

BE SAFE **Now...**

TEAGUE—

J. W. Wood Trainmaster
J. E. Smith Road Foreman

FORT WORTH—

Homer Anderson Asst. Supt.
J. E. Daume Chief Engineer
J. W. Spivey Trainmaster
B. G. Gilbert Chief Dispatcher

WICHITA FALLS—

S. P. Mallory Trainmaster
D. L. Christian Trainmaster
K. R. Larsen General Road Foreman

CHILDRESS—

J. R. Staven Chief Mechanical Officer
L. D. Barber Asst. Chief Mechanical Officer
L. D. Tackitt Trainmaster

AMARILLO—

F. D. Smith Asst. Supt.
J. T. Thompson Trainmaster
C. N. Jackson Road Foreman

TRINIDAD—

J. C. Clendenen Trainmaster
F. R. Gullede Asst. Trainmaster
M. R. Evans Road Foreman

PUEBLO—

D. E. Loe Trainmaster

BURLINGTON NORTHERN RAILROAD CO.

FORT WORTH AND DENVER RAILWAY COMPANY

FORT WORTH DIVISION

TIME TABLE AND SPECIAL INSTRUCTIONS 1

IN EFFECT AT 12:01 A.M.

Central Standard Time
and

Mountain Standard Time

Sunday, April 4, 1982

PRESIDENT
J. H. Brown

GENERAL MANAGER
E. L. Phillips

SUPERINTENDENT
J. R. Lewis

GENERAL
SUPERINTENDENT
OF TRANSPORTATION
C. N. Parker

FORT WORTH DIVN — 1st Subdivn

FORT WORTH DIVN — 2nd Subdivn

Rule 6(A) Signs	Length of Sidings in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Galveston	MAIN LINE STATIONS OFFICE CALLS	
		40000	492		0.0	GZ	GALVESTON FRT. YD. 48.2
Between Galveston Freight Yard and New South Yard Houston A.T.S.F. Ry. Rules, Timetable and Special Instructions Govern.							
BKRY		40050			48.2	HA	NEW SO. YD. HOUSTON 11.5
Between New South Yard Houston and Belt Jct. HB&T Rwy. Rules, Timetable and Special Instructions Govern.							
IRTY		40061	492	57.4	59.7	NX	BELT JCT. 7.5
Y	3,366	40064		64.9	67.2		ROSSLYN 5.7
Y	9,141	40070		70.6	72.9		CASEY 14.2
T	5,368	40085		84.8	87.1	CK	TOMBALL 12.0
	5,945	40096		96.8	99.1		KAREN 9.4
A	2,780	40105		106.2	108.5		DOBBIN 4.3
	7,586	40110		110.5	112.8		SIMMONS 14.8
		40125		125.3	127.6	RO	SHIRO 5.2
	6,890	40130		130.5	132.8		SINGLETON 21.3
	6,260	40151		151.8	154.1	NZ	NORTH ZULCH 16.7
	6,360	40168		168.5	170.8		FLYNN 16.1
	6,092	40185		184.6	186.9		NEWBY 8.6
	2,720	40193		193.2	195.5		DONIE 11.1
BKRTY		40204		204.3	206.6	DO	TEAGUE 18.1
	4,056	40222		222.4	224.7		STREETMAN 17.3
IY		40240		239.7	242.0	C	CORSICANA 1.9
Y	6,280	40242		241.6	243.9		NORTH CORSICANA 17.1
	5,951	40250		258.7	261.0		BARDWELL 12.2
KRY	4,474	40271		270.9	273.2	HC	WAXAHACHIE 0.7
I		40272		271.6	273.9		JTD. JCT. 28.2
Between JTD Jct. and Endot MK&T RR. Rules, Timetable and Special Instructions Govern.							
		40299			302.1		ENDOT 2.6
Between Endot and North Jct. MP RR. Rules, Timetable and Special Instructions Govern.							
					304.7		NORTH JCT. 32.4
Between North Jct. and Peach Yard NCT RR. Rules, Timetable and Special Instructions Govern.							
		40336			337.1		PEACH YD. 4.1
Between Peach Yard and North Yard 2nd Subdivn Rules and Special Instructions Govern.							
BKRTY		40341	485	6.1	341.2	FR	NORTH YARD

WESTWARD
↑ EASTWARD

Rule 6(A) Signs	Length of Sidings in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From T&P Jct.	MAIN LINE STATIONS OFFICE CALLS	
Y			485	0.0	0.0		T&P JCT. 0.5
Y				0.5	0.5		NINTH STREET 0.4
Y				0.9	0.9		HAMPTON 1.1
Y				2.0	2.0		MP 2 0.5
Y				2.5	2.5		RIO 8.6
BKRTY		40341		6.1	6.1	FR	NORTH YARD 3.0
IY	6,477	40345		9.1	9.1	GN	SAGINAW 1.9
Y				11.0	11.0		MP 11 8.0
	6,894	40354		19.0	19.0		AVONDALE 15.6
	6,283	40370		34.6	34.6		HERMAN 5.7
	6,098	40376		40.3	40.3	CA	DECATUR 10.5
	7,300	40387		50.8	50.8		ALVORD 13.0
	6,693	40399		63.8	63.8		FRUITLAND 4.7
A	2,507	40404		68.5	68.5	BI	BOWIE 10.6
	6,890	40415		79.1	79.1		BELLEVUE 11.1
	7,081	40425		90.2	90.2	DK	DICKWORSHAM 15.3
	6,269	40441		105.5	105.5		JOLLY 3.4
Y		40444		108.9	108.9		RHEA JCT. 5.2
BKRTUY		40449		114.1	114.1	2MT W	WICHITA FALLS 4.3
J		40458		118.4	118.4		VALLEY JCT. 5.9
	6,681	40460	124.3	124.3		IOWA PARK 11.6	
	6,614	40471	135.9	135.9		FOWLKES 4.4	
		40476	140.3	140.3		ELECTRA 7.8	
	6,577	40488	148.1	148.1		HARROLD 15.2	
	7,844	40499	163.3	163.3	RN	VERNON 15.4	
I	6,650	40514	178.7	178.7		CHILLICOTHE 13.1	
T	6,597	40527	191.8	191.8	Q	QUANAH 4.9	
		40532	196.7	196.7		ACME 3.9	
	6,498	40536	200.5	200.5		GOODLETT 11.2	
	6,575	40547	211.7	211.7		KIRKLAND 8.5	
BJKRTY		40556	220.2	220.2	RS	CHILDRESS	

WESTWARD
↑ EASTWARD

FORT WORTH DIVN — 3rd Subdivn

FORT WORTH DIVN — 4th Subdivn 3

WESTWARD ↓

Rule 6(A) Signs	Length of Sidings in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Childress	MAIN LINE STATIONS OFFICE CALLS	
BJK RTY		40556	485	220.2	0.0	RS	CHILDRESS
	6,499	40568		227.8	7.6		CAREY
JY	7,280	40572		236.7	16.5		ESTELLINE
	7,528	40586		261.9	31.7	SI	MEMPHIS
	9,141	40599		268.1	42.9		HEDLEY
	7,890	40613		275.7	55.5		CLARENDON
	7,562	40623		288.6	68.4		ASHTOLA
	7,066	40639		304.5	84.8	MA	MALDEN
	4,026	40643		307.9	87.7		CLAUDE
	7,310	40653		317.7	97.5		KASOTA
	8,535	40656		320.5	100.3		WASHBURN
Y	8,517	40664		328.9	108.7		PULLMAN
BIKRTY		40671		335.7	115.5	AR	AMARILLO
	8,992	40682		347.3	127.1		GENTRY
	4,211	40691		358.2	137.8		BODEN
	7,493	40708		371.7	151.4	SA	TASCOSA
	7,587	40723		388.1	167.8		CHANNING
	4,034	40738		403.1	182.8		HARTLEY
ITY	7,536	40753		417.4	197.2	JC	DALHART
	7,562	40770		434.5	214.6		GUY
	4,050	40777	441.8	221.6		PERICO	
BKRY		40788	452.9	232.7	Z	TEXLINE	

↑ EASTWARD

WESTWARD ↓

Rule 6(A) Signs	Length of Sidings in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Texline	MAIN LINE STATIONS OFFICE CALLS	
BKRY		40788	477	348.4	0.0	Z	TEXLINE
Y		40790		347.2	1.2		SIXELA
	2,960	40799		337.6	10.8	CY	CLAYTON
	8,608	40807		330.4	18.0		ROYCE
	8,484	40821		315.6	32.8		GRENVILLE
	8,280	40837		300.1	48.3		GRANDE
KR	7,517	40844		292.5	55.9	MS	DES MOINES
	7,300	40852		284.5	63.9		NEW FOLSOM
	4,085	40855		271.6	76.8		ALPS
	8,472	40874		263.1	85.3		BRANSON
BK	8,665	40886		251.0	97.4	H	TRINCHERE
	8,225	40901		235.2	113.2		BARELA
	8,516	40917		220.2	128.2		BESHOAR
BKRY		40924		211.8	136.6	DA	TRINIDAD
	4,211	40939		198.0	150.4		LUDLOW
	8,365	40946		191.0	157.4		LYNN
	8,017	40957		180.1	168.3		MAYNE
JY	6,100	40965		171.6	175.8	WN	WALSENBURG
X	E2,954 W2,965	40981		155.2	193.2		LASCAR
X	E3,065 W3,115	40993		143.7	204.7		CEDARWOOD
JRXY	4,530	41013	124.4	224.0		SOUTHERN JCT.	
Y	4,235	41014	122.5	225.9	MQ	MINNEQUA	

↑ EASTWARD

Between Minnequa and Pueblo A.T.&S.F. Ry.
Rules, Timetable and Special Instructions Govern

	41020	477	118.5	320.0	R	PUEBLO
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Between Pueblo and South Denver A.T.&S.F.-D.&R.G.W.
Joint Time Table Governs

IMY	41184	477	4.1	344.8		SOUTH DENVER
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4 FORT WORTH DIVN — 5th Subdivn

WESTWARD ↓

Rule 6(A) Signs	Length of Sidings in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Estel-line	BRANCH LINE STATIONS OFFICE CALLS
JY		40572	486	236.7	0.0	ESTELLINE
	7,454	88722		258.5	21.7	TAMPICO
		88732		268.9	32.2	TURKEY
	6,789	88742		279.2	42.5	QUITAQUE
JY		88769		306.4	69.6	STERLEY
		89007	487	318.0	76.2	LOCKNEY
	2,557	89026		332.7	95.9	PG PETERSBURG
U	2,541	89044		349.5	112.9	KITALOU
BKR TY		89054		360.0	123.3	BU LUBBOCK

↑ EASTWARD

FORT WORTH DIVN — 7th Subdivn

WESTWARD ↓

Rule 6(A) Signs	Length of Sidings in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Valley Jct.	BRANCH LINE STATIONS OFFICE CALLS
J		40458	490	0.0	0.0	VALLEY JCT.
	1,522	88227		27.3	25.7	DUNDEE
	2,498	88252		51.9	50.3	SEYMOUR
	1,796	88263		63.4	61.8	BOMARTON
	1,045	88271		70.5	69.9	GOREE
	1,787	88276		75.8	74.2	M MUNDAY
	1,800	88297		96.9	95.3	AK HASKELL
BKR TY		88313		112.7	111.1	S STAMFORD
BKR TY		88351		151.3	149.7	A ABILENE

↑ EASTWARD

FORT WORTH DIVN — 6th Subdivn

WESTWARD ↓

Rule 6(A) Signs	Length of Sidings in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sterley	BRANCH LINE STATIONS OFFICE CALLS
JY		88769	486	306.4	0.0	STERLEY
BKR TY		88787		324.3	17.9	CG PLAINVIEW
	2,389	88801		337.5	31.2	EDMONSON
	2,563	88815		351.6	45.2	HART
RTY		88831		367.6	61.2	DM DIMMITT

↑ EASTWARD

FORT WORTH DIVN — 8th Subdivn

WESTWARD ↓

Rule 6(A) Signs	Station Numbers	Line Segment	Mile Post Location	Distance From Childress	BRANCH LINE STATIONS OFFICE CALLS
BJK RTY	40556	489	220.2	0.0	RS CHILDRESS
Y	88580		252.0	31.8	WELLINGTON

↑ EASTWARD

FWD Radio Channel No. 1 in service on these Subdivisions

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

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
First Subdivision				Third Subdivision			
40062	Oak Forrest	27	Both	40559	Moyer	90	East
40062	Acme Brick Co.	10	West	40606	Lelia Lake	50	West
40065	Ryder	4	West	40632	Goodnight	40	East
40065	Mabry	13	West	40761	Bolin	15	Both
40066	North Houston Ind Park	290	Both	40767	Ware	16	East
40068	Housh Drilling	5	East	Fourth Subdivision			
40068	Cont'l. Carbon and Coastal Fence	44	West	40850	Twin Mountain	70	West
40069	Manufacturers Warehouse	14	West	Fifth Subdivision			
40069	Hudson	44	West	88764	South Plains	45	Both
40069	Chgo Br Iron	110	East	89017	Barwise	39	East
40071	HP&L Co	60	East	89036	Heckville	11	West
40071	Chem Spray	7	West	Sixth Subdivision			
40072	Houston Shell	60	West	88777	Cereal	16	East
40072	Walker Kurth	5	West	88790	Occidental Chemical	23	Both
40075	Deco	20	Both	88791	Wasson	15	East
40078	Louetta	71	Both	88795	Boone	6	West
40081	Orr	60	East	88796	Wright	10	Both
40091	Ventura	69	Both	88798	Edmonson Coop	13	West
40119	Richards	41	Both	88808	Grisham	14	Both
40125	Grimes	12	West	88813	Hilburn	20	West
40141	TMPA	100	Both	88816	Custom Farm Supply	5	West
40141	Iola	50	East	88822	Roy	12	Both
40159	Normangee	14	Both	88827	Red Barn	4	West
40183	Koch (MP Tfr)	12	East	88829	Goodpasture	18	West
40214	Kirvin	6	West	Seventh Subdivision			
40225	Superock	50	West	88214	Holliday	21	Both
40231	Navarro	25	West	88285	Weinert	34	Both
40249	Emhouse	50	West	88327	Anson	30	East
Second Subdivision				88341	Flna	21	East
40350	Hicks	8	West	88343	North Abilene	60	Both
40361	Rhame	51	Both	88345	Lanius	15	East
40395	Sunset	7	West				
40431	Henrietta	27	West				
40490	Oklunion	12	Both				
40496	Vernon Grain Inc.	35	Both				

ALL SUBDIVISIONS

1. Speed Restrictions Maximum Speeds Permitted

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Freight trains up to 100 Tons/OB* 49 MPH.
Freight trains over 100 Tons/OB* 40 MPH.

*Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equal 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

Unless otherwise provided—

Loaded unit ore, ballast and potash trains 40 MPH.
Loaded unit coal trains 40 MPH.
Empty unit coal trains 49 MPH.
Engines running light or with caboose only 49 MPH.

All trains and engines through turnouts and sidings except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise 10 MPH.

Equipment—	Main Line	Branch Line
Ore cars	40 MPH.	21 MPH.
Scale test cars (except FWD S 780 WO 3, 4, 5, BN 979019 and SLSF 99161)	35 MPH.	21 MPH.
Scale test car FWD S 780	49 MPH.	25 MPH.
Air dump cars (loaded)	35 MPH.	21 MPH.
Wedge plow or dozer (dead in tow)	35 MPH.	21 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan Spreader	30 MPH.	13 MPH.
Ribbon rail cars (loaded)	35 MPH.	21 MPH.

Except on Main Lines as shown in timetables, diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on any subdivision unless authorized by Chief Dispatcher and Roadmaster or covered by specific instructions.

Maximum Speed Diesel Units Dead In Tow—

Switcher units with friction bearings 35 MPH.
Switcher units with roller bearings 40 MPH.
Road switcher and other units 49 MPH.

1A. Control of Harmonic Rocking

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking of cars. Where specified by Individual Subdivision Special Instructions or bulletin, the following restrictions will apply:

Trains other than unit coal trains, ore trains or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour, must reduce speed not to exceed 13 miles per hour until movement can again exceed 21 miles per hour.

2. Restrictions on Diesel Units—

The number of diesel units coupled together in train opera-

tion, either working, idle, or dead in tow, must not exceed seven. When the operating diesel units on head end of train exceed 18 powered axles, Individual Subdivision Special Instructions or bulletin must be referred to in determining if any restrictions are in effect governing trailing tonnage. Maximum tonnages expressed in Individual Subdivision Special Instructions for head end power are extreme limits under ideal conditions and superintendents will establish lower limits as required.

In the event diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed not less than 5 cars or more than 15 cars behind the lead units.

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

Exception—Trains of 5 cars or less may handle not more than 3 such diesel units coupled dead in tow to the working consist.

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

Diesel units NOT equipped with alignment control couplers: All switcher units

Road and road switcher diesel units: 107, 251-259, 400-403, 405-406, 600-995, 1350-1355, 1357-1365, 1524-1576, 1578-1585, 1587-1601, 1603-1612, 1614, 1616-1619, 1621, 1670-1671, 1673, 1700-1775, 1777-1875, 1877-1936, 1938-1958, 1960-1966, 1968-1998, 4000-4197, 6000-6255, 9900-9925.

Locomotives not equipped with a speed indicator, when used as controlling unit, must not exceed 20 MPH.

Locomotives equipped with a speed indicator may operate at normal speed. Should indicator fail or become inaccurate: + or -3 MPH at 10-30 MPH, or + or -5 MPH over 30 MPH, however, speed indicator must be red tagged and dispatcher notified.

3. Manned Helper Operations—

Locomotives not equipped with alignment control couplers (See item 2) must not be operated in manned helper consists unless equipped with bolster stops.

The following units, not equipped with alignment control couplers, are equipped with bolster stops:

602-644, 653, 675, 682, 702, 704-707, 710-714, 720, 724-735, 738-785, 788, 794-819, 824-825, 827-829, 831-847, 986-989, 1353, 1355, 1357-1360, 1362, 1365, 1524-1542, 1545, 1551-1552, 1555-1563, 1569-1571, 1573, 1575-1576, 1578, 1580-1584, 1587, 1590, 1592-1600, 1610, 1614, 1616-1618, 1621-1622, 1626-1643, 1670, 1671, 1673, 1700-1775, 1777-1799, 1802-1812, 1814, 1816-1817, 1819-1820, 1822, 1824-1833, 1835-1866, 1868-1875, 1877-1882, 1887-1889, 1892, 1894-1901, 1903-1904, 1906, 1908-1909, 1914-1926, 1928, 1930, 1932-1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1990-1997.

Exception—Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotive units including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

When cars listed in first sentence of item 4 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of 12 powered axles or less, may be operated at rear of train ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed 24 powered axles. Head end consists in helper trains will not exceed 24 powered axles.

Head end consists in helper trains which are unit coal trains, equipped entirely with Type E or F couplers cast in Grade E steel, may have up to 36 powered axles. Helpers up to 24 powered axles may shove on the rear of such trains except that helpers with twenty four powered axles must be cut in ahead of caboose.

Note—The following 100-ton coal cars are not equipped with Grade E steel, Type E or F couplers:

- BN 513900-513999 (GN 70400-70499)
- BN 514100-514199 (NP 73600-73699)
- BN 514300-514499 (CBQ 160000-160199)
- BN 520000-520599 (NP 73000-73599)
- BN 520658-520699 (NP 74958-74999)
- BN 522000-522699
- BN 523000-523399
- BN 524000-525299 (CBQ 160200-161499)
- BN 540000-540210 (CBQ 163000-163299)

Helpers of more than 12 powered axles must be cut into train.

Dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, helper may be operated on head end, providing the combined head end and helper units do not exceed seven.

Exceptions to Item 3—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

3A. Diesel Unit Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.

Group	Types	Unit Numbers	Weight (000)
A	SW-1	70, 80-97	198-200
B	SW-1 F-9 NW-5 GP-5 GP-7 GP-9 GP-18	192 845-851 987-995 1350-1365 1553-1555, 1558-1561, 1565, 1566, 1569, 1570, 1572, 1575, 1582, 1586, 1588, 1590, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1616, 1619, 1621, 1623, 1670, 1671, 1673 1723-1760, 1808-1830, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971-1972, 1979, 1980 1991-1997	216-260
C	SW-3 SW-900 SW-12 SW-7 SW-9 SW-10 NW-2 F-9	98, 99, 101 190 196, 192-196, 170-250, 251-259 198-134, 137-142, 75-79 146-161, 167-169, 260-269 375-394, 427-449, 574-585 400-406, 410-425, 488-498, 517-573, 586-595 767-843	232-251

D	NW-12 SW-7 NW-2 GP-7 GP-9 SW-7 MP-15	1, 5, 14, 19 135, 136, 140-145 451-487, 500-516 1524-1552, 1557, 1562-1564, 1567, 1568, 1571, 1573, 1574, 1578, 1579, 1581, 1584, 1585, 1589, 1591, 1593-1595, 1598-1602, 1604, 1605, 1608, 1611, 1613, 1617, 1618, 1622, 1626-1640 1761-1807, 1886, 1890, 1959, 1965, 1970 197 4000-4004	243-262
E	SW-1500 SW-15 GP-15-1 GP-10 GP-9 GP-20 GP-38 GP-38-2 GP-30 GP-35 GP-39-2 GP-40 U-28B U-30B E-30-7 GP-40-2 GP-50	20-65 300-324 1375-1399 1400-1438 1700-1722, 1831-1883, 1892-1901, 1973-1978 2001-2071 2072-2077, 2110-2138 2078-2109, 2150-2154, 2255-2369 2200-2254 2509-2545, 2550-2592 2700-2739 3000-3039 5450-5459 5470-5484, 5770-5799 5485-5492 3040-3064 3100-09	265-276
F	SD-7	6048-6059	297-298
G	SD-7 SD-9	6023-6047, 6070-6089 6127-6206, 6215-6237	316-326
H	SD-7 SD-9 SD-24 E-9	6006-6022 6100-6126 6240-6255 9900-9925	330-347
I	C-30-7 U-23-C U-30-C U-32-C SD-40 SD-40-2 SD-45 F-45 SD-38-2	5000-5141, 5500-5599 5200-5208 5300-5394, 5396-99, 5800-5944 5700-5765 6300-6324, 6335-47, 6394-6399 6325-6334, 6348-6385, 6700-8181 6400-6599, 6650-6696 6600-6645 6260-6263	369-423

4. Restrictions on Placing Cars in trains—

Following equipment, loaded or empty, must be on rear of trains except in work trains or when otherwise provided by authority of Chief Dispatcher:

- Outfit cars
- Scale test cars (next ahead of caboose) except FWD S 780
- WO 3, 4, 5, BN 979019 and SLSF 99161
- File drivers
- Locomotive cranes
- Rotary snowplows, wedge plows, dozers
- Jordan spreaders
- Former Frisco or SLSF marked empty ribbon rail cars
- Rear end only cars
- FWD 70621 through FWD 76991, Peek-a-boo rail and tie cars
- FWD tank cars 15000 series, (next ahead of caboose)
- CBQ 130000 through 130049 and BN 974000 through 974049 must be handled within 10 cars of caboose.

Handling 80 Foot or Longer Cars—

During either throttling or braking, trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision

Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

Locations where other restrictions are in effect are listed under Individual Subdivision Special Instructions.

EXCEPTION: Trains consisting entirely of cars 80 feet and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

5. Repeater Relay Air Car Operation—

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

6. Hazardous Materials—

Holders of the Consolidated Code of Operating Rules must have BN Form 15784, "Handling Placarded Cars In Railroad Transportation," in their possession and be familiar with its contents.

Note: For complete information on these regulations, consult tariff No. BOE-6000 or B. E. Pamphlet 20.

All loaded tank cars placarded "flammable gas", "non-flammable gas", or "chlorine", and all tank carloads of compressed gasses bearing Canadian placards must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars, nor shall such cars be coupled to with more force than is necessary to complete coupling. Employees must be informed of the presence of these cars and handle them in accordance with the above requirements.

When derailment or incident occurs in which hazardous materials may be involved:

- Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- Notify train dispatcher (yardmaster in terminal areas) advising portion of train or cars involved. From waybills, consist or other data source, determine appropriate precautions in the event there has been a product release.
- Inspection of train or cars should be undertaken with caution. If a release of hazardous material is evident, the area must not be entered except by person(s) with proper protective equipment.
- If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- Remain at the scene, in close contact with the train dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and condition of cars. Furnish them all emergency response information available. This position should be maintained until relieved by an officer on the scene or emergency is corrected.

NOTE: Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

7. Train Inspection and Failed Equipment Detector Instructions.

When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made or when notified that a failed equipment detector is out of service or may be ineffective account blowing snow, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Conductors will determine frequency of inspections depending on visibility conditions and/or inspections by employees on the ground. Inspection intervals must not exceed 35 miles. Crews will examine train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

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

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train, and location of failed equipment detector which failed to detect the hot bearing, with a copy of the wire to AVP Engineering St. Paul. Dispatchers will arrange inspection of the detector by the signal maintainer in all such instances.

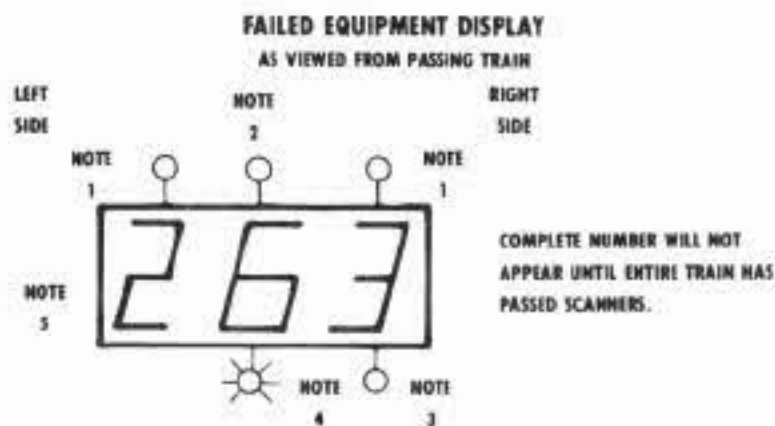
Failed Equipment Wayside Display—

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

Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise dispatcher reason for delay by first available means of communication.



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

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

Note 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected.

Note 4—Flashing train inspection indicator light. When illuminated train is being checked for hot bearing and dragging equipment. If this light is not illuminated immediately after the rear of the train has passed, stop and inspect train.

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

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

Failed Equipment Radio Reporter

Failed Equipment detectors at locations shown under Individual Subdivision Special Instructions, convey information to train crews by FWD Radio.

Each radio message from these devices will contain the site identification such as "FWD (Town, State)".

A four second warning tone is issued immediately upon each defect detected.

This type of device must be monitored by the train crew and they must be governed by the information conveyed immediately after the train has passed.

Detector Status Message	Train Crew Response
"... No Defects"	Proceed
"... Integrity Failure"	Stop train for inspection
"... First hot box right side XXX"	Stop train for inspection near indicated axle
"... First Dragging equipment near axle XXX"	Stop train for inspection near indicated axle
"... First hot wheel near axle XXX"	Stop train for inspection near indicated axle
"... (No detector status message)"	Stop train for inspection*

Detector status messages may describe more than one defect such as:

- "... First hot box left and right side XXX"
- "... First hot wheel near axle XXX"
- "... Second hot box right side XXX"
- "... Third hot box left side XXX"

All detector status messages will be repeated in order of detection.

XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least four (4) axles both directions from indicated number.

*When incomplete message or no message is received stop train for inspection.

Train must not move beyond failed equipment sign unless a proceed message is received from the detector site or until inspection is completed.

When failed equipment is indicated, train crew must stop train for inspection and advise dispatcher reason for delay by first available means of communication.

Failed equipment (FE) signs are located 13,500 feet beyond the failed equipment detector site.

FAILED EQUIPMENT SIGN —



8. Storage of Cars Within Yard Limits Non-ABS Territory—

Within yard limits in Non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move as required in Rule 93.

9. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

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

10. Commodities insulating track in CTC and ABS—

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting on top of rails. This condition could possibly insulate the track, and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

11. Air Brake and Train Handling Rules—

BN Air Brake and Train Handling Rules, Form 15338 7-1-80, are in effect. Employees whose duties are in any way affected by these rules must have a copy of this book available while on duty.

12. Automatic Cab Signals—

Cab signals on any engine unit, so equipped, must not be used on any other portion of Burlington Northern except on suburban equipment only on Chicago Division, First Subdivision.

13. Cabooses moving deadhead in trains will be restricted to rear-end only.

14. Loaded unit coal trains are restricted to the main track and will not take siding nor be operated through yard tracks or back tracks except as otherwise provided below.

Individual loaded coal cars or block of loaded coal cars which may have to be set out on line must be walked into and out of set out track and in no case shoved past the clear point. Loaded coal trains which require doubling over in a terminal will be handled at a speed not exceeding 5 miles per hour and the crew will observe the double over carefully from positions which will allow them to immediately stop the train if trouble develops. Loaded coal trains may be operated through sidings at:

Walsenburg, Mayne, Lynn, Beshoar, Barela, Trinchere, Branson, New Folsom, Des Moines, Grande, Grenville, Royce, Guy, Dalhart, Channing, Tascosa, Gentry, Kasota, Malden, Ash-tola, Clarendon, Hedley, Memphis, Estelline, Fowikes, Iowa

Park, Dickworsham, Alvord, and Avondale, and other sidings in emergency when authorized by Chief Dispatcher and be governed by his instructions.

Loaded unit coal trains may be operated through yard tracks at—Trinidad, Texline, Amarillo, Childress, Wichita Falls, and Fort Worth as instructed by yardmaster.

15. Operation of Unit Coal Train—

When voice communication between the head end and rear is not available and it is necessary to stop train from the caboose, the caboose valve must be moved directly to emergency position only and left there until train stops. No brake application will be made from the caboose except full emergency.

When making a cut at any location in a coal train, no train line angle cock may be turned until all air from the brake pipe is exhausted at the automatic brake valve and the engineer gives a signal of one (1) short blast of the whistle.

The angle cock on the rear portion of the train must be left in the full open position.

Any premature closing of the angle cock before the air is exhausted will cause a wave action in the train line and will release all brakes on the rear portion of the train when separation is made.

16. All switching movements over road crossings, including those crossings protected with lights and bells, will be made cautiously and where necessary under flag protection in order to protect against crossing accidents.

No cars will be shoved blind across road crossings and cars must not be dropped over road crossings without flag protection being provided in advance of movements.

Mechanical Department employees will not hostile engines over public road crossings unless flag protection is provided in advance of movement.

17. Rear Trainmen will inspect to the rear of their train at least once each mile, upon leaving limits of slow orders, after entering or leaving turnouts, and upon leaving stations where switching was performed, to determine if anything is derailed or dragging in your train.

18. When necessary to use helper consist to assist a train, employees must not ride in or on caboose trained ahead of helper consist.

19. During cold weather, a running release of train brakes should not normally be made unless a total reduction of not less than 10 pounds has been made. This procedure will minimize the possibility of stuck brakes and is especially useful on trains of 7,000 feet or longer, trains having long cars, or which have the maximum permissible brake pipe gradients.

20. Reference to Notification to Operating Personnel in Connection with the Movement of FRA Defective Cars for Repair. Your attention is directed to Paragraph (a) (2) of Section 215. Movement of defective cars for repair, Railroad Freight Car Safety Standards, which provides that a railroad freight car which has any components defective under FRA Regulations may be moved for repair only after:

- (a) "The person in charge of the train in which the car is to be moved is notified in writing and informs all other crew members of the presence of the defective car and the maximum speed and other restrictions determined under paragraph (a) (ii) of this section."

The Operations and Maintenance Department of the AAR is in process of developing uniform recommended procedures, which may include the movement of such defective cars on a waybill detailing the particular defect(s) and operating restrictions as shown on the cards attached to the car, as well as a general notice to the crew members handling such cars.

21. Dimensional shipments must not be moved until clearance instructions have been issued by the BN Clearance Bureau. The Chief Dispatcher will supervise the movement of high-wide loads and excessive weight shipments.

Conductors are responsible to see that their trains have no dimensional and excessive weight shipments for which they have no instructions.

Conductors and Yard Foremen, in making up trains, must notify Yardmasters of dimensional shipments which exceed Published Clearance that are included. Yardmasters, when on duty, Footboard Yardmasters or Conductors will notify the Train Dispatcher to enable the dispatcher to protect by train order per Item 14 Paragraph n of the Train Dispatchers Manual prior to departure of the train from the station where the dimensional shipment is entrained.

This notification and train order protection is required at crew change points on run through trains.

22. Published Clearance for dimensional shipments on FW&D are as follows:

1st Subdivision

Galveston-

Houston 11'0" wide at 17'6" ATR down to 3'0" ATR

Houston-Waxa-

hachie 12'0" wide at 20'0" ATR down to 3'0" ATR

Waxahachie-

Dallas 12'0" wide at 18'0" ATR down to 3'0" ATR

Dallas-Fort

Worth 12'0" wide at 19'0" ATR down to 3'0" ATR

2nd and 3rd Subdivisions

Fort Worth-Wichita

Falls 12'0" wide at 18'0" ATR down to 3'0" ATR

Wichita Falls-Quanah

Via Westbound

MT 12'0" wide at 17'0" ATR down to 3'0" ATR

Wichita Falls-Quanah

Via Eastbound

MT 12'0" wide at 18'9" ATR down to 3'0" ATR

Quanah-

Amarillo 12'0" wide at 20'0" ATR down to 3'0" ATR

Amarillo-

Texline 12'0" wide at 18'6" ATR down to 3'0" ATR

4th Subdivision

Texline-

Pueblo 12'0" wide at 18'6" ATR down to 3'0" ATR

Pueblo-

Denver 11'6" wide at 18'9" ATR down to 3'0" ATR

5th and 7th

Subdivisions 12'0" wide at 18'0" ATR down to 2'0" ATR

6th Subdivision 12'0" wide at 20'0" ATR down to 2'0" ATR

8th Subdivision 12'0" wide at 20'0" ATR down to 3'0" ATR

23. The following Rule 271(a) will apply on Ft. Worth and Denver Railway:

Rule 271(A). Track and time limits per Rule 271 may be issued to a maintenance of way employee or equipment only when they are to work in the same or overlapping limits with train(s) or engine(s) which must also be authorized by track and time limits.

When this is done, control operator must inform those granted track and time limits of the fact and trains or engines must move prepared to stop short of unprotected equipment.

FIRST SUBDIVISION (Galveston Frt. Yard - North Yard)

1. Speed Restrictions	Maximum Speeds Permitted
Belt Jct. and Waxahachie	40 MPH.
Loaded Unit Coal Trains	30 MPH.
MP 61.9 to MP 65.0 Houston City Limits	21 MPH.
MP 65.0 to MP 85.0	25 MPH.
MP 110 to MP 130	25 MPH.
Bridge 88.3 and Bridge 183.4, trains handling any Load over 20 feet 2 inches ATR	25 MPH.
MP 203.1 to MP 206.6 Yard Limit	30 MPH.
Bridge 236.6	25 MPH.
MP 238 to MP 242.3 except as shown below	30 MPH.
SSW Crossing MP 239.7	20 MPH.
MP 269.7 to JTD Jct.	10 MPH.
Eastward Trains only, MP 271.6 (JTD Jct.) to MP 270.9	5 MPH.
Superock	5 MPH.
Dallas Right of Way District, ALL TRACKS	10 MPH.
Maximum speed authorized for trains handling 45 or more loaded 100-ton hoppers and tanks:	
MP 60.6 to MP 85.2	12 MPH.
MP 110 to MP 131	12 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

3. Train Register Exceptions—

Belt Jct.—All trains will register by Register Ticket.
 Waxahachie—All trains will register by Register Ticket.

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

Belt Jct. is initial station for Westward trains.
 Conductors and Engineers of Eastward trains originating at FWD North Yard to NCT must receive FWD clearance in addition to NCT clearance at FWD North Yard.
 Waxahachie is initial station for Eastward trains.
 Teague—Trains must receive clearance.

5. Rule 99, when flagging is required distance will be 1.0 mile.

6. Special Conditions

When switching the Power and Light Company Spur at Casey and in the vicinity of the Plant Proper, keep engine bell ringing constantly and do not exceed 8 MPH.

Simmons—Rule 513 in effect.

Automatic interlocking at the SP crossing on the MKT between Sterrett and JTD Junction is equipped with push-buttons in locked boxes on the Home signal masts. When pushed, these buttons act to re-clear a route which has previously been established and cancelled because the approaching train was on the approach circuits in excess of time setting. These re-clearing buttons have no effect whatever on the signals on the opposing route through the interlocking and are not a part of the time release of this crossing.

Trains stopped by a red signal must operate the time release located adjacent to the crossing, as prescribed by Uniform Code of Operating Rules, Rule 344, and follow instructions contained in the time release box if signal does not clear when re-clear button on the signal mast is operated.

Between Teague and Belt Jct. trains must be held to a maximum of seventy five (75) loaded 100-ton hoppers.

Between JTD Jct and North Siding Switch Waxahachie, trains have no superiority, trains and engines must run at reduced speed.

At Corsicana when cars are shoved or pulled across track scales on Foundry train maximum speed of 2 MPH must not be exceeded.

7. Close Clearance

Superock—Material near track next to spout will not clear man on side of car.

Between Main Track and TMPA industrial track Iola.

8. Dimensional Shipments

Trains handling shipments with excess dimensions:

The Train Dispatcher will be responsible for notifying the MKT through the Operator at Waxahachie. The Train Dispatcher must also notify NCT Dispatcher through Operator South Tower on loads moving West.

Yardmasters at North Yard must notify both the FWD Dispatcher and the NCT Dispatcher of such shipments moving East.

Conductors handling dimensional shipments from Irving and Dallas must notify the Train Dispatcher of NCT, MKT and FWD for route involved.

Conductors handling dimensional shipments Westward from Houston must notify the FWD Dispatcher.

Conductors handling dimensional shipments between Houston and Galveston must notify ATSF Dispatcher.

Conductors are responsible to see that their trains have no dimensional and excessive weight shipments for which they have no instructions.

SECOND SUBDIVISION (T&P Jct. - Childress)

1. Speed Restrictions	Maximum Speeds Permitted
T&P Jct and Childress	40 MPH.
Loaded Unit Coal Trains	30 MPH.
Loaded Unit Coal Trains Between MP 42 and MP 56	40 MPH.
Loaded Unit Coal Trains between MP 70 and MP 90	35 MPH.
T&P Jct and MP 8.....	13 MPH.
Saginaw—ATSF Crossing	25 MPH.
Bowie—Mason Street Crossing	30 MPH.
At Wichita Falls between:	
MP 113 and Seventh Street	30 MPH.
Over Seventh Street Crossing	8 MPH.
Seventh Street and MP 116	30 MPH.
MP 116 and MP 117.6	35 MPH.
Iowa Park—Between MP 124.1 and MP 126.1.....	30 MPH.
Electra—Between MP 139.6 and MP 140.7	30 MPH.
Vernon—Between MP 162.7 and MP 164.4	20 MPH.
Quanah—Over Main Street Crossing	30 MPH.
Childress—Between MP 219.9 and MP 222.2	25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

At Wichita Falls—Engines heavier than Group H must not be operated on the following tracks:

Old WF&S freight house beyond inside switch.
Moore Richolt Spur beyond 13th Street.

3. Train Register Exceptions—

MKT Trains will register at FWD North Yard and FWD Wichita Falls when instructed to do so.

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

Wichita Falls—Trains must receive clearance.

North Yard—Westward trains must receive clearance.

Eastward Trains originating at North Yard enroute to NCT must receive FWD clearance in addition to NCT clearance at North Yard.

Rule 83(B) Does not apply at Valley Junction.

At intermediate locations in CTC Territory Rule 83(B) will not apply when so authorized by Train Dispatcher.

5. Rule 99, when flagging is required distance will be 1.0 mile.

6. Spring Switches—

West end of siding Saginaw, and at MP 5.3 North Yard leading to West end Stauffer Chemical track.

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

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

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

Spring switches at following locations not equipped with facing point locks: MP 5.3 North Yard.

8. Manual Interlocking not Indicated at Station—

St.L.S.W Crossing Jct.3.2 Miles West of T&P Jct.
Ft.W. Belt-NCT Crossing3.1 Miles West of T&P Jct.
BN Crossing2.8 Miles West of T&P Jct.

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

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

Westward trains stopped at block signal at MP 10.7 must obtain authority for continued movement from train dispatcher as well as yardmaster as this signal governs block extending beyond yard limits.

Rule 93 is in effect between Rhea Jct. and Wichita Falls.

Westward trains will head in at Rhea Jct. unless otherwise instructed by Yardmaster.

Rule 93 is in effect between MP 219.9 and MP 222.2.

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

Trains or engines operating over Seventh Street Crossing Wichita Falls must observe crossing signals in operation for approaching crossing. In the event signals fail to operate for approaching movement, leading wheels of movement must occupy island section, but stopping short of street crossing, observing signals in operation before obstructing crossing. "Island Section" is a section of track over the crossing, the outer limits of which are approximately 50 feet each side of crossing and marked with yellow paint.

11. Close Clearance—

Wichita Falls—Close side clearances at Berend Bros. Elevator just west of Wichita River.

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

Vernon—Employees must not ride the side of cars or engines while switching former St.L.S.F. team tracks, former St.L.S.F. house track and tracks serving Waples-Platter Company.

Stein-Hall No. 2 South side at steps and vacuum—close clearance.

Quannah—Clearance to wires on East Elevator Track No. 2 is 18 feet from top of rail.

Childress—Compress track will not clear man on side of car.

12. Bowie—Siding cannot be used without authority of Train Dispatcher.

THIRD SUBDIVISION (Childress - Texline)

1. Speed Restrictions—	Maximum Speeds Permitted.
Childress and Amarillo	40 MPH.
Loaded Unit Coal Trains Childress and Amarillo..	30 MPH.
Amarillo and Texline	49 MPH.
Loaded Unit Coal Trains Texline and Amarillo	40 MPH.
Empty Unit Coal Trains Texline and Amarillo	40 MPH.
Childress—Between MP 219.9 and MP 222.2	20 MPH.
Bridge 238.08	15 MPH.
At Amarillo Between:	
MP 334.1 and MP 335.8	20 MPH.
MP 335.8 and MP 336.7	13 MPH.
MP 336.7 and MP 340.0	30 MPH.
Over Inspection Pit on East end of Engine Track	5 MPH.
On Producers Grain Elevator Lead between East Switch and Elevator	5 MPH.
Eastern (between siding switches)	10 MPH.
Washburn Elevator Track	3 MPH.
MP 360.8 and MP 361.1	40 MPH.
Dalhart—Over SSW Crossing	20 MPH.
Bridge 424.3 Westward movements	25 MPH.
Eastward movements	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

Between Texline and Amarillo—Handling eighty (80) feet or longer cars—See Special Instructions all Subdivisions Items 3 and 4.

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions—Rule 83(B)—**

Amarillo—Trains must receive clearance.

In CTC territory, Rule 83(B) will not apply when so authorized by Train Dispatcher.

Trains departing stations on Third Subdivision enroute to Fifth Subdivision must secure clearance at the initial station addressed C&E _____ at Estelline.

5. Rule 99, when flagging is required distance will be 2.0 miles.**6. Manual Interlocking—**

ATSF Crossing, 1 Mile East of Amarillo.

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

Dalhart—Train or engine will be governed by Interlocking Rules and authority for movement is authorized by Rule 606C of the Consolidated Code of Operating Rules.

7. Spring Switches—

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

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

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

8. Flashing yellow aspect Rule 501C will be displayed at intermediate Signal 233.7 only when signal and power switch at East end of Estelline MP 235.79 are lined for siding.**9. Rule 93 is in effect between MP 219.9 and MP 222.2 and**

Rule 93 is in effect between MP 328 and MP 340, authority for movement will be authorized by Yardmaster.

10. Close Clearance—

Childress—Compress track will not clear man on side of car.

Claude—Nelson Elevator will not clear man on side of car.

FOURTH SUBDIVISION (Texline - South Denver)

1. Speed Restrictions—	Maximum Speeds Permitted
Texline and MP 305	49 MPH.
MP 305 and Minnequa	40 MPH.
MP 208 and MP 173.3	35 MPH.
Southern Jct and Walsenburg (Eastward Track) all trains	25 MPH.
Loaded Unit coal trains	
Texline and MP 305	40 MPH.
MP 305 and MP 291	35 MPH.
MP 291 and Minnequa	25 MPH.
Empty Unit coal trains	
Texline and MP 291	40 MPH.
MP 291 and Minnequa	35 MPH.
Trinidad around curve MP 212 between North Linden Ave. and South Linden Ave.	10 MPH.
Clayton (thru city limits) MP 337.5 and MP 338.4	25 MPH.
Eastward trains using Westward track between Southern Jct. and Walsenburg	25 MPH.
Spring switches—Southern Jct.	10 MPH.
Dual Control Switch—Walsenburg	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

3. Train Register Exceptions—

Des Moines, Southern Jct.—Trains will register when directed by train order.

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

Pueblo—FWD-DRGW Eastward trains, two FWD clearances will be required, one over signature of DRGW Chief Dispatcher and one over signature of FWD Chief Dispatcher.

Pueblo, Trinidad—Trains must receive clearance.

5. Rule 99—When flagging is required, distance will be 2.0 miles.**6. Spring Switches—**

Following spring switches not equipped with facing point lock:

Southern Jct. crossover switch MP 124.4.

7. Interlocking, Trinidad—

Trinidad—Interlocking at ATSF crossing is remotely controlled by ATSF train dispatcher at La Junta, Colorado. Interlocking rules are in effect.

8. **Double track** between Southern Jct and DRGW Jct. Walsenburg used jointly by DRGW and FWD. Westward track is under FWD operating jurisdiction. Eastward track is under DRGW operating jurisdiction. FWD timetable and rules of the Operating Department govern train operation on both tracks. FWD form of train orders and clearance will be used and issued over signature of DRGW Chief Dispatcher on eastward track.

9. **DRGW trains and engines** while on FWD trackage will be governed by FWD rules, timetable and special instructions.

FWD crews will be governed by Burlington Northern Railroad Operating Rules while operating on DRGW trans between Southern Jct. and DRGW Walsenburg, except the following DRGW rules are more restrictive and will apply:

DRGW Definitions

Positive ABS—An automatic block signal designated by the letter "P".

DRGW Rule 105

Unless otherwise provided, a train or locomotive using a siding or any track other than a main track, must move at reduced speed, but not to exceed 30 MPH.

DRGW Rule 509

When a train or locomotive is stopped by a Stop and Proceed ABS, it may proceed at once at restricted speed to the next ABS, expecting to find a switch not properly lined, broken rail, mud, rock, or snow slides, high water damage, or any other condition that would prevent the safe passage of trains.

DRGW Rule 509 A

When a train or locomotive is stopped by a Positive Stop ABS, it may proceed when the ABS is cleared or when it is authorized to proceed by Permissive Card showing proper form. If the positive ABS governs entrance to a diverging route, Permissive Card must show on which track train or locomotive must proceed. If it is possible for an opposing train or locomotive to be in the block, the train dispatcher will authorize the train or locomotive to proceed by issuing Permissive for "A":

Form "A"—Proceed on _____ track under flag protection and according to Rule 509.

When the train dispatcher positively knows there is no opposing train or locomotive between the communicating points, Permissive Form "B" will be issued:

Form "B"—Proceed on _____ track, at Restricted Speed, according to Rule 509.

In case a work train is in the block, Permissive Form "C" will be issued:

Form "C"—Proceed on _____ track, at Restricted Speed, according to Rule 509, looking out for Work Extra _____ in the block.

If movement is to enter siding, Form "D" will be issued:

Form "D"—Proceed into _____ siding, at Restricted Speed, according to Rule 509.

10. **Minnequa**—No. 4 track extending from MP 124.2 Minnequa to crossover east end of Minnequa yard, is known as "Minnequa siding".

11. **Southern Jct.**—Track just south of main track extending from MP 124.2 to crossover east end Minnequa yard, is Southern Jct. siding.

Eastward trains will not use Southern Jct. siding without permission of ATSF Pueblo Yardmaster.

Westward trains must secure permission from ATSF Pueblo yardmaster to use main track, Southern Jct. to Minnequa.

12. **Automatic dual control switch**, Walsenburg, MP 171.7. Dual control switch at the end of double track is automatically operated. Normal position of switch is for the westward track.

When a train or engine is stopped by signal governing movement over this switch and no conflicting movement is evident, or when necessary to use this switch for switching purposes, it must be hand operated in accordance with Rule 275A without permission or time limits from Train Dispatcher. Rules 275 and 276 are modified accordingly.

Signal governing trailing movement through hand thrown DRGW Junction switch is normally red and stop must be made. After stop is made, Train or Engineman will proceed to instrument house located adjacent to switch, operate push button and observe indicator light. If indicator light is on, reverse hand thrown DRGW Junction switch and governing signal will clear.

If indicator light does not light, movement must be made in accordance with Rule 275, and modified Rule 275 and 276, then wait two (2) minutes before lining hand thrown DRGW Junction switch for the route to be used, complying with Rule 104.

13. **Twin Mountain Industry track** has an overhead clearance of 16 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 13 feet from top of rail. The load tracks have an overhead clearance of 15 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 12 feet 6 inches from top of rail.

14. Handling 80 Foot or Longer Cars—

(See All Subdivisions item 3 and 4.)

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, following restrictions are in effect:

Between Pueblo and Minnequa—

Trains of greater than 3600 trailing tons must handle empty cars 80 feet and longer in the rear 3600 tons.

Trains greater than 5600 trailing tons must handle loaded cars 80 feet and longer in the rear 5600 tons, except 80 feet

and longer cars in excess of 100 gross tons will have no restriction on location in train.

Between Minnequa and Trinidad—

Trains of greater than 7000 trailing tons must handle empty cars 80 feet and longer in the rear 7000 tons.

Between Trinidad and Texline—

Trains of greater than 5300 trailing tons must handle empty cars 80 feet and longer in the rear 5300 tons.

Trains of greater than 8300 trailing tons must handle loaded cars 80 feet and longer in the rear 8300 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

In applying restrictions in this item, the following 80 feet or longer cars must be regarded the same as an empty 80 feet or longer car:

- Cars weighing less than 50 ton, gross weight
- Flat cars with 1 loaded trailer
- Flat cars with empty trailers
- Flat cars with either loaded or empty containers.

15. **Telephones**—MP 135.0, MP 150.1, MP 233.4, MP 286.9.
16. **If visibility prevents inspection of your train, the following will apply:** All trains will not exceed 30 MPH, and will be inspected on both sides at least every 25 miles either by pull-by or back-up inspections, unless inspected on roll-by from other employees.
17. When necessary for one train to assist another, the assisting train must cut its power from its train, and properly secure the train. The assisting power may then be positioned on head end, at rear of, or cut into train to be assisted, in accordance with Air Brake and Train Handling Rules 437-439.

**FIFTH SUBDIVISION
(Estelline - Lubbock)**

1. **Speed Restrictions—**

Maximum Speeds Permitted	
Estelline and Lubbock	25 MPH.
Bridge 282.8	10 MPH.
Sterley—MP 306.8	13 MPH.
Between MP 357 and MP 360	13 MPH.
Kitalou—On Airport Spur Track	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.
At Kitalou—More than 2 units must not be used on Kitalou Airport Spur Track.
Between Estelline and Sterley—Handling eighty (80) feet or longer cars—See Special Instructions all Subdivisions Items 3 and 4.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**Trains de-

parting stations on Third Subdivision enroute to Fifth Subdivision must secure second clearance at Childress addressed C&E_____ at Estelline.

Trains departing stations on Fifth Subdivision enroute to Third Subdivision must secure second clearance at initial station addressed to C&E_____ at Estelline.

5. **Rule 99,** when flagging is required distance will be 1.0 mile.
6. **At Sterley—**Normal position of the switch at each end of the crossover west of the depot will be for movement through the crossover and all trains to and from Lubbock will leave and enter Plainview main track through this crossover.
7. **Manual Interlocking—**
 ATSF Crossing1.6 miles East of Lubbock
 Between Kitalou and Lubbock ATSF Crossing MP 358.5 controlled by Santa Fe dispatchers. Trains stopped by absolute signal will be governed by instructions posted in telephone and release boxes.
8. **Automatic Interlocking—**
 ATSF Crossing1 Mile West of Lockney.
9. **Close Clearance—**
Lubbock—Utility poles in north and south alley tracks will not clear man on side of car, also structures near track at Lubbock Hide Company will not clear man on side of car.
Lubbock—Plains Co-op Oil Mill—Motorized spout at the second loading chute on mill track will not clear man on side of car. Employees are prohibited from riding on side of car next to building when switching this track.
10. **Mile Post 289.5—**Watch out for falling rocks.

**SIXTH SUBDIVISION
(Sterley - Dimmitt)**

1. **Speed Restrictions**

Maximum Speeds Permitted	
Sterley and Dimmitt	25 MPH.

At Plainview:
 Between opposing absolute signals of interlockings at ATSF crossing 2.7 miles east of Plainview 15 MPH.
 Between Date Street crossing and MP 326 Plainview Yd. 10 MPH.
 MP 366.2 and MP 367 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provision and Exceptions Rule 83(B)—**
 Plainview and Dimmitt—Trains must receive clearance when operator on duty.

Plainview—5:30 A.M. until 11:00 P.M. except Saturday and Sunday,
5:30 A.M. until 1:30 P.M. Saturday
Dimmitt—9:30 A.M. until 6:30 P.M. except Saturday and Sunday.

5. **Rule 99**, unless otherwise provided protection against following trains is not necessary.

When required to flag, distance will be 1.0 mile.

6. **Automatic Interlocking**—

ATSF Crossing 2.7 miles east of Plainview.

7. **Close Clearance**—

Edmonson—Look out for close overhead and side clearances elevator track.

SEVENTH AND EIGHTH SUBDIVISIONS

(Valley Jct. - Abilene)
(Childress - Wellington)

1. **Speed Restrictions**— **Maximum Speeds Permitted**

Eighth Subdivision Childress and Wellington	20 MPH.
Bridge 246.5	10 MPH.
Seventh Subdivision Valley Jct. and Abilene	25 MPH.
Bridge 43.0	10 MPH.
Seymour MP 50 and MP 53	10 MPH.
1000 Feet West of MP 76 and 2000 Feet West of MP 76	10 MPH.
Bridge 98.3	10 MPH.
Bridge 107.3	10 MPH.
Stamford MP 112.5 and MP 113.3	13 MPH.
MP 113.3 and MP 151.1	10 MPH.

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

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

Engines heavier than Group H must not be operated on either Subdivision.

Item 1A—Control of Harmonic Rocking of Special Instructions all subdivisions is in effect on Seventh Subdivision. On Seventh Subdivision, Trains and Engines must not be operated between 1201 PM and 801 PM with more than 10 loaded grain hoppers.

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

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

Childress and Stamford—Trains must receive clearance.

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

5. **Rule 99**, when flagging is required distance will be 1.0 mile.

6. **Yard Limits**—

Tracks between Stamford and Abilene, Childress and Wellington, will be operated as one yard.

7. **Close Clearance**—

Goree—Close side clearance East Elevator.

Abilene—Cars that may be on MOP industry tracks will not clear man on side of car spotted at extreme west end of spur track serving Abilene Plumbing Company. Ben E. Keith Company building on utility track will not clear man on side of car. Stop must be made before moving over 13th Street. Close clearance at Gany Alley and Ash Team Track.

Seymour—Compress track at Loading Dock MP 50.8 will not clear man on side of car, and gates across track.

Trains with High-Wide loads and TOFC must watch out for close clearance on Old Main. Trains handling such cars must not be instructed to take siding when train length makes it necessary to double to the Old Main if it can be avoided.

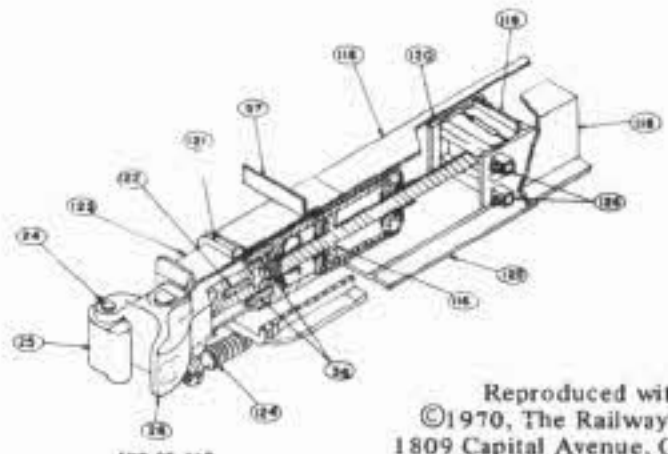
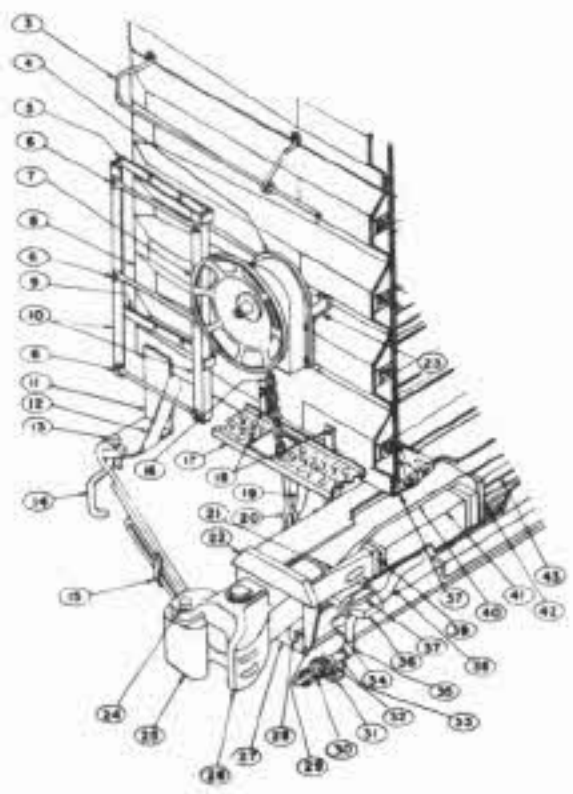
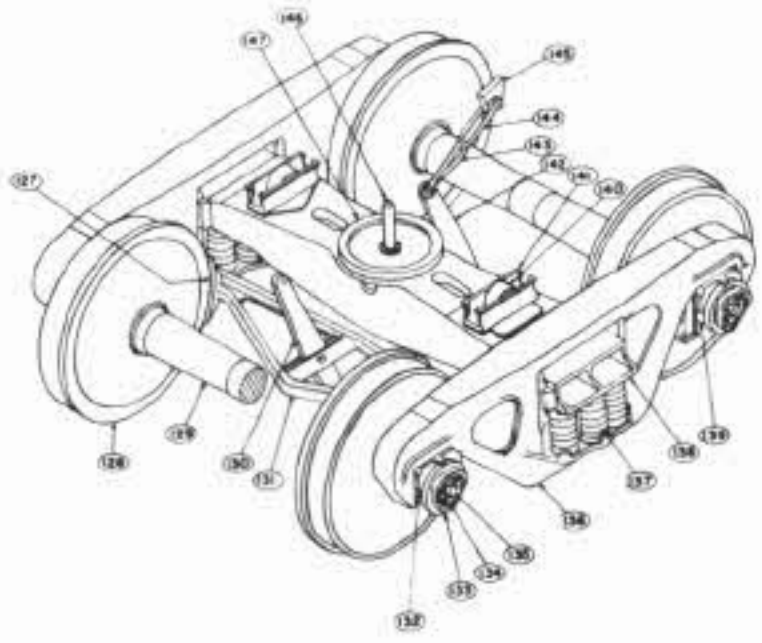
Farmers Coop—from center of track spout measures 17 Feet ATR, 5 Feet from center of track 15 Feet 6 Inches ATR.
Meyers Elevator—from center of track spout measures 18 Feet 6 Inches ATR.

Stamford—Low overhead clearance on Oil Mill Track.

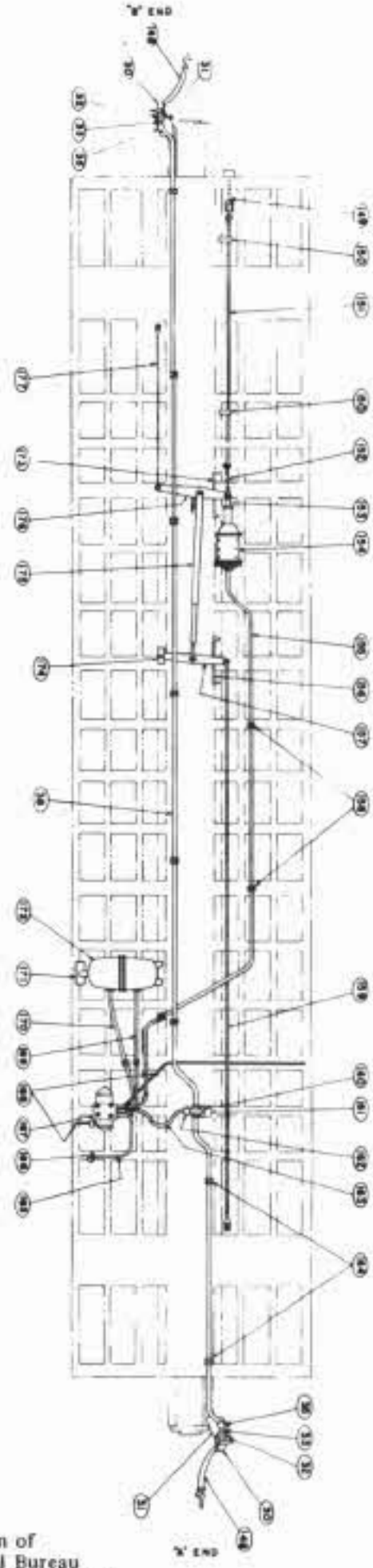
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CAR CHART

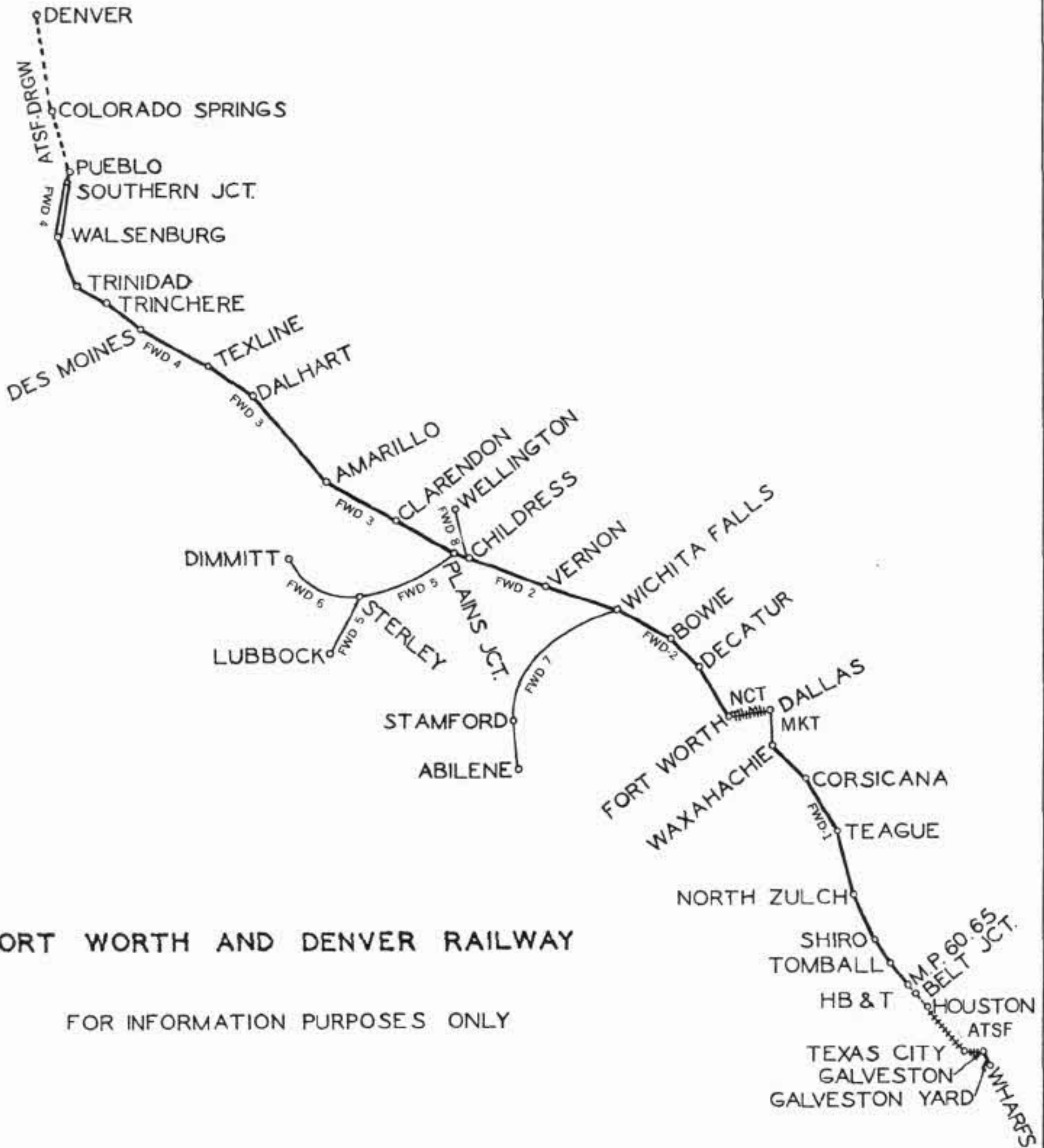


END-OF-CAR CUSHIONING



3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 3/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 3/4"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/2"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 3/4"
170. Emergency reservoir pipe, 3/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

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FORT WORTH AND DENVER RAILWAY

FOR INFORMATION PURPOSES ONLY

RADIO INFORMATION FORT WORTH DIVISION

Base Station	Channel	Hours in service and attended
Ft. Worth Dispatcher's Office	1	24 hours attended
Wayside Stations		
Belt Junction	1	11:59 PM-8:59 AM daily
Tomball	1	7:30 AM - 3:30 PM Daily except Sunday
	1	5:00 PM - 1:00 AM Daily
	1	11:59 PM - 7:59 AM Thursday & Friday
Shiro	1	9:30 AM-6:30 PM Monday thru Friday
Teague	1	24 hours attended
Waxahachie	1	24 hours attended
Decatur	1	24 hours attended except 3 PM-11 PM Sunday
Bowie	1	9 AM - 6 PM Monday thru Friday
Dickworsham	1	24 hours attended except 11 PM to 7 AM Sunday
Wichita Falls	1	24 hours attended
Vernon	1	8 AM - 6 PM Monday thru Friday 8 AM - 5 PM Saturday.
Quanah	1	8 AM - 5 PM Monday thru Friday
Childress	1	24 hours attended
Memphis	1	24 hours attended except 7:30 AM-3:30 PM Saturday
Clarendon	1	24 hours unattended
Malden	1	24 hours attended except 7:00 AM to 3:00 PM Friday
Amarillo	1	24 hours attended
Tascosa	1	24 hours attended except 7:30 AM-3:30 PM Saturday
Dalhart	1	24 hours attended
Texline	1	24 hours attended
Clayton	1	8:00 AM - 5:00 PM Mon. thru Fri.
Des Moines	1	7 AM - 3 PM Daily
	1	3 PM - 11 PM - Monday thru Friday
	1	11 PM - 7 AM Sunday thru Thursday
Trinchere	1	24 hours attended
Trinidad	1	24 hours attended
Walsenburg	1	24 hours attended
Pueblo	1	24 hours attended
Denver	1	24 hours attended
Plainview	1	5:30 AM - 1:30 PM Monday thru Saturday 3:00 PM - 11:00 PM Monday thru Friday
Lubbock	1	7 AM - 11 PM Daily

POSITION IN FREIGHT TRAIN OF PLACARDED CARS

PLACARD APPLIED ON CAR		EXPLOSIVES - A	POISON GAS	LOADED PLACARDED TANK CARS (EXCEPT TANK PLACARDED POISON GAS OR COMBUSTIBLE)	EMPTY PLACARDED TANK CARS (EXCEPT COMBUSTIBLE)	RADIO ACTIVE	COMBUSTIBLE	ALL OTHER PLACARDED CARS
RESTRICTIONS								
MUST NOT BE NEARER THAN THE SIXTH CAR FROM ENGINE OR CABOOSE. HOWEVER WHEN LENGTH OF TRAIN WILL NOT PERMIT CAR TO BE SO PLACED IT MUST BE PLACED NEAR MIDDLE OF TRAIN.		X	X	X				
PLACARDED CAR MUST NOT BE PLACED NEXT TO	ENGINE	X	X	X	X	X		
	OCCUPIED CABOOSE	X ^④	X ^④	X	X	X		
	LOADED FLAT CARS ^①	X	X	X ^④				
	OPEN TOP CARS ^②	X	X	X				
	CARS WITH ANY OF THE FOLLOWING OPERATING: AN ENGINE LIGHTED HEATERS STOVES OR LAMPS AUTOMATIC REFRIG- ERATION UNITS	X	X	X				
	OCCUPIED CAR	X ^④	X ^④	X				
	EXPLOSIVES - A		X	X		X	X	
	POISON GAS	X		X		X	X	
	RADIOACTIVE	X	X	X				X
	UNDEVELOPED FILM					X		
EMPTY PLACARDED TANK CARS								
ANY LOADED PLACARDED CAR (EXCEPT COMBUSTIBLE)	X	X			X			

HOW TO USE THIS CHART

To determine the type of placard applied to car—follow vertical line down, and note which lines apply by "X" shown in box

--- NOTE ---

Cars with same placards may be placed next to each other.

Footnotes:

① A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car.

② A loaded flatcar, other than a specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in inter-

change between railroads. This exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.

③ An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

④ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

CHIEF MEDICAL OFFICERS

Dr. Abbott Skinner, M.D., Chief Medical Officer, St. Paul, Minnesota
 Dr. W. P. Higgins, Jr., Chief Surgeon, Ft. Worth
 Dr. Thomas V. Mears, Associate Chief Medical Officer, St. Paul, Minnesota
 Dr. N. A. Kilgore, Chief Medical Officer, Houston
 Dr. James P. Lee, Division Surgeon, Wichita Falls

Dr. Travis Smith	Abilene	Dr. R. L. Etter	Houston
Dr. Morgan H. McCaleb	Amarillo	Dr. C. C. Cody	Houston
Dr. Woolworth Russell	Amarillo	Dr. Percy Lowe	Houston
Dr. A. G. Andrus	Anson	Dr. Frank F. Parrish	Houston
Dr. Ivan Terry Sanders	Bowie	Dr. Gordon Clark	Iowa Park
Dr. Wade Norman	Childress	Dr. W. J. Mangold	Lockney
Dr. Jack Fox	Childress	Drs. English & Hunt	Lubbock
Dr. Jacobus J. Westenburg	Childress	Dr. Everett P. Stewart	Lubbock
Dr. George W. Smith	Clarendon	Dr. J. E. Reed, Jr.	Madisonville
Dr. P. G. Gibbs	Clayton	Dr. B. C. Jones	Madisonville
Dr. R. Gordon	Clayton	Dr. O. R. Goodall	Memphis
Dr. J. Kennedy	Colorado Springs	Dr. H. R. Stevenson	Memphis
Dr. I. Schwab	Colorado Springs	Dr. R. L. Newsom	Munday
Dr. W. B. Mayfield	Corsicana	Medical Center Clinic	Plainview
Dr. Louis E. Gibson	Corsicana	Dr. T. R. Lenz	Pueblo
Dr. Robert D. Bone	Corsicana	Dr. D. Province	Pueblo
Dr. Robert D. Mertz	Corsicana	Dr. C. J. Smith	Pueblo
Dr. L. E. McGary	Corsicana	Dr. Walter A. Brooks	Quanah
Dr. John Valcik	Decatur	Stamford Clinic	Stamford
Dr. J. F. Prinzing	Denver	Dr. M. H. Karjeker	Teague
Dr. L. L. Retallack	Denver	Dr. Jack R. Cox	Teague
Drs. Mohler, Paunovich, & Walker	Denver	Dr. Bill L. Halbert	Teague
Drs. Shpell & Schlager	Denver	Dr. N. E. Graham	Tomball
Dr. B. H. Lee	Dimmitt	Dr. C. H. Raye	Trinidad
Dr. E. J. Shrivaneck	Ennis	Dr. S. Biber	Trinidad
Dr. D. A. Skrivaneck	Ennis	Dr. G. Jiminez	Trinidad
Dr. John G. Thompson	Electra	Dr. F. Visconti	Trinidad
Dr. J. H. Keller	Fairfield	Dr. Sally Febec	Trinidad
Dr. L. L. Bonner	Fairfield	Dr. L. R. Ricci	Trinidad
Dr. Joe D. Crossno	Fairfield	Dr. John B. Hardin	Vernon
Dr. R. V. Price	Fort Worth	Dr. J. Lamme	Walsenburg
Dr. Robert E. Hurn	Henrietta	Dr. T. G. Estes	Waxahachie
Dr. Newton A. Kilgore	Houston	Dr. Wm. H. Lindsey	Waxahachie
Dr. W. M. Palm	Houston	Dr. C. B. Jones	Wellington
Dr. W. F. Spiller	Houston	Wichita Falls Clinic	Wichita Falls

Other physicians in the above offices are authorized to perform examinations

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

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

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	....	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	....	60.0	2	50	21.2
1	1	59.0	3	....	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	....	15.0
1	7	53.7	5	....	12.0
1	8	52.9	6	....	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	....	6.0

**MAINTENANCE OF WAY
CONDITIONAL STOP**

(Form Y Train Order)

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

Foreman will state: "FWD foreman calling Extra 232 East about Order No. (Form Y Train Order No.)"
Engineer must respond, identifying his train as: "This is FWD engineer, Extra 232 East."

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

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

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