

Regional Transportation

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SOUTHERN REGION

FORT WORTH DIVISION

TIMETABLE NO. 2

IN EFFECT AT 0001
Continental Central Time

**Sunday
October 29, 1989**



Region Vice President
R. S. HOWERY

Division General Manager
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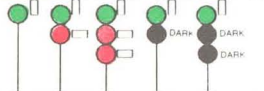





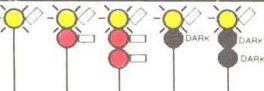



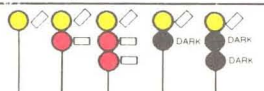

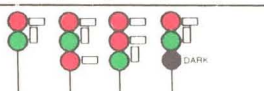

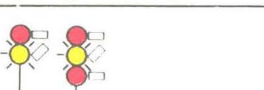





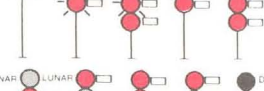

Vice President Service Design
W. A. HATTON

SIGNAL ASPECTS AND INDICATIONS

DISTANT SIGNALS

Rule	Aspects of Color Light and Semaphore Signals	Cab Signal Aspects	Name	Indication
228			DISTANT SIGNAL CLEAR	Proceed. If delayed as per Rule 305 or Rule 305(A) between this signal and block or interlocking signal, proceed prepared to stop short of next signal.
229			DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of signal.




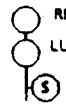







BLOCK AND INTERLOCKING SIGNALS

230			CLEAR	Proceed.
232			ADVANCE APPROACH	Proceed prepared to stop at second signal.
233			APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
234			APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 35 MPH.
235			APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236			APPROACH	Proceed prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
237			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238			DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH.
239			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
241			RESTRICTED PROCEED	Proceed at restricted speed.
242			STOP	Stop.

SPECIAL INSTRUCTIONS

3

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

RULE	ASPECTS	NAME	INDICATION
248(B)	 LUNAR	TAKE SIDING INDICATOR	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.
248(C)	 LUNAR	BLOCK INDICATOR	Block clear.
248(D)	 LUNAR	BLOCK INDICATOR	Block occupied.
248(E)	 RED LUNAR YELLOW	SPRING SWITCH INDICATOR	When lunar is not illuminated, stop and inspect spring switches per Rule 104(M).
248(G)	 LUNAR  LUNAR	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)	 LUNAR  LUNAR	FAILED EQUIPMENT INDICATOR	When flashing, no failed equipment has been detected.
248(I)	 LUNAR	SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
248(J)	 LUNAR	SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
248(K)	 GREEN	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 flashing light;

 To indicate color light signal head;

 To indicate position of semaphore arm.

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
Trains over 100 Tons/OB	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 979026-979036	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 416 of the Air Brake 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.

Not more than 24 powered axles can be used in helper services or in head end consist when helpers are being used, EXCEPT with coal trains equipped entirely with type E or F couplers cast in Grade E steel, which may have head end consist of 36 powered axles maximum. Helpers of less than 24 powered axles may shove on the rear of such trains except that helpers with 24 powered axles must be cut in ahead of caboose.

The following 100-ton coal cars are not equipped with Grade E steel couplers:

BN 513903-513997	BN 524020-525297
BN 514108-514193	CBQ 160002-160199
BN 514301-514494	CBQ 160205-161497
BN 520016-520595	GN 70400-70499
BN 522000-522399	NP 73000-73699

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.

3A. Locomotive Group Chart

This chart must be used when restrictions in Items 1 and 2 of Individual Subdivision Special Instructions are shown.

Group	Model	Locomotive Numbers
A	SW-1	70.
B	GP9B*	600-602, 604.
	GP-5	1355-1356, 1358, 1364-1365.
	GP-9	1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980.
	GP-18	1991, 1993, 1995-1997.
C	SW-12	162-166, 170-174, 176-177, 179-181, 183-184, 186, 188-189, 192-199, 201, 205-207, 209-214, 222-226, 228, 230-231, 233-255, AMTK 565.
	SW-9	169.
	SW-10	375-394, 427-449, 574-577, 579-585.
D	NW-12	5, 14.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1403, 1406-1411, 1413-1414, 1416-1420, 1422, 1426, 1436, 1438.
	GP-9	1702-1703, 1706-1707, 1709, 1711-1713, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1896, 1898, 1900, 1965, 1970, 1977-1978.
	GP-20	2030-2031, 2044, 2048-2049, 2054, 2057-2058, 2063.
	GP-20-C	2000-2005, 2007-2010.
	GP-30	2222, 2225, 2232.
	GP-39-2	2700-2739, HL 403.
E	SW-15	20-65, 300-324.
	GP-38E	EMD 741, EMD 743, EMD 745, EMD 747-748, EMD 752-753, EMD 756, EMD 758-763, EMD 767, EMD 770-771, EMD 775-776, EMD 778-783, EMD 785, EMD 787, EMD 790-793, EMD 797-800, EMD 802, EMD 804-806, EMD 808-810, EMD 813, EMD 816, EMD 822, EMD 824, EMD 826-827, EMD 834, EMD 838.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-X	2155-2189.
	GP-38-2	2078-2109, 2136, 2150-2154, 2255-2314, 2316-2369, HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.
	GP-30	2215, 2253.
	GP-35	2511, 2514, 2516, 2518, 2522-2524, 2526, 2528-2534, 2537, 2540-2543, 2551, 2555-2557, 2559-2560, 2570, 2572, 2576, 2579.
	GP-38-2B*	2601.
	GP-39-E	2750-2758, 2925-2940.
	GP-39-M	2800-2832, 2875-2880.
	GP-40	3000-3001, 3008-3012, 3019, 3022-3023, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.
	GP-40-G	3075-3084.
	GP-40-M	3500-3523.

Group	Model	Locomotive Numbers
E	GP-40-2	3040-3064.
	GP-50	3100-3162.
	B-30-7A*	4000-4050, 4052-4119.
	U-30-B	5782-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	AMTK 200-409.
	B-39-8	GEEX 8000-8001, LMX 8500-8599.
F		None.
G	SD-9	6127, 6131, 6133-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6174, 6176-6179, 6181, 6183-6185, 6190-6200, 6202, 6204, 6217-6219, 6221, 6223-6228, 6230-6237, 6240, HL 504-505.
H	SD-9	6100-6103, 6107-6110, 6113-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5306, 5318, 5320-5322, 5325-5326, 5330-5334, 5339-5362, 5364-5394, 5800-5801, 5806-5811, 5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5928, 5935, 5939-5944.
	SD-9	6241-6247.
	SD-38-2	6260-6263, GATX 1237-1245.
	SD-40	6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.
	SD-40-2	6325-6334, 6346-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900, 6905, 6907-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-40-2B*	7500-7502.
	SD-40-G	7300-7309.
	SD-60	OWY 9000-9099.
		*Cabless.

4. Restrictions on Cars

Following equipment must be placed next ahead of caboose or at rear of caboosless trains, except in work train or when otherwise provided by authority of chief dispatcher:

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026-979036.

Scale test cars BN 979004 and BN 979012 are not equipped with air brakes and must be placed next ahead of the last car in caboosless trains.

Pile drivers	Locomotive cranes
Empty ribbon rail cars	Rear end only cars
Jordan spreaders	Rotary snowplows, wedge plows, dozers.

When pile drivers, cranes, derricks or similar equipment are being moved on their own wheels or on cars in a train, they must be properly loaded and secured. Booms must be properly secured and, when practicable, boom must be trailing. Such equipment must be inspected before being moved.

Spreaders and dozers being moved in trains must, when practicable, be headed in the direction train is moving and wings must be properly secured.

The conductor and engineer must be notified when such equipment is in their train.

DODX 40000-40100- Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

4A. Handling 80 Feet 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 coupled to cars 50 feet or shorter in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

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 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.

SPECIAL INSTRUCTIONS

7

RESTRICTIONS APPLICABLE TO CODE WORDS ALPHA THROUGH MIKE INCLUSIVE

Handle cautiously through yards.

When load is handled through turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear of other on-track equipment.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE 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. Observe track center restrictions for 11 ft. 6 in. wide loads.	KILOGRAM	Reduce speed to 5 MPH or less when meeting trains or cars on curved portion of adjacent tracks. Observe the movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE 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. Observe track center restrictions for 12 ft. wide loads.	LIMA	Load may not clear equipment on adjacent tracks. Adjacent tracks must be clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE 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. Observe track center restrictions for 12 ft. 4 in. wide loads.	MIKE	Load may not clear equipment on curved portion of adjacent tracks. Adjacent tracks must be kept clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE 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. Observe track center restrictions for 12 ft. 8 in. wide loads.	NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. wide loads.	OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. 4 in. wide loads.	PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
GOLF	LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. 8 in. wide loads.	QUEBEC	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
HOTEL	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.	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.
INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved portion of adjacent tracks. Normal speed may be resumed if other train has stopped.	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.
JULIET	Reduce speed to 5 MPH or less when meeting trains or cars on adjacent tracks. Observe movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.	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. Trackside 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.

200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals. **EXCEPTION:** When available, 163 degree Fahrenheit heat-indicating crayons may be used to test temperature of roller bearing journals when the outside temperature is below 32 degrees Fahrenheit.

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 axes 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 Division Engineer of Communications and Control Systems. 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.
"... (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, SECOND EDITION, effective October 29, 1989.

Air Brake and Train Handling Rules, Form 15338, Revised 10/29/89.

Train Dispatcher's Manual, Form 51545, Revised 10/29/89.

Operator's Manual, Form 15472, Revised 10/29/89.

Maintenance of Way Rules, Form 15125, Revised 10/29/89.

Safety Rules and General Rules, Form 15001, Revised 8/81.

Rules Governing the Handling of Hazardous Materials, effective October 29, 1989.

13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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.

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

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 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- 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.
- T - Turntable or wye.
- U - Railroad crossing not protected by signals or gates.
- X - Crossover.
- X(2) - Multiple crossovers.
- Y - Yard limits.

Rule 10(E)- following paragraphs are added:

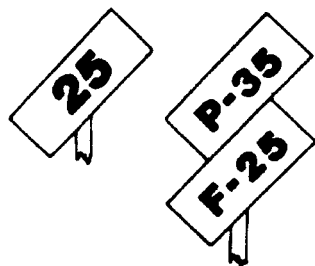
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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.

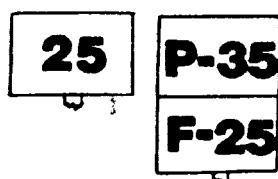
At the end of a reduced speed zone, a train or engine will be governed by a "Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign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

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

ADVANCE WARNING SIGN



SPEED SIGN



Green

RESUME SPEED SIGN



NOTE:
Advance Warning Sign and Speed Sign have yellow background and black letters and/or numbers.

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 trains.

Rule 82. The following last paragraph is added:

In CTC territory, a reverse movement must not be made over a dual control switch without permission of the control operator.

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 by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab, train may be moved at not more than 10 MPH until inspection can be made. 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 104(M)(4)- second 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 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 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 with such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Track Warrant Form- Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.

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

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No. _____		Date _____ 19__	
TO _____	AT _____	TO _____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____

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

Printed in U.S.A.

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.

14. Maintenance of Way Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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.

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

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-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.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

Track Warrant Form- Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No. _____		Date _____ 19__	
TO _____	AT _____	TO _____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____

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

Printed in U.S.A.

15. Safety Rules and General Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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-following paragraph is added:

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 411-are cancelled. BN Intermodal/Automobile Facility Safety Rules and General Rules, Form 16404 June 1, 1989, govern personnel whose duties require them to be within the confines of a BN Intermodal or Automobile facility. This book is available at Material Department Stores. Burlington Northern Railroad employees are governed by the following rules from this publication.

I-10 Vehicles operating within Intermodal or Automobile Facilities shall not exceed 15 MPH unless otherwise posted. Slower speeds are required as conditions warrant to prevent accidents.

I-13 Loading/unloading operation and rail car movement is to be expected at all times on Intermodal or Automobile Facilities.

I-14 All personnel must exercise extreme care during loading/unloading operations. Those personnel whose duties require them to be close to the load/unload operations must keep hands and bodies clear of loading devices, intermodal equipment or railcar and its connection to prevent injury.

I-15 Personnel must stand clear of tractors and trailers when such equipment is being coupled or uncoupled.

I-22 Tracks must not be entered or cars must not be coupled or moved within an Intermodal or Automobile Facility without proper designated authority.

To prevent access to the Facility:

- a. Each switch providing direct access must be lined against movement into the Facility and secured with a private lock under control of the supervisor in charge of the Facility; or
- b. If "a" is not practicable, a derail capable of restricting access, must be placed in derailing position 150 feet from the Facility, if distance permits, and locked with a private lock under control of the supervisor in charge. Derail must not be placed on a main track.

I-32 All accidents, injuries and hazardous material incidents, must be reported immediately to proper designated authority. Required forms must be completed and submitted before leaving property.

Rule 564-following paragraph is added:

Sexual harassment of any type is prohibited while on duty or on Company property. Employees who feel they have been sexually harassed must contact their immediate supervisor or divisional/regional Director of Human Resources or Corporate Director of Employee Relations.

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. 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.

17. Helper Behind Caboose

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

18. 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.

19. Certificate of Rules Examination

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

20. Dumping Toilets

Dumping of toilets is prohibited when:

- a. Passing through limits of Track Bulletin Form B
- b. Passing by any location where any person is known to be present on railroad right of way
- 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.

21. 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 Maintenance of Way Rules, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

22. 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.

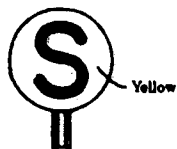
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

23. Physical Examinations

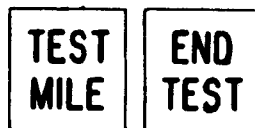
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

24. **Roadway Signs-** Except as shown, roadway signs have white background and black letters and/or numbers.

ROADWAY SIGNS



Spring Switch
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle
Rule 15(I)

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



Derail
Rule 104(L)



Fouling Point



Stop
Rules 98 and 98(B)

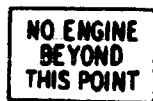


Stop

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



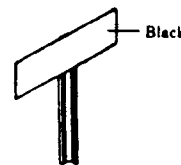
Begin and End ABS



No Engine Beyond This Point



Westward Siding or
Eastward Siding
Rule 105(A)



Flanger



Begin and End CTC



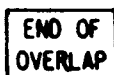
No Clearance



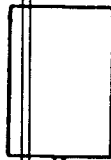
One Mile Draw Span
Rule 98



Signal Overlap
Rule 303

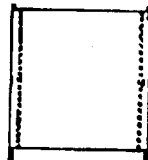


End of Overlap
Rule 303



Track Flag

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



Track Flag



Junction
Rule 98(B)



Railroad Crossing
Rules 98 & 98(B)



Yard Limit
Rule 93



End Double Track

SPECIAL INSTRUCTIONS

25. 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

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

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LEN

SPH

150

140

130

FORT WORTH DIVISION

15

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Galveston
	40000	492		GZ GALVESTON FRT. YD.	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	BJKY	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
7,150	40081		81.2	ORR		83.5
5,368	40085		84.8	TOMBALL		87.1
5,945	40096		96.8	KAREN		99.1
			105.6	A.T.S.F.	A	107.9
7,536	40110	492	110.5	SIMMONS		112.8
	40125		125.3	SHIRO	TWC ABS	127.6
6,390	40130		130.5	SINGLETON		132.8
6,260	40151		151.8	NORTH ZULCH		154.1
6,360	40168		168.5	FLYNN		170.8
6,092	40185		184.6	NEWBY		186.9
	40204		204.3	DO TEAGUE	BKTY	206.6
8,976	40222		222.4	STREETMAN		224.7
			239.6	S.S.W.	I	241.9
	40240		239.7	CORSICANA	Y	242.0
6,000	40242		241.6	NORTH CORSICANA	Y	243.9
5,951	40259		258.7	BARDWELL		261.0
4,474	40271		270.3	WAXAHACHIE	Y	273.2
	40272		271.1	JTD. JCT.	JY	273.9

BETWEEN JTD JCT. AND ENDOT, GENERAL CODE OF OPERATING RULES AND UP R.R. TIMETABLE GOVERN.

	40299			ENDOT	J	302.1
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BETWEEN ENDOT AND NORTH JCT. "RIGHT-OF-WAY DISTRICT", GENERAL CODE OF OPERATING RULES AND UP R.R. TIMETABLE GOVERN.

				NORTH JCT.	J	304.7
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BETWEEN NORTH JCT. AND PEACH YARD, GENERAL CODE OF OPERATING RULES AND UP R.R. TIMETABLE GOVERN.

	40336			PEACH YD.	J	337.1
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BETWEEN PEACH YD. AND NORTH YARD, FORT WORTH 2ND SUBDIVISION SPECIAL INSTRUCTIONS GOVERN.

	40341	485	6.1	FR NORTH YARD	BJKTY	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. Maximum Speed Permitted - Zone-Between

Belt Jct. and JTD Jct. trains up to 100 Tons O/B.....	Freight 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 102.1 and MP 103.2	40 MPH.
MP 105.6 (A.T.S.F. Crossing)	30 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. TWC Instructions-In effect between MP 74 to MP 268.8

At New South Yard Houston, Casey, Teague and North Yard, when operators are on duty they will deliver track warrants and track bulletins to train crews. When operators are not on duty, train crews will remove track warrants and track bulletins from printer.

Maintenance of Way- Track Warrant authority will be issued to permit occupancy of main track when lineup is not in effect or will prevent movement.

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

5. Rule 93- Yard limits in effect between-

MP 60.8 and MP 74.0 Before entering or moving within these limits, communicate with Dispatcher at Springfield, Missouri for instructions.
MP 203.1 and MP 206.5
MP 236.4 and MP 242.7
MP 268.8 and MP 271.1

6. ABS- MP 57.4 to MP 271.1.

7. Switch Interlocking Instructions-

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).

8. 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 UP will communicate with Operator when leaving Tarrant and will not head onto **Wye tracks** without further instructions from office at Irving.

Westbound trains on UP 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- UP Tracks-

Trains and engines using UP Railroad tracks between North Fort Worth and North Junction, Dallas and Right-of Way District in Dallas will be governed by UP 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 9.

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 UP 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.

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

General Rules-

- 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.
 - 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.
 - 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.
10. Westward trains and engines originating at Teague using U.P. Railroad tracks between JTD JCT. and Endot must obtain U.P. track warrant and track bulletins, if any, in effect at Teague. BN track warrant forms may be used.
- Authority for movement between JTD Jct. and Endot will be issued by U.P. dispatcher at Denison, Tx. BN track warrant forms may be used. To access the U.P. Dispatcher on BN Channel No. 1 use the following procedure:

ACTION

Key radio mic. four times
Key radio mic. two times

RESPONSE

2 sec. solid tone
2 short tones and 2 sec. solid tone

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

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

11. Track Side Warning Detectors-

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

12. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
40078 Louetta.....	6.4 east of Tomball	40	Both
40091 Ventura	5.5 east of Karen	66	Both
40141 TMPA	12.4 east of North Zulch	100	Both
40141 Iola	10.4 east of North Zulch	6	East
40159 Normangee	7.8 west of North Zulch	14	Both
40183 Koch (MP Tfr)	1.3 east of Newby	25	East
40185 Southwest Car Parts	0.1 east of Newby	100	West
40185 Nucor Steel	0.8 east of Newby	95	Both
40191 Houston Light & Power	6.4 west of Newby	49	Both
40225 TXI	3.3 west of Streetman	50	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance from T&P Jct.
				Office Calls	Rule 6	
			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	RIQ	Y	2.5
			3.1	U.P.	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
7,150	40387		50.8	ALVORD		50.8
6,693	40399		63.8	FRUITLAND		63.8
	40404		68.5	BOWIE		68.5
			69.2	U.P.	A	69.2
6,390	40415		79.1	BELLEVUE		79.1
6,841	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	BKTYU	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	CHILLICOTHE		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 8	
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	TWC	304.5
	40643		307.9	3.4 CLAUDE		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 AR AMARILLO	BIKTY	

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. Maximum Speed Permitted- Zone-Between

Freight

MP 0.0 and MP 7.3.....	20 MPH.
MP 7.3 and MP 11.1	30 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 115.0 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	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 Other Siding Turnouts	20 MPH.
Static Scales	5 MPH.
The following is "FRA Excepted Track". See All Subdivisions Item 6.	
Childress to Wellington	
Fort Worth, lead track from Traders Oil Mill to Amsco Steel, including all auxiliary tracks.	

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. TWC Instructions- Track warrant control in effect between:

MP 11.0 and MP 108.9.

MP 237.3 and MP 328

Eastward and Westward trains at Wichita Falls must obtain track warrant showing track bulletins in effect.

At North Yard, Wichita Falls, Quanah, Childress and Amarillo, when operators are on duty they will deliver track warrants and track bulletins to train crews. When operators are not on duty, train crews will remove track warrants and track bulletins from printer.

Maintenance of Way- Track Warrant authority will be issued to permit occupancy of main track when lineup is not in effect or will prevent movement.

4. 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.

5. Rule 93- Yard limits in effect between-

MP 0.0 and MP 11.0, before entering or moving within these limits communicate with yardmaster for instructions.

MP 108.9 and MP 115.0, before entering or moving within these limits communicate with yardmaster for instructions.

MP 328.0 and MP 335.7, before entering or moving within these limits communicate with yardmaster for instructions.

Childress and Wellington

6. CTC Instructions-

CTC in effect- Between:

MP 115.0 and MP 237.3

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

7. 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.

8. Switch Interlocking Instructions-

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

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

9. Special Conditions-

Quanah- At Quanah before occupying road crossing on Old Mill track at Nelson Street, crossing signals must be activated by operating key controller located on signal mast by the scale. Cars must not be left spotted closer than 50 feet to road crossing.

Trains over 100 Tons/OB will not operate through sidings Kirkland and Carey, or use MT2 between MP 115 and MP 116.1, except in emergency when authorized by Chief Dispatcher.

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

MP 5.8 and MP 11.1
MP 115.0 and MP 116.1
MP 192.3 and MP 196.7

10. 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 207.8 Kirkland
MP 273.2 Clarendon
MP 309.5 Claude

11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
40361 Rhome	6.4 west of Avondale.....	51	Both
40395 Sunset	4.2 east of Fruitland	7	East
40431 Henrietta	5.8 west of Dickworsham	27	East
40490 Oklaunion	6.0 west of Harrold	12	Both
40490 West Texas Utilities	7.4 west of Harrold	150	West
40498 Vernon Grain Inc.	3.3 east of Vernon	35	Both
40532 Georgia Pacific	0.3 east of Acme	15	East
88530 Wellington	31.8 east of Childress		Both

MP 415.9 and MP 416.5 35 MPH.
Except trains with hazardous material 20 MPH.
Through turnouts and siding Gentry 20 MPH.
Through all other turnouts and sidings 10 MPH.

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

3. TWC Instructions-

TWC- In effect between MP 339.0 and MP 452.9.

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 or facsimile machines at these locations unless delivered by an operator to the train crew.

Maintenance of Way- Track Warrant authority will be issued to permit occupancy of main track when lineup is not in effect or will prevent movement.

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

5. Rule 93- Yard limits in effect between:

MP 335.7 and MP 339.0
MP 416.5 and MP 420.0.
MP 452.0 and MP 454.2
Amarillo and Bushland.

6. Interlockings-

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.

7. Special Conditions-

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

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. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
88410 Bushland	15 west of Amarillo	27	West
40761 Bolin	8.5 west of Dalhart	15	Both
40767 Ware	3.0 east of Guy	15	East

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Amarillo
				Office Calls	Rule 8	
	40671		335.7	AR AMARILLO To Bushland 15.0	BIKY	0.0
8,812	40682		347.3	11.6		11.6
8,400	40691		359.2	11.9		23.5
7,493	40708		371.7	12.5		36.0
7,587	40723		388.1	TASCOSA 16.4		52.4
8,076	40738		403.7	CHANNING 15.6		68.0
7,536	40753		417.4	HARTLEY 13.7		81.7
			417.6	JC DALHART	YT	81.9
7,562	40770		434.5	0.2		81.9
4,050	40777		441.8	S.S.W. 16.9	I	98.8
	40788		452.9	GUY 7.3		106.1
				PERICO 11.1		117.2
				Z TEXLINE	BKY	

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

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

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

Freight

Amarillo and Bushland MP 0 and MP 15 10 MPH.
Amarillo and Texline 49 MPH.
Amarillo-
MP 328.0 and MP 339.0 20 MPH.
MP 339.0 and MP 339.4 35 MPH.
MP 339.4 and MP 349.9 45 MPH.
MP 359.3 and MP 361.1 45 MPH.
MP 379.0 and MP 381.2 45 MPH.

FORT WORTH DIVISION

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SOUTHWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS			Distance from Cherokee Yard	NORTHWARD	
					Office Calls	Rule 6				
		96426	1003	426.9	CY	CHEROKEE YARD	BJKT	0.0		
				428.6	2MT	WC	WEST CHEROKEE		1.7	
		96431		430.5		NO	NORRIS		3.6	
		96436		435.5		OM				
					2MT		OMA		8.6	
		96438		437.2	SQ	SAPULPA	JT	10.3		
5.844	94442			442.2	KF	KIEFER		15.3		
8.651	94456			456.2	BG	BEGGS		29.3		
6.176	94467			467.2	BT	BUTLER		40.3		
	94469			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			504.4	WM	WETUMKA		77.5		
8.078	94513			513.0	YG	YEAGER		86.1		
				519.6		U.P.	A	92.7		
6.392	94525			525.0	SP	SPAULDING		98.1		
9.251	94539			539.1	FC	FRANCIS	CTC	112.2		
	94548		1046	548.2	AD	ADA	BK	121.3		
8.833	94558			558.2	FH	FITZHUGH		131.3		
8.713	94571			571.0	SC	SCULLIN		144.1		
	94580			579.3	ML	MILL CREEK		152.4		
8.777	94592			591.8	RV	RAVIA		164.9		
8.900	94603			603.4	MA	MADILL	BK	176.5		
8.577	94610			610.6	KT	KINGSTON		183.7		
	94620			620.2	LK	LAKESIDE	J	193.3		
8.801	94625			624.8	BQ	BARRY		197.9		
	94631			631.1	IT	STALEY	J	204.2		
9.310				633.0	JO	SOUTH JOE		206.1		
	94637			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	644.3	SHERMAN	BKT		217.4
	94650	649.9	5.6 SOUTH SHERMAN JCT.	YJ		223.0
8.661	94658	657.7	7.8 DORCHESTER			230.8
	94665	664.8	7.1 GUNTER			237.9
	94674	673.6	8.8 CELINA			246.7
8.761	94680	679.7	6.1 PROSPER			252.8
	94686	685.6	5.9 FRISCO		TWC	258.7
	94690	690.7	5.1 CAMEY			263.8
6.250	94695	692.5	1.8 HEBRON			265.6
	94700	699.9	7.4 BLISS			273.0
	94701	700.5	0.8 CARROLLTON			273.6
		700.5	0.0 U.P.-S.S.W.	A		273.6
7.400	94705	704.9	4.4 GRIBBLE	Y		278.0
2.497	94711	709.3	4.4 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. Maximum Speed Permitted - Zone-Between

Freight	
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 438.2 and MP 440.2	45 MPH.
MP 441.7 and MP 442.9	30 MPH.
MP 457.7 and MP 458.1	45 MPH.
MP 468.6 and MP 469.3	35 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.
MP 506.0 and MP 506.3	50 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.
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 535.7	45 MPH.
MP 535.7 and MP 535.7	25 MPH.
MP 535.9 and MP 536.5	50 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.
MP 548.9 and MP 549.4	50 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.
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.
MP 596.0 and MP 600.0	45 MPH.
MP 602.2 and MP 604.2	45 MPH.
MP 603.2	25 MPH.
MP 605.4 and MP 605.6	45 MPH.
MP 609.4 and MP 611.4	25 MPH.
MP 618.0 and MP 620.0	40 MPH.
MP 620.2 Through turnout	20 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.

Sidings: Henryetta and Barry, 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 auxillary 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. TWC Instructions-

TWC- In effect between MP 651.0 and MP 704.0.

At Cherokee Yard, Ada, Madill, Sherman and Irving, when operators are on duty they will deliver track warrants and track bulletins to train crews. When operators are not on duty, train crews will remove track warrants and track bulletins from printer.

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

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

Trains originating at Cherokee Yard, (Tulsa) destined Oklahoma City will not require a track warrant 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.

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

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. CTC Instructions-

CTC- In effect between MP 428.6 and MP 636.5

Bridge 503.4 protected by detector connected with CTC. When northward Absolute Signal MP 503.4 displays "STOP" or southward 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.

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

7. Switch Interlocking Instructions-

Holdenville- At the automatic interlocking at MP 519.6 (Holdenville) be governed by Rule 312(3). Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

8. Automatic Switch Instructions- At locations indicated by General Order, Track Warrant or Track Bulletin, the following Automatic Switch instructions will apply.

To operate switch to enter siding, stop with leading wheels of movement within 75 feet of the absolute signal which governs movement over the switch, then operate push button located on signal mast. After 40 seconds, signal will indicate red over lunar (Rule 240 of the General Code of Operating Rules) when switch is lined for movement into siding.

When the signal which governs movement over an Automatic Switch displays a Stop indication, switch must be operated by hand before proceeding.

When necessary to operate Automatic Switch by hand:

1. Unlock switch lock;
2. Place selector lever in HAND position;
3. Operate hand throw lever until switch points are seen to move with movement of lever;
4. Line the switch for the route to be used; and,
5. The selector lever must not be returned to POWER position until at least one unit or car has passed over the switch.

When switch which has been operated by hand is returned to POWER, the switch will automatically return to normal position after movement over the switch has been completed.

To enter main track and movement is authorized to proceed, movement must be made past overlap sign; further movement must not be made until signal governing movement over switch indicates proceed. If signal does not indicate proceed within 5 minutes, switch may be operated by hand and movement may then be made.

Before proceeding from a Stop indication over an Automatic Switch, switch must be operated by hand.

When automatic switches are operated by hand, they are then hand operated switches and rules governing hand operated switches apply, except cars must not be dropped over them.

With selector lever in HAND position, signals governing movement over the switch will display Stop indication and will be superseded by hand signals.

Maintenance of Way equipment must not pass the overlap sign until authorized to proceed.

9. Special Conditions-

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

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

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. 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 north 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 Aggregates facility without the specific authority of Meridian Aggregates personnel.

Madill- All trains operating thru Madill without changing crews will provide the following information. Information should be shown in the following format:

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

Staley- BN trains will use UP tracks at Staley and between Staley and Joe Jct., and be governed by UP timetable.

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

When stopped at interlocking signal, in addition to securing permission to proceed from UP 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.

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 UP 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.

10. 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

11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
94520 Holdenville.....	6.6 south of Yeager	10	North
94521 Sisson	7.1 south of Yeager	60	Both
94564 Roff	6.1 south of Fitzhugh	97	Both
94583 Clark	3.7 south of Mill Creek	150	Both
94584 Ryder	4.8 south of Mill Creek	25	Both
94585 Troy	5.8 south of Mill Creek	42	South
94620 Lakeside	4.6 north of Barry	60	Both
94637 Denison	at Denison	50	Both
94662 Collin	2.7 west of Prosper	24	West
94700 Bliss	at Bliss		Both
94701 Gin Track	0.5 west of Carrollton	15	East
94701 Bayfield Lead	0.6 west of Carrollton	20	West
94704 Gribble Storage	0.7 east of Gribble	40	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Sapulpa
				Office Calls	Rule 6	
	96438		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	1003	485.4		2.8 DAVENPORT	48.2
	96494		493.9		8.5 CHANDLER	56.7
5,936	96510		510.4		16.5 HISSAW	73.2
3,898	96524		523.6		13.2 JONES	86.4
			535.8		12.2 UP-A.T.S.F.	98.6
	96540		539.7	OC	OKLAHOMA CITY BJKTJ	102.5

BN Radio Channel No. 2 in service on this Subdivision.

BN Radio Channel No. 1 in service at Cherokee Yard.

Train Dispatcher Calls-Bristow-71, Chandler-72, Luther-74, Oklahoma City-78.

1. Maximum Speed Permitted- Zone-Between

	Freight
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	25 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.
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. TWC Instructions-

TWC- In effect between MP 438.4 and MP 536.4.

FORT WORTH DIVISION

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

At Oklahoma City, when operators are on duty they will deliver track warrants and track bulletins to train crews. When operators are not on duty, train crews will remove track warrants and track bulletins from printer.

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

5. Rule 93- Yard limit in effect between-

MP 437.2 and MP 438.4
MP 536.4 and MP 539.5

6. 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.

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

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

8. 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.

9. 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.

10. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
96446 Kellyville	8.2 west of Sapulpa	8	East
96467 Depew	7.6 west of Bristow	6	West
96514 Luther	3.6 west of Hibsaw	10	East
96534 Red Horse	10.9 west of Jones	6	West

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		
	96540	1003	539.7	OC OKLAHOMA CITY	BJKTY	0.0	
			542.8	3.1		3.1	
4,088	96554		553.9	A.T.S.F.	MY		
				11.1		14.2	
4,880	96567		567.5	MUSTANG			
				13.6		27.8	
			567.5	SOONER			
				13.0			
			580.5	U.P.	A	40.8	
				0.3			
2,280	96581		580.8	CHICKASHA		41.1	
5,757	96605		604.9	24.1			
	96611		610.6	CR CYRIL	Y	65.3	
				5.7		70.9	
	96626		625.5	FLETCHER			
				14.9		85.8	
			629.7	FORT SILL	T		
				4.2			
				U.P.	MY	90.0	
2,616	96630		630.2	0.5			
			LT LAWTON	SKY	90.5		
	96637	636.8	6.8				
			EAGLE	Y	97.1		
3,000	96644	643.9	7.1				
			CACHE		104.2		
	96664	664.4	20.5				
			SN SNYDER	MJY	124.7		
			22.3				
		686.7	H & E - U.P.	M	147.0		
			0.5				
1,720	96687	687.2	ALTUS	Y	147.5		
			0.9				
		688.1	A.T.S.F.	A	148.4		
			21.3				
	96709	709.4	ELDORADO		169.7		
			13.9				
	96723	723.3	QUANAH	BJKTY	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. Maximum Speed Permitted- Zone-Between

	Freight
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 Track
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. TWC Instructions-

TWC- In effect between MP 549.7 and MP 721.0.

At Oklahoma City, Snyder and Quanah. When operators are on duty they will deliver track warrants and track bulletins to train crews. When operators are not on duty, train crews will remove track warrants and track bulletins from printer.

Maintenance of Way- Track Warrant authority will be issued to permit occupancy of main track when lineup is not in effect or will prevent movement.

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

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

6. 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

7. Use of Dynamic Brakes Prohibited at the following locations:
Between MP 602.0 and MP 692.0

8. 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 UP main track will be governed by Rule 93 of the General Code of Operating Rules.

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

9. 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

10. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
96546 Lillard Pk	5.8 west of Oklahoma City	15	West
96549 Wheatland	4.6 east of Mustang	20	West
96563 Tuttle	4.7 east of Sooner	25	Both
96573 Amber	5.2 west of Sooner	20	West
96586 Williams	5.4 west of Chickasha	6	East
96587 Norge	6.1 west of Chickasha	8	East
96615 Elgin	9.7 west of Cyril	8	East
96652 Indianola	8.1 west of Cache	4	East
96676 Headrick	11.2 east of Altus	30	Both
96695 Olustee	8.3 west of Altus	65	Both
96703 Creta	6.7 east of Eldorado	31	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance from Cherokee Yard
				Office Calls	Rule 6	
	96426		426.9	CY	CHEROKEE YARD	0.0
					18.9	
7.865	96046		445.8		MANFORD	18.9
					23.5	
	96069		469.3		CASEY	42.4
					2.4	
	96072		471.7		CAMP	44.8
					6.3	
7.736	96078		478.0		PAWNEE	51.1
					1.7	
			479.7		A.T.S.F.	52.8
					10.9	
8.946	96091		490.6		MORRISON	63.7
					12.0	
	96103		502.6		BLACK BEAR	75.7
					6.1	
			508.7		A.T.S.F.	81.8
					0.1	
	96109		508.8		PERRY	81.9
					16.9	
8.048	96125		525.3		CALLAHAN	98.8
					7.6	
			533.3		A.T.S.F.	106.4
					0.7	
	96134		534.0		FAIRMONT	107.1
					9.0	
			543.0		A.T.S.F.	116.1
					0.1	
	96143		543.1		STEEN	116.2
					1.1	
			544.2		U.P.	117.3
					1.3	
	96145		545.5	EN	ENID	118.6
					2.7	
	96148		548.2		BLANTON	121.3
					6.2	
	96155		554.4		CARRIER	127.5
					8.4	
	96163		562.8		GOLTRY	135.9
					6.5	
	96169		569.3		HELENA	142.4
					5.1	
	96174		574.4		MCWILLIE	147.5
					5.8	
			580.2		A.T.S.F.	153.3
					0.3	
	96181		580.5		CARMEN	153.6
					8.1	
	96189		588.6		DACOMA	161.7
					6.4	
	96195		595.0		HOPETON	168.1
					6.8	
	96202		601.8	AV	AVARD	174.9
					10.7	

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.

96205		612.5	WQ	WAYNOKA	BK	185.6
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BN Radio Channel No. 2 in service in this Subdivision.

BN Radio Channel No. 1 in service at Cherokee Yard.

Train Dispatcher Calls-Mannford-63, Pawnee-73, Perry-83, Enid-93, Helena-43, Avard-23.

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

	Freight
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 445.0 Until engine over crossing	45 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	30 MPH.
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 580.4 and 581.0 Until engine through limits	45 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.
Switches and Auxiliary Tracks.	
Maximum speed permitted through turnout of other than main track switches.....	10 MPH.
Each end of sidings between Avard and Waynoka (except those listed below).....	40 MPH.
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. TWC Instructions-

TWC- In effect between:

MP 428.0 and MP 542.0
MP 548.1 and MP 600.0

At Cherokee Yard and Enid, when operators are on duty they will deliver track warrants and track bulletins to train crews. When operators are not on duty, train crews will remove track warrants and track bulletins from printer.

Trains will secure ATSF track warrant 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 track warrant authority and instructions, if any, authorizing movement Avard to Enid.

Maintenance of Way- Track Warrant authority will be issued to permit occupancy of main track when lineup is not in effect or will prevent movement.

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

5. 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

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.

7. 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 9.

8. Special Conditions-

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

9. 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.

10. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
96032 Shirk	5.1 west of Cherokee Yd.	5	West
96055 Teriton	9.6 west of Mannford	6	West
96062 Hallett	7.8 east of Casey	10	East
96085 Lela	5.1 east of Morrison	26	Both
96118 Lucien	9.1 west of Perry	89	Both
96127 Covington	1.0 west of Callahan	15	Both
96139 Shea	4.4 east of Steen	36	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS		Distance from Estelline
				Office Calls	Rule 8	
	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	486	306.4	STERLEY	JY	69.7
				15.2		
			321.6	A.T.S.F.	UY	84.9
				2.7		
	88787		324.3	CG PLAINVIEW	ABKTY	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	TY	130.9

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

1. Maximum Speeds Permitted - Zone-Between

	Freight
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. TWC Instructions-

TWC- In effect between Estelline and MP 365.2.

At Plainview, when operators are on duty they will deliver track warrants and track bulletins to train crews. When operators are not on duty, train crews will remove track warrants and track bulletins from printer.

Maintenance of Way- Track Warrant authority will be issued to permit occupancy of main track when lineup is not in effect or will prevent movement.

4. **Rule 99-** When flagging is required, distance will be 1.0 mile.

5. **Rule 93-** Yard limits in effect between-

MP 304.9 and MP 307.3
MP 320.0 and MP 330.0
MP 365.2 and MP 368.4

6. **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.

7. **Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
88764 South Plains	5.1 east of Sterley	45	Both
88777 Cereal	7.6 west of Sterley	16	East
88790 Occidental Chemical	3.7 west of Plainview	23	Both
88791 Wasson	3.8 west of Plainview	15	East
88795 Boone	7.4 west of Plainview	6	West
88796 Wright	8.4 west of Plainview	10	Both
88798 Edmonson Coop	1.4 east of Edmonson	13	West
88808 Grisham	7.2 west of Edmonson	14	Both
88813 Hilburn	1.9 east of Hart	20	West
88816 Custom Farm Supply	8.7 east of Dimmitt	5	West
88822 Roy	8.1 east of Dimmitt	12	Both
88827 Red Barn	5.2 east of Dimmitt	4	West
88829 Goodpasture	2.2 east of Dimmitt	18	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Sterley
	88769		306.4	STERLEY	JY	0.0
3,850	89007		313.1	LOCKNEY		6.6
			314.1	A.T.S.F.	U	7.5
	89026	487	332.7	PETERSBURG	TWC	26.2
2,541	89044		349.6	KITALOU	U	43.2
			358.5	A.T.S.F.	IY	52.0
	89054		360.1	BU LUBBOCK	BKTY	53.6

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

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

Freight

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. **TWC Instructions-**

TWC- In effect between MP 307.3 and MP 356.3.

At Lubbock, when operators are on duty they will deliver track warrants and track bulletins to train crews. When operators are not on duty, train crews will remove track warrants and track bulletins from printer.

Maintenance of Way- Track Warrant authority will be issued to permit occupancy of main track when lineup is not in effect or will prevent movement.

4. **Rule 99-** When required to flag, distance will be 1.0 mile.

5. **Rule 93-** Yard limits in effect between-

MP 306.4 and MP 307.3
MP 356.3 and MP 360.1

6. **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.

7. **Special Conditions-**

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

8. **Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
89017 Barwise	10.4 west of Lockney	30	East
89036 Heckville	7.8 east of Kitalou	11	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Valley Jct.
	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	STAMFORD	BKTY	111.1
	88351		151.3	ABILENE	BKTY	149.7

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

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

Freight

Valley Jct. and Abilene 25 MPH.
MP 9.3 and MP 12.0 10 MPH.
MP 50.0 and MP 54.1 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 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. **TWC Instructions-**

TWC- In effect between MP 8.0 and MP 141.0.

At Stamford, when operators are on duty they will deliver track warrants and track bulletins to train crews. When operators are not on duty, train crews will remove track warrants and track bulletins from printer.

Maintenance of Way- Track Warrant authority will be issued to permit occupancy of main track when lineup is not in effect or will prevent movement.

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

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. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
88214 Holiday	12.5 west of Valley Jct.	21	Both
88285 Weinert	9.2 west of Munday	34	Both
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 Lanus	5.9 east of Abilene	15	East

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 UP	
794	Saginaw UP-ATSF Interlocking	
1146	Irving	
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

FORT WORTH DIVISION

27

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, 8th, 9th and 10th Subs-	(417) 864-2261
864-2268	1st, 2nd to Wichita Falls	800 842-5308 (417) 864-2268
864-2267	2nd Wichita Falls to Amarillo	800 842-5807 (417) 864-2267
284-2234	Chief Dispatcher 3rd Sub	
284-2247	Asst. Chief Dispatcher 3rd Sub	(308) 345-2496
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	800 637-4010 (417) 864-2240
864-2247	4th Sherman to Irving (0600 - 2200)	800 343-2989 (417) 864-2247
864-2595	(2200 - 0600)	(417) 864-2595
864-2595	5th and 6th Subs 2200 - 0600 and weekends	(417) 864-2595 800 343-2789
864-2247	7th Sub (0600 - 2200)	(417) 864-2247
864-2595	(2200 - 0600) and weekends	800 343-2989 (417) 864-2595
864-2267	8th, 9th and 10th Subs	800 842-5807 (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	Quanah	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	Channing	1	Unattended
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	289-2204
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

FORT WORTH DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - OCTOBER, 1989

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
0485	9.10	M/O of tower & interlocker at Saginaw, TX	J 3030	1047	533.30	M/O of automatic interlocker at Fairmont, OK	J 2239
0485	114.10	Wages of roadmaster T/R 061-171, Pos 015 for supervision of M/O to joint trackage in Wichita Falls, TX	J 3043	1047	545.40	Extraordinary & unusual M/O expense of signal at 47th St in Enid, OK	J 2237
0485	114.20 114.98	Wages of dispatchers T/R 060-100, Pos 017, 018, 202, 203 & 302 & operators T/R 052-102, Pos 001, 003 & 005 for control of dbl. M/L between the MKT connection near Caroline St to 7th St in Wichita Falls, TX	J 3044	1047	601.00 602.00	M/O of trackage known as "Red Track" in Avar, OK	J 2217
0485	114.20 114.98	M/O of joint track (except rail) bridges & signals on double main line in Wichita Falls, TX	J 3045	1142		M/O of storage tracks serving Union Equity Elevator in Enid, OK	J 2220
0485	114.20 114.98	M/O (except rail) to turnouts leading from joint to non-joint tracks on double main line in Wichita Falls, TX	J 3046	1142		M/O of main lead track serving Union Equity Elevator in Enid, OK	J 2221
0485	114.20 114.98	Maintenance of rail to turnouts leading from joint to non-joint tracks on dbl M/L in Wichita Falls, TX	J 3047	1142		Unusual & Extraordinary M/O of auto grade xing protection device at Willow Avenue, Enid, OK	J 2222
0485	334.0	M/O of automatic crossing signals on Bull Road in Amarillo, TX	J 3025	1142		M/O of trackage serving General Mills Elevator Switch 1 (Continental) and Switch 2 (Crossover) in Enid, OK	J 2223
0487	360.00	M/O of 448 feet of Compress Co Spur track in Lubbock, TX	J 2212	1142		M/O of trackage serving General Mills Elevator Switch 3 & trackage from Switch 5 to 880 feet past Switch 1 in Enid, OK	J 2224
0492	57.40	M/O of 4,379.40 feet of jointly owned tracks between Belt Jct & Bird, TX plus 1,427 feet jointly owned industry track & turnout	J 2204	1142		M/O of trackage serving the Feuquay Elevator in Enid, OK	J 2225
0492	57.40	M/O of 3 T/O s in jointly owned track between Belt Jct & Birds, TX which lead to non-joint BN tracks	J 2205	1142		M/O of ATSF connections to cross BN M/L at the CRIP interlocker, Enid, OK	J 2226
0762		M/O of joint terminal yard tracks in Wichita Falls, TX	J 3048	1142		M/O of BN city lead connection near the CRIP interlocker in Enid, OK	J 2227
1002	583.80	M/O of station at Paris, TX	J 2206	1142		M/O of trackage between ATSF connections to cross BN M/L at CRIP interlocker, Enid, OK	J 2228
1002	583.80	Wages, personal expense & phone of agent T/R 122-196, Pos 001 & the utilities of the station at Paris, TX	J 2207	1142		M/O of Switches 11, 12, 13, 14 & 29 including Pillsbury lead track in Enid, OK	J 2229
1002	583.80	Wages, personal expense & phone of agent T/R 122-196, Pos 001 & the utilities of the station at Paris, TX	J 2208	1142		M/O of Switch 30 & trackage between Switch 30 & Switch 10 in Enid, OK	J 2230
1002	583.80	Utilities for xing signals at Loop 286 SW and at FM 1499 at Paris, TX	J 2209	1142		M/O of Switches 18, 19, 20, 21 & 22 in Enid, OK	J 2231
1003	535.80	M/O of interlocker in Greig, OK	J 2203	1142		M/O of trackage between "B" 185 feet north of Switch 30 & Switch 17, Enid, OK	J 2232
1003	541.00	Extraordinary or unusual expense for xing signals & gates Shartel Avenue, Oklahoma City, OK	J 2246	1142		M/O of Switches 32, 33 & 34 in Enid, OK	J 2233
1003	688.10	Extraordinary or unusual expense for M/O of interlocker in Altus, OK	J 2202	1142		M/O of Switch 35 & trackage between Switch 35 and Point "B" in Enid, OK	J 2234
1046	519.60	Extraordinary or unusual expense for M/O of interlocker at Holdenville, OK	J 2243	1142		M/O of signals between Switch 35 & Switch 17 in Enid, OK	J 2235
1046	708.10	Maintenance of signals - State Highway 114, in Irving, TX, BN 76682	O85TU000001	1142		Unusual & extraordinary M/O of CRIP auto interlocker in Enid, OK (Usual M/O is flat rated)	J 2236
1047	479.70	M/O of interlocker at Pawnee, OK	J 2242	1149		M/O of yard tracks, bridges, crossing signals & yard crew wages	J 2207
1047	508.80	Unusual & extraordinary M/O of automatic light signals at Cedar St in Perry, OK (usual expense is flat rated)	J 2245	N/A		This code is used to gather the expenses related to the Grainbelt Corp shortline from Enid, OK to Davidson, OK	J 8007
				N/A		This code is used to gather the expenses related to the sale of fuel to the Arkansas & Missouri RR	J 8020

CHIEF MEDICAL OFFICERS

29

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 (Fort Worth Division)

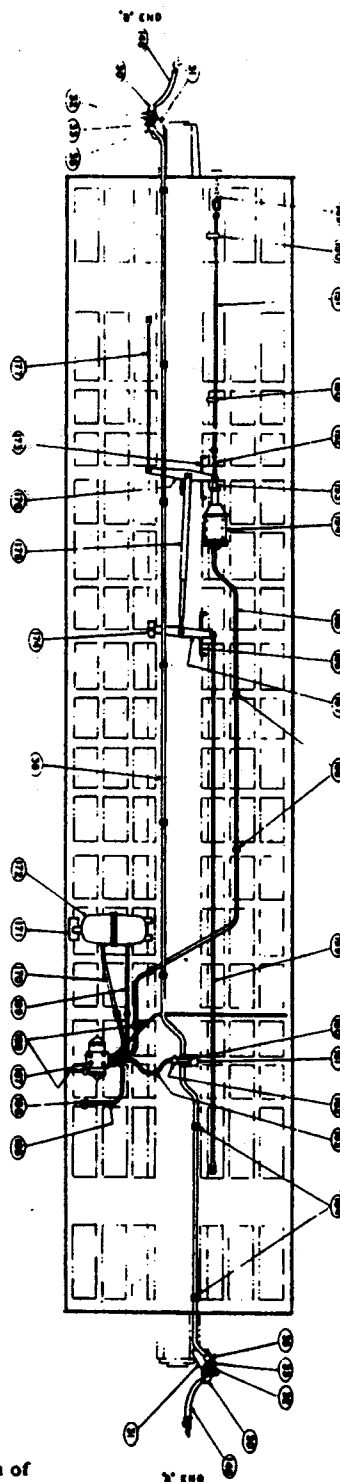
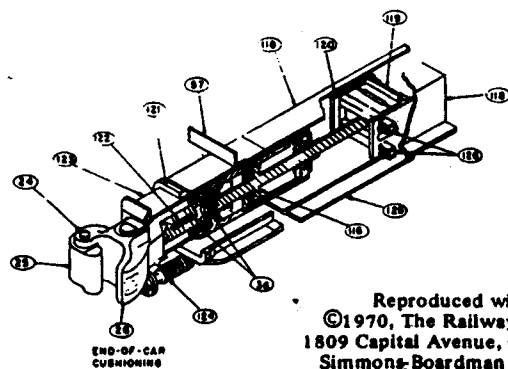
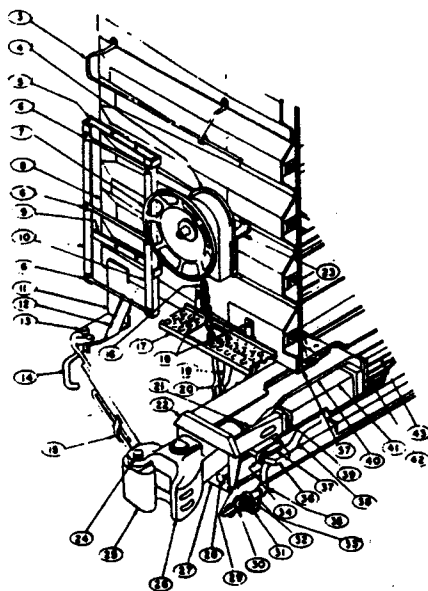
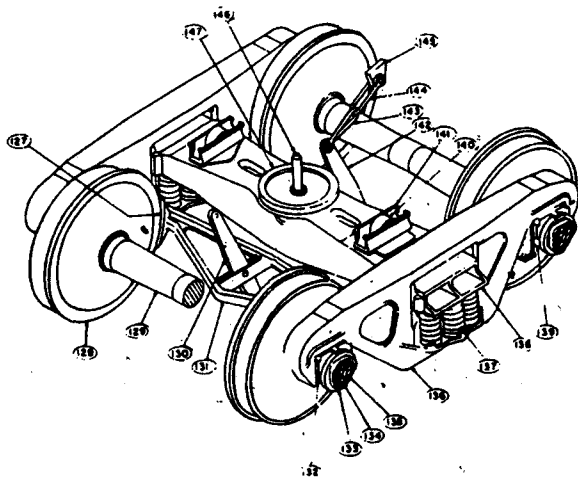
Dr. Bobby J. Estes Abilene
 * Drs. Steve/Joan Carpenter Ada
 Dr. Peter Fagan Amarillo
 Dr. D. A. Frank Amarillo
 Dr. Woolworth Russell Amarillo
 Dr. James D. Nettles Arlington
 Dr. Joe Womble Arlington
 * Bowie Clinic Bowie
 * Fox Clinic Inc. Childress
 Dr. Mark Van Wormer Clayton
 Medical Arts Clinic Corsicana
 Dr. Allen Graff Dalhart
 High Plains Clinic Dimmitt
 Medical Arts Family Practice Enid
 Fairfield Clinic Fairfield
 Dr. Paul Goldman Ft. Worth
 Dr. M. Dwain McDonald Ft. Worth
 Medical-Surgical Clinic, (4 Locations) Ft. Worth
 Dr. Donald Hopkins Ft. Worth
 Dr. R. E. Snyder 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
 Dr. K. C. Kleinschmidt 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
 Dr. Larry Sumner Plainview
 * Quanah Clinic Quanah
 * Martin Memorial Clinic Sapulpa
 Dr. James E. Berry Sherman
 Dr. Jack R. Cox Teague
 Dr. Bill L. Halbert Teague
 Dr. John Gillean Texarkana
 Dr. N. E. Graham Tomball
 * Hillcrest Occupational Medical Services Tulsa
 Dr. Harold Dunlap Tulsa
 * Surgical Services Inc. Tulsa
 * Work-Med 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.

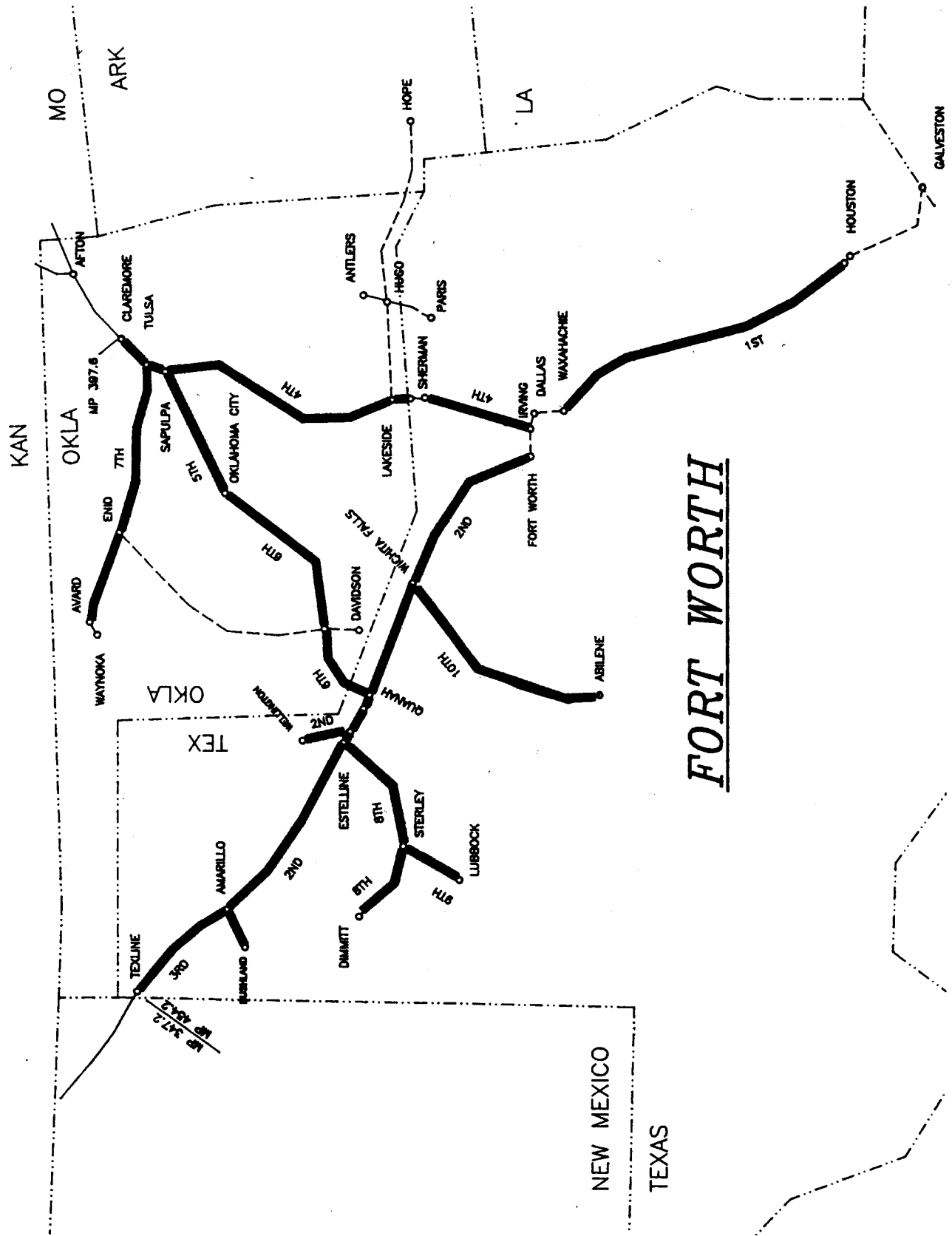
Note: Refer to other division timetables to locate closer doctors.

CAR CHART



3. Horizontal and 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 and 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

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**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

**SAFETY IS OF THE FIRST
IMPORTANCE IN THE
DISCHARGE OF DUTY**

TRACK BULLETIN FORM B

The engineer must attempt to contact employee 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."

(1) 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.

(2) 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.

(3) 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 employee in charge as prescribed by example (1) above.