

UP MP 754.4 to UP MP 750.9  
MP 9.9X to MP 10.9X  
MP 9.9Y to MP 10.5Y  
MP 10.9 to MP 11.1

**Multiple Main Tracks—in effect:**

**2 MT:**  
MP 5.8 to MP 11.1

**TWC—in effect:**  
MP 11.1 to MP 114.1

**ABS—in effect:**  
MP 4.8 to MP 5.4  
MP 7.6 to MP 10.9  
MP 11.1 to MP 114.1

**Yard Limits**—in effect:

MP 4.8 to MP 10.9

Before entering or moving within these limits communicate with the yardmaster for instructions.

**Interlocking Controlling Railroad**

UP RRX MP 754.4 ..... UPRR

UP RRX MP 3.1 ..... UPRR

UP RRX MP 3.2 ..... UPRR

BNSF RRX MP 9.1 ..... BNSF

UP RRX MP 69.2

**Control Point Identification**—Saginaw Wye Connection

CP 10 - MP 10.5X

**Auxiliary Main Track - Definition—**

Saginaw Leg of Wye - CP 3548 (MP 9.9X) to CP 10 (MP 10.5X).

Alliance Leg of Wye - CP 3556 (MP 9.9Y) to CP 10 (MP 10.5Y).

Connection Track (Between Wichita Falls Subdivision and Ft.

Worth Subdivision) - CP 10 (MP 10.5X) to CP 11 (MP 10.9X).

**4. General Code of Operating Rules Items**

**Rule 6.19**—Between Deen Road MP 4.8 and MP 114.1 when flagging is required, distance will be 1.5 miles.

**Rule 8.19**—Automatic switches can be equipped with a remote control feature (DTMF-Dual Tone Multiple Frequency) that can be used by train crews to request a route onto the siding track instead of stopping within 200 feet of the absolute signal and operating the mast mounted push button. When the unique five digit command is transmitted by an approaching train within one mile after passing the DTMF keypad sign, the switch will attempt to reverse. Once the switch is lined and locked in reverse position, the absolute signal governing movement on the switch will display a restricting aspect and the approach signal will display approach restricting.

When entering the main track from a siding with no overlap sign, a train authorized to proceed must stop the leading end of movement within 200 feet of the Absolute Signal that governs movement over the switch and operate the push button on the signal mast. Signal will display a proceed indication when the switch is lined for movement to the Main Track.

When the signal that governs movement over the automatic switch displays a Stop indication, the switch must be operated by hand before proceeding.

**TYE Safety Rule S-13.1.5 (C)**—“Shove Platform” cars BNSF 888561 through BNSF 888568 are intended to be used at locations across the division to protect point of shove moves.

These cars are currently designated as flat cars with car kind “FC6” and have been retrofitted with hand rails at both ends of the car for crossing over, and two in the center for riding.

When using “Shoving Platform” cars number BNSF 888561 through BNSF 888568, the second bullet point of TYE S-13.1.5(C) is amended to read:

- Ride on the deck of an empty flat car, or on a TOFC/COFC flat car with an empty stanchion or table, only if you can:
  - Mount the car safely and stand as near as possible to the center of the car, between the center hand rails.
  - Face the direction of movement.
  - Maintain this standing position as near as possible to the center of the car between the center hand rails before the equipment moves and until the equipment stops and the slack has adjusted.

**5. Trackside Warning Detectors (TWD)**

A. Protecting bridge, tunnels, or other structures: None

B. Other TWD Locations

MP 23.8—Recall Code 218

MP 47.5—Recall Code 238

MP 74.8—Recall Code 248

MP 94.3—Recall Code 258

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Ft. Worth**—At North Yard, Main Track switches located at MP 5.4, MP 5.7, MP 5.8, MP 7.33 and MP 7.97 (includes all 4 crossover switches) will be lined and locked for the movement last used.

**Remote Control Operations - North Yard**—Signs located at MP 4.8 (Deen Road) and MP 9.2 (Westbound Signal at Saginaw Interlocking) designate the Remote Control Area at North Yard.

**Automatic Switches, Location by Station**—Includes both switches unless specified:

Avondale, Herman, Decatur, Alvord, Fruitland, Bellevue, Dickworsham, Rhea, East End of 2 MT MP 113.0.

**Radio Controlled Automatic Switches—**

West Siding Switch Herman—Reverse Command 03520

West Siding Switch Fruitland—Reverse Command 64630

West Siding Switch Dickworsham—Reverse Command 94100

East Siding Switch Dickworsham—Reverse Command 89490

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 29.0 to MP 32.0

MP 64.8 to MP 65.4

MP 74.0 to MP 78.0

MP 95.0 to MP 96.0

**Test Mile—**

MP 14.0 to MP 15.0

MP 101.0 to MP 102.0

**Hy-Rail Limits Compliance System (HLCS)**—HLCS is in effect on the Wichita Falls Subdivision. Refer to Item 21 of the System Special Instructions.

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

761 ..... Fort Worth

762 ..... Wichita Falls

794 ..... Saginaw UP—BNSF Interlocking

490 ..... Valley Jct to MP 8.0—Valley Line

**Road Line Segments**

**Line Segment Limits**

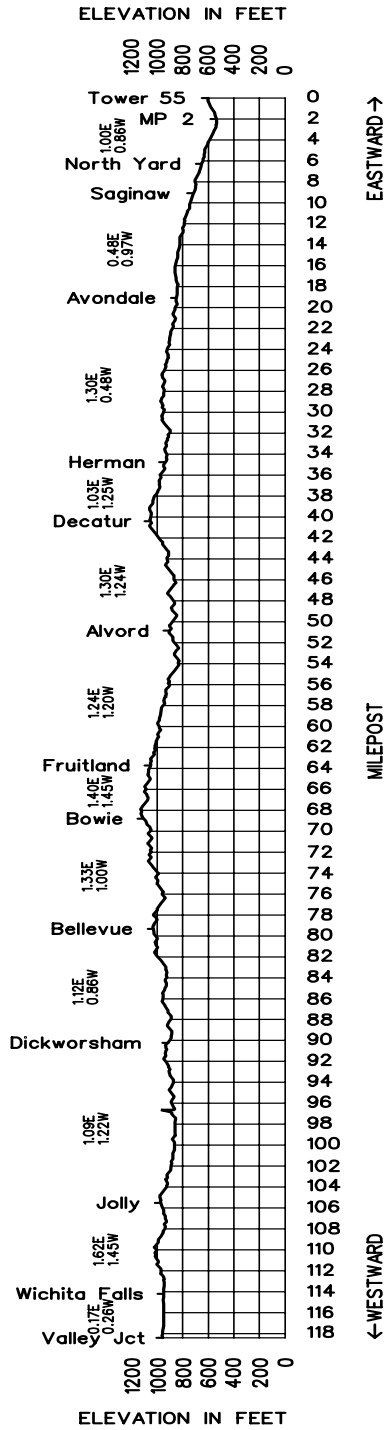
485 ..... Tower 55 to Wichita Falls

2900 ..... MP 9.8 to MP 11.1, Saginaw Connection

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
40361 Rhome	6.4 west of Avondale	40	East
40395 Sunset	4.2 east of Fruitland	7	East
40431 Henrietta	5.8 west of Dickworsham	15	East

10. Grade Chart



**Speed Tables**

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9

***TERMSDXO***

- T - Trains
- E - Engines
- R - Railroad cars
- M - Men & equipment fouling track
- S - Stop signal
- D - Derail or switch lined improperly
- X - Crossings at grade
- O - Other crew movements

**Remember “TERMSDXO” when shoving cars**

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:  
 At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds