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Regional Transportation

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B. G. GILBERT	Chief Dispatcher	Springfield
.....	Chief Dispatcher	Springfield

Printed in U.S.A.



SOUTHERN REGION

**FORT WORTH
DIVISION**

**TIMETABLE
NO. 1**

IN EFFECT AT 0001
Continental Central Time
Continental Mountain Time

**Sunday
October 30, 1988**

Region Vice President
R. S. HOWERY

Division General Manager
A. J. THOMPSON

Vice President Transportation
W. A. HATTON

ALL SUBDIVISIONS

1. Speed Restrictions

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

Trains consisting entirely of passenger equipment are authorized to operate at passenger train speed.

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

Maximum Speeds Permitted

Freight trains up to 100 Tons/OB	60 MPH
Freight trains over 100 Tons/OB	45 MPH
Loaded coal trains	45 MPH
Empty coal trains	50 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. For purposes of this definition, each platform of multi-platform cars is considered one car.

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 equals 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

Maximum Speeds Permitted:

On sidings	20 MPH.
On tracks other than main tracks and sidings	10 MPH.
Locomotives equipped with friction bearings	35 MPH.
Light locomotive consist or caboose hop	50 MPH.

Trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions..... 12 MPH.

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99949	45 MPH	20 MPH
All other ore cars	40 MPH	20 MPH
Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026	35 MPH	20 MPH
Air dump cars (loaded)	45 MPH	45 MPH
Wedge plow or dozer (hailed in tow)	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH
Clay cars, BAP 3801-4199	45 MPH	45 MPH
Empty bulkhead flat cars except BN 961302-961361, BN 965846-965945 and cars with center bulkheads	45 MPH	45 MPH
Empty flat cars: NP 62300-62949 NP 66100-66249	45 MPH	45 MPH

Except on Main Lines as shown in timetables, locomotives, wrecking derricks 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 of Locomotives

Refer to Rule 455 of the Air Brake, Mechanical and Train Handling Rules for maximum authorized speed of locomotives.

1A. Control of Harmonic Rocking

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

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

2. Restrictions on Locomotives

The maximum number of locomotives in a head-end consist must not exceed 10.

The number of powered axles in a locomotive consist must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections in the head-end consist must be coupled together with the powered locomotives and connected for MU operation.

The number of locomotives not in MU operation, regardless of placement in train, must not exceed two times the number of locomotives in MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist to ensure brakes release. If other placement is required, release of the brakes must be ensured.

Locomotives not equipped with alignment control couplers must be handled in the following manner:

Trains of more than 15 cars-

May be all or any portion of the powered locomotive except if 18 or more powered axles the powered locomotive attached to the leading car must be equipped with alignment control couplers if train tonnage is 5,000 trailing tons or over. Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist. Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

Trains of 15 cars or less-

No placement restrictions.

The following locomotives are not equipped with alignment control couplers and may be placed anywhere in a light consist or caboose hop:

5-585, 1000-1004, 1400-1438, 1956-1971, 6100-6237, 9900-9925.

3. Manned Helper Operations

Locomotives not equipped with alignment control couplers (See Item 2) must be equipped with bolster stops when operated in manned helper consists; **except**, single non-equipped locomotives may be operated when placed between locomotives equipped with alignment control couplers or bolster stops.

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

1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1811-1813, 1816, 1819, 1821, 1829, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1888-1889, 1896-1898, 1900, 1910, 1913-1914, 1916-1917, 1920, 1922, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964-1965, 1971, 1977-1978, 1980, 1991, 1993, 1995-1997.

The locomotive which is coupled to cars must be equipped with an alignment control coupler if locomotive consist has 18 or more powered axles. In figuring powered axles, include locomotives in manned helper operation when placed at head end of train.

Unless otherwise provided in Individual Subdivision Special Instructions:

No restriction on placement when using helper of 6 powered axles or less.

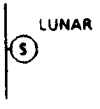


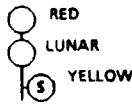
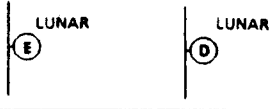

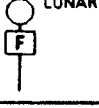
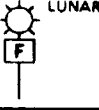
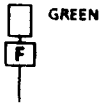
Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or general order are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

When restrictions governing trailing tonnage are provided by Individual Subdivision Special Instructions or general order, helper may be operated on head end, providing the combined head end and helper locomotives do not exceed 36 powered axles.

SPECIAL INSTRUCTIONS

3

SPECIAL SIGNAL ASPECTS WHICH ARE NOT A PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS

RULE	ASPECTS	NAME	INDICATION
248(B)		TAKE SIDING INDICATOR	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.
248(C)		BLOCK INDICATOR	Block clear.
248(D)		BLOCK INDICATOR	Block occupied.
248(E)		SPRING SWITCH INDICATOR	When lunar is not illuminated, stop and inspect spring switches per Rule 104(M).
248(G)		FAILED EQUIPMENT INDICATOR	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.
248(H)		FAILED EQUIPMENT INDICATOR	When flashing, no failed equipment has been detected.
248(I)		SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
248(J)		SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
248(K)		RESUME SPEED	End of slide fence restriction; resume speed.

GENERAL SIGNAL INSTRUCTIONS


In addition to Rule 227 of the General Code of Operating Rules, the following General Signal Instructions apply on Burlington Northern Railroad.

When a track intervenes to the right between a signal and the track governed, a stub post with a blue light will be attached to the right of the signal mast.


When a track intervenes to the left between a signal and the track governed, a stub post with a blue light will be attached to the left of the signal mast.

Dwarf signals will display the same aspects and indications as high signals.

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate color light signal head;

 To indicate flashing light;

 To indicate position of semaphore arm.

In applying these 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.

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.

4B. Multi-Platform and Stack Intermodal Cars

These cars are authorized for movement on tracks with weight limit of 177,000 pounds or more.

Special Instructions All Subdivisions Item 4A pertaining to Handling 80 Feet or Longer Cars does not apply to multi-platform or stack cars.

Description: Multi-Platform Cars

Cars consist of permanently connected individual platforms and are arranged in 5 and 10-platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends.

5-Platform cars are 237 feet long and have six 2-axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks. These cars are designated BN 637500 through 637503.

10-Platform cars are 467 feet long and have eleven 2-axle trucks. Air brakes are provided on all trucks except the A and B end trucks. Two hand brakes, one each on the A and B ends, activate the brakes on three articulated trucks adjacent to each hand brake. These cars are designated BN 637100 through 637107.

When necessary to apply hand brakes on a 10-platform car, both hand brakes must be applied.

Description: Stack Cars

Cars consist of permanently connected individual platforms and are arranged in 5 platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends.

Stack cars range from 265 to 270 feet long. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks.

Yard Operation

Cars must not be humped or cut off while in motion, and must not be coupled with more force than necessary to make the coupling.

When multi-platform or stack cars have empty platform(s), switching movements must be made with no more than 12 powered axles.

Train Operation

When multi-platform or stack cars have any empty platform(s), they should be placed next ahead of caboose. When empty platform(s) are within 40 freight cars and/or platforms of head-end locomotive and trailing tonnage behind empty platform exceeds 4,800 tons, the number of powered axles is restricted to 12, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

5. Car Weight and Length Restrictions

- a. 177,000 lbs. or less must be at least 35 feet.
- b. 177,001 to 220,000 lbs. must be at least 38 feet.
- c. 220,001 to 263,000 lbs. must be at least 44 feet.
- d. 263,001 to 315,000 lbs. must be at least 52 feet.
- e. 140,000 lbs. ore car only must be at least 24 feet.
- f. 210,000 lbs. ore car only must be at least 35 feet.

These restrictions must not be exceeded without authority of general manager.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. Federal Railroad Administration (FRA) Excepted Track

Where Individual Subdivision Special Instructions specify "FRA EXCEPTED TRACK - See All Subdivision's Item 6", the following restrictions apply:

- a. Maximum speed is 10 MPH;
- b. Revenue passenger trains are not permitted; and,
- c. No more than five cars, required to be placarded by Hazardous Materials Regulations, may be handled in a freight train.

7. Air Repeater Operation

Air repeater cars BNH 3-14, 20-29, 30-35 must be operated approximately in the middle of the train.

There is a flashing light on both end of the roof and two lights on either side at ground level. Flashing roof light and illuminated side light indicate which end of the car is cut in for repeater operation and must be the light nearest the controlling locomotive.

If charging in the wrong direction, bring the brake pipe to zero with an emergency application of the train brakes and recharge in the normal manner.

Air repeater cars increase the brake pipe pressure by a fixed percentage. Higher brake pipe pressure at the rear of a train will be noticed with this arrangement. It is possible for the brake pipe pressure on the rear car to be greater than the brake pipe pressure setting of the controlling locomotive. This does not constitute an overcharge with the air repeater car operating.

If an air repeater car fails en route, an automatic valve will operate to bypass the repeater equipment making it like any other car in the train. It is not necessary to do anything at the air repeater car. The air repeater car diesel engine contains antifreeze and draining of the engine is not required with engine shutdown.

If brakes do apply on the train when the air repeater rack is cut out by the bypass valve, it will be necessary to reduce the overcharged condition.

8. Dimensional and Special Shipment Restrictions

a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.

b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.

c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 625 of the General Code of Operating Rules.

d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.

e. Train dispatcher must issue appropriate track warrant, track bulletin or message when dimensional shipment restricts opposing train and confirm message received.

f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.

g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
ALPHA	<p>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>	GOLF	<p>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>
BRAVO	<p>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. wide loads.</p>	HOTEL	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
CHARLIE	<p>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p>	INDIA	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
DELTA	<p>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	JULIET	<p>When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.</p>
ECHO	<p>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	KILOGRAM	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>
FOXTROT	<p>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	LIMA	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		MIKE	<p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		NOVEMBER	<p>When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.</p>
		OSCAR	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
		PAPA	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
		QUEBEC	<p>Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.</p>

SPECIAL INSTRUCTIONS

CODE	RESTRICTION APPLICABLE
ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

9. Track Side Warning Detector

Train Inspection

When conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.

When condition exists where blowing snow may render track side warning detector ineffective, speed of freight train must be reduced to the extent necessary to permit inspection.

Only 200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals.

If the actual inspection of equipment as required by detector does not reveal a defect or indication of overheating, inspection of train must be made of at least 8 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

If overheating or defect on same equipment is detected by two successive detectors, the identified equipment must be set out of train. EXCEPTION: If overheating or defect detected involves a locomotive, such locomotive need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect. If track side warning detector indicates overheating on the wheel of a caboose having a generator attached to the axle, if no other mechanical defect is noted, caboose need not be set out.

Mechanical forces on duty at next terminal, connecting crew at crew change point or proper authority must be informed of condition if unable to locate defective equipment.

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the conductor will make report to the train dispatcher as soon as practicable and make written report to general manager and chief dispatcher indicating date, train and location of track side warning detector which failed to detect the hot bearing, with a copy of the report to regional superintendent of signals. Train dispatcher will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.

When track side warning detector which protects bridge, tunnel or other structure is out of service, including when **Detector Status Message** is "... Integrity failure", crew will inspect train in advance of such structure.

Location of track side warning detectors is shown under Individual Subdivision Special Instructions.

Track Side Warning Detector-Radio Reporter

Except in emergency, radios must not be used while train is within 150 feet of track side warning detector and/or until entire message is received from that detector site.

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

Train crew must monitor track side warning detector radio reports and be immediately governed by the message received.

Detector Status Message	Train Crew Response
"... No defects"	Proceed.
"... Integrity failure"	Detector out of service.
"... First hot box right side XXX"	Stop train; inspect near indicated axle.
"... First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
"... First hot wheel near axle XXX"	Stop train; inspect near indicated axle.

Detector Status Message	Train Crew Response
"... (No message or incomplete message)"	Stop and inspect entire train.
"... Excessive Alarms"	Stop and inspect entire train.

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"

XXX is the axle count from the head end of train, including locomotives, to the defect indicated.

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

End of message will be indicated by the words "Out" or "End of transmission".

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

Conductor must report to the train dispatcher when **Detector Status Message** is "Integrity failure".

If more than one detector status message is received, comply with most restrictive message.

Track Side Warning Detector-Radio Tone-

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member hearing a continuous radio tone should immediately start to count telephone poles or signs from the point of detection to determine location of defect in train.

An intermittent radio tone immediately after train has passed detector site indicates no defects were detected. Whenever this intermittent radio tone is not present stop train and inspect for failed equipment.

10. 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 track warrant or track bulletin. This does not modify requirements of Rule 93.

11. Commodities Insulating Track in CTC and ABS

Employees should be alert for insulating commodities such as clay, chips, oil, etc., 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.

12. Rule Books in Effect on Burlington Northern Railroad

General Code of Operating Rules
 Air Brake and Train Handling Rules, Form 15338
 Train Dispatcher's Manual, Form 51545
 Instructions for Agents, Control Operators, Train Order Operators, and Bridgetenders, Form 15472
 Rules of the Maintenance of Way, Form 15125
 Safety Rules and General Rules, Form 15001
 Intermodal/Automobile Facility Safety Rules and General Rules, Form 16406

13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "general manager" replaces "superintendent".

Track Permits, Track and Time Limits, Track Warrants and Track Bulletins

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

Definition-Restricted Speed-is changed to read:

A speed that will permit stopping within one half the range of vision; short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Rule G-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule Q-add the following:

MT - Main Track(s)

Rules 2 and 3

Employees governed by the General Code of Operating Rules are "designated employees" under Rules 2 and 3.

Rule 2

A reliable watch that indicates hours, minutes and seconds will comply with the requirement of Rule 2. Hours must be indicated in arabic numerals.

Watches must be cleaned and oiled in accordance with manufacturer's instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

CONTINENTAL TIME will be used for operating purposes.

Rule 3

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8-998-8463 (8-WWV-TIME).

Rule 6(A)-explanation of characters:

- A** - Automatic Interlocking (actuated automatically by the approach of a train).
- B** - General orders, notices, and circulars.
- I** - Manual Interlocking (operated by a control operator).
- J** - Junction.
- K** - Standard clock.
- M** - Railroad crossing protected by signals or gates.
- R** - Train register.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

Rule 10(C)-second paragraph is changed to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

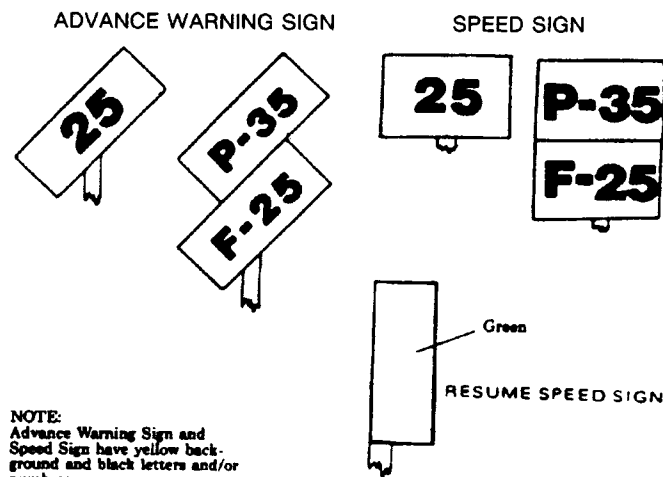
Rule 10(E)-following paragraphs are added:

Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (square) and Resume Speed Sign (vertical).

The "Advance Warning Sign" will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a "Resume Speed Sign" or another "Speed Sign" is displayed.

At the end of a reduced speed zone, a train or engine will be governed by a "Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.



These signs, as illustrated, apply to train and engine movements as follows:

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all train movements.

Rule 11-following second paragraph is added:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

Rule 19-is changed to read:

19. MARKERS: A marker of the prescribed type will be displayed on the trailing end of the rear car to indicate the rear of the train.

19(A). HIGHLY VISIBLE MARKER: A highly visible marker will be displayed at the rear of every train as follows:

- (1) From one hour before sunset to one hour after sunrise and when weather conditions restrict visibility to less than one-half mile.

NOTE: A marker equipped with a functioning photoelectric cell will automatically illuminate at the appropriate time.

- (2) When an engine is operating without cars or is at the rear of the train, the trailing headlight, illuminated on dim, may be used as a marker.

When a highly visible marker is required, it must be inspected by a qualified employee at the initial terminal and each crew change point to determine that it is functioning properly. Inspection will be made by observation or by telemetry display in the cab of the engine. The engineer must be informed of the results of the inspection.

19(B). ALTERNATIVE MARKERS: A reflector, a red flag or a light fixture will be displayed at the rear of the train as the marker when:

- (1) A highly visible marker is not required;
- (2) A defective car must be placed at the rear for movement to a repair point;
- (3) The rear portion of the train is disabled and cannot be moved and a highly visible marker cannot be displayed on the rear of portion to be moved; or,
- (4) The highly visible marker becomes inoperative en route. The train may be moved to the next forward location where the highly visible marker can be repaired or replaced.

Rule 26-is modified as follows:

26. BLUE SIGNAL PROTECTION OF WORKMEN: This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

Workmen

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

- (7) Blue signal protection must be provided for workmen when:
 - (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
 - (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 81

Within yard limits, switch crew may ascertain from the yardmaster instead of the train dispatcher that there are no train orders or track bulletins that they must obtain. This will fulfill the requirement of Rule 81.

Rule 93-following three paragraphs are added:

Where yard limits are in effect in CTC territory, trains and engines must not enter the main track at a hand operated or spring switch or make a reverse movement without authority from the control operator.

Conditional yard limits may be established for the hours and/or days specified in general order or special instructions and the limits will be identified by signs reading "CONDITIONAL YARD LIMITS".

General order or special instructions will read, as example:

Conditional yard limits in effect between MP_____ and MP_____ between (station) and (station) (time) until (time) daily Monday through Friday. If in effect 24 hours per day, time need not be specified.

Rule 98(A)- Second paragraph is cancelled.

Rule 102, paragraph (2) - is changed to read:

- (2) The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so either by visual inspection of the train or knowledge that the train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

Rule 102-the following new last paragraph is added:

In cabooseless train operation, the initial and number of the car on which the rear of train device or marker is applied must be ascertained by the conductor. If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

Rule 103(E)-is changed to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

Rule 104(M)-second paragraph is changed to read:

When signal governing movement over a spring switch displays Stop, Stop and Proceed or Restricted Proceed indication, when indicator displays Stop and Inspect Switch indication, or when switch is not protected by signal or indicator, train or engine making facing point movement must stop and crew member must test the switch, unless the switch has been lined for diverging route or crew has been advised by train order, track bulletin or track warrant that spring switch has been spiked.

Rule 104(M)-fifth paragraph is changed to read:

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.

Rule 153-following paragraph is added:

When using main tracks, except double track, in westward or southward timetable direction, they will be numbered consecutively from right to left beginning with Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

Rule 223, Rule 225 and Form N Train Order-will not be used.

Form M Train Order

The following is added to Form M train order:

(3) **LINE NO _____ OF ORDER NO _____ IS ANNULLED**

Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

Form O Train Order-will not be used.

Form D-S Train Order Example (1)-is changed to read:

**(1) 801 AM UNTIL 501 PM MAY 15 ALL TRAINS MUST USE
TRACK BETWEEN WEST CROSSOVER AT
FAYE AND EAST CROSSOVER AT GLEN
ALL TRAINS MUST STOP BEFORE FOULING
TRACK BETWEEN THESE POINTS UNLESS
AUTHORIZED TO PROCEED BY EMPLOYE IN CHARGE OF
SWITCHES OR TRAIN DISPATCHER**

This order is to be used when one or more main tracks are to be removed from service and all trains in both directions are to use the remaining track with an employee in charge of switches at each end of territory designated.

Movements between the designated points will be directed by the train dispatcher who will issue copy of train order and necessary instructions to the employees in charge of the switches.

Employee in charge of switches may authorize movement on main track between the designated points by controlled signal indication, verbally or by hand signal.

Form Y Train Order, Example (2)-will not be used.

GENERAL DESCRIPTION OF SIGNALS, Page 124-the following two paragraphs are added:

When a track intervenes to the right between a signal and the track governed, a stub post with a blue light will be attached to the right of the signal mast.

When a track intervenes to the left between a signal and the track governed, a stub post with a blue light will be attached to the left of the signal mast.

Rule 234

INDICATION is changed to: Proceed prepared to pass next signal not exceeding 35 MPH.

Rule 241

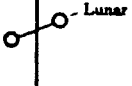
NAME is changed to: RESTRICTED PROCEED.

INDICATION is changed to: Proceed at restricted speed.


Rule 248-new:

SPECIAL SIGNAL ASPECTS WHICH ARE NOT A PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS


Rule 248(A)-Take Siding Indicator

Aspects	Indication
	When illuminated, hand operate switch and enter siding.


Rule 248(B)-Operate Switch Indicator

Aspects	Indication
	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.

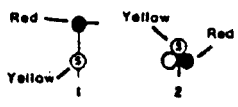
Rule 248(C)-Block Indicator

Aspects	Indication
	Block clear.

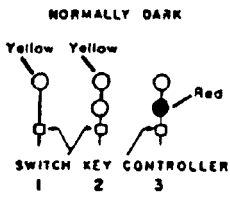
Rule 248(D)-Block Indicator

Aspects	Indication
	Block occupied.

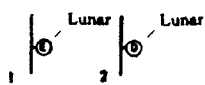
Rule 248(E)-Spring Switch Indicator

Aspects	Indication
	Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 238.

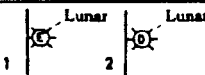
Rule 248(F)-Switch Indicator

Aspects	Indication
	Switch indicators operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing train is met and the automatic block signal governing movement indicates "Proceed" it is not necessary to operate switch indicator. If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules. If switch indicator remains dark or displays a red light, movement to main track may be made in accordance with operating rules after operating switch by hand and waiting five (5) minutes. To operate switch indicator, turn switch key clockwise toward "R", hold a few seconds and remove key. If, after operating indicator, movement is not made to main track turn switch key counter-clockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track.


Rule 248(G)-Failed Equipment Indicator

Aspects	Indication
	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.


Rule 248(H)-Failed Equipment Indicator

Aspects	Indication
	When flashing, no failed equipment has been detected.


Rule 248(I)-Slide Fence Indicator

Aspects	Indication
	When illuminated continuously or when not illuminated, slide fence has been activated, proceed at restricted speed.

Rule 248(J)-Slide Fence Indicator

Aspects	Indication
	When flashing, slide fence has not been activated.

Rule 248(K)-Resume Speed

Aspects	Indication
	End of slide fence restriction; resume speed.

Rule 305(A)- new rule added as follows:

305(A). APPROACH TO AUTOMATIC INTERLOCKING: A train passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 30 MPH, must proceed prepared to stop at interlocking signal until it can be seen the interlocking signal indicates proceed.

Rule 312(2)(b)- The waiting time is 10 minutes.

Rule 312(3)-cancel second paragraph and add the following three paragraphs:

In addition to complying with the instructions in release box, the following must be complied with:

If signal does not change its indication at expiration of time release interval, train may then proceed on hand signal from a member of the crew at the crossing if there is no train approaching on conflicting routes.

If a train is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train on the conflicting route.

Rule 315(A)-is changed to read:

315(A). DUAL CONTROL SWITCHES AND DERAILS: Before proceeding from a Stop indication over a dual control switch or derail, crew member must precede the movement and examine the first dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail. Remaining switches or derails, if any, must then be examined by crew member on the ground before movement is made over the switch or derail.

If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, before authorizing train to proceed, he must instruct crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points or derail, it must be returned to power unless otherwise instructed by control operator.

Rule 316-second paragraph is changed to read:

On any track where CTC, TWC or APB is in effect, a reverse movement must not be made without flag protection or authority from the control operator or train dispatcher.

Rule 319-add new paragraph following paragraph (2):

When necessary to release electric lock by use of emergency release and movement is to be made to a main track, member of crew must wait five minutes after release has been operated before changing main track switch and movement must be made at restricted speed to next signal. This does not modify the requirements of Rule 350(A).

Rule 351-is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. Be governed by the third paragraph of Rule 351.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

Rule 351(C)-cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Rule 408, paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

Rule 409-is changed to read:

409. OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

Rules 410 and 411-modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

Rule 413-following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

Rule 456- will not be used. Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.

Rule 463-is changed to read:

463. VOIDING TRACK BULLETINS: To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO _____ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) TRACK BULLETIN NO ____ OF (date) IS VOID.

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

(2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:**(a) LINE (number) OF TRACK BULLETIN NO ____ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) THAT PART OF TRACK BULLETIN NO ____ OF (date) READING (quote line to be made void) IS VOID.

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) TRACK BULLETIN NO ____ OF (date) IS VOID.

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D 

No. _____ Date _____ 19__

TO	AT
	AT
	AT
	AT



OK	COPIES OF	DISPATCHER
----	-----------	------------

Form D-10-10-10

Rule 620-is changed to read:

620. RIDING ENGINE: When practicable, crew members on head end of freight trains must ride in control compartment of the controlling locomotive but not more than six people may ride in the control compartment. When riding the head end, the conductor will, when practicable, ride in the control compartment.

Rule 627(5)-is changed to read:

(5) Freight car with bad order tags indicating that car is safe to move may be handled to nearest repair point.

YARD SERVICE RULES

Rule Y-1. The general direction and government of a yard is under the direction of the yardmaster where one is employed. At such locations, employees in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employees will be governed by instructions of agents or other designated employee in doing work at stations.

Rule Y-2. The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other employees working in the yard and must see that they carry out their work in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the Company. Yardmasters are charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

New Item 3-E is added to INSTRUCTIONS for AGENTS, CONTROL OPERATORS, TRAIN ORDER OPERATORS, BRIDGETENDERS, Form 15472, as follows:

3-E. When transmitting and repeating line-up, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations and directions must be pronounced then spelled.

When line-up is relayed, underscore each word and figure each time repeated.

14. Rules of the Maintenance of Way Changes and Additions

Where referenced in rules and instructions, "general manager" replaces "superintendent".

Track Permits, Track and Time Limits, Track Warrants and Track Bulletins

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

Definition-Restricted Speed-is changed to read:

A speed that will permit stopping within one half the range of vision; short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Rule G-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule Q-add the following:

MT - Main Track(s)

Rule 2

CONTINENTAL TIME will be used for operating purposes.

Rule 3

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8-998-8463 (8-WWV-TIME).

Rule 6(A)-explanation of characters:

- A** - Automatic Interlocking (actuated automatically by the approach of a train).
- B** - General orders, notices, and circulars.
- I** - Manual Interlocking (operated by a control operator).
- J** - Junction.
- K** - Standard clock.
- M** - Railroad crossing protected by signals or gates.
- R** - Train register.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

Rule 9(A)-first paragraph is changed to read:

PLACEMENT OF FLAGS: Flags must be placed to the right of the track as viewed from an approaching train. When flags must be placed to the left of the track, this fact must be stated in train order, track bulletin, track warrant or general order.

Rule 10(C)-second paragraph is changed to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

Rule 11-following second paragraph is added:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

Rule 26-is modified as follows:

26. BLUE SIGNAL PROTECTION OF WORKMEN: This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

Workmen

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

(7) Blue signal protection must be provided for workmen when:

- (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 37- is changed to read:

37. TRANSMITTING AND REPEATING: When transmitting and repeating line-up, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations and directions must be pronounced then spelled.

Where authorized by division superintendent, train location line-ups may be transmitted by train dispatcher using recording device.

Except when copied from recording device, line-up must be repeated by one or more of those copying it. Each person copying must observe whether line-up is repeated correctly and if not, will immediately call attention to any error. Positive identification of employees receiving line-up must be established except when copied from a recording device.

Rule 38- is changed to read:

38. COPYING: Except when copied from recording device, persons copying line-ups will make as many copies as necessary and must identify themselves to the train dispatcher. When operator copies line-ups a file copy shall be retained bearing the signature or name of each person to whom copies are delivered. When line-ups are re-copied, they must be repeated to the train dispatcher. Line-ups may be duplicated mechanically.

After line-up has been copied from a recording device, it must be replayed and each word and figure underscored as it is played back.

Rule 351-cancel fourth paragraph reading:

The track specified must be continuously occupied, or a switch left open within the limits on such track. If, for any reason, track specified is cleared before the time stated, track must not again be occupied, or fouled, without authority from the control operator.

Rule 351-is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. The third paragraph of Rule 351 is in effect.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

Rule 351(C)-cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Rule 408, paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

Rule 409-is changed to read:

409. OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

Rules 410 and 411-modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

Rule 413-following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

Rule 463-is changed to read:

463. VOIDING TRACK BULLETINS: To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO _____ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) **TRACK BULLETIN NO _____ OF (date) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

- (2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO _____ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) **THAT PART OF TRACK BULLETIN NO _____ OF (date) READING (quote line to be made void) IS VOID.**

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) **TRACK BULLETIN NO _____ OF (date) IS VOID.**

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D 

No. _____ Date _____ 19____

TO	AT
	AT
	AT
	AT



OK	COPIED BY	DISPATCHER
----	-----------	------------

Form 100-10-100

15. Safety Rules and General Rules Changes and Additions

Rule 181-is modified as follows:

181. This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

WORKMEN:

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

g. Blue signal protection must be provided for workmen when:

- (1) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (2) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 299-last paragraph is changed to read:

When movement is being made in response to hand signals, the disappearance from view of employee giving hand signals, or the disappearance of the light by which such signals are given, must be regarded as a stop signal unless employee on leading car has control of air brakes.

Rule 336 m-added:

Turn vehicle headlights on any time the weather requires use of windshield wipers.

Rule 345-following paragraph is added:

Vehicles above 10 feet in height must have height marked on outside and on dash of vehicle.

Rules 382 through 414 are cancelled. The rules contained in BN Form 16404 11-86, titled Intermodal/Automobile Facility Safety Rules and General Rules, govern all personnel whose duties are within the confines of a Burlington Northern Intermodal or Automobile facility including but not limited to employees of Burlington Northern Railroad Company, contractual personnel to Burlington Northern Railroad Company and/or their agents, and all other personnel entering onto properties of the Burlington Northern Railroad in the course of providing services, repair, etc.

Rule 565-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule 566-is cancelled.

Rule 572-is changed to read:

Employees are prohibited from having firearms or other deadly weapons, including knives with a blade in excess of three inches, in their possession while on duty or on Company property except those authorized to have them in the performance of their duties or those given special permission by the superintendent.

Rule 575(A)-added:

575(A). The Company's communication system is for handling Company business, but may be used for messages relating to personal affairs of employees in cases of illness or accident.

Commercial telephones on Company property, except pay telephones, are not to be used without permission from proper authority and long distance or message unit calls are not to be made unless specifically authorized.

The Company's office equipment and machines must not be used for other than Company business.

The use of Company postage for personal mail not related to Company business is prohibited. Mail not pertaining to the affairs of the Company must not be sent by train mail; to do so is forbidden by the United States postal laws.

Rule 592-is changed to read:

Whenever passengers or employees are injured, everything possible must be done to care for them properly. If they are able to be moved, they should receive care from the nearest Company physician. If the case is urgent, they should be taken to the nearest medical facility or qualified physician (M.D.) for treatment.

Rule 597-is changed to read:

Information concerning accidents and personal injuries must not be made public nor communicated to other than persons directly concerned or authorized company representatives.

16. Intermodal/Automobile Facility Safety Rules and General Rules

BN Form 16406 11-86, INTERMODAL / AUTOMOBILE FACILITY SAFETY RULES and GENERAL RULES replaces Rules 382 through 414 in BN SAFETY RULES AND GENERAL RULES book.

Rule I-9 - changed to read:

I-9. The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty or their possession or use while on duty or on Company property is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule I-16 - changed to read:

I-16. Air line must be connected to the trailer/chassis and the brakes set before attempting to connect tractor to trailer. Trailer/chassis must be at proper height and brakes set, as necessary, to prevent movement, damage or injury.

Rule I-19(a) - new rule added:

I-19(a). When piggybacker is standing idle, the boom or arms must be locked in the up position and emergency brakes set.

Rule I-19(b) - new rule added:

I-19(b). Personnel are prohibited from walking or standing under the piggybacker boom for any reason other than maintenance.

Rule I-22 - changed to read:

I-22. Within an Intermodal or Automobile Facility, tracks must not be entered or rail cars coupled to or moved without authority of supervisor in charge of the Facility.

Rule I-34 - new rule added:

I-34. When a red stop sign or red light is displayed on a trailer, such equipment must not be coupled to until red signal has been removed.

Personnel working on or in a trailer not coupled to a tractor must establish protection by displaying red stop sign(s) by day and red light(s) by night. Such protection must also be placed on adjacent units parked within eight (8) feet of unit to be protected. Red signs or lights shall be removed only by same personnel who displayed them. Service vehicle may be used as a barrier in lieu of the stop sign or light if it prevents tractor coupling to the trailer.

17. Automatic Cab Signals

Cab signal equipment must be cut out on all portions of Burlington Northern Railroad except on suburban equipment on Lakes Division, 1st Subdivision.

18. Helper Behind Caboose

When necessary to use helper consist to assist a train, employees must not ride caboose ahead of helper consist.

19. Trackman's Train Location Line-up

In CTC or TWC territory, Individual Subdivision Special Instructions will specify if line-up must be obtained as required by Rule 35 of the Rules of the Maintenance of Way.

20. Certificate of Rules Examination

Employees required to pass rules examination must have Certificate of Rules Examination, Form 15015, in their possession while on duty.

21. Dumping Toilets

Dumping of toilets is prohibited when:

- a. Passing through limits of Track Bulletin Form B
- b. Passing by any location where workmen are known to be present
- c. In tunnels and snowsheds
- d. Passing over bridges
- e. At stations
- f. At any location prohibited by law

Compliance with these instructions by employees on passenger trains may require that all "Waste Treatment System" circuit breakers on Superliner equipment be switched to OFF. On other equipment not so equipped, restrooms must be cleared and restroom doors secured within the above limits.

22. Federal Railroad Administration Presumption of Impairment Notice

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

"You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test." (See last paragraph for BN's policy.)

"If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

"A complete copy of the Federal regulations is available for your review at each Division Superintendent's office."

Burlington Northern rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not BN's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of Operating Rules or the Rules of the Maintenance of Way, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

23. Procedures For State Drug and Alcohol Testing**BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING OF ITS EMPLOYEES WITHIN THE STATE OF MONTANA**

In the event that an employee is required to submit to urine testing under BN's Guidelines for the Enforcement of Rule G or Safety Rule 565, the following procedures will govern BN's testing program:

1. The employee will provide a urine sample at a BN-designated medical facility prior to going off duty but not more than eight (8) hours after the occurrence.
2. At this medical facility, the employee will sign an "Informed Consent and Release of Liability" (if required by the facility), will provide a sufficient quantity of specimen and will provide this specimen in the manner directed by the medical personnel at the facility. A determination that the specimen is authentic will be made by medical personnel.
3. Authorized medical personnel will keep a sufficient amount of specimen to perform a drug screen, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and requisition form in the mailing container envelope and Express Mail to:

American Institute for Drug Detection, Inc.
5515 Milton Parkway
Rosemont, Illinois 60018

NOTE: For those employees requesting a blood test, the medical personnel will obtain, seal and handle the blood sample, in accordance with the instructions provided by AIDD, Inc. and the medical facility will Express Mail the sample to AIDD, Inc.

NOTE: For a test administered pursuant to Federal Railroad Administration ("FRA") regulations, the same procedure will be followed, but the specimen will be divided into a third for the medical facility, a third for American Institute for Drug Detection, Inc. ("AIDD, Inc.") and a third for the University of Utah, Center for Human Toxicology. The procedures for shipping the specimen to the University of Utah will be done in accordance with FRA regulations.

4. The medical facility will test the urine specimen submitted for at least alcohol and other substances of abuse, and the test results will be released only to the requesting BN official or the Chief Medical Officer of BN, or his designee.
5. The test results from AIDD, Inc. will be released only to the Chief Medical Officer of BN, or his designee, who will advise the requesting BN official.
6. The employee has the right to withhold the release of the test result from all persons except BN's requesting official and the Chief Medical Officer, or their authorized representatives.
7. A more complete description of the procedure and policy of BN's Enforcement of Rule G and Safety Rule 565 can be provided by your supervisor.

BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING IN PREEMPLOYMENT AND OTHER PHYSICAL EXAMINATIONS WITHIN THE STATE OF MONTANA

All applicants for employment and employees will have a drug and alcohol screen performed on the urine specimen collected at their physical examination. The following procedures will govern the BN Medical Department screening:

1. The urine specimen should be voided in the presence of the examining physician or the physician should be satisfied that the specimen is authentic.
2. Authorized medical personnel will keep a sufficient amount of specimen to perform the routine urinalysis, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and the requisition form in the mailing container envelope and mail to:

American Institute for Drug Detection, Inc.
5515 Milton Parkway
Rosemont, Illinois 60018

3. The test results from AIDD, Inc. are released only to the Chief Medical Officer of BN, or his designee.
4. The employee has the right to withhold the release of the test result from all persons except the Chief Medical Officer, or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

24. Physical Examinations

Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations will be at company expense.

25. Roadway Signs

Except as shown, roadway signs have white background and black letters and/or numbers.



Yellow—Rules 10 & 10(D).
Red—Rule 10(A) or
Green—Rules 10 & 10(D)

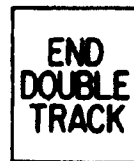
Track Flag



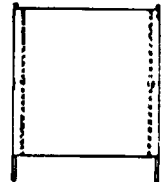
Junction
Rule 98(B)



Yard Limit
Rule 93



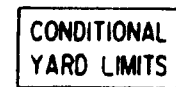
End Double Track



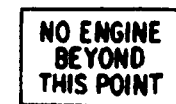
Track Flag



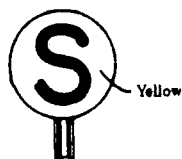
Railroad Crossing
Rules 98 & 98(B)



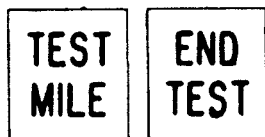
Conditional Yard Limits
Rule 93



No Engine Beyond This Point



Spring Switch
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle
Rule 15(I)

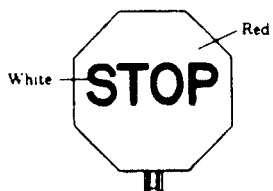
Numerals, when attached,
denotes the number of
crossings less than 1,320
feet.



Derail
Rule 104(L)



Fouling Point

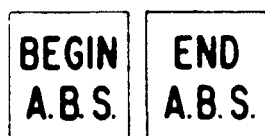


Stop
Rules 98 and 98(B)

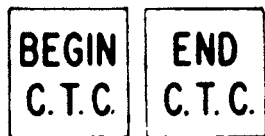


White letters on reflective red
background, or black letters
on white background.

Stop



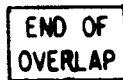
Begin and End ABS



Begin and End CTC



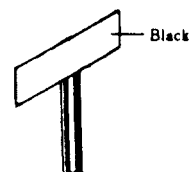
Signal Overlap
Rule 303



End of Overlap
Rule 303



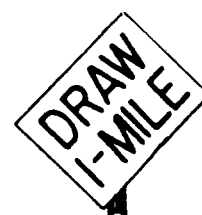
Westward Siding or
Eastward Siding
Rule 105(A)



Flanger



No Clearance



One Mile Draw Span
Rule 98

26. Tonnage Chart Profile

A "Tonnage Chart Profile", as shown in the following example, may be included on the bottom of the conductor's wheel report. This profile will give you the following information in a "snapshot" type view of train.

TONNAGE CHART PROFILE OF TRAIN 01 198 27 27-FEB-87 08:02

a. ***SPEED RESTRICTION EXISTS ON THIS TRAIN***

b. STATION LDS MTYS TONS FEET

TOTALS 6 96 3882 6537 102 CARS 1 CABS 4 ENGS

c. 34 TONS/OP. BRAKE

d. TON

```

150 ....
140 ....
130 ....
120 ....
110 ....
100 EEEE
90 NNNN
80 GGGG
70 ....
60 ....
50 ....
40 ....
30 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
20 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
LEN
SPH

```

```

150
140
130
120
110
100
90 X
80 X
70 X
60 X
50 X
40 X
30 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX
20 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX
e. LEN
f. SPH

```

C=CAU D=DAN E=EXP F=FCG H=HWI P=POG R=RM # = ALL OTHER SPHDLG CODES

NOTES:

- ***SPEED RESTRICTION EXISTS ON THIS TRAIN*** will print if a car on the wheel report has "SPD" in Special Handling Field.
- Number of loads, empties, tons, feet, length of train, number of cars, caboose(s) and engines as shown on wheel report. Engines are not included in any of these totals except "ENGS" total.
- Tons per operative brake - per Timetable Special Instructions. Engines are not included.
- Tonnage indicator (20 to 150 tons) - cars are listed vertically using Xs to indicate amount of tonnage per car. For example: First car behind engine weighs 30 tons and the 63rd car weighs 130 tons. Engines will be indicated by "ENG". Caboose will be indicated by "CAB".
- "LEN" represents car length - "S" = Short car 50 feet or shorter.
"L" = Long car 80 feet or longer.
- "SPH" represents special handling - "SPH" codes are listed at bottom of chart.

This chart should assist in train handling decisions and provide for a safer train operation.

Special Handling Codes shown on wheel report.

CAU	Caution	MIC	Messenger in Charge
COM	Combustible Gas	MRE	Mechanical Refrigeration
DAN	Dangerous	NPR	No Placards Required
DEV	Loading Devices Required	PBC	Perishable in Box Car
DNH	Do Not Hump	POG	Poison Gas
DNS	Do Not Separate	RE	Rear Ender
EW	Excessive Weight	RIL	Rejected in Interchange
EXP	Explosive	RM	Radioactive
HFR	Home For Repairs	Sxx	Speed in Miles Per Hour (xx is MPH.)
HIV	High Value	SPD	Speed Restriction
HTR	Heater(s) in Car	UOS	Unload From One Side Only
HWI	High Wide	WI	Waive Inspection
IRM	Incentive Rate Movement	ZIP	Expeditor Trains Only
L01-L09	BN Local Yard Use Only		

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance from Galves- ton
				Office Calls	Rule 6(A)	
	40000	492		GZ GALVESTON FRT. YD. 48.2	JY	0.0

BETWEEN GALVESTON FREIGHT YARD AND NEW SOUTH YARD GENERAL CODE OF OPERATING RULES AND A.T.S.F. RY TIMETABLE GOVERN.

	40050			HA NEW SO. YD. HOUSTON 11.5	BJKRY	48.2
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BETWEEN NEW SOUTH YARD HOUSTON AND BELT JCT. HB&T RY. RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	40061		57.4	BELT JCT.	JITY	59.7
5.600	40070		70.6	CA CASEY	BY	72.9
8.448	40081		81.2	10.6		
5.368	40085		84.8	ORR	Y	83.5
5.945	40096		96.8	3.6		
			105.6	TOMBALL		87.1
7.536	40110	492	110.5	12.0		
	40125		125.3	KAREN		99.1
6.390	40130		130.5	8.8		
6.260	40151		151.8	A.T.S.F.	A	107.9
6.360	40168		168.5	4.9		
6.092	40185		184.6	SIMMONS		112.8
	40204		204.3	14.8		
8.976	40222		222.4	SHIRO	TWC ABS	127.6
			239.6	5.2		
	40240		239.7	SINGLETON		132.8
6.000	40242		241.6	21.3		
5.951	40259		258.7	NORTH ZULCH		154.1
4.474	40271		270.3	16.7		
	40272		271.1	FLYNN		170.8
				16.1		
				NEWBY		186.9
				19.7		
				DO TEAGUE	BKRTY	206.6
				18.1		
				STREETMAN		224.7
				17.2		
				S.S.W.	I	241.9
				0.1		
				CORSICANA	Y	242.0
				1.9		
				NORTH CORSICANA	Y	243.9
				17.1		
				BARDWELL		261.0
				12.2		
				WAXAHACHIE	Y	273.2
				0.7		
				JTD. JCT.	JY	273.9
				28.2		

BETWEEN JTD JCT. AND ENDOT, GENERAL CODE OF OPERATING RULES AND M.K.T. RY. TIMETABLE GOVERN.

	40299			ENDOT	J	302.1
				2.6		

BETWEEN ENDOT AND NORTH JCT. "RIGHT-OF-WAY DISTRICT" RULES IN THE MK & T R.R. RULES AND TIMETABLE GOVERN.

				NORTH JCT.	J	304.7
				32.4		

BETWEEN NORTH JCT. AND PEACH YARD OKT RR. RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	40336			PEACH YD.	J	337.1
				4.1		

BETWEEN PEACH YD. AND NORTH YARD, FORT WORTH 2ND SUBDIVISION SPECIAL INSTRUCTIONS GOVERN.

	40341	485	6.1	FR NORTH YARD	BJKRTY	341.2
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BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls-Casey-12, Tomball-13, MP 105.6-14, Shiro-15, North Zulch-16, Newby-17, Teague-18, Corsicana-19, Waxahachie-10.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Belt Jct. and JTD Jct. trains up to 100 Tons O/B..... 50 MPH.
Belt Jct. and JTD Jct. trains over 100 Tons O/B..... 40 MPH.

MP 60.5 and MP 67.8 20 MPH.
MP 85.0 and MP 92.5 40 MPH.
MP 96.0 and MP 97.3 40 MPH.
MP 105.6 (A.T.S.F. Crossing) 30 MPH.
MP 129.8 and MP 131.1 40 MPH.
MP 156.0 and MP 203.1 Trains up to 100 Tons/OB 40 MPH.
MP 156.0 and MP 203.1 Trains over 100 Tons/OB..... 30 MPH.
MP 238.0 and MP 242.3 30 MPH.
MP 270.0 and MP 271.1 20 MPH.
Trains handling any loads over 20 feet 2 inches ATR at
bridges 88.3 and 183.4 25 MPH.
Through all turnouts and sidings 10 MPH.

2. Bridge, Engine, and Heavy Car Restrictions-

Cars heavier than 263,000 lbs. not permitted without authorization of BN Clearance Bureau.

3. Train Register Exceptions- None

4. Clearance Provisions and Exceptions Rule 82(A)-

Belt Jct., Waxahachie-Rule 82(A) does not apply.

5. Rule 99- When flagging is required, distance will be 1.0 miles.

6. Manual Interlocking-

SSW Crossing Corsicana is a remote controlled interlocking under the supervision of the SSW Operator Tower 26, Houston. If signal does not permit movement and unable to communicate with Control Operator comply with Rule 312(2).

7. Special Conditions-

Trains over 100 Tons/OB will not operate through sidings North Zulch, Flynn, Newby, and North Corsicana, except in emergency when authorized by Chief Dispatcher.

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

Houston Light & Power-Normal position for the inside crossover switch is for the Houston Light & Power Industry Track.

Irving-Trains approaching Irving must communicate with operator on duty as follows:

Eastbound trains on OKT will communicate with Operator when leaving Tarrant and will not head onto Wye tracks without further instructions from office at Irving.

Westbound trains on OKT will communicate with Irving Operator when leaving North Jct. and will not head onto Wildwood Road crossing without further instructions from office at Irving.

North Fort Worth and North Junction-OKT Tracks-

Trains and engines using OKT Railroad tracks between North Fort Worth and North Junction, Dallas and Right-of Way District in Dallas will be governed by OKT Timetable and General Code of Operating Rules.

Dallas-

ATSF Tracks-BN trains use ATSF tracks between Santa Fe Jct. and East Dallas. General Code of Operating Rules governs: except as modified in Fort Worth Division, First Subdivision, item 12.

Rule 93 (yard limit) in effect between MP 52.5 and MP 53.7 in East Dallas.

When handling automobiles in tri-level cars, movement must be made on OKT Main track under Houston Street Overpass, Dallas.

Centralize Traffic Control in effect: ATSF between Santa Fe Jct., MP 51.8 and SP Crossing, MP 52.5. Southern Pacific main track, Dallas, between MP 51.7 and MP 52.7.

8. Rule 93- Yard limits in effect between-

MP 60.8 and MP 74.0 Authority for movement will be issued by Operator at Casey
MP 203.1 and MP 206.5
MP 236.4 and MP 242.7
MP 268.8 and MP 271.1

9. Rule 405- In effect at New South Yard Houston, Casey, Teague and North Yard. When operators are on duty they will deliver track bulletins and clearances or Track Warrants to train crews. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation, regulations applying to railroad operation, refer to tariff BOE 6000H (or subsequent issues) or B. E. Pamphlet 20.

DEFINITIONS

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the placards depicted on the reverse side of this page.

"TRAIN" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

DOCUMENTATION

§ 174.24 Shipping Papers. (a) Except as provided in paragraph (b) of this section, no person may accept for transportation by rail any hazardous material which is subject to this subchapter unless he has received a shipping paper prepared in the manner specified in Subpart C of Part 172 of the regulations and as outlined in 174.25 (b) and (c).

(b) Paragraph (a) does not apply to a material classed as an ORM-A,B,C, or D, unless it is a:

- (1) Hazardous substance or,
- (2) Hazardous waste.

§ 174.25 Additional Information on waybills, switching orders and other billing.

(a) Each waybill, switching ticket, switching order or other billing used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.

(b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

(1) The shipping description consisting of—

- (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
- (ii) The hazard class specified for the material in the same table;
- (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
- (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;

(2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.

(3) The placard notation.

(4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.

(c) The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words "RESIDUE: Last contained * * *", followed by the basic description of the hazardous material last contained in the tank car and the placard notation specified in the second column of the table in paragraph (a)(2) of this section followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Petroleum Naptha, Combustible liquid, UN 1255, Placarded: COMBUSTIBLE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.

§ 174.26 Notice to train crews of placarded cars.

(a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVE A** or **POISON GAS**. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

(b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train or switch list indicate loaded, placarded cars containing hazardous materials:

EXP — Explosive	POG — Poison Gas
RM — Radioactive	DAN — Dangerous

These codes correspond to the Placard Endorsement found near the upper left-hand corner of the waybill.

NPR — indicates a hazardous material which does not require placards or endorsement.

(c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by § 172.202 and 172.203 of this subchapter.

§ 172.205 Hazardous waste manifest.

(a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared in accordance with 40 CFR 262.20 and is signed, carried, and given as required of that person by this section.

(e) A copy of the manifest bearing all required dates and signatures must be:

(2) Carried during transportation in the same manner as required by this subchapter for shipping papers,

(3) Given to a person representing the designated facility receiving the waste,

(f) The requirements of paragraphs (d) and (e) of this section do not apply to a rail carrier when waste is delivered to a designated facility by railroad it:

(2) The delivering rail carrier obtains and retains a receipt for the waste that is dated by and bears the handwritten signature of the person representing the designated facility.

PLACARDING

§ 174.59 Marking and placarding of rail cars. No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified. For Canadian shipments, required placards lost in transit, must be replaced by those required by Part 172 of this subchapter or by those authorized under 171.12 (a).

Placards shall be displayed on each side and each end of:

(1) Each rail car, trailer or container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material labeled **RADIOACTIVE YELLOW III**.

(2) Each rail car, trailer or container containing 1000 lbs. or more of all other hazardous materials, and each tank car or tank container containing any amount of hazardous material.

SWITCHING AND TRAIN PLACEMENT

Regulations for handling placarded cars in switching and placement in train are described in items 174.83 thru 174.93. These requirements are outlined by the chart on the reverse side of this form.

§ 174.8

INSPECTION

(b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by § 174.26(b).

(c) For inspection requirements applicable to rail cars containing Class A explosives, see § 174.10 and 174.104.

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

§ 174.9 Inspection of tank cars.

- (a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that it is not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

§ 174.10 Inspection of cars at interchange.

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.

IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
2. Determine status of train and promptly notify dispatcher (yardmaster in terminals). If fire or large vapor cloud is present, move to safety — generally upwind and to higher ground — and determine train's status from there. Take the shipping papers with you. Using waybills, wheel report and emergency response data, identify:
 - portion of train involved;
 - initial and number of cars involved;
 - name, hazard class, UN/NA number of commodities involved in accident;
 - any hazardous materials in proximity of accident;
 - precautions to take, to protect yourself and others.

YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fuses. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, ½" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

5. Select a safe location, accessible to arriving emergency response personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise dispatcher and all crew members of this location.
6. Cooperate with response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.

10. Rule 450- In effect.**11. ABS- MP 57.4 to MP 271.1.**

TWC- Belt Jct. to Jtd. Jct.

Train location lineup will be issued by train dispatcher in accordance with Rule 35 of the MW for occupancy not protected by Track Warrant.

12. Modifications of rules in the General Code of Operating Rules, for trains and engines using A.T.S.F. tracks**General Rules-**

1. During snow and ice storms trains must approach all power switches making a full use of the engine whistle to warn men cleaning switches of their approach. When visibility is poor, the whistle should be kept wide open from 400 to 500 feet before reaching the switch until after engine has passed over it.
2. Before the engine controlling the air brakes on freight equipment is detached or angle cock closed, the engineman must make a 20 pound brake pipe service reduction with the automatic brake valve. The angle cock must be left open on the cars or the detached portion of train left standing to cause an emergency application on that portion when the separation is made.
3. A complete and detailed report must be made by wire to the A.T.S.F. Chief dispatcher at Ft. Worth, Texas covering bad order cars set out, all accidents at grade crossings, personal injuries, unusual or defective track, signal or any other condition that would affect the movement of a train or engine on the Joint Trackage.

13. Westward trains and engines originating at Teague using MKT Railroad tracks between JTD JCT. and Endot must obtain MKT TWC and track bulletins, if any, in effect at Teague. BN TWC forms may be used.

Authority for movement between JTD Jct. and Endot will be issued by MKT dispatcher at Denison, Tx. BN TWC forms may be used. To access the MKT Dispatcher on BN Channel No. 1 use the following procedure:

ACTION**RESPONSE**

Key radio mic. four times 2 sec. solid tone
Key radio mic. two times 2 short tones and 2 sec. solid tone

If responses above are heard, you have accessed the MKT dispatcher. If unable to contact MKT dispatcher, call BN dispatcher.

Trains and engines using OKT Railroad tracks between North Fort Worth and North Junction, Dallas and Right-of-Way District in Dallas will be governed by MKT Timetable and General Code of Operating Rules.

MKT clearance forms and train order forms will be used.

14. Track Side Warning Detectors-

MP 82.6 Orr
MP 122.5 Shiro
MP 173.5 Flynn
MP 215.5 Streetman
MP 266.4 Waxahachie

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance from F&P Jct.
				Office Calls	Rule 8(A)	
			0.0	T&P JCT.	Y	0.0
			0.5	NINTH STREET	Y	0.5
			0.9	HAMPTON	Y	0.9
			2.0	MP 2	Y	2.0
			2.5	RIO	Y	2.5
			3.1	O.K.T.	IY	3.1
			3.2	S.L. SW	IY	3.2
	40341		6.1	FR NORTH YARD	BKTYZ	6.1
	40345		9.1	SAGINAW	IY	9.1
			11.0	MP 11.0	Y	11.0
7.534	40354		19.0	AVONDALE		19.0
6.923	40370		34.6	HERMAN		34.6
6.098	40376		40.3	DECATUR		40.3
7.300	40387		50.8	ALYORD		50.8
6.693	40399		63.8	FRUITLAND		63.8
2.507	40404		68.5	BOWIE		68.5
			69.2	MKT	A	69.2
6.390	40415		79.1	BELLEVUE		79.1
6.941	40425		90.2	DICKWORTHAM		90.2
6.233	40441		105.5	JOLLY		105.5
20.964	40444		111.0	RHEA	Y	111.1
	40449		114.1	W WICHITA FALLS	BKTUY	114.1
	40449		115.0	WEST WICHITA		115.0
			116.1	ORIENT		116.1
	40458		118.4	VALLEY JCT.	J	118.4
6.411	40460		124.3	IOWA PARK		124.3
6.969	40471		135.9	FOWLKES		135.9
	40476		140.3	ELECTRA		140.3
6.250	40483		148.1	HARROLD		148.1
	40490		156.2	W.T.U.		156.2
10.459	40499		163.3	VERNON		163.3
6.486	40514		178.7	CHILICOTHE		178.7
			179.0	A.T.S.F.	I	179.0
	40527		191.8	Q QUANAH	BJKT	191.8
	40532		196.7	ACME		196.7
6.362	40536		200.5	GOODLETT		200.5
6.510	40547		211.7	KIRKLAND		211.7
	40556		220.2	RS CHILDRESS To Wellington 31.8	BK	220.2
6.361	40563		227.8	CAREY		227.8
7.323	40572		236.7	ESTELLINE	J	236.7

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	(Cont'd)2nd Subdiv MAIN LINE STATIONS		Distance from T&P Jct.
				Office Calls	Rule 6(A)	
7.528	40586	485	251.9	MEMPHIS	TWC	251.9
9.141	40599		263.1	11.2 HEDLEY	ABS	263.1
7.890	40613		275.7	12.6 CLARENDON		275.7
7.562	40623		288.6	12.9 ASHTOLA		288.6
7.066	40639		304.5	15.9 MALDEN		304.5
	40643		307.9	3.4 CLAUDE	TWC	307.9
7.310	40653		317.7	9.8 KASOTA		317.7
	40656		320.5	2.8 WASHBURN		320.5
	40671		335.7	15.2 AMARILLO		
				AR BIKRTY		

BN Radio Channel No. 1 in service between Ft. Worth and Estelline.
BN Radio Channel No. 2 in service between Estelline and Amarillo.

Train Dispatcher Calls-Ft. Worth-21, Decatur-23, Bowie-24,
Dickworsham-25, Wichita Falls-26, Vernon-28, Quanah-29,
Childress-20, Memphis-31, Clarendon-32, Claude-34, Amarillo-35.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

MP 0.0 and MP 7.3	20 MPH.
MP 7.3 and MP 11.1	30 MPH.
MP 11.1 and MP 12.5	50 MPH.
MP 25.1 and MP 25.5	55 MPH.
MP 28.6 and MP 30.7	55 MPH.
MP 30.7 and MP 32.3	50 MPH.
MP 38.8 and MP 41.2	50 MPH.
MP 43.5 and MP 46.3	55 MPH.
MP 46.3 and MP 48.0	45 MPH.
MP 68.3 and MP 70.4	30 MPH.
MP 96.0 and MP 96.2	55 MPH.
MP 110.9 and MP 113.0	30 MPH.
MP 113.0 and MP 116.2	20 MPH.
MP 116.2 and MP 119.7	35 MPH.
MP 119.7 and MP 219.7 Empty coal trains	55 MPH.
MP 119.7 and MP 219.7 Loaded coal trains	50 MPH.
MP 124.1 and MP 126.1	30 MPH.
MP 139.6 and MP 140.7	30 MPH.
MP 162.7 and MP 164.4	30 MPH.
MP 164.4 and MP 166.4	55 MPH.
MP 179.0	30 MPH.
MP 191.9, Until Engine Over Crossing	30 MPH.
MP 192.1 and MP 196.9, Main 1	25 MPH.
MP 219.7 and MP 220.7	40 MPH.
MP 228.5 and MP 231.8	35 MPH.
MP 237.4 and MP 328.0	49 MPH.
MP 328.0 and MP 339.0	20 MPH.
On Sidings	
Estelline	25 MPH.
Herman, Kirkland, Carey and Malden	10 MPH.
Through Turnouts	
MP 11.0, Quanah and Acme (end of two main tracks) and Estelline (ends of siding)	25 MPH.
Decatur, Bellevue, Dickworsham, and Jolly (ends of siding)	10 MPH.
All Others	20 MPH.
Static Scales	5 MPH.
The following is "FRA Excepted Track". See All Subdivisions Item 6.	
Fort Worth on Old Frisco Main from Tower 60 to and including West Yard, including all auxiliary tracks.	
Fort Worth on City Lead from Tower 55 to and including West Yard, including trackage to Traders Oil Mill and including all auxiliary tracks.	
Childress to Wellington	

2. Bridge, Engine, and Heavy Car Restrictions-

Cars heavier than 263,000 pounds not permitted between:
Childress and Wellington

Locomotive in Groups G, H and I not permitted between:
Childress and Wellington

Acme-Do not put locomotive over hydraulic lift East and West spur
track Georgia Pacific.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)-

Valley Jct., Estelline, Wichita Falls and Amarillo-Rule 82(A) does
not apply.

Westward trains at Wichita Falls must obtain Track Warrant showing
Track Bulletins in effect between Wichita Falls and Amarillo.

Eastward trains at Amarillo must obtain Track Warrant showing Track
Bulletins in effect between Amarillo and Wichita Falls.

5. Rule 99- Between T&P Jct. and Estelline when flagging is required, distance will be 1.0 mile.

Between Estelline and Amarillo when flagging is required, distance will
be 2.0 miles.

6. Manual Interlocking-

Saginaw, MP 9.1 ATSF-OKT interlocking is remotely controlled by BN
Operator, North Yard.

Chillicothe, MP 179.0 interlocking is remotely controlled from Spring-
field and signals are a part of Centralized Traffic Control system. Rules
312, 315(A), and 312(1) are in effect.

7. Rule 93- Yard limits in effect between-

MP 0.0 and MP 11.0, authority for movement will be issued by
yardmaster.

MP 108.9 and MP 115.0, authority for movement will be issued by
yardmaster.

MP 328.0 and MP 335.7, authority for movement will be issued by
yardmaster.

8. Rule 94- In effect between MP 0.0 and MP 7.3.

9. Special Conditions-

Trains over 100 Tons/OB will not operate through sidings Kirkland and
Carey, except in emergency when authorized by Chief Dispatcher.

10. ABS in effect- Between:

MP 0.7 and MP 5.4
MP 7.3 and MP 113.0
MP 237.3 and MP 238.8.

CTC in effect- Between:

MP 115.0 and MP 237.3

TWC- In effect between:

MP 11.0 and MP 108.9.
Estelline and MP 328

Two Main Tracks designated as Main 1 and Main 2 between:

MP 4.6 and MP 11.1
MP 115.0 and MP 116.1
MP 192.3 and MP 196.7

Train location line-up will be issued by train dispatcher in accordance
with Rule 35 of the Rules of the MW for track occupancy not
protected by Track Warrant.

11. Rule 350(B)- following switches are not equipped with electric locks:

MP 124.4 - Iowa Park - East House Track
MP 125.9 - Iowa Park - Cryovac Spur
MP 138.8 - Electra - West end National Tank
MP 139.8 - Electra - High Line Track
MP 140.7 - Electra - West House Track
MP 147.5 - East end Harrold House Track
MP 147.9 - West end Harrold House Track
MP 154.7 - Oklaunion East House Track
MP 155.0 - Oklaunion West House Track
MP 159.6 - Vernon Grain East Track
MP 160.0 - Vernon Grain West Track
MP 179.4 - Chillicothe Transfer Track

MP 191.9 - Quanah - East end House Track
 MP 211.1 - Kirkland - East House Track
 MP 211.6 - Kirkland - West House Track
 MP 219.6 - Childress - Holland Spur

- 12. Rule 405-** In effect at North Yard, Wichita Falls, Quanah, Childress and Amarillo. When operators are on duty they will deliver track bulletins and clearances or Track Warrants to train crews. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

- 13. Rule 450-** In effect.

- 14. The following Track Side Warning Detectors protect bridge, tunnels, or other structures-**

MP 175.5 Chillicothe
 MP 243.6 Memphis

Other Track Side Warning Detector Locations-

Radio Reporter:

MP 47.5 Alvord
 MP 94.3 Dickworsham
 MP 143.6 Electra
 MP 207.9 Goodlett
 MP 273.2 Clarendon
 MP 309.5 Claude

4. Clearance Provisions and Exceptions Rule 82(A)-

Amarillo and Texline- Rule 82(A) does not apply.

Rule 405- In effect for trains at Amarillo and Texline. Conductors will call Dispatcher immediately upon coming on duty to receive and remove their own Track Warrants and Track Bulletins from printers at those locations.

- 5. Rule 99-** When flagging is required, distance will be 2.0 miles.

- 6. Rule 93-** Yard limits in effect between:

MP 335.7 and MP 339.0
 MP 416.5 and MP 420.0.
 MP 450.3 and MP 454.2

- 7. TWC-** In effect between MP 339.0 and MP 452.9.

Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

- 8. The following Track Side Warning Detectors protect bridge, tunnels, or other structures-** None.

Other Track Side Warning Detector Locations-

MP 365.1-Tascosa
 MP 406.0-Hartley

9. Special Conditions-

Trains over 100 Tons/OB will not operate through siding at Perico except in emergency when authorized by Chief Dispatcher.

At SSW MP 417.6- GCOR Rule 312(2) A, B, C does not apply at SSW Interlocking.

All movements through SSW Interlocking must be with the authority of the SSW Control Operator or by signal indication only.

Dispatcher phone has been installed at Interlocking for SSW Control Operator.

- 10. Tascosa and Channing-** Look out for falling rocks between MP 377.0 and MP 378.0.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Amarillo
				Office Calls	Rule 6(A)	
AR	40671	485	335.7	AMARILLO To Bushland 15.0	BIKRTY	0.0
8,992	40682		347.3	11.6		11.6
8,400	40691		359.2	GENTRY		
7,493	40708		371.7	11.9		23.5
7,587	40723		388.1	BODEN		
8,076	40738		403.7	12.5		36.0
7,536	40753		417.4	TASCOSA		52.4
			417.6	16.4		68.0
7,562	40770		434.5	CHANNING		81.7
4,050	40777		441.8	15.6		81.9
	40788		452.9	HARTLEY		98.8
				13.7		106.1
				JC DALHART	YT	117.2
				0.2		
				S.S.W.	I	
				16.9		
				GUY		
				7.3		
				PERICO		
				11.1		
				Z TEXLINE	BKRY	

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls- Amarillo-35, Tascosa-36,
 Channing-37, Dalhart-38, Texline-39.

**1. Speed Restrictions-
 Zone-Between**

Maximum Speeds Permitted

Amarillo and Texline 49 MPH.
 Amarillo-
 MP 328.0 and MP 339.0 20 MPH.
 MP 359.1 and MP 361.1 40 MPH.
 MP 415.9 and MP 416.9 35 MPH.
 Except trains with hazardous material 20 MPH.
 MP 416.9 and MP 418.2 20 MPH.
 Through all turnouts and sidings 10 MPH.

- 2. Bridge, Engine and Heavy Car Restrictions-** None.

- 3. Train Register Exceptions-** None.

FORT WORTH DIVISION

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Cherokee Yard
				Office Calls	Rule 6(A)	
	96426	1003	426.9	CY CHEROKEE YARD	BJKRY	0.0
			428.6	WC WEST CHEROKEE		1.7
	96431		430.5	NO MORRIS		3.6
	96436		435.5	OM		8.6
	96438	1046	437.2	SO SAPULPA	JT	10.3
5.844	94442		442.2	KF KIEFFER		15.3
8.651	94456		456.2	BG BEGGS		29.3
6.176	94467		467.2	BT BUTLER		40.3
	94469	1046	468.6	OG OKMULGEE		41.7
8.678	94476		476.2	SR SCHULTER		49.3
5.079	94482		482.1	HN HENRYETTA		55.2
8.580	94495		494.7	FD FRED		67.8
	94504	1046	504.4	WM WETUMKA		77.5
8.078	94513		513.0	YG YEAGER		86.1
			519.6	O.K.T.	A	92.7
6.392	94525		525.0	SP SPAULDING	CTC	98.1
9.251	94539	1046	539.1	FC FRANCIS		112.2
	94548		548.2	AD ADA	BK	121.3
8.633	94558		558.2	FH FITZHUGH		131.3
8.713	94571		571.0	SC SCULLIN		144.1
	94580	1046	579.3	ML MILL CREEK		152.4
8.777	94592		591.8	RV RAVIA		164.9
8.900	94603		603.4	MA MADILL	BKR	176.5
8.577	94610		610.6	KT KINGSTON		183.7
	94620	1046	620.2	LK LAKESIDE	J	193.3
8.801	94625		624.8	BQ BARRY		197.9
	94631		631.1	IT STALEY (BN Jct.)	IJ	204.2
9.310			633.0	JO SOUTH JOE		206.1
	94637	1046	636.5	DN DENISON	Y	209.6
			636.6	S.P. JCT.	J	209.7

BETWEEN S.P. JCT. AND SOUTH SHERMAN JCT. TRAINS USING SOUTHERN PACIFIC TRACKS WILL BE GOVERNED BY GENERAL CODE OF OPERATING RULES AND SP TIMETABLE.

	94644	1046	644.3	SHERMAN	BKT	217.4
	94650		649.9	SOUTH SHERMAN JCT.	J	223.0
8.661	94658		657.7	DORCHESTER		230.8
	94665		664.8	GUNTER		237.9
	94674	1046	673.6	CELINA		246.7
8.761	94680		679.7	PROSPER		252.8
	94686		685.6	FRISCO	TWC	258.7
	94690		690.7	CAMEY		263.8
6.250	94695	1046	692.5	HEBRON		265.6
4.432	94700		699.9	BLISS		273.0
	94701		700.5	CARROLLTON		273.6
			700.5	M.K.T.-S.S.W.	A	273.6
7.400	94705	1046	704.9	GRIBBLE	Y	278.0
2.497	94711		709.3	IR IRVING	BKTY	282.4

BN Radio Channel No. 2 in service on this Subdivision.
BN Radio Channel No. 1 in service at Cherokee Yard.

Train Dispatcher Calls-Cherokee Yard-23,26, Preston-36, Henryetta-46, Ada-56, Roff-76, Madill-26, Sherman-16,13, Frisco-43, Irving-53, Staley-MKT Dispatcher-28.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Cherokee Yd. and Denison	55 MPH.
So. Sherman Jct. and Irving	49 MPH.
MP 428.6 and MP 429.2	20 MPH.
Through turnout West Cherokee	20 MPH.
MP 429.2 and MP 436.2	45 MPH.
Norris, through turnout	45 MPH.
Oma, through turnout	45 MPH.
MP 436.2 and MP 438.2	25 MPH.
MP 438.3 and MP 440.2	45 MPH.
MP 441.7 and MP 442.9	30 MPH.
Until engine through limits	45 MPH.
MP 457.7 and MP 458.1	45 MPH.
MP 468.6 and MP 469.3	35 MPH.
Until engine through limits	45 MPH.
MP 471.3 and MP 471.8	45 MPH.
MP 478.5 and MP 479.2	45 MPH.
MP 480.2 and MP 482.7	25 MPH.
MP 483.5 and MP 485.1	45 MPH.
MP 492.0 and MP 492.5	45 MPH.
MP 494.4 and MP 494.7	45 MPH.
MP 498.7 and MP 499.0	50 MPH.
MP 504.0 and MP 504.5	40 MPH.
Until engine through limits	50 MPH.
MP 506.0 and MP 506.3	45 MPH.
MP 506.9 and MP 507.2	45 MPH.
MP 509.9 and MP 510.3	45 MPH.
MP 511.5 and MP 511.7	50 MPH.
MP 516.3 and MP 518.5	45 MPH.
MP 518.5 and MP 520.6	25 MPH.
Until engine through limits	50 MPH.
MP 520.9 and MP 521.7	50 MPH.
MP 526.5 and MP 526.7	50 MPH.
MP 529.2 and MP 529.6	45 MPH.
MP 531.9 and MP 532.3	45 MPH.
MP 532.3 and MP 532.7	50 MPH.
MP 533.7 and MP 534.8	45 MPH.
MP 535.7 and MP 536.5	50 MPH.
MP 539.1 Until engine over crossing	30 MPH.
MP 539.5 and MP 540.2	45 MPH.
MP 542.9 and MP 545.7	45 MPH.
MP 547.2 and MP 548.8	20 MPH.
Until engine through limits	50 MPH.
MP 548.9 and MP 549.4	45 MPH.
MP 550.7 and MP 552.1	45 MPH.
MP 554.7 and MP 555.7	45 MPH.
MP 555.7 and MP 556.6	40 MPH.
MP 559.3 and MP 559.9	50 MPH.
MP 562.4 and MP 563.6	35 MPH.
until engine through limits	50 MPH.
MP 569.0 and MP 569.3	50 MPH.
MP 574.2 and MP 577.3	50 MPH.
MP 581.4 and MP 583.5	45 MPH.
MP 589.2 and MP 589.7	45 MPH.
MP 591.6 and MP 592.2	30 MPH.
Until engine through limits	45 MPH.
MP 596.0 and MP 600.0	45 MPH.
MP 602.2 and MP 604.2	45 MPH.
MP 603.2 and MP 603.5	25 MPH.
Until engine through limits	45 MPH.
MP 605.4 and MP 605.6	45 MPH.
MP 618.0 and MP 620.0	40 MPH.
MP 621.5 and MP 623.7	50 MPH.
MP 630.1 and MP 631.0	30 MPH.
MP 631.0 and MP 631.4	15 MPH.
MP 633.2 and MP 634.9	45 MPH.
MP 634.9 and MP 635.2	30 MPH.
MP 635.2 and MP 636.5	20 MPH.
Through turnouts controlled sidings between Sapulpa and Denison	20 MPH.
MP 664.2 and MP 665.0	35 MPH.
MP 673.6 and MP 674.0	25 MPH.
MP 694.5 and MP 700.4	30 MPH.
MP 700.4 and MP 700.5	10 MPH.
MP 700.5 and MP 704.0	30 MPH.
MP 708.6 and MP 711.1	15 MPH.
Cars heavier than 263,000 lbs., on Bridges 457.7, 475.0 and 535.8	20 MPH.

MP 535.8 over bridge-trains over 100 O/B and locomotives in Groups G, H, and I	25 MPH.
Controlled Sidings: Butler, Henryetta and Barry	10 MPH.
Sidings: Dorchester, Prosper, and Bliss	10 MPH.
Static Scale-Sherman	5 MPH.
Coupled in-motion scale-Ada	4 MPH.
Static Scale-Cherokee Yard	5 MPH.
In motion Hump Scale-Cherokee Yard	10 MPH.

The following is "FRA Excepted Track". See All Subdivisions Item 6.

Cherokee Yard (Tulsa) on Howard Branch, including all auxiliary tracks.

Sherman industry tracks as follows:

Johnson and Johnson
Liberty Owens Ford
Kaiser Aluminum
Folger Coffee
The industrial lead serving all the above

Irving on Highland Lead east of Electronic Drive

2. Bridge, Engine and Heavy Car Restrictions-

Do not operate six-axle units on following tracks-

Ada	All former ATSF tracks
Mill Creek	Runaround Track at Sand Plant Team Track North of Highway Crossing Old sand plant track cannot operate more than one six axle unit
Madill	House #3 Track
Frisco	Gould Battery Tracks
Carrollton	Bayfield Lead

3. Train Register Exceptions-Madill-

All trains operating thru Madill without changing crews will register by ticket. If proper register ticket form is not available, information should be shown in the following format:

TRAIN ID _____
ENGINEER _____ CONDUCTOR _____
LOADS _____ EMPTIES _____ TONS _____
DELAYS ENROUTE _____

4. Clearance Provisions and Exceptions Rule 82(A)-

Trains originating at Irving destined Cherokee Yard, (Tulsa) will receive one clearance with all Track Bulletin(s) in effect between Irving and Madill and when arrive Madill will receive a clearance with all Track Bulletins in effect between Madill and Cherokee Yard, (Tulsa).

Trains at Madill destined Irving will receive one clearance with all Track Bulletin(s) in effect between Madill and Denison and will also receive one TWC authority with all Track Bulletin(s) in effect between Denison and Irving.

Trains originating at Cherokee Yard, (Tulsa) destined Oklahoma City will not require a clearance for movement between Cherokee Yard, (Tulsa) and Sapulpa but must secure a Track Warrant and Track Bulletin(s), if any, for movement to Oklahoma City.

5. Rule 93- Yard limit in effect between-

MP 636.5 and MP 636.6
MP 649.9 and MP 651.0
MP 704.0 and MP 711.0

6. Rule 99- When flagging is required, distance will be 2 miles.

7. CTC- In effect between MP 428.6 and MP 636.5

Bridge 503.4 protected by detector connected with CTC. When eastward Absolute Signal MP 503.4 displays "STOP" or westward signal 501.2 displays "Restricted proceed" know bridge safe before passing over.

Absolute signals and dual control switch MP 633.0 controlled by BN train dispatcher. BN CTC rules govern.

TWC- In effect between MP 651.0 and MP 704.0.

8. Rule 405- In effect at Cherokee Yard, Ada, Madill, Sherman, and Irving.

When operators are on duty they will deliver track bulletins and clearances or Track Warrants to train crews. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

9. Rule 450- In effect.

10. Two Main tracks between West Cherokee and Norris and between Oma and Sapulpa are designated as Main 1 and Main 2.

11. Special Conditions-

Trains over 100 Tons/OB will not operate through sidings Butler and Henryetta, except in emergency when authorized by Chief Dispatcher.

Muskogee Yard- Trains and engines using Muskogee Yard must comply with special notices posted in the BN depot. When switching on Fort Howard tracks, Fort Howard safety rules must be followed and are in effect. At MKT crossing, normal position of gate is lined and locked against the BN. Rules 98, 98(A) and 98(B) apply. Maximum speed in Muskogee Yard is 10 MPH including Wye tracks at Brockway and Container lead. Use single locomotive to switch Container lead and 24th Street West.

Sapulpa- No. 2 track Bartlett-Collins protected by signals. If signal indicates STOP, contact Bartlett-Collins employee.

When delivering cars on TSU connection at Sapulpa, Oklahoma, car or cars being handled must not be detached from motive power until they are shoved to rest on extreme east end of connection track. Hand brakes must be applied to all cars and skates applied to the east car.

Francis- Trains or Engines operating over Main Street, MP 539.1, out of Storage Tracks only must observe crossing gates in horizontal position before fouling crossing.

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 Pennsylvania Glass Sand employee. Telephone and instructions in box on signal mast.

Clark- BN Crews will not use Track No. 3 at Meridian Aggrigates facility without the specific authority of Meridian Aggrigates personnel.

Staley- BN trains will use MKT tracks at Staley.

Absolute signals and dual control switch on MKT Track controlled by MKT train dispatcher at Denison.

When stopped at interlocking signal, in addition to securing permission to proceed from MKT dispatcher, a member of train crew must also secure permission from BN train dispatcher per rule 312 before proceeding.

Sherman Yards- Cars will not be kicked or cut off in clear tracks while moving south in Sherman Yard, but will be shoved to a stop and sufficient hand brakes set before uncoupling. Not less than two (2) cars with good hand brakes set will be required in any track when cars with rider are kicked or cut off in such tracks. Cars will not be kicked or cut off without rider unless track is occupied by at least five (5) cars with sufficient hand brakes set.

When switching South lead Sherman Yard, air will be cut in cars as follows:

When Handling	Cut air in
7 to 10 cars	3 cars
11 to 15 cars	6 cars
16 to 20 cars	9 cars
21 to 25 cars	12 cars
26 to 30 cars	16 cars

Trains operating through Sherman Yard use No. 1 track, when possible.

Bliss- Trains or Engines passing over Perry Road Crossing, MP 699.5 on control siding must protect crossing from ground position until signals are known to be operating as the signals will not operate except when engine or cars are upon highway crossing.

Irving- Trains approaching Irving must communicate with operator on duty as follows:

Westbound train on 4th Subdivision must communicate with Operator when leaving Carrollton and will not leave Gribble without receiving further instructions from office at Irving.

Eastbound trains on OKT will communicate with Operator when leaving Tarrant and will not head onto Wye tracks without further instructions from office at Irving.

Trains tying up at Irving must leave power in West Storage track unless instructed otherwise.

Power left on train stored in Runaround track must be pulled to extreme east end of track to eliminate noise pollution in vicinity of office.

Switch at top end of wye, at Pioneer Street must be left lined as last used. When approaching this switch, expect it to be against route to be used.

12. Rule 350(B)- Following switches not equipped with electric locks:

MP 438.0 Bartlett Collins Spur
MP 482.3 Broadway Exchange Spur
MP 504.3 Team Track
MP 505.2 Clint County Spur
MP 519.4 Old Ramp Track
MP 546.0 General Tire
MP 546.3 Remington
MP 561.9 Sand Plant

13. Track Side Warning Detectors protecting bridges, tunnels or other structures-

Radio Reporter: MP 613.7 Lakeside
Radio Tone: MP 592.4, MP 601.1 and MP 623.1

Other Track Side Warning Detectors-

Radio Reporter:

MP 446.8 Mounds
MP 474.7 Okmulgee
MP 496.4 Weleetka
MP 516.2 Yeager
MP 542.5 Fords
MP 565.8 Roff
MP 587.2 Ravia
MP 666.2 Gunter
MP 690.7 Frisco

Static Scale-Oklahoma City 5 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Cars heavier than 263,000 lbs. not permitted without authorization of BN Clearance Bureau.

Locomotives in Groups G, H and I not permitted on bridge on industrial lead at Chandler.

Do not operate six-axle units on the following tracks:

Bristow Halliburton Lead
Red Horse Bags Incorporated and Polyfilm Inc. Lead

Only one six-axle unit is allowed on the following tracks:
Stroud Refinery tracks and Home track

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)-

Trains on 5th Subdivision will not require a clearance for movement from Sapulpa to Cherokee Yard but must secure a track warrant with track bulletin(s) if any, for movement to Cherokee Yard.

5. Rule 93- Yard limit in effect between-

MP 437.2 and MP 438.4
MP 536.4 and MP 539.5

6. Rule 99- When flagging is required, distance will be 2 miles.

7. Rule 405- In effect at Oklahoma City. When operators are on duty they will deliver track bulletins and clearances or Track Warrants to train crews. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

8. TWC- In effect between MP 438.4 and MP 536.4.

9. Between Sapulpa and Oklahoma City- Not more than one train or engine may be permitted to occupy the same or overlapping limits of a Track Warrant at the same time except when all trains or engines within the limits have been authorized to move only in the same direction and have not been relieved of providing flag protection as prescribed by Rule 99. All trains and engines except the leading train or engine must move at restricted speed.

10. Special Conditions-

Trains over 100 Tons/OB will not operate through sidings, except in emergency when authorized by Chief Dispatcher.

Sapulpa-

When delivering cars on TSU connection at Sapulpa, Oklahoma, car or cars being handled must not be detached from motive power until they are shoved to rest on extreme east end of connection track. Hand brakes must be applied to all cars and skates applied to the east car.

11. From sidings only, make sure gates are in horizontal position before fouling following crossings:

MP 523.5 (Choctaw Road)
MP 524.0 (Henny Road)

12. Track Side Warning Detectors protecting bridges, tunnels or other structures- None.

Other Track Side Warning Detectors-

Radio reporter: MP 450.4 Kellyville
Radio Tone: MP 472.2, MP 500.9 and MP 526.8.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Sapulpa
				Office Calls	Rule 6(A)	
	96438	1003	437.2	SQ	SAPULPA JTY	0.0
7,240	96459		459.0		21.8 BRISTOW	21.8
4,352	96478		477.5		18.5 STROUD	40.3
5,551	96483		482.6		5.1 BINKLEY	45.4
	96485		485.4		2.8 DAVENPORT	48.2
	96494		493.9		8.5 CHANDLER	56.7
5,936	96510		510.4		16.5 HIBSAW	73.2
3,898	96524		523.6		13.2 JONES	86.4
			535.8		12.2 M.K.T.-A.T.S.F.	98.6
	96540		539.7	OC	OKLAHOMA CITY BJKRTY	102.5

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Calls-Bristow-71, Chandler-72, Luther-74,
Oklahoma City-78.

**1. Speed Restrictions-
Zone-Between**

Maximum Speeds Permitted

Sapulpa and Oklahoma City 45 MPH.
MP 452.3 and MP 457.1 30 MPH.
MP 458.7 and MP 460.2 until engine through limits 20 MPH.
MP 477.0 and MP 477.8 until engine through limits 35 MPH.
MP 491.9 and MP 494.4 30 MPH.
MP 523.5 and MP 526.6 until engine through limits 35 MPH.
MP 535.2 and MP 535.8 until engine through limits 30 MPH.
MP 535.8 and MP 536.4 until engine through limits 25 MPH.
Sidings 10 MPH.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from Oklahoma City
				Office Calls	Rule 6(A)	
	96540		539.7	OC OKLAHOMA CITY	BJKRTY	0.0
			542.8	3.1 A.T.S.F.	MY	3.1
4,088	96554		553.9	11.1 MUSTANG		14.2
4,880	96567		567.5	13.6 SOONER		27.8
			580.5	13.0 O.K.K.T.	A	40.8
2,280	96581		580.8	0.3 CHICKASHA	Y	41.1
5,757	96605		604.9	24.1 CR CYRIL	Y	65.3
	96611		610.6	5.7 FLETCHER		70.9
	96626		625.5	14.9 FORT SILL	T	85.8
		1003	629.7	4.2 O.K.K.T.	MY	90.0
2,616	96630		630.2	0.5 LT LAWTON	8KY	90.5
	96637		636.8	6.6 EAGLE	Y	97.1
4,433	96644		643.9	7.1 CACHE		104.2
	96664		664.4	20.5 SN SNYDER	MJY	124.7
			686.7	22.3 H & E - U.P.	M	147.0
1,720	96687		687.2	0.5 ALTUS	Y	147.5
			688.1	0.9 A.T.S.F.	A	148.4
	96709		709.4	21.3 ELDORADO		169.7
	96723		723.3	13.9 QUANAH	BJKRTY	183.6

BN Channel No. 2 in service on this Subdivision.
Train Dispatcher Calls-Tuttle 79, Chickasha-81, Cyril-82, Lawton-84, Snyder-91, Eldorado-92.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Oklahoma City and Quanah	40 MPH.
MP 557.8 and MP 588.0	30 MPH.
MP 580.4 and MP 584.4 Until engine through limits	20 MPH.
MP 602.0 and MP 691.0	30 MPH.
MP 614.7 and MP 614.9 Until engine through limits	25 MPH.
MP 643.0 and MP 644.1 Until engine through limits	25 MPH.
MP 688.1 through interlocking	20 MPH.
Sidings	10 MPH.
Static Scale-Oklahoma City	5 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Cars heavier than 263,000 lbs. not permitted, without authorization of BN Clearance Bureau.

Locomotives in Groups G, H and I are not permitted on the following tracks:

Oklahoma City	Dayton Lead
Chickasha	Interchange Tracks
Altus	Beck Spur
Olustee	Spur and House Tracks
Eldorado	No. 2 Track

Only one 6-axle unit is allowed on the Temple Gypsum Lead at Fletcher.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)- None.

5. Rule 93- Yard limit in effect between-

MP 539.5 and MP 549.7
MP 603.4 and MP 606.0
MP 627.7 and MP 638.3
MP 663.0 and MP 665.6
MP 685.0 and MP 689.0
MP 721.0 and MP 723.3

Conditional yard limits in effect between MP 580 and MP 582 between Sooner and Cyril 0801 until 1701 daily Monday through Friday.

6. Rule 99- When flagging is required, distance will be 2 miles.

7. Rule 405- In effect at Oklahoma City, Snyder and Quanah. When operators are on duty they will deliver track bulletins and clearances or Track Warrants to train crews. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

8. TWC- In effect between MP 549.7 and MP 721.0.

Train location line-up will be issued by train dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by Track Warrant Authority.

9. Crew member must protect crossing from ground position at following locations-

Oklahoma City-S.W. 29th Street on Dayton Lead
Altus-Highway 62 on Air Base Lead

10. Use of Dynamic Brakes Prohibited at the following locations:

Between MP 557.8 and MP 588.0
Between MP 602.0 and MP 692.0

11. Special Conditions-

Trains over 100 Tons/OB will not operate through sidings, except in emergency when authorized by Chief Dispatcher.

Oklahoma City- Trains and engines operating over MKT main track will be governed by Rule 93 of the General Code of Operating Rules.

Fort Sill- Trains and engines operating over OKKT main track will move at restricted speed, not exceeding 10 MPH. (OKKT main track is FRA Excepted Track).

12. Track Side Warning Detectors protecting bridges, tunnels or other structures- None.

Other Track Side Warning Detectors-

Radio Reporter: MP 565.2 Tuttle
Radio Tone: MP 590.8

FORT WORTH DIVISION

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance from Cherok- ee Yard
				Office Calls	Rule 8(A)	
	96426		426.9	CY CHEROKEE YARD	BJKRTY	0.0
7.865	96046		445.8	MANNFORD		18.9
	96069		469.3	CASEY		42.4
	96072		471.7	CAMP	J	44.8
7.736	96078		478.0	PAWNEE	J	51.1
			479.7	A.T.S.F.	A	52.8
8.946	96091		490.6	MORRISON		63.7
	96103		502.6	BLACK BEAR	AJ	75.7
			508.7	A.T.S.F.	M	81.8
	96109		508.8	PERRY	J	81.9
8.048	96125		525.3	CALLAHAN		98.8
			533.3	A.T.S.F.	A	106.4
	96134		534.0	FAIRMONT		107.1
		1047	543.0	A.T.S.F.	UY	116.1
	96143		543.1	STEEN	Y	116.2
			544.2	O.K.T.	AY	117.3
	96145		545.5	EN ENID	BJKRTY	118.6
	96148		548.2	BLANTON	JY	121.3
	96155		554.4	CARRIER		127.5
	96163		562.8	GOLTRY		135.9
	96169		569.3	HELENA		142.4
	96174		574.4	McWILLIE		147.5
			580.2	A.T.S.F.	M	153.3
	96181		580.5	CARMEN		153.6
	96189		588.6	DACOMA		161.7
	96195		595.0	HOPETON		168.1
	96202		601.8	AV AVARD	Y ABS	174.9
				10.7		
	96205		612.5	WQ WAYNOKA	BKR	185.6

BETWEEN AVARD AND WAYNOKA TRAINS WILL USE A.T.S.F. TRACKS AND WILL BE GOVERNED BY GENERAL CODE OF OPERATING RULES AND ATSF TIMETABLE.

BN Radio Channel No. 2 in service in this Subdivision.
Train Dispatcher Calls-Mannford-63, Pawnee-73, Perry-83, Enid-93,
Helena-43, Avard-23.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Cherokee Yard and Avard	49 MPH.
MP 428.0 and MP 432.0	30 MPH.
MP 438.8 and MP 439.2	40 MPH.
MP 458.4 and MP 459.1	45 MPH.
MP 465.6 and MP 466.3	45 MPH.
MP 471.4 and MP 472.0	40 MPH.
MP 473.1 and MP 473.4	45 MPH.
MP 474.4 and MP 474.9	40 MPH.
MP 475.8 and MP 476.9	45 MPH.
MP 477.2 and MP 478.4	Until engine through limits
MP 478.9 and MP 480.7	40 MPH.
MP 479.7 Through interlocking	25 MPH.
MP 502.9 and MP 503.2	45 MPH.
MP 507.5 and MP 509.5	20 MPH.

MP 519.1 and MP 519.8	40 MPH.
MP 533.3 Through interlocking	40 MPH.
MP 537.0 and MP 542.0	35 MPH.
MP 544.7 and MP 545.0 until engine through limits	10 MPH.
MP 548.1 and MP 548.7	35 MPH.
MP 601.3 and MP 602.1	20 MPH.
Avard: through ATSF turnout	20 MPH.
All sidings	10 MPH.
Static Scale-Enid	5 MPH.

ATSF SPEED RESTRICTIONS

Curves MP 345.2 and MP 345.7	55 MPH.
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Switches and Auxiliary Tracks.

Maximum speed permitted through turnout of other than main track switches	10 MPH.
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Each end of sidings between Avard and Waynoka (except those listed below)	40 MPH.
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Other than main track switches (except those listed below) 15 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

Waynoka-

East end extension track	40 MPH.
Turnout east end two tracks MP 342.4	40 MPH.
South track to Yard MP 342.5	15 MPH.
East crossover MP 345.1	30 MPH.
West crossover MP 345.1	15 MPH.
South track to Yard MP 345.2	15 MPH.
Turnout west end two tracks MP 346.9	40 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Cars heavier than 263,000 lbs. not permitted, without authorization of BN Clearance Bureau.

3. Train Register Exceptions-

ATSF trains will operate as an extra between Enid and Blanton and will not register at Enid.

4. Clearance Provisions and Exceptions Rule 82(A)-

Trains will secure ATSF TWC Authority at Waynoka for movement Waynoka to Avard.

Westward trains will retain track bulletins at Waynoka for eastward movement Avard to Enid unless otherwise provided.

Eastward trains arriving Avard will contact Train Dispatcher for TWC authority and instructions, if any, authorizing movement Avard to Enid.

5. Rule 99- When flagging is required, distance will be 2 miles.

6. CTC- In effect on main tracks Avard to Waynoka, on ATSF siding Avard and extension track Waynoka.

Two main tracks between ATSF MP 342.4 and MP 346.9 designated Main 1 and Main 2.

ATSF Westward Absolute Signal is located at MP 602.0. White light indicator and telephone to ATSF dispatcher located MP 601.6. When white light indicator is illuminated, ATSF westward home signal displays proceed. If white light indicator is not illuminated and westward movement desired, communicate with ATSF train dispatcher.

TWC- In effect between:

MP 428.0 and MP 542.0
MP 548.1 and MP 600.0

Train location line-up will be issued by train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by Track Warrant Authority.

7. Rule 405- In effect at Cherokee Yard and Enid. When operators are on duty they will deliver track bulletins and clearances or Track Warrants to train crews. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

8. Rule 450- In effect.

9. ATSF Tracks- BN trains use ATSF tracks between Avard and Waynoka. General Code of Operating Rules governs except as modified in Fort Worth Division, First Subdivision item 12.

10. Rule 93- Yard limit in effect between:

MP 426.9 and MP 428.0
 MP 542.0 and MP 548.1
 MP 600.0 and MP 602.1

11. Special Conditions-

Trains over 100 Tons/OB will not operate through sidings Pawnee and Morrison, except in emergency when authorized by Chief Dispatcher.

12. Track Side Warning Detectors protecting bridges, tunnels or other structures- None.**Others Track Side Warning Detectors-**

Radio Reporter: MP 447.6 Mannford, and ATSF MP 339.3 (Counter at MP 337.3 and MP 340.9. If white light rotating approaching detector indicates detector bad order, disregard indication.)

Radio Tone: MP 467.8, MP 494.0 and MP 573.1.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS		Distance from Estelline
				Office Calls	Rule 6(A)	
	40572		236.7	ESTELLINE	J CTC	0.0
				21.7		
7.454	88722		258.6	TAMPICO		21.7
				10.5		
	88732		268.9	TURKEY		32.2
				10.3		
6.739	88742		279.2	QUITAQUE		42.5
				27.2		
	88769		306.4	STERLEY	JY	69.7
				15.2		
			321.6	A.T.S.F.	UY	84.9
				2.7		
	88787		324.3	CG PLAINVIEW	ABKRTY	87.6
				13.2		
	88801		337.5	EDMONSON		100.8
				14.1		
2.563	88815		351.6	HART		114.9
				16.0		
	88831		367.6	DM DIMMITT	RTY	130.9

BN Radio Channel No. 1 in service on this Subdivision.

1. Speed Restrictions- Zone-Between**Maximum Speeds Permitted**

Estelline and Dimmitt 25 MPH.
 MP 287.8 and MP 288.2 10 MPH.
 MP 323.5 and MP 325.2 10 MPH.
 Static scale Plainview 5 MPH.
 Through all turnouts and sidings 10 MPH.
 Item 1A, All Subdivisions, applies between MP 288.2 and MP 298.0

2. Bridge, Engine and Heavy Car Restrictions-

Cars heavier than 263,000 pounds not permitted, without authorization of BN Clearance Bureau.

Locomotives in groups G, H and I permitted only on main track and sidings.

3. Train Register Exceptions- None.**4. Clearance Provisions and Exceptions Rule 82(A)-**

Estelline-Rule 82(A) does not apply.

5. Rule 93- Yard limits in effect between-

MP 304.9 and MP 307.3
 MP 320.0 and MP 330.0
 MP 364.0 and MP 368.4

6. Rule 99- When flagging is required, distance will be 1.0 mile.**7. Rule 405-** In effect at Plainview. When operators are on duty they will deliver track bulletins and clearances or Track Warrants to train crews. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.**8. Special Conditions-**

Trains over 100 Tons/OB will not operate through sidings, except in emergency when authorized by Chief Dispatcher.

Between Quitaque and South Plains- A member of crew on moving train, must when conductor and brakeman are on caboose, have a member of crew seated at conductor's desk at rear end of caboose at all times with spotlight turned on at night making inspection of track, watching for signs of equipment dragging, derailed cars, or any other dangerous conditions.

MP 289.5-MP 298.0-Look out for rock slides.

9. TWC- In effect between Estelline and MP 364.0. Train location line up will be issued by train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by Track Warrant Authority.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv MAIN LINE STATIONS		Distance from Sterley
				Office Calls	Rule 6(A)	
	88769		306.4	STERLEY	JY	0.0
				6.6		
3.850	89007		313.1	LOCKNEY	Y	6.6
				0.9		
			314.1	A.T.S.F.	U	7.5
				18.7		
2.557	89026	487	332.7	PETERSBURG		26.2
				17.0		
2.541	89044		349.6	KITALOU	UY	43.2
				8.8		
			358.5	A.T.S.F.	IY	52.0
				1.6		
	89054		360.1	BU LUBBOCK	BKRTY	53.6

BN Radio Channel No. 1 in service on this Subdivision.

1. Speed Restrictions- Zone-Between Maximum Speeds Permitted

Sterley and Lubbock 25 MPH.
 MP 357.0 and MP 360.1 10 MPH.
 Through all turnouts and sidings 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Cars heavier than 263,000 pounds not permitted, without authorization of BN Clearance Bureau.

Locomotives in groups G, H and I permitted only on main track and sidings.

3. Train Register Exceptions- None.**4. Clearance Provision and Exceptions Rule 82(A)-** None.**5. Rule 93-** Yard limits in effect between-

MP 306.4 and MP 314.0
 MP 349.0 and MP 360.1

6. Rule 99- When required to flag, distance will be 1.0 mile.**7. Rule 405-** In effect at Lubbock. When operators are on duty they will deliver track bulletins and clearances or Track Warrants to train crews. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.**8. TWC-** In effect between MP 314.0 and MP 349.0. Train location line up will be issued by train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by Track Warrant Authority.**9. Manual Interlocking-**

ATSF Crossing located at MP 358.5 controlled by ATSF train dispatchers. Trains stopped by absolute signal will be governed by instructions posted in telephone and release box.

10. Special Conditions-

Trains over 100 Tons/OB will not operate through sidings, except in emergency when authorized by Chief Dispatcher.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS			Distance from Valley Jct.
				Office Calls	Rule 8(A)		
	40458		0.0	VALLEY JCT.	JY	CTC	0.0
	88227		27.3	DUNDEE			25.7
	88252		51.9	SEYMOUR			50.3
	88263		63.4	BOMARTON			61.8
	88271	490	70.5	GOREE		TWC	68.9
	88276		75.8	MUNDAY			74.2
	88297		96.9	HASKELL			95.3
	88313		112.7	S STAMFORD	BKRTY		111.1
	88351		151.3	A ABILENE	BKRTY		149.7

BN Radio Channel No. 1 in service on this Subdivision.

**1. Speed Restrictions-
Zone-Between**

Maximum Speeds Permitted

Valley Jct. and Abilene	25 MPH.
MP 9.3 and MP 12.0	10 MPH.
MP 50.0 and MP 53.0	10 MPH.
MP 112.5 and MP 113.3	10 MPH.
MP 125.9 and MP 127.0	10 MPH.
MP 142.9 and MP 143.3	10 MPH.
MP 147.2 and MP 151.0	10 MPH.
Static scales Stamford and Abilene	5 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Cars heavier than 263,000 pounds not permitted, without authorization of BN Clearance Bureau.

Locomotives in groups G, H and I not permitted.

3. Train Register Exceptions-None.

4. Clearance Provisions and Exceptions Rule 82(A)-

Valley Jct.-Rule 82(A) does not apply.

5. Rule 93- Yard limits in effect between-

MP 0.0 and MP 8.0
MP 112.5 and MP 113.3
MP 141.0 and MP 151.3

6. Rule 99- When flagging is required, distance will be 1.0 miles.

7. Rule 405- In effect at Stamford. When operators are on duty they will deliver track bulletins and clearances or Track Warrants to train crews. When operators are not on duty, train crews will remove track bulletins and clearances or Track Warrants from printer.

8. TWC- In effect between MP 8.0 and MP 141.0.

Train location lineups will be issued by train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by Track Warrant Authority.

LINE SEGMENT NUMBERS

YARD SEGMENTS NUMBERS

Line Segment	Limits	Mileposts
493	Amarillo to Bushland	
761	Fort Worth	
762	Wichita Falls	
763	Houston Industrial Area	
764	Dallas Union Station	
765	Amarillo	
766	Childress	
767	Teague	
793	Irving OKT	
794	Saginaw OKT-ATSF Interlocking	
1146	Irving	
1147	Fort Worth West Yard	
1141	Cherokee Yard (Tulsa)	
1142	Enid	
1143	Oklahoma City	
1144	Muskogee	
1145	Sherman	

OTHER ROAD SEGMENTS

Line Segment	Limits	Mileposts
795	West Texas Power Company Tracks	
1046	Irving to Fort Worth	710.7 to 741.8
1053	Irving to Dallas	710.7 to 723.5
489	Childress to Wellington	220.2 to 252.0

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
864-2263	Chief Dispatcher 1st, 2nd, 3rd, 8th 9th and 10th Subs	(417) 864-2263
864-2261	Asst. Chief Dispatcher 1st, 2nd, 3rd, 8th 9th and 10th Subs	(417) 864-2261
864-2268	1st, 2nd to Wichita Falls	(417) 864-2268
864-2267	2nd Wichita Falls to Amarillo	(417) 864-2267
284-2232	3rd Sub	(308) 284-2260
864-2228	Chief Dispatcher 4th, 5th, 6th and 7th Subs	(417) 864-2228
864-2226	Asst. Chief 4th, 5th, 6th and 7th Subs	(417) 864-2226
864-2240	4th Sub Cherokee Yard to Sherman 4th Sherman to Irving (0700 - 2300)	(417) 864-2240 (417) 864-2247
864-2595	(2301 - 0659)	(417) 864-2595
864-2595	5th and 6th Subs	(417) 864-2595
864-2247	7th Sub (0700 - 2300)	(417) 864-2247
864-2595	(2301 - 0659)	(417) 864-2595
864-2267	8th, 9th and 10th Subs	(417) 864-2267

OPERATING RADIOS

Type Control	Location Base Station	Channel	Station Hours
D/L	Tulsa	2	Unattended
L	Tulsa (Yd.)	1&2	24 hours attended
L	Okmulgee	2	0600-1500 Mon.-Sat.
L	Henryetta	2	0600-1500 Mon.-Fri.
D	Ada	2	Unattended
L	Ada (Depot)	2	24 hours attended
L	Roff	2	0700-1500 Mon.-Fri.
L	Mill Creek	2	0700-1500 Mon.-Sun.
D	Madill	2	Unattended
L	Madill (Depot)	2	24 hours attended
L	Denison (MKT)	2	24 hours attended
D/L	Sherman	2	0600-0200 Mon.-Fri.
D	Frisco	2	Unattended
D	Irving	2	Unattended
L	Irving (Yd.)	1&2	24 hours attended
L	Sapulpa	2	0700-1600 Mon.-Fri.
L	Muskogee	2	0700-1600 Mon.-Sat.
D	Bristow	2	Unattended
D	Chandler	2	Unattended
D	Luther	2	Unattended
D/L	Oklahoma City	2	24 hours attended
D	Tuttle	2	Unattended
D	Chickasha	2	Unattended
D/L	Cyril	2	0730-1630 Mon.-Fri.
D/L	Lawton	2	0700-1600 Mon.-Sat.
D/L	Snyder	2	0700-1600 Mon.-Sat.
D	Eldorado	2	Unattended
D/L	Quannah	1&2	Unattended
D	Mannford	2	Unattended
D	Pawnee	2	Unattended
D	Perry	2	Unattended
D/L	Enid	2	24 hours attended
D	Helena	2	Unattended
D	Award	2	Unattended
D	Amarillo	1	24 hours attended
D	Tascosa	1	Continuous
D	Dalhart	1	0700-1500 Mon.-Sat.
D	Texline	1	24 hours attended
D	Kasota	2	Unattended
D	Clarendon	2	Unattended
D	Memphis	2	Unattended
L	Plainview	1	0600-12MN Mon.-Fri. & 0800-1700 Sat.
L	Lubbock	1	0700-2200 Mon.-Fri.
D	Childress	1	0700-1500 Mon.-Sat. & 2201-0601 Sun.-Thurs.
D	Vernon	1	Unattended
D/L	Wichita Falls	1	24 hours attended
D	Dickworsham	1	Unattended
D	Bowie	1	Unattended
D	Decatur	1	Unattended
D	Fort Worth	1	Unattended
L	Fort Worth	1-2	24 hours attended
D	Waxahachie	1	Unattended
D	Corsicana	1	Unattended
D/L	Teague	1	24 hours attended
D	Newby	1	Unattended
D	North Zulch	1	Unattended
D	Shiro	1	Unattended
D	Dobbin	1	Unattended
D	Tomball	1	Unattended
D/L	Casey	1	24 hours attended
L	Galveston	1	0900-1800 Mon.-Fri. 2359-0759 Mon.-Fri.

Type Control: D = Dispatcher, L = Local

MOBILE PHONE RADIOS

Location Base Station	Access Digit	Network To Car
Ada	3	381-2603
Amarillo	1	286-2304
Childress	1	289-2205
Clarendon	2	289-2206
Corsicana	1	667-2206
Decatur	2	878-7396
Ft. Worth	2	878-7397
Henryetta	4	381-2404
Houston	1	288-3735
Madill	4	381-2407
North Zulch	1	667-2207
Oklahoma City	2	636-5547
Sherman	1	381-2602
Teague	1	667-2205
Tomball	2	288-3734
Tulsa	1	381-2604
Vernon	1	287-2305
Wichita Falls	1	287-2304

Mobile Radio Control

Touch * Plus Access Digit Selects Base Station Radio Dial Tone.
 Touch # Plus Access Digit Selects Base Station Radio Disconnect.

FORT WORTH DIVISION

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles-Location	Capacity Cars	Switch Opens	Name	Miles-Location	Capacity Cars	Switch Opens
1st Subdivision				6th Subdivision			
40078 Louetta	6.4 east of Tomball	40	Both	96546 Lillard Pk	5.8 west of Oklahoma City	15	West
40091 Ventura	5.5 east of Karen	66	Both	96549 Wheatland	4.6 east of Mustang	20	West
40141 TMPA	12.4 east of North Zulch	100	Both	96563 Tuttle	4.7 east of Sooner	25	Both
40141 Iola	10.4 east of North Zulch	6	East	96573 Amber	5.2 west of Sooner	20	West
40159 Normangee	7.8 west of North Zulch	14	Both	96586 Williams	5.4 west of Chickasha	6	East
40183 Koch (MP Tfr)	1.3 east of Newby	25	East	96587 Norge	6.1 west of Chickasha	8	East
40185 Southwest Car Parts	0.1 east of Newby	100	West	96615 Elgin	9.7 west of Cyril	8	East
40185 Nucor Steel	0.8 east of Newby	95	Both	96652 Indianoma	8.1 west of Cache	25	Both
40191 Houston Light & Power	6.4 west of Newby	49	Both	96676 Headrick	11.2 east of Altus	30	Both
40225 TXI	3.3 west of Streetman	50	West	96695 Olustee	8.3 west of Altus	65	Both
				96703 Creta	6.7 east of Eldorado	31	West
2nd Subdivision				7th Subdivision			
40350 Hicks	2.9 west of MP 11	8	West	96032 Shirk	5.1 west of Cherokee Yd.	5	West
40361 Rhome	6.4 west of Avondale	51	Both	96055 Terilton	9.6 west of Mannford	6	West
40395 Sunset	4.2 east of Fruitland	7	East	96062 Hallett	7.8 east of Casey	10	East
40431 Henrietta	5.8 west of Dickworsham	27	East	96085 Lela	5.1 east of Morrison	26	Both
40490 Oklaunion	6.0 west of Harrold	12	Both	96114 Gansel	4.7 west of Perry	15	West
40490 West Texas Utilities	7.4 west of Harrold	150	West	96118 Lucien	9.1 west of Perry	89	Both
40496 Vernon Grain Inc.	3.3 east of Vernon	35	Both	96127 Covington	1.0 west of Callahan	15	Both
40532 Georgia Pacific	0.3 east of Acme	15	East	96139 Shea	4.4 east of Steen	36	Both
88530 Wellington	31.8 east of Childress		Both				
3rd Subdivision				8th Subdivision			
88410 Bushland	15 west of Amarillo	27	West	88764 South Plains	5.1 east of Sterley	45	Both
40761 Bolin	8.5 west of Dalhart	15	Both	88777 Cereal	7.6 west of Sterley	16	East
40767 Ware	3.0 east of Guy	15	East	88790 Occidental Chemical	3.7 west of Plainview	23	Both
				88791 Wasson	3.8 west of Plainview	15	East
4th Subdivision				88795 Boone	7.4 west of Plainview	6	West
94520 Holdenville	6.6 west of Yeager	10	East	88796 Wright	8.4 west of Plainview	10	Both
94521 Sisson	7.1 west of Yeager	60	Both	88798 Edmonson Coop	1.4 east of Edmonson	13	West
94564 Roff	6.1 west of Fitzhugh	97	Both	88808 Grisham	7.2 west of Edmonson	14	Both
94583 Clark	3.7 west of Mill Creek	150	Both	88813 Hilburn	1.9 east of Hart	20	West
94584 Ryder	4.8 west of Mill Creek	25	Both	88816 Custom Farm Supply	8.7 east of Dimmitt	5	West
94585 Troy	5.8 west of Mill Creek	42	West	88822 Roy	8.1 east of Dimmitt	12	Both
94620 Lakeside	4.6 east of Barry	60	Both	88827 Red Barn	5.2 east of Dimmitt	4	West
94637 Denison	at Denison	75	Both	88829 Goodpasture	2.2 east of Dimmitt	18	West
94682 Collin	2.7 west of Prosper	24	West				
94701 Gin Track	0.5 west of Carrollton	15	East	9th Subdivision			
94701 Bayfield Lead	0.6 west of Carrollton	20	West	89017 Barwise	10.4 west of Lockney	30	East
94704 Gribble Storage	0.7 east of Gribble	40	Both	89036 Heckville	7.8 east of Kitauou	11	West
5th Subdivision				10th Subdivision			
96467 Depew	7.6 west of Bristow	6	West	88214 Holliday	12.6 west of Valley Jct.	21	Both
96514 Luther	3.6 west of Hibsaw	10	East	88285 Weinert	9.2 west of Munday	34	Both
96534 Red Horse	10.9 west of Jones	6	West	88327 Anson	14.1 west of Stamford	30	East
				88341 Fina	10.0 east of Abilene	21	East
				88343 North Abilene	8.3 east of Abilene	60	Both
				88345 Lanius	5.9 east of Abilene	15	East

CHIEF MEDICAL OFFICERS

31

Dr. Thomas V. Mears, Chief Medical and Safety Officer Overland Park, Kansas
 Dr. Hi. E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

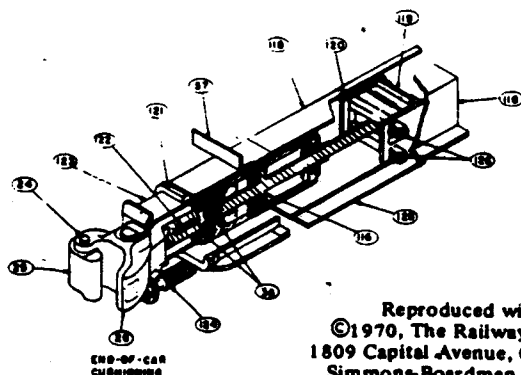
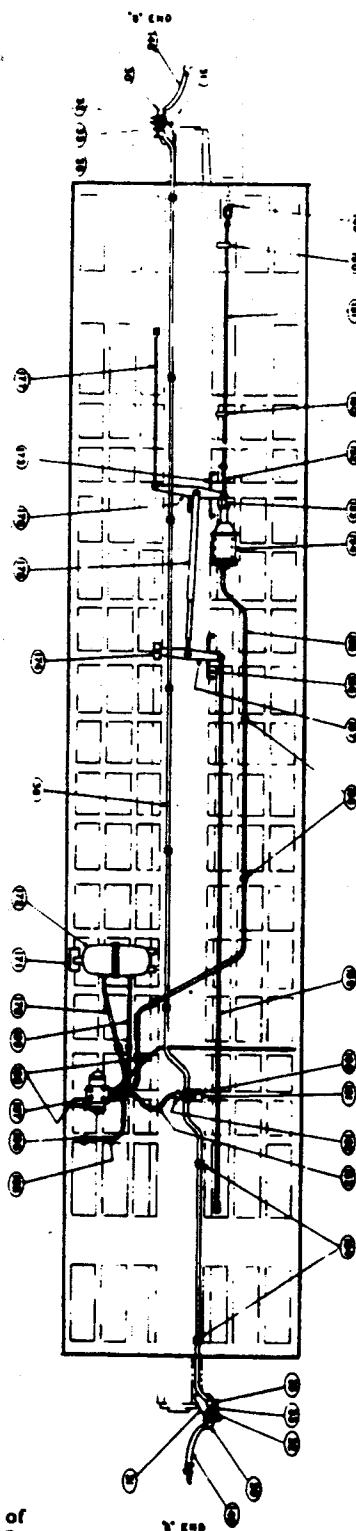
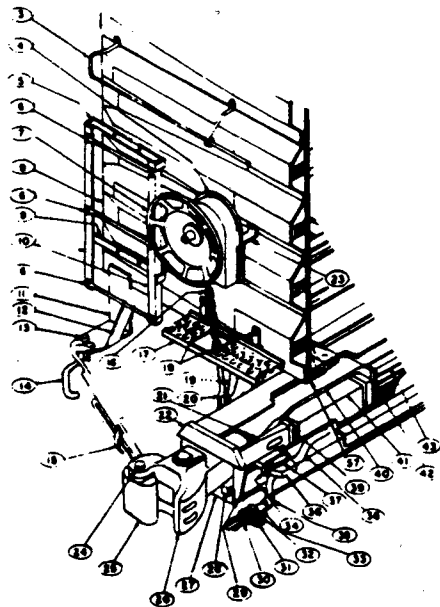
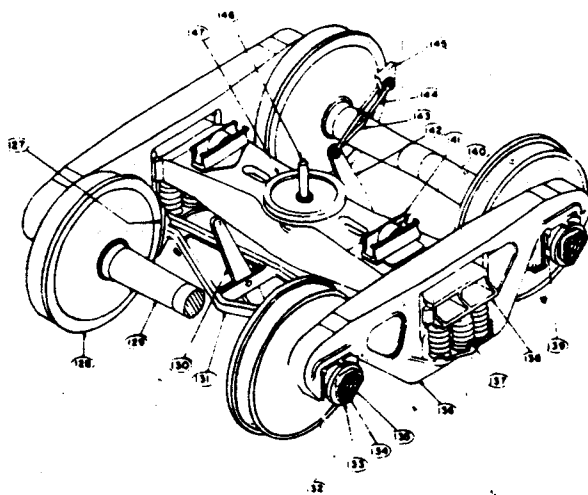
MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. Bobby J. Estes Abilene
 * Drs. Steve/Joan Carpenter Ada
 Dr. D. A. Frank Amarillo
 Dr. Woolworth Russell Amarillo
 Dr. James D. Nettles Arlington
 * Bowie Clinic Bowie
 * Fox Clinic Inc. Childress
 Medical Arts Clinic Corsicana
 Dr. M. Dwain McDonald Ft. Worth
 Dr. Donald Hopkins Ft. Worth
 * Medical-Surgical Clinic Ft. Worth
 Dr. R. D. Warren Hanover
 Dr. Leroy Schaffner Henrietta
 Dr. Newton A. Kilgore Houston
 Dr. Sridhar Patnam Hugo
 * Gilbert Medical-Surgical Associates Irving
 Dr. W. J. Mangold Lockney
 Dr. James Mathews Lubbock
 * Dr. Everett P. Stewart Lubbock
 * Madill Medical Association Madill
 Dr. J. E. Reed Madisonville

Dr. Robert Clark III Memphis, Tx.
 Dr. H. R. Stevenson Memphis, Tx.
 Dr. Crawford Allison Mexia
 Classen Medical Center Oklahoma City
 Dr. Jack W. Parrish Oklahoma City
 Dr. Clinton A. Winslow Oklahoma City
 Myers Clinic Okmulgee
 Dr. Larry Walker Paris
 * Quanah Clinic Quanah
 * Martin Memorial Clinic Sapulpa
 Dr. Tom Miller Sherman
 Dr. Jack R. Cox Teague
 Dr. Bill L. Halbert Teague
 Dr. N. E. Graham Tomball
 * Glass-Nelson Clinic Tulsa
 * Hillcrest Occupational Medical Services Tulsa
 * Surgical Services Inc. Tulsa
 Dr. John B. Hardin Vernon
 Drs. W. Lindsey/B. Thacker Waxahachie
 * Wichita Falls Clinic Wichita Falls

Indicates that two or more physicians are authorized to perform Burlington Northern industrial examinations.

CAR CHART

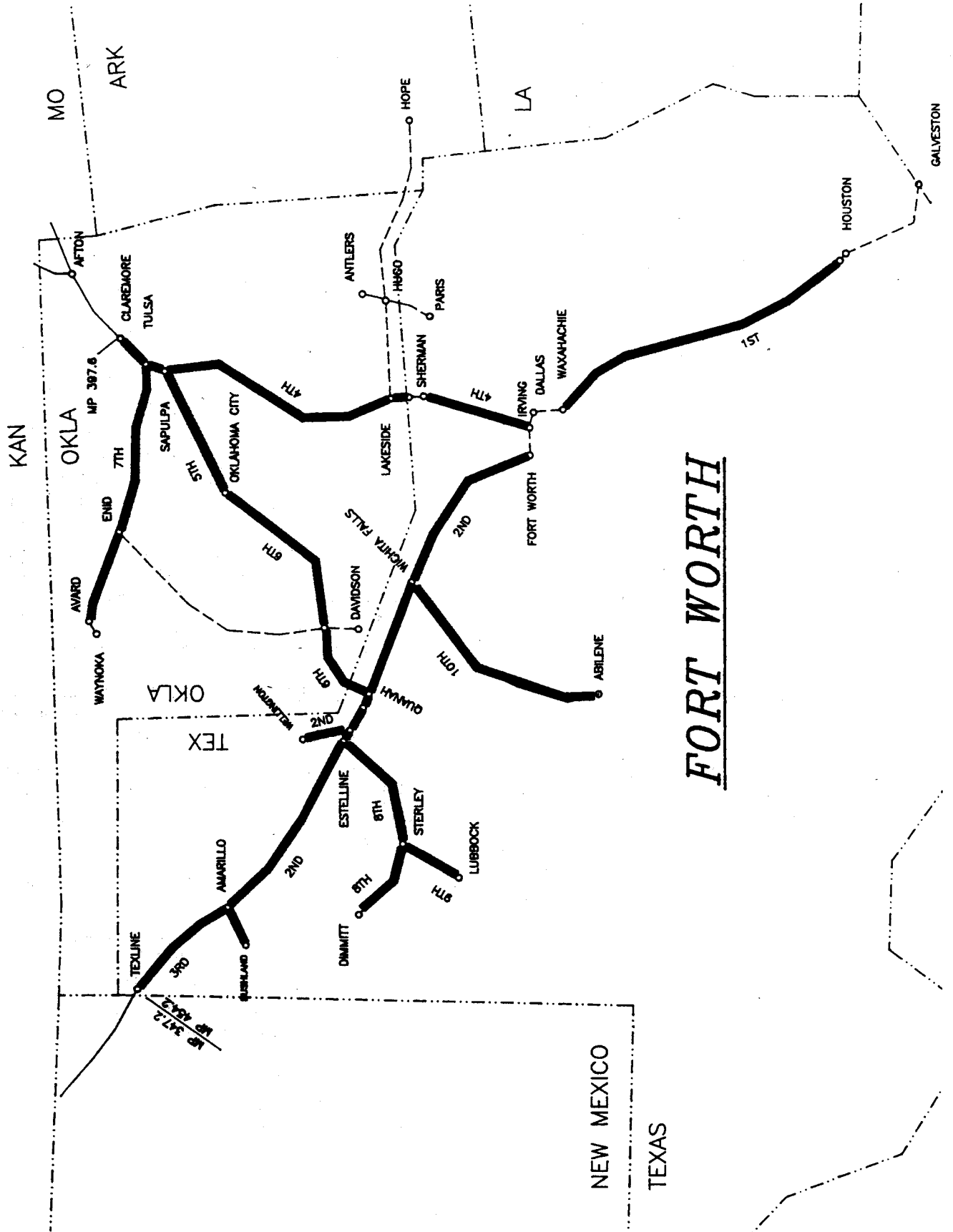


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3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever 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 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, 1/2"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
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 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/2"
170. Emergency reservoir pipe, 1/2"
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

NOTES

NOTES



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

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

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

TRACK BULLETIN FORM B

The engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

Engineer will state: "Burlington Northern engineer, (train designation), calling foreman in charge of Track Bulletin Form B No _____, line No _____. My location is MP _____ on (specify track), over."

In granting verbal authority the following words will be used:

"This is Burlington Northern Foreman _____ (name) _____ (or Gang No. _____) using train order (track bulletin) No. _____ line No. _____ between MP _____ and MP _____ on _____ Subdivision."

- (a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:
 "_____ (train) _____ may pass red flag located at MP _____ (or enter limits) on (specify track) without stopping, over."

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:
 "_____ (train) _____ may proceed through the limits at _____ MPH (or 'at maximum authorized speed'), over."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (c) To require train or engine to move at a speed less than restricted speed, the following speed will be added:
 "_____ (train) _____ proceed at restricted speed but not exceeding _____ MPH (adding, if necessary, 'until reaching _____ MP '), over."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example

(a) above.