

FORT WORTH DIVISION

T. H. Lynch—Division Superintendent, Fort Worth

F. D. SMITH	Asst. Superintendent	Amarillo
HOMER ANDERSON	Asst. Superintendent	Fort Worth
B. G. GILBERT	Chief Dispatcher	Fort Worth
J. W. WOOD	Trainmaster	Teague
J. W. SPIVEY	Trainmaster	Fort Worth
D. L. CHRISTIAN	Trainmaster	Wichita Falls
L. D. TACKITT	Trainmaster	Wichita Falls
J. T. THOMPSON	Trainmaster	Amarillo
J. C. CLENDENEN	Trainmaster	Trinidad
F. R. GULLEDGE	Trainmaster	Trinidad
K. R. LARSEN	General Road Foreman	Wichita Falls
J. E. SMITH	Road Foreman	Teague
C. N. JACKSON	Road Foreman	Amarillo
M. R. EVANS	Road Foreman	Trinidad

BURLINGTON NORTHERN RAILROAD CO. FORT WORTH REGION

FORT WORTH DIVISION

TIMETABLE AND SPECIAL INSTRUCTIONS NO. 2

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

Mountain Standard Time

Sunday, January 30, 1983

Vice President
And General Manager
J. H. BROWN

Vice President
Transportation—System
T. C. WHITACRE

FORT WORTH DIVISION

WEST
WARDEAST
WARD**1st Subdivn
MAIN LINE
STATIONS**
Office Calls

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Galves- ton	
Y		40000	492		0.0	GZ GALVESTON FRT. YD. 48.2

BETWEEN GALVESTON FREIGHT YARD AND NEW SOUTH YARD HOUSTON A.T.S.F. RY. RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

BKRY		40050			48.2	HA NEW SO. YD. HOUSTON 11.5
------	--	-------	--	--	------	-----------------------------------

BETWEEN NEW SOUTH YARD HOUSTON AND BELT JCT. HB&T RWY. RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

IRTY		40061		57.4	59.7	NX BELT JCT. 7.5	
Y	3,366	40064		64.9	67.2	ROSSLYN 5.7	
Y	9,141	40070		70.6	72.9	CASEY 14.2	
T	5,368	40085		84.8	87.1	CK TOMBALL 12.0	
	5,945	40096		96.8	99.1	KAREN 9.4	
A	2,730	40105		106.2	108.5	DOBBIN 4.3	
	7,536	40110		110.5	112.8	SIMMONS 14.8	ABS
		40125		125.3	127.6	RO SHIRO 5.2	
	6,390	40130		130.5	132.8	SINGLETON 21.3	
	6,260	40151		151.8	154.1	NZ NORTH ZULCH 16.7	
	6,360	40168	492	168.5	170.8	FLYNN 16.1	
	6,092	40185		184.6	186.9	NEWBY 8.6	
	2,720	40193		193.2	195.5	DONIE 11.1	
BKRTY		40204		204.3	206.6	DO TEAGUE 18.1	
	4,056	40222		222.4	224.7	STREETMAN 17.3	
IY		40240		239.7	242.0	C CORSIANA 1.9	
Y	6,280	40242		241.6	243.9	NORTH CORSIANA 17.1	ABS
	5,951	40259		258.7	261.0	BARDWELL 12.2	
KRY	4,474	40271		270.9	273.2	HC WAXAHACHIE 0.7	
I		40272		271.6	273.9	JTD. JCT. 28.2	

BETWEEN JTD JCT. AND ENDOT MK&T RR. RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

		40299			302.1	ENDOT 2.6	
--	--	-------	--	--	-------	--------------	--

BETWEEN ENDOT AND NORTH JCT. MP RR. RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

					304.7	NORTH JCT. 32.4	
--	--	--	--	--	-------	--------------------	--

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

		40336			337.1	PEACH YD. 4.1	
--	--	-------	--	--	-------	------------------	--

BETWEEN PEACH YARD AND NORTH YARD 2ND SUBDIVN RULES AND SPECIAL INSTRUCTIONS GOVERN.

BKRTY		40341	485	6.1	341.2	FR NORTH YARD	
-------	--	-------	------------	-----	-------	---------------	--

**2nd Subdivn
MAIN LINE
STATIONS**
Office Calls

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From T&P Jct.	
Y				0.0	0.0	T&P JCT. 0.5
Y				0.5	0.5	NINTH STREET 0.4
Y				0.9	0.9	HAMPTON 1.1
Y				2.0	2.0	MP 2 0.5
Y				2.5	2.5	RIO 3.6

BKRTY		40341		6.1	6.1	FR NORTH YARD 3.0	ABS
IY	6,477	40345		9.1	9.1	GN SAGINAW 1.9	
Y				11.0	11.0	MP 11 8.0	
	6,394	40354		19.0	19.0	AVONDALE 15.6	
	6,283	40370		34.6	34.6	HERMAN 5.7	
	6,098	40376		40.3	40.3	CA DECATUR 10.5	
	7,300	40387		50.8	50.8	ALVORD 13.0	ABS
	6,693	40399		63.8	63.8	FRUITLAND 4.7	
A	2,507	40404		68.5	68.5	BI BOWIE 10.6	
	6,390	40415	485	79.1	79.1	BELLEVUE 11.1	
	7,081	40425		90.2	90.2	DICKWORTHAM 15.3	
	6,269	40441		105.5	105.5	JOLLY 5.1	
Y	23,111	40444		110.6	110.6	RHEA 3.5	

BKRTUY		40449		114.1	114.1	2MT W WICHITA FALLS 4.3	
J		40458		118.4	118.4	VALLEY JCT. 5.9	
	6,681	40460		124.3	124.3	IOWA PARK 11.6	
	6,614	40471		135.9	135.9	FOWLKES 4.4	
		40476		140.3	140.3	ELECTRA 7.8	
	6,577	40483		148.1	148.1	HARROLD 15.2	
	7,844	40499		163.3	163.3	RN VERNON 15.4	CTC
I	6,650	40514		178.7	178.7	CHILLICOTHE 13.1	
T		40527		191.8	191.8	Q QUANAH 4.9	
J		40532		196.7	196.7	2MT ACME 3.8	
	6,488	40536		200.5	200.5	GOODLETT 11.2	
	6,575	40547		211.7	211.7	KIRKLAND 8.5	
BJKRTY		40556		220.2	220.2	RS CHILDRESS	

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

BETWEEN PUEBLO AND SALT CREEK AND BETWEEN SALT CREEK AND MINNEQUA ON SOUTHBOUND M.T., ATSF RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

BETWEEN PUEBLO AND SOUTH DENVER ATSF - DRGW JOINT TIMETABLE GOVERNS.

IMY		41134	477	4.1	344.3	DT	SOUTH DENVER	
-----	--	-------	------------	-----	-------	----	---------------------	--

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

FORT WORTH DIVISION

WEST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Estelline	5th Subdivn BRANCH LINE STATIONS Office Calls
JY		40572	486	236.7	0.0	ESTELLINE 21.7
	7,454	88722		258.6	21.7	TAMPICO 10.5
		88732		268.9	32.2	TURKEY 10.3
	6,739	88742		279.2	42.5	QUITAQUE 27.1
				306.4		
JY		88769	487	306.4	69.6	STERLEY 26.3
	2,557	89026		332.7	95.9	PG PETERSBURG 17.0
UY	2,541	89044		349.6	112.9	KITALOU 10.4
BKRTY		89054		360.0	123.3	BU LUBBOCK

WEST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Valley Jct.	7th Subdivn BRANCH LINE STATIONS Office Calls
J		40458	490	0.0	0.0	VALLEY JCT. 25.7
	1,522	88227		27.3	25.7	DUNDEE 24.6
	2,498	88252		51.9	50.3	SEYMOUR 11.5
	1,796	88263		63.4	61.8	BOMARTON 7.1
	1,045	88271		70.5	68.9	GOREE 5.3
	1,787	88276		75.8	74.2	M MUNDAY 21.1
	1,800	88297		96.9	95.3	AK HASKELL 15.8
BKRTY		88313		112.7	111.1	S STAMFORD 38.6
BKRTY		88351		151.3	149.7	A ABILENE

EAST
WARDWEST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sterley	6th Subdivn BRANCH LINE STATIONS Office Calls
JY		88769	486	306.4	0.0	STERLEY 17.9
BKRTY		88787		324.3	17.9	CG PLAINVIEW 13.3
	2,389	88801		337.5	31.2	EDMONSON 14.0
	2,563	88815		351.6	45.2	HART 16.0
RTY		88831		367.6	61.2	DM DIMMITT

WEST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Childress	8th Subdivn BRANCH LINE STATIONS Office Calls
BJKRTY		40556	489	220.2	0.0	RS CHILDRESS 31.8
Y		88530		252.0	31.8	WELLINGTON

EAST
WARDWEST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Acme	9th Subdivn BRANCH LINE STATIONS Office Calls
J		96729	1059	728.8	0.0	AQ ACME 0.1
		96739		739.1	10.3	LAZARE 13.9
		96753		753.0	24.2	UW SWEARINGEN 13.1
		96766		766.1	37.3	PH PADUCAH

EAST
WARD

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

LINE SEGMENT NUMBERS

YARD SEGMENT NUMBERS

Line Segment	Limits	Mileposts
760	Pueblo Welding Plant	
761	Fort Worth	
762	Wichita Falls	
763	Houston Industrial Area	
764	Dallas Union Station	
765	Amarillo	
766	Childress	
767	Teague	
792	Amarillo Rock Island Yard	
793	Saginaw Rock Island Interlocker	

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
1st Subdivision				3rd Subdivision			
40062 Oak Forrest	2.4 miles east of Rosslyn	27	Both	40559 Moyer	3.9 miles west of Childress	90	East
40062 Acme Brick Co.	0.2 miles west of Rosslyn	10	West	40606 Lelia Lake	7.2 miles west of Hedley	50	West
40065 Ryder	1.1 miles west of Rosslyn	4	West	40632 Goodnight	7.7 miles west of Ashtola	40	East
40065 Mabry	1.5 miles west of Rosslyn	13	West	40761 Bolin	8.2 miles west of Dalhart	15	Both
40066 North Houston Ind. Park ..	1.7 miles west of Rosslyn	290	Both	40767 Ware	3.7 miles east of Guy	16	East
40068 Cont'l. Carbon and Coastal Fence	2.1 miles east of Casey	44	West	4th Subdivision			
40069 Manufacturers Warehouse	1.7 miles east of Casey	14	West	40850 Twin Mountain	5.5 miles west of Des Moines	70	West
40069 Hudson	1.9 miles east of Casey	44	West	40939 Ludlow Industrial	1.9 miles west of Ludlow	84	Both
40069 Chgo Br Iron	1.2 miles east of Casey	110	East	5th Subdivision			
40071 HP&L Co.	1.4 miles west of Casey	60	East	88764 South Plains	5.1 miles east of Sterley	45	Both
40071 Chem Spray	1.7 miles west of Casey	7	West	89007 Lockney	6.6 miles west of Sterley	77	Both
40072 Houston Shell	2.1 miles west of Casey	60	West	89017 Barwise	10.4 miles west of Lockney	39	East
40072 Walker Kurth	2.1 miles west of Casey	5	West	89036 Heckville	7.8 miles east of Kitalou	11	West
40075 Deco	3.4 miles west of Casey	20	Both	6th Subdivision			
40078 Louetta	6.4 miles east of Tomball	71	Both	88777 Cereal	7.6 miles west of Sterley	16	East
40081 Orr	3.6 miles east of Tomball	60	East	88790 Occidental Chemical	3.7 miles west of Plainview	23	Both
40091 Ventura	5.5 miles east of Karen	69	Both	88791 Wasson	3.8 miles west of Plainview	15	East
40119 Richards	6.3 miles east of Shiro	41	Both	88795 Boone	7.4 miles west of Plainview	6	West
40125 Grimes	4.4 miles east of Singleton	12	West	88796 Wright	8.4 miles west of Plainview	10	Both
40141 TMPA	12.4 miles east of North Zulch	100	Both	88798 Edmonson Coop	1.4 miles east of Edmonson	13	West
40141 Iola	10.4 miles east of North Zulch	50	East	88808 Grisham	7.2 miles west of Edmonson	14	Both
40159 Normangee	7.8 miles west of North Zulch	14	Both	88813 Hilburn	1.9 miles east of Hart	20	West
40183 Koch (MP Tfr)	1.3 miles east of Newby	12	East	88816 Custom Farm Supply	8.7 miles east of Dimmitt	5	West
40191 Houston Light & Power	2.2 miles east of Donie	20	Both	88822 Roy	8.1 miles east of Dimmitt	12	Both
40214 Kirvin	10.4 miles west of Teague	6	West	88827 Red Barn	5.2 miles east of Dimmitt	4	West
40225 Superock	3.3 miles west of Streetman	50	West	88829 Goodpasture	2.2 miles east of Dimmitt	18	West
40231 Navarro	9.1 miles west of Streetman	25	West	7th Subdivision			
40249 Emhouse	6.8 miles west of North Corsicana	50	West	88214 Holliday	12.6 miles west of Valley Jct.	21	Both
2nd Subdivision				88285 Weinert	9.2 miles west of Munday	34	Both
40350 Hicks	2.9 miles west of MP 11	8	West	88327 Anson	14.1 miles west of Stamford	30	East
40361 Rhome	6.4 miles west of Avondale	51	Both	88341 Fina	10.0 miles east of Abilene	21	East
40395 Sunset	4.2 miles east of Fruitland	7	East	88343 North Abilene	8.3 miles east of Abilene	60	Both
40431 Henrietta	5.8 miles west of Dickworsham	27	East	88345 Lanus	5.9 miles east of Abilene	15	East
40490 Oklaunion	6.8 miles west of Harrold	12	Both				
40496 Vernon Grain Inc.	3.3 miles east of Vernon	35	Both				

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

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

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

Freight trains up to 100 Tons/OB*	60 MPH
Freight trains over 100 Tons/OB*	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.

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.

Unless otherwise provided—

Loaded unit ore, ballast and potash trains	40 MPH
Loaded unit coal and grain trains	45 MPH
Empty unit coal trains	50 MPH
Engines running light or with caboose only	50 MPH

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise 12 MPH

When temperatures are below zero degrees fahrenheit the following speed restrictions apply:

	Psg. Trains	Fr. Trains
Zero degrees to 10 below zero	65 MPH	50 MPH
11 degrees below zero and colder	60 MPH	45 MPH

Equipment	Main Line	Branch Line
Ore cars	45 MPH	20 MPH
Scale test cars EXCEPT WO 3, 4, 5, BN 979019, 979020, 979021, 979022 and FWD S780	35 MPH	20 MPH
Air dump cars (loaded)	35 MPH	20 MPH
Wedge plow or dozer (dead in tow)	35 MPH	20 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	15 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH

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

Maximum Speed—

Locomotives with friction bearings	35 MPH
--	--------

1A. Control of Harmonic Rocking—

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

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

2. Restrictions on Diesel Units—

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

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

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

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

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

Diesel units NOT equipped with alignment control couplers:

All switcher units

Road and road switcher diesel units: 1400-1436, 1556-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1955-1962, 1964-1980, 6000-6059, 6070-6089, 6100-6206, 6215-6237

3. Manned Helper Operations—

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

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

1400-1436, 1556-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1968-1980, 1990-1997

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

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

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

Unless otherwise provided in Individual Subdivision Special Instructions:

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

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

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

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

BN 513900-513999 (GN 70400-70499)

BN 514100-514199 (NP 73600-73699)
 BN 514300-514499 (CBQ 160000-160199)
 BN 520000-520599 (NP 73000-73599)
 BN 520658-520699 (NP 74958-74999)
 BN 522000-522699
 BN 523000-523399
 BN 524000-525299 (CBQ 160200-161499)
 BN 540000-540210 (CBQ 163000-163209)

Helpers of more than twelve powered axles must be cut into train. Train dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

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

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

3A. Diesel Unit Weights

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

Group	Types	Unit Numbers	Weight (000)
A	SW-1	70, 80-97	198-200
B	SW-1 NW-5 GP-5 GP-7 GP-9 GP-18	102. 987-995. 1350-1365. 1553-1555, 1558-1561, 1565, 1566, 1569, 1570, 1572, 1575, 1582, 1586, 1588, 1590, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1616, 1619, 1621, 1623, 1670, 1671, 1673. 600-604, 1723-1760, 1808-1830, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971-1972, 1979, 1980. 1991-1997.	216-260
C	SW-8 SW-900 SW-12 SW-7 SW-9 SW-10 NW-2	98, 99, 101. 100. 106, 162-166, 170-259. 75-79, 108-134, 137-142. 146-161, 167-169, 260-269. 375-394, 427-449, 574-585. 400-406, 410-425, 488-498, 517-573, 586-595.	232-251
D	NW-12 SW-7 NW-2 GP-7	1, 5, 14, 19. 135, 136, 143-145. 451-487, 500-516. 1524-1552, 1557, 1562-1564, 1567, 1568, 1571, 1573, 1574, 1578, 1579, 1581, 1584, 1585, 1589, 1591, 1593-1595, 1598-1602, 1604, 1605, 1608, 1611, 1613, 1617, 1618, 1622, 1626-1640.	243-262

Group	Types	Unit Numbers	Weight (000)
D	GP-9 SW-7 MP-15	1761-1807, 1886, 1890, 1959, 1965, 1970. 107. 1000-1004.	243-262
E	SW-1500 SW-15 GP-15-1 GP-10 GP-9 GP-20 GP-38 GP-38-2 GP-30 GP-35 GP-39-2 GP-40 U-28B U-30B B-30-7 GP-40-2 GP-50 B-30-7A	20-65. 300-324. 1375-1399. 1400-1438. 1700-1722, 1831-1883, 1892-1901, 1973-1978. 2001-2071. 2072-2077, 2110-2138, 2600. 2078-2109, 2150-2154, 2255-2369, 2601. 2200-2254. 2500-2545, 2550-2582. 2700-2739. 3000-3039. 5450-5459. 5470-5484, 5770-5799. 5485-5492. 3040-3064. 3100-3109. 4000-4052.	255-276
F	SD-7	6048-6059.	297-298
G	SD-7 SD-9	6023-6047, 6070-6089. 6127-6206, 6215-6237.	316-326
H	SD-7 SD-9 SD-24 E-9	6000-6022. 6100-6126. 6240-6255. 9900-9925	330-347
I	C-30-7 U-23C U-30C U-33C SD-40 SD-40-2 SD-45 F-45 SD-38-2	5000-5141, 5500-5599. 5200-5208. 4500, 5300-5394, 5396-5399, 5800-5944. 5700-5765. 6300-6324, 6335-6347, 6394-6399. 6325-6334, 6348-6385, 6700-8181. 6400-6599, 6650-6696. 6600-6645. 6260-6263.	369-423

4. Restrictions on Placing Cars in Trains—

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

Outfit cars
 Scale test cars (next ahead of caboose) **EXCEPT** WO-3, 4, 5, BN 979019, 979020, 979021, 979022, FWD S780.
 Pile drivers
 Locomotive cranes
 Rotary snowplows, wedge plows, dozers
 Jordan spreaders
 Former FRISCO or SLSF empty ribbon rail cars
 Rear end only cars.

Handling 80 Foot or Longer Cars—

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

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

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

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

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

5. Repeater Relay Air Car Operation—

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

6. Dimensional and Special Shipment Restrictions—

- All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- 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 900.
- 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.
- Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- 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.
- 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
ALPHA	<p><i>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</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>
BRAVO	<p><i>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</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>

CODE	RESTRICTION APPLICABLE
CHARLIE	<p><i>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</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>
DELTA	<p><i>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</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>
ECHO	<p><i>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</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>
FOXTROT	<p><i>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</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>
GOLF	<p><i>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</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>
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>
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>
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>
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</p>

CODE	RESTRICTION APPLICABLE
	MPH, keeping train under close observation on curved part of adjacent tracks.
LIMA	Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent tracks 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 train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
MIKE	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 pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent curved tracks 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 train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching if necessary.
NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
QUEBEC	Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.
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/loads of wire mesh that is/are 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. See given best possible handling consistent with safety and restrictions. See 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, train and engine crews handling.

7. Train Inspection and Failed Equipment Detector Instructions—

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

Conductors of freight trains will determine when train is required to reduce speed or stop to afford proper inspection when:

- Conditions restrict visibility to the point that proper running inspection cannot be made.
- Notified that a failed equipment detector is out of service.
- Failed equipment detector may be ineffective account blowing snow.

Inspection intervals must not exceed 35 miles which includes those made by crew or employees on the ground.

Crews will inspect train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

The location of failed equipment detectors which protect bridges, tunnels or other structures is shown under Individual Subdivision Special Instructions.

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

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

Failed Equipment Wayside Display—

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

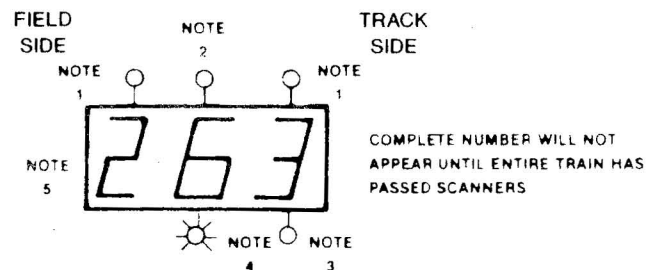
Enginemen must alert crew members on rear of train when approaching detector site.

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

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

FAILED EQUIPMENT DISPLAY

AS VIEWED FROM PASSING TRAIN



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

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

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

Note 4—Flashing train inspection light. When flashing, train is being checked for hot bearing and dragging equipment. After rear of train has passed, if train inspection light is not flashing while numbers are displayed, stop and inspect train.

Note 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least eight (8) axles both directions from indicated number.

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

Failed Equipment Radio Reporter—

Failed Equipment detectors at locations shown under Individual Subdivision Special Instructions convey information to train crews by Burlington Northern radio.

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

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

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

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

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

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

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

XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least eight (8) axles both directions from indicated number.

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

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

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

Failed Equipment Alarm Indicator—

Alarm Indicator Assembly employing radio for defect location.

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

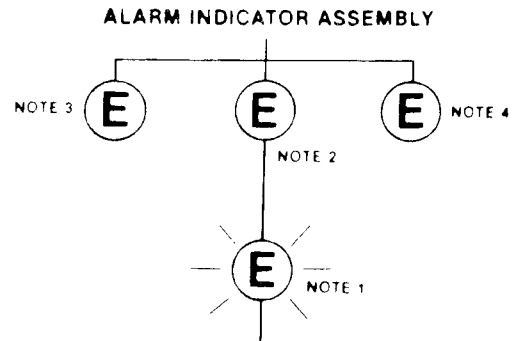
Enginemen must alert crew members on rear of train when approaching detector site.

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

When failed equipment is indicated, engine crew must be notified to stop train for inspection. A walking inspection must be made of both

sides of entire train and also a walking inspection must be made if there is evidence of dragging equipment. Advise train dispatcher reason for delay by first available means of communication.

Rules 501S and 501T are in effect.



Note 1—Failed equipment indicator light. When illuminated continuously or when not illuminated, stop train and inspect for hot bearing or dragging equipment. When flashing, no defect has been detected.

Note 2—Dragging equipment indicator light. When illuminated, stop train and inspect for dragging equipment.

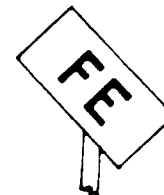
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

Note 4—Right hot bearing indicator light. When illuminated, defect is on right side of train.

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 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.

FAILED EQUIPMENT SIGN—



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

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

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

9. Spring Switches—

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

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

10. Commodities Insulating Track in CTC and ABS—

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

11. Rules Changes and Modifications—

Consolidated Code of Operating Rules 200 and 83(B) and other rules pertaining to signature on train orders and clearances are modified to permit them to be issued over the signature of the train dispatcher.

The first paragraph of Consolidated Code Rule 271(A) is changed to read as follows:

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

Consolidated Code of Operating Rule 718 and BN Safety Rule 592 are modified 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.

BN Safety 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.

12. Air Brake and Train Handling Rules—

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

13. Automatic Cab Signals—

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

14. Helper Behind Caboose—

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

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

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

16. Hazardous Materials—

Employees governed by the Consolidated Code of Operating Rules must have BN Form 15907 3/82, Instructions For Handling Hazardous Materials, in their possession while on duty and must be conversant with and obey instructions contained therein.

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

FORT WORTH DIVISION

(Galveston Frt. Yard to North Yard)

FIRST SUBDIVISION**1. Speed Restrictions—
Zone—Between Maximum Speeds Permitted**

Belt Jct. and Waxahachie	40 MPH.
Loaded Unit Coal Trains	30 MPH.
MP 61.9 and MP 65.0 Houston City Limits	21 MPH.
MP 65.0 and MP 85.0	25 MPH.
MP 110 and MP 130	25 MPH.
Trains handling any loads over 20 feet 2 inches ATR at bridges 88.3 and 183.4	25 MPH.
MP 238 and MP 242.3	30 MPH.
SSW Crossing MP 239.7	20 MPH.
MP 269.7 and JTD Jct.	10 MPH.
Eastward Trains only, MP 271.6 (JTD Jct.) and MP 270.9	5 MPH.
Superock Industrial Tracks	5 MPH.
Dallas Right of Way District, ALL TRACKS	10 MPH.
Trains handling 45 or more loaded 100-ton or larger Hoppers and Tanks, including Fuel Oil Trains: MP 60.6 and MP 85.2	12 MPH.
MP 110 and MP 131	12 MPH.
Through All Turnouts, Sidings, and Yard Tracks	10 MPH.
Except Sidings at Bardwell and North Corsicana	5 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine, and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

With the exception of Tracks 1, 2, and 3 at North Houston, between Terminals, do not go into tracks, other than Sidings, with more than one (1) unit, and not to exceed 5 MPH.

3. Train Register Exceptions—**Belt Jct.—Waxahachie**—All trains will register by register ticket.**4. Clearance Provisions and Exceptions Rule 83(B)—****Belt Jct.**—Is initial station for westward trains.**North Yard**—Eastward trains originating enroute to OKT must receive BN clearance in addition to OKT clearance.**Waxahachie**—Is initial station for eastward trains.**Teague**—Trains must receive clearance.**5. Rule 99**—When flagging is required distance will be 1.0 mile.**6. Special Conditions—****Oak Forrest**—West switch out of service.**Rossllyn**—West team track switch spiked.**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.**Orr**—Storage track may be used from east switch west to highway crossing. West switch out of service.**Tomball**—West end of west leg of wye out of service, and No. 2 track out of service from Old Feed Building to east switch. East leg of wye out of service.**Between Teague and Belt Jct.**—Trains must be held to a maximum of seventy five (75) loaded 100-ton hoppers.**Donie**—Automatic crossing signals on old house track MP 193.3 out of service, stop and protect movement over crossing.**Teague**—Caboose track out of service from ice house west, and stock pen track out of service.**Kirvin**—West switch spiked.**Emhouse**—House track out of service.**Corsicana**—Siding designated as storage track, and derails on each end.**Waxahachie**—Siding can be used from east switch to 10 feet from west frog. West end blocked with ties, and west switch spiked.**Between west siding switch Waxahachie and JTD Jct.**—Trains have no superiority, trains and engines must run at reduced speed.

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

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

7. Close Clearance—**Iola**—Close clearance between main track and TMPA industrial track.**Superock**—Material near track next to spout will not clear man on side of car.**8. Yard Limits**—Continuous yard limits between MP 62.0 and MP 76.0 and between MP 236.4 and MP 242.7.**9. ABS**—in effect between MP 57.4 and MP 203.6 between Belt Jct. and Teague and between MP 205.9 and MP 271.6 between Teague and Waxahachie.**10. Between MP 72 and MP 85, and between MP 110 and MP 130** a member of crew of 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 condition.**FORT WORTH DIVISION**

(T&P Jct. to Childress)

SECOND SUBDIVISION**1. Speed Restrictions—
Zone—Between Maximum Speeds Permitted**

T&P Jct. and Childress	40 MPH.
Loaded Unit Coal Trains	30 MPH.
Except between MP 42 and MP 56	40 MPH.
Except between MP 70 and MP 90	35 MPH.
T&P Jct. and MP 8	8 MPH.
Saginaw—ATSF Crossing	25 MPH.
Wichita Falls—	
MP 110.9 and MP 113.0	30 MPH.
MP 113.0 and MP 114.2	20 MPH.
Over 7TH Street Crossing MP 114.2	8 MPH.

MP 114.2 and MP 115.0	20 MPH.
MP 115.0 and MP 116.2	30 MPH.
MP 116.2 and MP 119.7	35 MPH.
Iowa Park MP 124.1 and MP 126.1	30 MPH.
Electra MP 139.6 and MP 140.7	30 MPH.
Vernon MP 162.7 and MP 164.4	20 MPH.
Quanah over Main Street Crossing	30 MPH.
Childress MP 219.9 and MP 222.2	20 MPH.
Through All Turnouts, Sidings and Yard Tracks	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 315,000 lbs. or less, minimum length 52 ft.

Wichita Falls—Engines Group I not permitted on Old WF&S Freight House beyond inside switch, and on Moore Richolt Spur beyond 13th Street.

Between Terminals—Do not go into tracks, other than sidings, with more than one (1) unit, and not to exceed 5 MPH.

3. Train Register Exceptions—

North Yard—Wichita Falls—

MKT trains will register when directed by train order.

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

Wichita Falls—Trains must receive clearance.

North Yard—Westward trains must receive clearance.

North Yard—Eastward trains originating enroute to OKT must receive BN clearance in addition to OKT clearance.

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

Trains departing stations on Second Subdivision enroute to Ninth Subdivision must secure clearance at the initial station addressed C&E _____ at Acme.

5. Rule 99—When flagging is required distance will be 1.0 mile.

6. Spring Switches—

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

Spring switch MP 5.3 North Yard not equipped with facing point locks.

7. Manual Interlocking not Indicated at Station—

St. L.S.W. Crossing Jct. 3.2 Miles West of T&P Jct.

Ft.W. Belt-OKT Crossing 3.1 Miles West of T&P Jct.

BN Crossing 2.8 Miles West of T&P Jct.

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

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

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

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

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

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

10. Close Clearance—

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

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

Electra—Fence on south side of team track between Main and Wilbarger Streets will not clear man on side of car.

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

Stein-Hall No. 2 South side of steps and vacuum—Close clearance.

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

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

11. Bowie—Siding cannot be used without authority of train dispatcher to meet or pass trains, however can be used for industrial work without authority of train dispatcher.

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

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

Fowlkes, Iowa Park, Rhea, Dickworsham, Alvord and Avondale, and other sidings in emergency when authorized by chief dispatcher and be governed by his instructions.

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

13. Special Conditions—

Vernon—No. 2 track Stein Hall out of service 420 feet east of No. 1 switch and derail installed at this point on No. 1 track.

Chillicothe—Crossover from siding to team track out of service. Automatic crossing signals on siding out of service, stop and protect movement over crossing.

Goodlett—Siding can be used by work or local trains only. Derails on each end, and automatic crossing signals on siding out of service, stop and protect movement over crossing.

Childress—Old Mill track out of service from west switch 400 feet east. Harvest Queen track out of service 300 feet east, and east cross-over out of service.

14. Yard Limits—

Continuous yard limits between MP 0.0 and MP 11 and between MP 108.7 and Wichita Falls.

15. ABS in effect—

Between MP 0.7 and MP 5.4 between T&P Jct. and North Yard, and between MP 7.3 and Wichita Falls.

16. CTC—in effect between MP 115.0 and MP 219.9 between Wichita Falls and Childress.

In CTC Territory—The following switches are not equipped with electric lock and Rule 268(A) applies:

MP 115.8 - Wichita Falls - Wilson Spur
 MP 125.9 - Iowa Park - Cryovac Spur
 MP 138.6 - Electra - East End National Tank
 MP 138.8 - Electra - West End National Tank
 MP 191.9 - Quanah - East End East House Track

FORT WORTH DIVISION

(Childress to Texline)

THIRD SUBDIVISION

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Childress to Amarillo	40 MPH.
Except MP 326 and MP 300	49 MPH.
Amarillo and Texline	49 MPH.
Loaded Unit Coal Trains Amarillo and Childress	30 MPH.
Except MP 326 and MP 300	40 MPH.
Loaded Unit Coal Trains Texline and Amarillo	40 MPH.
Empty Unit Coal Trains Amarillo and Texline	40 MPH.
Childress between MP 219.9 and MP 222.2	20 MPH.
Amarillo—	
MP 330.6 and MP 332.7	10 MPH.
MP 334.1 and MP 335.8	20 MPH.
MP 335.8 and MP 336.7	13 MPH.
MP 336.7 and MP 340.0	30 MPH.
Over Inspection Pit on East End of Engine Track	5 MPH.
On Producers Grain Elevator Lead between East Switch and Elevator	5 MPH.
Washburn Elevator Track	3 MPH.
MP 360.8 and MP 361.1	30 MPH.
Dalhart over SSW Crossing	20 MPH.
Bridge 424.3 Westward movements	25 MPH.
Bridge 424.3 Eastward movements	10 MPH.
Through All Turnouts, Sidings, and Yard Tracks	10 MPH.
Except Turnouts and Siding Estelline	35 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 315,000 lbs. or less, minimum length 52 ft.

Between Terminals—Do not go into tracks, other than sidings, with more than one (1) unit, and not to exceed 5 MPH.

3. Train Register Exceptions—None.

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

Amarillo—Trains must receive clearance.

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

5. Rule 99—When flagging is required distance will be 2.0 miles.

6. Manual Interlocking—

ATSF Crossing, 1 Mile East of Amarillo.

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

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

Amarillo—Interlocking signals controlled by ATSF train dispatcher in service governing movement on Old CRIP track crossing ATSF connecting track near East Tower. If interlocking signals governing movements over this crossing at grade in stop position, permission to pass stop signal must be obtained from the ATSF train dispatcher before proceeding. Switch to ATSF Dumas District Main track leading from the Old CRIP Yard located 1,000 feet west of Mile Post 0 on ATSF Dumas District has been equipped with electric lock.

7. **Flashing Yellow**—Aspect Rule 501C will be displayed at intermediate Signal 233.7 only when signal and power switch at east end of Estelline MP 235.8 are lined for siding.

8. **Rule 93**—In effect between MP 219.9 and MP 222.2 and between MP 328 and MP 340, authority for movement will be authorized by yardmaster.

9. Close Clearance—

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

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

10. Amarillo—

Trains and engines must not stop within the fouling limits of the west switch MP 332.5 to avoid short approach warning on westward movement over Eastern Avenue.

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

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

Guy, Dalhart, Channing, Tascosa, Gentry, Kasota, Malden, Ashtola, Clarendon, Hedley, Memphis and Estelline, and other sidings in emergency when authorized by chief dispatcher and be governed by his instructions.

Loaded unit coal trains may be operated through yard tracks at Texline and Amarillo as instructed by yardmaster.

12. Special Conditions—

Childress—Old Mill track out of service from west switch 400 feet east. Harvest Queen track out of service 300 feet east, and east cross-over out of service.

Claude—East and west house track switches and west spur track switch have been removed. White elevator track out of service.

Amarillo—East stock pen storage track out of service. Yard track between Hughes and McMaster Streets can be used by loaded coal trains and before leaving this track be sure crossing signals are in operation before occupying crossing over Hughes and McMaster Streets. Crossing signals circuit is 225 feet each side of crossing and marked with crossing start signs.

Amarillo—CRIP trackage MP 757.7 and MP 776 is within Amarillo yard limits and authority for movement will be issued by yardmaster. P&SF crossing MP 759.3 protected by Manual Interlocker operated by P&SF Tower located on south side of track. On ASARCO spur track ATSF crossing located 2.6 miles from Amarillo yard protected by stop signs for both railroads.

13. **Tascosa and Channing**—Watch out for falling rocks between MP377 and MP 378.
14. **CTC in effect**—Between MP 222.2 and west power switch Estelline.
15. **ABS in effect**—Between west power switch Estelline and MP 238.8.
16. **Handling 80 foot or longer cars**—(See All Subdivisions Special Instructions, Items 3 and 4).

FORT WORTH DIVISION

(Texline to South Denver)

FOURTH SUBDIVISION

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Texline and MP 305	49 MPH.
MP 305 and Southern Jct.	40 MPH.
Loaded Unit Coal Trains Southern Jct. and MP 305	35 MPH.
Loaded Unit Coal Trains MP 305 and Texline	40 MPH.
Loaded Unit Coal or Grain Trains MP 173.4 and MP 211.3	35 MPH.
Empty Unit Coal Trains Texline and MP 291	40 MPH.
Empty Unit Coal Trains MP 291 and Southern Jct.	35 MPH.
MP 347.2 and MP 346	20 MPH.
Clayton MP 337.5 and MP 338.4 (City Limits)	25 MPH.
MP 291 and MP 240	25 MPH.
MP 240 and MP 214.1	35 MPH.
MP 214.1 and MP 212.4	20 MPH.
Trinidad between North Linden Ave. and South Linden Ave. MP 212.4 and MP 211.3	10 MPH.
MP 211.3 and MP 173.4	35 MPH.
MP 173.4 and MP 172.5	20 MPH.
Walsenburg—Dual Control Switch	20 MPH.
Southern Jct.—Spring Switches	10 MPH.
Eastward Trains using westward track between Southern Jct. and Walsenburg	25 MPH.
Southern Jct. and Walsenburg (Eastward Track)	30 MPH.
MP 124.3 and MP 124.8	10 MPH.
Southern Jct. and Salt Creek Jct. North Main Track	20 MPH.
Minnequa and Southern Jct. South Main Track	20 MPH.
Through All Turnouts, Sidings, and Yard Tracks	10 MPH.
Item 1A, All Subdivisions, Applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

Between Southern Jct. and Texline—Do not go into tracks, other than sidings, with more than one (1) unit, and not to exceed 5 MPH. Does not apply at Walsenburg, Trinidad, or No 2 track at Des Moines.

3. Train Register Exceptions—

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

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

Pueblo—BN-DRGW eastward trains, two BN clearances will be required, one over signature of DRGW train dispatcher, and one over signature of BN train dispatcher.

Pueblo, Trinidad—Trains must receive clearance.

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

6. Spring Switches—

Following Spring Switches not equipped with facing point lock:

Southern Jct.—Crossover switch MP 124.8 lined for crossover and spring switch on DRGW lined for DRGW main track.

Spring switch MP 124.7 Southern Jct.—Lined for South Main track.

Rules 501Q and 501I govern movement on a facing point move over these switches.

7. Interlocking—

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

8. Double Track—

Between Southern Jct. and DRGW Jct. Walsenburg—Used jointly by DRGW and BN. Westward track is under BN operating jurisdiction. Eastward track is under DRGW operating jurisdiction. BN timetable and rules of the Operating Department govern train operations on both tracks. BN form of train orders and clearances will be used and issued over signature of DRGW train dispatcher on eastward track.

9. Between Southern Jct. and Salt Creek Jct.—

Two main tracks in service.

North Main Track, Southern Jct. to Salt Creek Jct.—Rule 93 in effect and authority for movement by Supervisor of Operations at Pueblo.

South Main Track, Salt Creek Jct. to Southern Jct. via Minnequa—Rule 93 in effect Minnequa to Southern Jct. and authority for movement by Supervisor of Operations at Pueblo.

Stop signs installed on North Main Track at MP 124.1 and on South Main Track at MP 124.3. Eastward trains must not leave these locations without authority of DRGW train dispatcher.

On North Main Track, Switch located MP 124.2 to C&W trackage and Switch located MP 124.3 to Commanche Power Plant.

Stop signs installed against C&W and Commanche Power Plant tracks.

Westbound signal at MP 122.14 on North Main Track is a fixed approach to the ATSF Minnequa District at Salt Creek Jct. and will display aspect per Rule 501B.

Trains on North Main Track destined Commanche Power Plant will not be required to stop at stop sign MP 124.1.

No. 4 track extending from MP 124.2 Minnequa to crossover east end of Minnequa Yard is known as Minnequa Siding.

Track just South of South Main Track extending from MP 124.2 to crossover east end Minnequa Yard is Southern Jct. Siding.

Trains will not use Minnequa or Southern Jct. Sidings without authority of ATSF Supervisor of Operations at Pueblo.

10. Automatic dual control switch, Walsenburg, MP 171.7.—

Dual control switch at the end of double track is automatically operated. Normal position of switch is for the westward track.

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

Signal governing trailing movement through hand thrown DRGW Junction switch is normally red and stop must be made. After stop is

made, train or engineman will proceed to instrument house located adjacent to switch, operate push button and observe indicator light. If indicator light is on, reverse hand thrown DRGW Junction switch and governing signal will clear.

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

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

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

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

Walsenburg, Mayne, Lynn, Beshoar, Barela, Trinchere, Branson, New Folsom, Des Moines, Grande, Grenville, and Royce, and other sidings in emergency when authorized by chief dispatcher and be governed by his instructions.

Loaded unit coal trains may be operated through yard tracks at Trinidad as instructed by operator.

13. When necessary for one train to assist another, the assisting train must cut its power from its train, and properly secure the train. The assisting power may then be positioned on head end, at rear of, or cut into train to be assisted, in accordance with Air Brake and Train Handling Rules 437-439.

14. **If visibility prevents inspection of your train, the following will apply:**

Trains will not exceed 30 MPH, and will be inspected on both sides at least every 25 miles, either by pull by or back-up inspection, unless inspected on roll-by from other employees.

15. **Special Conditions—**

Trinidad—No. 8 track out of service from west switch to B&B shop building. Switch on west end has been spiked. Derail has been placed across from B&B shop. This part of No. 8 track will be used to store track machines.

Lascar and Cedarwood—Westward sidings blocked with cars.

Southern Jct.—MP 124.2, CF&I Steel Co security fence has steel tire shredder on both sides of rail and between rails and warning signs are placed on all sides of security fence reading, "Tire shredder, employees must use gate".

Dispatcher Telephones—MP 135.0, MP 150.1, MP 233.4 and MP 286.9.

16. **Between Walsenburg and Texline**—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 read 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.

17. **Yard Limits**—Continuous yard limits are in effect between MP 126.5 and Minnequa on South Main track, Salt Creek Jct. on North Main track, and between MP 214.1 and 211.3 at Trinidad.

18. **ABS in effect**—Between Trinidad and Walsenburg.

19. **Handling 80 Foot or Longer Cars—**

(See All Subdivisions item 3 and 4.)

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

To avoid creating such conditions, following restrictions are in effect:

Between Pueblo and Minnequa—

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

Trains greater than 5600 trailing tons must handle loaded cars 80 feet and longer in the rear 5600 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

Between Minnequa and Trinidad—

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

Between Trinidad and Texline—

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

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

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

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

FORT WORTH DIVISION

(Estelline to Lubbock)

FIFTH SUBDIVISION

1. **Speed Restrictions—
Zone—Between**

Maximum Speeds Permitted

Estelline and Lubbock	25 MPH.
Sterley MP 306.8	13 MPH.
MP 313.1 and MP 314.9	20 MPH.
MP 357 and MP 360	13 MPH.
Kitalou—On Airport Spur Track	10 MPH.
Through All Turnouts, Sidings, and Yard Tracks	10 MPH.

Item 1A, All Subdivisions, applies.

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

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Kitalou Airport Spur Track—Not more than 2 units. Group H and I not permitted.

Between Terminals—Do not go into tracks, other than Sidings, with more than one (1) unit, and not to exceed 5 MPH.

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

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

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

5. Rule 99—when flagging is required distance will be 1.0 mile.**6. Sterley—Normal position of the switch at each end of the crossover west of the depot will be for movement through the crossover and all trains to and from Lubbock will leave and enter Plainview main track through this crossover.****7. Manual Interlocking—**

ATSF Crossing.....1.6 miles East of Lubbock between Kitalou and Lubbock ATSF Crossing MP 358.5 controlled by ATSF train dispatchers. Trains stopped by absolute signal will be governed by instructions posted in telephone and release boxes.

8. Automatic Interlocking—

ATSF Crossing 1 Mile West of Lockney.

9. Close Clearance—

Lubbock—Utility poles in north and south alley tracks will not clear man on side of car, also structures near track at Lubbock Hide Company will not clear man on side of car.

Lubbock—Plains Co-op Oil Mill—Motorized spout at the second loading chute on mill track will not clear man on side of car. Employees are prohibited from riding on side of car next to building when switching this track.

10. Mile Post 289.5—Watch out for falling rocks.**11. Special Conditions—**

Childress—Old Mill track out of service from west switch 400 feet east. Harvest Queen track out of service 300 feet east, and east crossover out of service.

Kitalou—East end siding out of service from east switch to 200 feet east of Air Base switch.

12. Yard Limits—Continuous yard limits are in effect between MP 349 and Lubbock.**13. Handling 80 foot or longer cars—Between Estelline and Sterley. See Special Instructions, Items 3 and 4.****14. 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 read 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.

FORT WORTH DIVISION

(Sterley to Dimmitt)

SIXTH SUBDIVISION**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Sterley and Dimmitt	25 MPH.
Plainview—Between opposing absolute signals of interlockings at ATSF crossing 2.7 miles east of Plainview	15 MPH.

Date Street crossing and MP 326 Plainview Yard.	10 MPH.
MP 366.2 and MP 367	10 MPH.
Through All Turnouts, Sidings, and Yard Tracks	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Between Terminals—Do not go into tracks, other than sidings, with more than one (1) unit, and not to exceed 5 MPH.

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

Plainview and Dimmitt—Trains must receive clearance when operator on duty.

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

Dimmitt—9:30 A.M. until 6:30 P.M. except Saturday and Sunday.

5. Rule 99—Unless otherwise provided protection against following trains is not required. When required to flag, distance will be 1.0 mile.**6. Automatic Interlocking—**

ATSF Crossing 2.7 miles east of Plainview.

7. Close Clearance—

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

FORT WORTH DIVISION

(Valley Jct. to Abilene and Childress to Wellington)

SEVENTH AND EIGHTH SUBDIVISIONS**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Eighth Subdivision Childress and Wellington	20 MPH.
Bridge 246.5	10 MPH.
Seventh Subdivision Valley Jct. and Abilene	25 MPH.
Bridge 43.0	10 MPH.
Seymour MP 50 and MP 53	10 MPH.
Bridge 98.3	10 MPH.
Bridge 107.3	10 MPH.
Stamford MP 112.5 and MP 113.3	13 MPH.
MP 113.3 and MP 151.1	10 MPH.
Through All Turnouts, Sidings, and Yard Tracks	10 MPH.

Item 1A, All Subdivisions, applies.

On Seventh Subdivision trains and engines must not be operated between 1201PM and 801PM with more than 10 loaded grain hoppers.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Between Terminals—Do not go into tracks, other than sidings, with more than one (1) unit, and not to exceed 5 MPH.

Engines in Group I not permitted on either subdivision.

3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Childress and Stamford—Trains must receive clearance.
Valley Jct.—Rule 83(B) does not apply.
5. **Rule 99**—When flagging is required distance will be 1.0 mile.
6. **Close Clearance**—
Goree—Close side clearance East Elevator.
Abilene—Cars that may be on MOP industry tracks will not clear man on side of car spotted at extreme west end of spur track serving Abilene Plumbing Company. Ben E. Keith Company building on utility track will not clear man on side of car. Stop must be made before moving over 13th Street. Close clearance at Gany Ally and Ash Team Track.
Seymour—Compress track at Loading Dock MP 50.8 will not clear man on side of car, and gates across track.
Trains with High-Wide loads and TOFC must watch out for close clearance on Old Main. Trains handling such cars must not be instructed to take siding when train length makes it necessary to double to the Old Main if it can be avoided.
Farmers Coop—From center of track spout measures 17 Feet ATR, 5 Feet from center of track 15 Feet 6 Inches ATR.
Meyers Elevator—from center of track spout measures 18 Feet 6 Inches ATR.
7. **Special Conditions**—
Childress—Old Mill track out of service from west switch 400 feet east. Harvest Queen tracks out of service 300 feet east, and east crossover out of service.
8. **Yard Limits**—
Continuous yard limits are in effect between MP 112.0 and Abilene on Seventh Subdivision, and between Childress and Wellington on Eight Subdivision.

FORT WORTH DIVISION

(Acme to Paducah)

NINTH SUBDIVISION

1. **Speed Restrictions**— **Maximum Speeds Permitted**
Acme and Paducah 30 MPH.
Until engine over crossings
Quanah Highway F.M.2640 10 MPH.
MP 722.0 to MP 729.7 20 MPH.
Acme-Georgia Pacific tracks 05 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Diesel units in Groups F, G, H and I not permitted.
Acme—Do not put engine over hydraulic lift East and West spur track Georgia Pacific.

RADIO INFORMATION

FORT WORTH DIVISION

Base Stations	Channel	Hours in Operation
Ft. Worth Dispatcher's Office	1	24 hours attended
Wayside Stations		
Belt Junction	1	11:59 pm - 8:59 am Daily
Tomball	1	7:30 am - 3:30 pm Daily except Sun.
	1	5 pm - 1 am Daily
	1	11:59 pm - 7:59 am Thurs. & Fri.
Shiro	1	9:30 am - 6:30 pm Mon. thru Fri.
Teague	1	24 hours attended
Waxahachie	1	24 hours attended
Decatur	1	7 am - 3 pm Mon. thru Fri.
Bowie	1	9 am - 6 pm Mon. thru Fri.
Dickworsham	1	24 hours unattended
Wichita Falls	1	24 hours attended
Vernon	1	8 am - 6 pm Mon. thru Fri., 8 am - 5 pm Sat.
Quanah	1	24 hours attended
Childress	1	24 hours attended
Memphis	1	7:30 am - 4:30 pm Mon. thru Fri.
Clarendon	1	24 hours unattended
Malden	1	24 hours unattended
Amarillo	1	24 hours attended
Tascosa	1	24 hours unattended
Dalhart	1	24 hours attended
Texline	1	24 hours attended
Clayton	1	8 am - 5 pm Mon. thru Fri.
Des Moines	1	7 am - 3 pm Daily
	1	3 pm - 11 pm Mon. thru Fri.
	1	11 pm - 7 am Sun. thru Thurs.
Trinchere	1	24 hours attended
Trinidad	1	24 hours attended
Walsenburg	1	24 hours attended
Pueblo	1	24 hours attended
Denver	1	24 hours attended
Plainview	1	5:30 am - 1:30 pm Mon. thru Sat., 3 pm - 11 pm Mon. thru Fri.
Lubbock	1	7 am - 11 pm Mon. thru Sat.

CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer St. Paul, Mn.
 Dr. Robert D. Hart, Asst. Chief Medical Officer St. Paul, Mn.

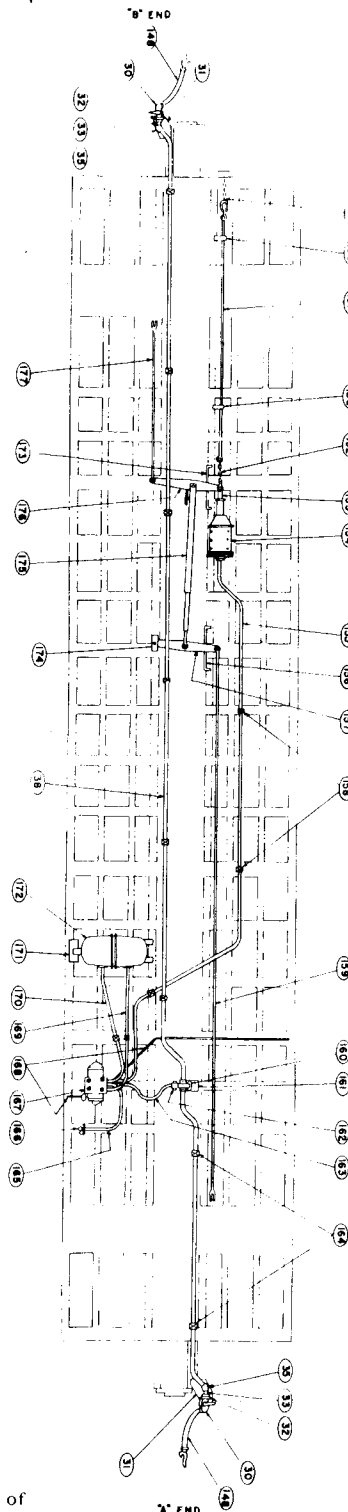
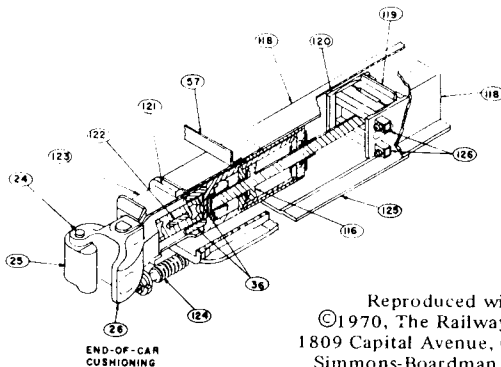
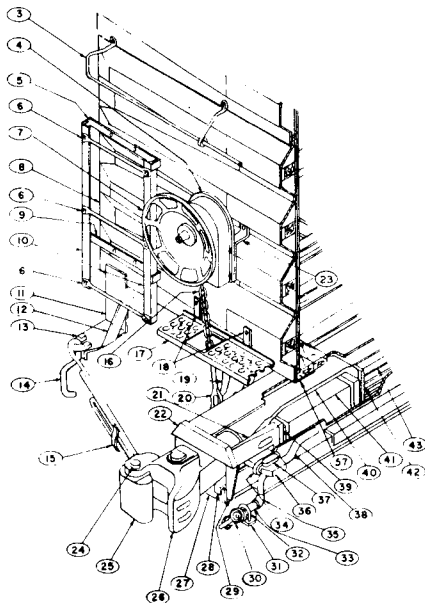
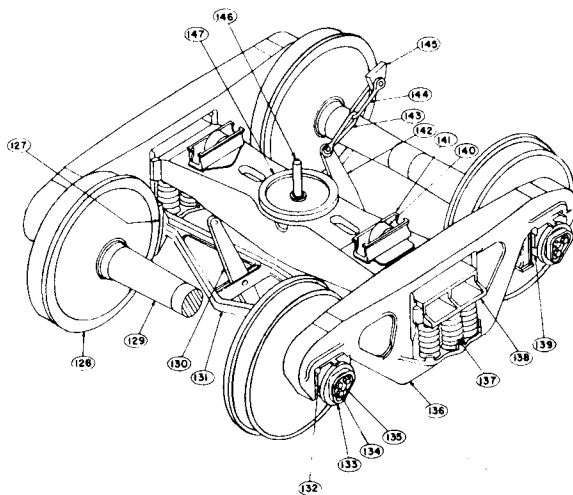
MEDICAL EXAMINERS AND LOCAL SURGEONS

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

Other physicians in the above offices are authorized to perform examinations.

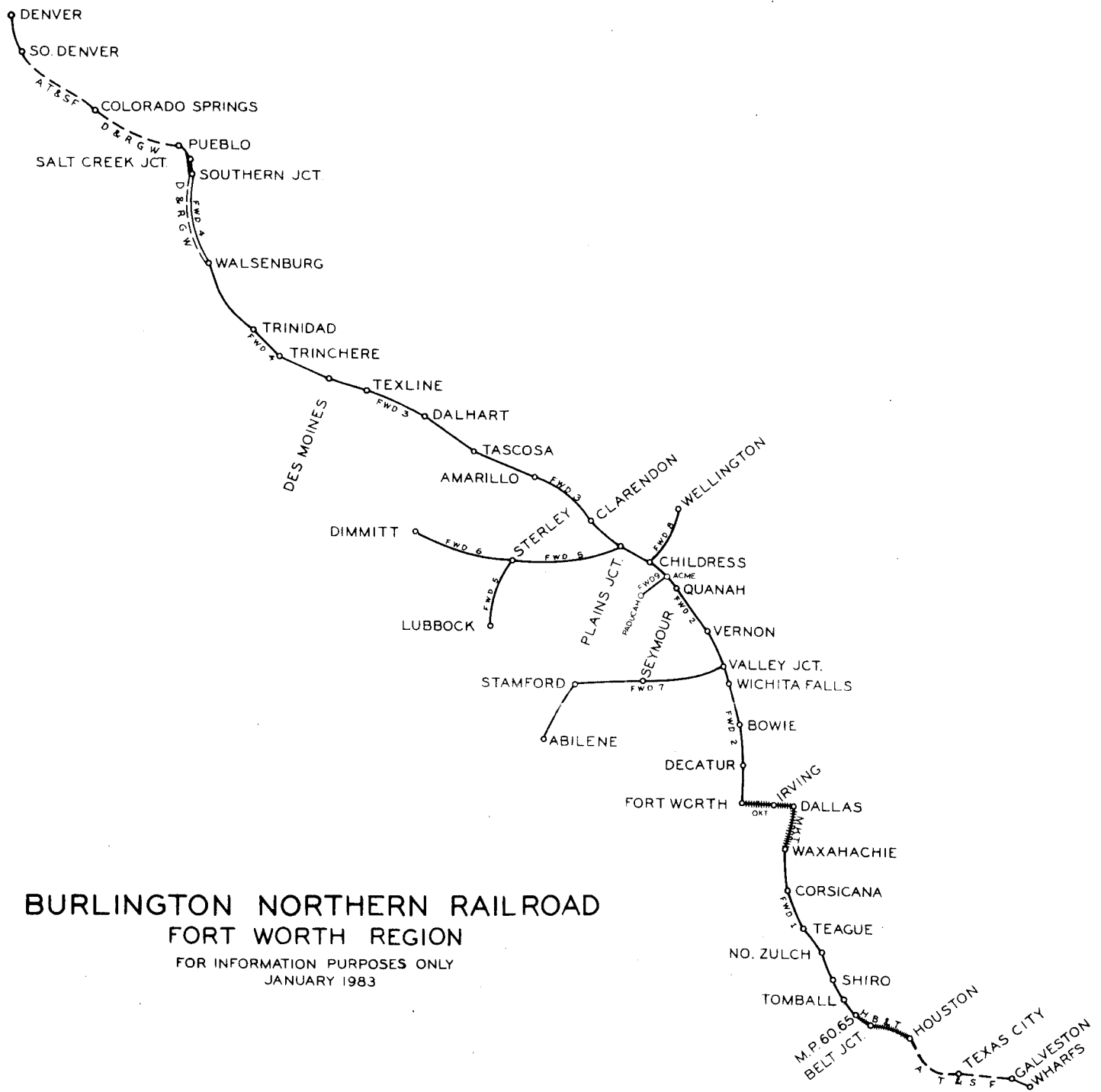
CAR CHART

21



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, 3/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 3/4"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/2"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 3/4"
170. Emergency reservoir pipe, 3/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

Reproduced with permission of
©1970, The Railway Educational Bureau
1809 Capital Avenue, Omaha, Nebraska 68102
Simmons-Boardman Publishing Corporation



Attach Form 15907, Instructions for Handling Hazardous Materials, to this page.