

D. L. Prewett - Supt. Operations, Fort Worth

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J. GERLEMAN	Trainmaster	Enid
D. L. BANTER	Trainmaster	Teague
K. W. SEWELL	Trainmaster	Houston
J. B. FOGLEMAN	Road Foreman	Madill

R. W. Baker - Supt. Operations, Amarillo

D. A. ADAMS	Manager Operating Practices	Amarillo
R. E. RUST	Trainmaster	Oklahoma City
W. C. BLACKLER	Trainmaster	Wichita Falls
K. R. LARSEN	Trainmaster	Wichita Falls
W. A. GIBSON	Trainmaster	Amarillo
C. E. WENDT	Trainmaster	Amarillo
G. E. JORDAN	Trainmaster	Amarillo

W. D. Macormic - Supt. Terminal Operations, Tulsa

D. L. HIBNER	Asst. Supt. Terminal Operations	Tulsa
W. P. MACKENZIE	Terminal Trainmaster	Tulsa
F. R. GULLEDGE	Terminal Trainmaster	Tulsa
A. MARDEN	Terminal Trainmaster	Tulsa
D. D. HEFLEY	Terminal Trainmaster	Tulsa

W. T. Reilly - Supt. Terminal Operations, Fort Worth/Irving

T. L. BOURZIKAS	Asst. Supt. Terminal Operations ..	Fort Worth/Irving
T. L. TAYLOR	Terminal Trainmaster	Fort Worth/Irving
D. L. STULL	Terminal Trainmaster	Fort Worth/Irving
E. A. CHESTER	Terminal Trainmaster	Fort Worth/Irving
C. E. PAYNE	Terminal Trainmaster	Fort Worth/Irving
A. H. GONZALAS	Terminal Trainmaster	Fort Worth/Irving
R. E. ROBERTS	Terminal Trainmaster	Fort Worth/Irving

Division Dispatcher Offices

D. H. JETER	Chief Dispatcher	Springfield
L. J. BYBEE	Chief Dispatcher	Springfield
B. G. GILBERT	Chief Dispatcher	Springfield
G. D. HOPKINS	Chief Dispatcher	Springfield
M. D. POTTHOFF	Chief Dispatcher	McCook

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FORT WORTH DIVISION

TIMETABLE NO. 3

IN EFFECT AT 0001
Continental Central Time

Sunday
April 7, 1991



Senior Vice President Operations
R. S. HOWERY

Vice President Transportation
W. A. HATTON

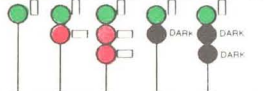

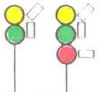

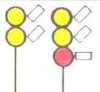

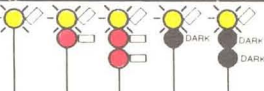

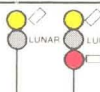

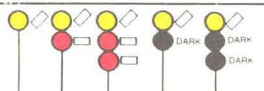

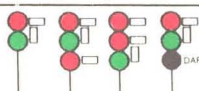

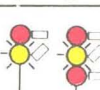

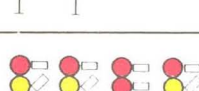

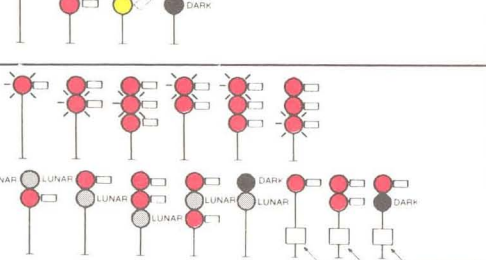

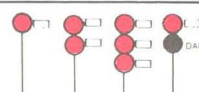

Division General Manager
A. J. THOMPSON

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.




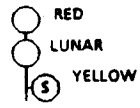



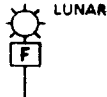
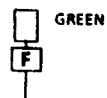


BLOCK AND INTERLOCKING SIGNALS

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.

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 100 Tons/OB and over	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 BN 979019-979024, BN 979026-979036	35 MPH	25 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, unless conductor's wheel report, generated by computer, indicates there is no speed restriction. Timetable speed restriction will apply to cars not printed on wheel report or picked up en route	45 MPH	45 MPH
Empty flat cars: NP 62300-62949, NP 66100-66249	45 MPH	45 MPH
Empty gondolas designated: G1, G2, G3, G4, G5, G6, GC, GE, GF, GS, GS2, MGT and MG5 except BN 580400-580609	50 MPH	50 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 apply when operating on jointed rail:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain a minimum 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 coupled locomotives in a consist (including helpers) must not exceed 10.

The number of powered axles in a locomotive consist (including helpers) must not exceed 36, for either power or dynamic braking operation.

All locomotives in the head end or helper consist, equipped with multiple unit (MU) air and electrical connections must be connected for multiple unit operation.

Hauled-In-Tow

The number of locomotives hauled-in-tow, regardless of placement in train must not exceed two times the number of locomotives coupled for 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 or helper consist (hauled-in-tow) must have the Dead Engine Feature cut in and if possible be placed not more than 15 cars from the head end consist to ensure the brakes release.

Alignment Control Couplers or Bolster Stops

Foreign line locomotives and the following BN locomotives are not equipped with alignment control couplers or bolster stops:

5-585, 1000-1004, 1400-1438, 1966-1970, 6100-6237, 9900-9925.

Unless otherwise authorized, locomotives not equipped with alignment control couplers or bolster stops must be handled as follows:

Trains consisting of 15 cars, or less - No placement restrictions.

Trains consisting of more than 15 cars - Must have the rear locomotive equipped with an alignment control coupler or bolster stop if there are 18 or more powered axles in the locomotive consist and the trailing tonnage exceeds 5000 tons. When more than one locomotive not equipped with alignment control couplers or bolster stops is hauled-in-tow they must not be coupled together and must be placed no nearer than 5 nor more than 15 cars from the head end consist.

3. Manned Helper Operations

Locomotives used in helper service must be equipped with alignment control couplers or bolster stops. However, a single non-equipped locomotive may be used when placed between locomotives which are equipped.

When helpers shove on a caboose, employees are prohibited from occupying that caboose.

Helpers must not shove on a caboose equipped with friction bearings.

Helpers must not be used on the rear of trains handling empty 80 feet or longer equipment unless Individual Subdivision Special Instructions specify a safe buffer between such cars and the rear end helpers.

Unless Individual Subdivision Special Instructions specify otherwise, the following placement restrictions apply to helper operations:

Helpers of 6 powered axles or less - No placement restrictions apply.

Helpers of 12 powered axles or less - May be operated at the rear of the train either ahead or behind the caboose.

Helpers exceeding 12 powered axles must be cut into the train at a location which equals the tonnage rating of the helper consist. The train dispatcher will advise the conductor of the tonnage rating of the helpers, so the proper placement can be determined.

Not more than 24 powered axles can be used in helper service or in the head end consist when helpers are being used, unless helping a loaded coal train consisting entirely of grade "E" steel couplers.

Coal trains consisting entirely of grade "E" steel couplers may have 36 powered axles in the head end consist. If the helper consist has less than 24 powered axles they may shove on the rear of such trains. If the consist has 24 powered axles they must cut in ahead of the caboose.

The following 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

3A. Locomotive Restrictions

Locomotive restrictions indicated in Item 2, Individual Subdivision Special Instructions, are based on locomotive axle count and, when necessary, locomotive weight. **Locomotive Information Chart** indicates maximum weight for each model. If actual weight cannot be determined, use weight shown in chart.

Locomotive Information Chart

Model	Axles	Horse-power	Maximum Weight (pounds)
SW1	4	600	198,000
SW9	4	1200	250,000
SW10	4	1000	250,000
SW12	4	1200	250,000
SW15	4	1500	262,000
NW12	4	1200	252,000
MP15	4	1500	261,000
F9, F9-2	4	2000	241,000
E9	6	2400	218,000
GP5	4	1350	243,000
GP9	4	1750	259,000
GP10	4	1800	260,000
GP15, GP15-1	4	1500	258,000
GP18	4	1800	248,000
GP20	4	2000	261,000
GP35	4	2500	262,000
GP38, GP38-2	4	2000	285,000
GP39, GP39-2	4	2300	261,000
GP40, GP40-2	4	3000	278,000
GP50	4	3600	275,000
SD9 (by unit numbers)			
6100 - 6126	6	1750	346,000
6127 - 6237	6	1750	326,000
6240 - 6247	6	1750	368,000
SD38, SD38-2	6	2000	391,000
SD40, SD40-2	6	3000	420,000
SD42	6	3000	415,000
SD60M	6	3800	401,000
B30-7	4	3000	275,000
B32-8	4	3200	270,000
B39, B39-8	4	3900	280,000
C30-7	6	3000	417,000
U30-B	4	3000	268,000
U30-C	6	3000	411,000

4. Equipment Restrictions

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

Outfit cars **EXCEPT** univans

Scale test cars **EXCEPT** BN 979019-979024 and BN 979026-979036.

Scale test cars BN 979004, BN 979006 and BN 979012 are not equipped with air brakes and must be placed next ahead of the last car in cabooseless 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 (Cars belonging to the Department of Defense) - Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

Loaded ribbon rail cars must not be:

1. Coupled to other cars except buffer cars. Buffer cars will be placed ahead of and behind ribbon rail cars at weld plant.
2. Handled in freight service with other cars.
3. Separated for maintenance or repairs unless under direct supervision of a roadmaster.

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.

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.

The tonnage chart distribution profile on the bottom of the wheel report designates cars 50 feet or less with an "S" and cars 80 feet or longer with an "L" in the LEN (length) category.

Individual platforms of multi-platform and stack cars are less than 50 feet in length. These cars must be considered a "short car" for the purpose of these restrictions.

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) and the trailing tonnage of the train does not exceed 4,800 tons, no placement restrictions apply. When trailing tonnage exceeds 4,800 tons, empty multi-platform or stack cars must be placed in the rear half of the train's trailing tonnage. When trailing tonnage exceeds 8,500 tons, empty multi-platform or stack cars must be placed in the rear fourth of the train's trailing tonnage.

Blocks of 20 or more loads (100 tons or more per car) must not be handled behind empty multi-platform or stack cars.

If helper locomotives are used to push trains with empty platform(s), the number of powered axles in the helper consist must not exceed 12.

5. Car Weight and Length Restrictions

Cars weighing:

- a. 177,000 pounds or less must be at least 35 feet long.
 - b. 177,001 to 220,000 pounds must be at least 38 feet long.
 - c. 220,001 to 263,000 pounds must be at least 44 feet long.
 - d. 263,001 to 286,000 pounds must be at least 52 feet long.
 - e. 220,000 pound ore cars 24 feet long (BN 95500-95891, 96044-96085).
 - f. 263,000 pound ore cars 35 feet long (BN 99000-99949).
- Weights indicated represent the maximum gross weight of a four axle car.

Length of car is measured from coupler face to coupler face.

Cars in categories **a**, **b**, **c** and **d** are permitted on all main tracks. **Exception:** Categories not permitted on a subdivision will be specified in Item 2 of that subdivision's special instructions.

Cars that are either heavier than these restrictions or are shorter than the minimum length specified for their weight class are not permitted without authority of division general manager.

Loaded ore cars in categories **e** and **f** are not permitted unless explicitly stated in Item 2 of Individual Subdivision Special Instructions.

Commodities loaded in cars other than those specified in categories **e** and **f** are subject to restrictions in categories **a**, **b**, **c** and **d**.

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 ends 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 are 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 106(5) 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.

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	<p>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</p> <p>Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>	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	<p>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</p> <p>Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>Observe track center restrictions for 12 ft. wide loads.</p>	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	<p>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</p> <p>Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p>	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	<p>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</p> <p>Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
ECHO	<p>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</p> <p>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
FOXTROT	<p>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</p> <p>Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
GOLF	<p>LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. INCLUSIVE</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>	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 trackside warning detector ineffective, speed of 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 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

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

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

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service trackside 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 trackside 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 trackside 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 trackside warning detectors is shown under Individual Subdivision Special Instructions.

Trackside Warning Detector - Radio Reporter

Except in emergency, radios must not be used while train is within 150 feet of trackside 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 trackside 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.

Trackside 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 10/1/90.

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 J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

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:

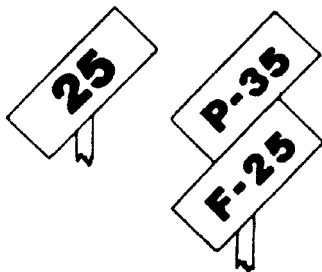
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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.

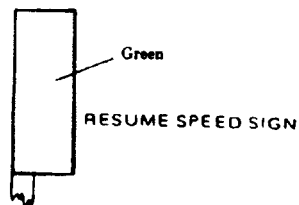
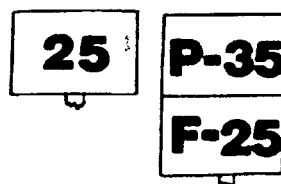
At the end of a reduced speed zone, a train or engine will be governed by a Speed Sign displaying a higher speed or a Resume Speed Sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

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



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 25(A) - new rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking

devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

(3) **WARNING SIGNALS** - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

Rule 82 - 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 84 - new rule added.

Rule 84. BACK UP MOVEMENT: A train may back up on the main track to pick up a member of the crew under conditions listed below. When movement is made under the following conditions, restricted speed does not apply. Such back up movement:

- (1) Is limited to the train's authority. Such authority may be in one direction or in both directions,
- (2) Must not enter or foul a private or public road crossing except as provided by Rule 103,
- (3) Must not be made into or within yard limits,
- (4) Must not exceed the train's length, and
- (5) Cannot be made unless permission has been obtained from the train dispatcher. Dispatcher must not grant permission when:
 - (a) Train location line-up is in effect in the limits affected.
 - (b) Other authority is in effect in the same or overlapping limits.

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 - following new last paragraph is added:

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

Rule 103(P) - cancel third paragraph reading:

When a sign reading "OCCUPIED OUTFIT CARS" is attached to switch, or to cars, cars must not be coupled to or moved until occupants have been notified and permission given by the foreman or his representative.

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 450(A) - new rule added.

450(A). CHANGE OF ENGINE: When necessary to change the address of a track warrant with only Item 16 checked, the identifying engine number may be corrected on verbal authority of the train dispatcher. Track warrant number may be changed when necessary as authorized by the dispatcher. Instructions received must be repeated to the dispatcher by receiving crew member who must notify other crew members of the correction. Rule 406 is modified accordingly.

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		 BALTIMORE & ANNAPOLIS RAILROAD	
No. _____	Date _____	19__	
TO _____	AT _____		
_____	AT _____		
_____	AT _____		
_____	AT _____		
			
OK _____	COPIED BY _____	DISPATCHER _____	

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. INSTRUCTIONS FOR AGENTS, CONTROL OPERATORS, CLERKS/OPERATORS, BRIDGETENDERS Changes and Additions

Item 6-L - new item added.

L. When protection of occupied outfit cars is provided by control operator as prescribed by Rule 25(A)(2)(b), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

Item 6-M - new item added.

M. When protection of employee on, under or between rolling equipment is provided by control operator as prescribed by Rule 26(2)(c), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

15. 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 J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99 of the General Code of Operating Rules. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

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 25(A) - New rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words OCCUPIED CAMP CAR in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailling position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.


(3) **WARNING SIGNALS** - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

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

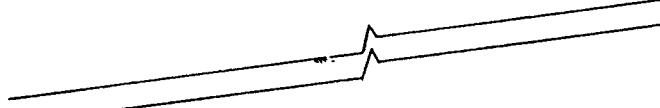
15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D  **BURLINGTON NORTHERN RAILROAD**

No. _____ Date _____ 19__

TO _____	AT _____
_____	AT _____
_____	AT _____
_____	AT _____



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

Printed in U.S.A.

16. 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 canceled. 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 canceled.

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 division general manager.

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.

17. Automatic Cab Signals

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

18. Helper Behind Caboose

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

19. Trackman's Train Location Line-up

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

20. Certificate of Rules Examination

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

21. Dumping Toilets

Except when discharged into appropriate container, dumping of toilets from NRPC equipment is prohibited while:

- a. Passing through limits of Track Bulletin Form B.
- b. In Nelson Bennett, Seattle, Everett, Cascade and Flathead tunnels.

Train and engine crews will coordinate their efforts to ensure compliance. Train crews are responsible for notification of on board service personnel. Speed Sensor Override Switch must not be placed in **DUMP BELOW 25 MPH** position except when an employee is in attendance.

22. NRPC Stops

Except for emergency conditions or when required by rule, NRPC passenger trains will not make an unscheduled stop unless authorized by the train dispatcher.

23. 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 General Manager'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.

24. 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:

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

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 CompuChem Laboratories and the medical facility will Express Mail the sample to CompuChem Laboratories.

SPECIAL INSTRUCTIONS

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 CompuChem Laboratories P. O. Box 12652, 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652 ATTN: Clinical Receiving Dept., and a third for CompuChem Laboratories, Attention: Special Division 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652. The procedures for shipping the specimen to CompuChem Laboratories Special Division 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 CompuChem Laboratories will be released only to the Chief Medical and Safety 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 and Safety 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:

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

3. The test results from CompuChem Laboratories are released only to the Chief Medical and Safety 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 and Safety Officer, or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical and Safety Officer.

25. Physical Examinations

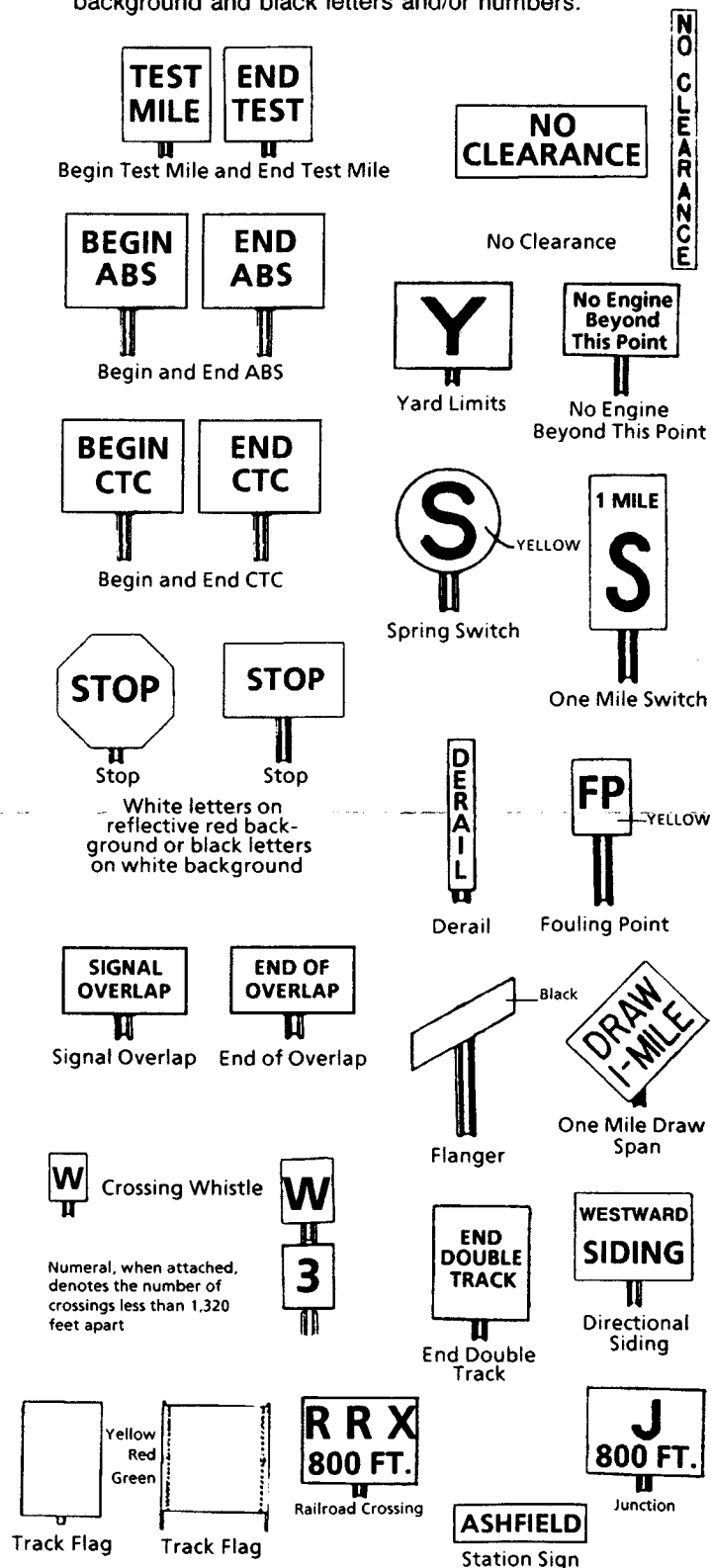
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

26. Division Instructions

See back of timetable for instructions that apply to all or most subdivisions of this division.

27. Roadway Signs-

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



28. Tonnage Profile Chart

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 808

15-JAN-91 22:42

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

b. STATION LDS MTYS TONS FEET

TOTALS 52 11 6452 3736 63 CARS 1 CABS 2 ENGS

c. 102 TONS/OP. BRAKE

d. TON

```

150 ..
140 ..
130 ..X          X XXXXX      XXXX X XX XXXXXX
120 ..X X      X          X XXXXXXXXXXX XXXX X XX XXXXXX X X X
110 ..X X      XX XXXXX    X XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XX X XXX XXXX
100 EEX X      XX XXXXX X  X XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXC
 90 NNX X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXA
 80 GGX X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXB
 70 ..X X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXX.
 60 ..X X      XX XXXXX XXXX XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXX.
 50 ..X X      XX XXXXX XXXX XXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXX XXXXXXXX XXXX.
 40 ..X XX     XX XXXXX XXXX XXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXX XXXXXXXX XXXX.
 30 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX.
 20 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX.

```

e. LEN

S S SSS SS

LL S

S

LL LSS

f. SPH

D*

D

**** ***** *

C=CAU D=DAN E=EXP H=HWI P=POG R=RM * =ALL OTHER SPHOLG CODES

NOTES:

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

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

Special Handling Codes shown on wheel report.

CCR Customer Chassis Required
 COM Combustible
 CRO Circus Ramp
 DAN Dangerous
 DNH Do Not Hump
 EHI Excessive Height or Weight
 Not Being Handled as a
 Hi-Wide or Overload
 EPG Explosives and Poisen Gas
 EXP Explosives
 HFR Home For Repair
 HIV High Value Load
 HWI High Wide
 INB In Bond
 MIC Person in Charge of Car

MRE Mechanical Refrigeration
 NPR No Placard Required
 ORM Other Regulated Material
 PBC Perishable in Boxcar
 POG Poison Gas
 RAM Radioactive Material
 RE Rear Ender
 RII Rejected in Interchange
 RSS Rail Surveillance Service
 R90 Rejected Interchange Rule 90
 SPD Speed Restricted
 Sxx Speed in Miles Per Hour (xx is MPH)
 TSS Tank Surveillance Service
 UOS Unload From One Side Only
 ZIP Expeditor Trains Only

FORT WORTH DIVISION

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
				48.2		

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
				11.5		

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
5,639	40070		70.6	CA CASEY	BY	72.9
7,615	40081		81.2	10.6		
5,368	40085		84.8	ORR		83.5
5,860	40096		96.8	3.6		87.1
			105.6	TOMBALL		
				12.0		
				KAREN		99.1
				8.8		
7,498	40110	492	110.5	A.T.S.F.	A	107.9
	40125		125.3	4.9		
6,360	40130		130.5	SIMMONS		112.8
6,208	40151		151.8	14.8		
6,343	40168		168.5	SHIRO	TWC	127.6
6,115	40185		184.6	5.2	ABS	132.8
	40204		204.3	SINGLETON		
9109	40222		222.4	21.3		154.1
			239.6	NORTH ZULCH		
				16.7		170.8
	40240		239.7	FLYNN		
5,990	40242		241.6	16.1		186.9
5,824	40259		258.7	NEWBY		
3613	40271		270.3	19.7		206.6
	40272		271.1	DO TEAGUE	8KTY	224.7
				18.1		
				STREETMAN		241.9
				17.2		
				S.S.W.	I	242.0
				0.1		
				CORSICANA	Y	243.9
				1.9		
				NORTH CORSICANA	Y	261.0
				17.1		
				BARDWELL		273.2
				12.2		
				WAXAHACHIE	Y	273.9
				0.7		
				JTD JCT.	JY	
				28.2		

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

	40299			ENDOT	J	302.1
				2.6		

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

				NORTH JCT.	J	304.7
				32.4		

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

	40336			PEACH YD.	J	337.1
				4.1		

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

	40341	485	6.1	FR NORTH YARD	BJKY	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

Freight

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

MP 60.5 and MP 67.8 20 MPH.
MP 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 271.0 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 and Equipment Weight Restrictions-

Item 5d not permitted.

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 76.0 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 270.0

6. ABS- MP 57.4 to MP 270.0.

7. Switch Interlocking Instructions-

SSW Crossing Corsicana is a manual interlocking under the supervision of the SSW Operator Tower 26, Houston. If signal does not permit movement communicate with SSW Control Operator at Dallas Belt Jct. for instructions.

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 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.

Centralized 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: Press Keypad Access Digit
RESPONSE: One Second Solid Tone
 Access Digit for Waxahachie 2
 Access Digit for South Dallas 0
 Access Digit for Fort Worth..... 8
 Access Digit for Irving 8 or 0

If response is 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 Peach Yard and JTD JCT. 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
			0.9	HAMPTON	Y	0.9
			2.0	MP 2	Y	2.0
			2.5	RIO	Y	2.5
			3.1	U.P.	IY	3.1
			3.2	S.L. SW	IY	3.2
	40341		6.1	FR NORTH YARD	BKTY	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
7161	40370		34.6	HERMAN		34.6
6,124	40376		40.3	DECATUR		40.3
7,077	40387		50.8	ALVORD		50.8
6,493	40399		63.8	FRUITLAND		63.8
	40404		68.5	BOWIE		68.5
			69.2	U.P.	A	69.2
6,388	40415		79.1	BELLEVUE		79.1
6,969	40425		90.2	DICKWORTHAM		90.2
6,223	40441		105.5	JOLLY		105.5
22,372	40444		111.0	RHEA	Y	111.1
	40449		114.1	W WICHITA FALLS	BKTUY	114.1
	40449		115.0	WEST WICHITA		115.0
			116.1	ORIENT		116.1
	40458		118.4	VALLEY JCT.	J	118.4
6,524	40460		124.3	IOWA PARK		124.3
6,838	40471		135.9	FOWLKES		135.9
	40476		140.3	ELECTRA		140.3
6,273	40483		148.1	HARROLD		148.1
10,493	40499		163.3	VERNON		163.3
6,312	40514		178.7	CHILICOTHE		178.7
			179.0	A.T.S.F.	I	179.0
	40527		191.8	QUANAH	BJKT	191.8
	40532		196.7	ACME		196.7
6,232	40536		200.5	GOODLETT		200.5
6,279	40547		211.7	KIRKLAND		211.7
12,204	40556		220.2	CHILDRESS		220.2
6,277	40563		227.8	CAREY		227.8
7,105	40572		236.7	ESTELLINE		236.7

FORT WORTH DIVISION

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	(Cont'd)2nd Subdiv MAIN LINE STATIONS		Distance from T&P Jct.
				Office Calls	Rule 6	
7,311	40586	485	251.9	MEMPHIS	TWC ABS	251.9
9,165	40599		263.1	11.2 HEDLEY		263.1
7,936	40613		275.7	12.6 CLARENDON		275.7
7,302	40623		288.6	12.9 ASHTOLA		288.6
7,352	40639		304.5	15.9 MALDEN		304.5
	40643		307.9	3.4 CLAUDE	TWC	307.9
7,316	40653		317.7	9.8 KASOTA		317.7
	40671		335.7	18.0 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 East-26, Wichita Falls West CTC-20,
Electra-27, Vernon-28, Quanah-29,
Childress-30, Memphis-31, Clarendon-32, Claude-34, Amarillo-35.

1. Maximum Speed Permitted- Zone-Between

Freight

MP 0.0 and MP 7.6	20 MPH.
MP 7.6 and MP 11.1	30 MPH.
MP 11.1 and MP 237.4 Loaded coal trains	50 MPH.
MP 11.1 and MP 237.4 Empty coal trains	60 MPH.
MP 11.1 and MP 237.4 Freight trains over 100 tons O/B	50 MPH.
MP 25.1 and MP 25.5	55 MPH.
MP 28.6 and MP 30.7	55 MPH.
MP 30.7 and MP 32.3	50 MPH.
MP 38.8 and MP 41.2	50 MPH.
MP 43.5 and MP 46.3	55 MPH.
MP 46.3 and MP 48.0	45 MPH.
MP 68.3 and MP 70.4	30 MPH.
MP 96.0 and MP 96.2	55 MPH.
MP 110.9 and MP 113.0	30 MPH.
MP 115.0 and MP 116.2	20 MPH.
MP 116.2 and MP 119.7	35 MPH.
MP 124.1 and MP 125.1 until engine thru limits	30 MPH.
MP 139.6 and MP 140.7	30 MPH.
MP 162.7 and MP 164.4	30 MPH.
MP 164.4 and MP 166.4	55 MPH.
MP 179.0	30 MPH.
MP 191.9, Until Engine Over Crossing	30 MPH.
MP 192.1 and MP 196.9, Main 1	25 MPH.
MP 219.7 and MP 220.7	40 MPH.
MP 228.5 and MP 231.8	35 MPH.
MP 237.4 and MP 328.0	49 MPH.
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 and Equipment Weight Restrictions-

Item 5d not permitted.

Childress and Wellington- six axle locomotives not permitted.

Six axle locomotives must not to be turned on the wye at Wichita Falls.

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

3. TWC Instructions- Track warrant control in effect between:

MP 11.0 and MP 108.6.
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 108.6 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 7.6 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-

Ft. Worth- Race Track Switch at MP 2.2 may be left lined and locked as last used. When approaching this switch, expect it to be lined and locked against route to be used.

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.

Childress and Wellington- Main track must be inspected before use by trains between Childress and Wellington. Track must not be used by trains unless advised by track bulletin or track warrant that "Track has been inspected between _____ and _____" (limits of movement)

Trains over 100 Tons/OB will not operate through sidings Kirkland and Carey, or use MT1 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
40496 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 and Equipment Weight 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 SPT CO. MP 417.5- GCOR Rule 312(2) A, B, C does not apply at SPT CO. Interlocking.

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

Dispatcher phone has been installed at Interlocking for SPT CO. Control Operator.

7. Special Conditions-

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 438.8-Guy
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	T E A S T W A R D
				Office Calls	Rule 6		
	40671		335.7	AR	AMARILLO	0.0	
					To Bushland 15.0		
8,825	40682		347.3		11.6	11.6	
					GENTRY		
7,229	40691		359.2		11.9		
					BODEN	23.5	
7,573	40708		371.7		12.5		
					TASCOSA	36.0	
7,647	40723		388.1		16.4		
					CHANNING	52.4	
7,387	40738		403.7		15.6		
					HARTLEY	68.0	
			417.5		13.7		
					SPT CO.	81.8	
7,536	40753		417.6		0.1		
				JC	DALHART	81.9	
7,548	40770		434.5		16.9		
					GUY	98.8	
	40777		441.8		7.3		
					PERICO	106.1	
	40788		452.9	Z	TEXLINE	117.2	

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.
Loaded coal trains 49 MPH.
Freight trains over 100 tons O/B 49 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

SOUTHWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS			Distance from Chero- kee Yard	NORTHWARD ↑
					Office Calls	Rule 6			
		96426	1003	426.9	CY	CHEROKEE YARD	BJKT	0.0	
				428.6	WC	WEST CHEROKEE		1.7	
		96431		430.5	NO	NORRIS		3.6	
		96436		435.5	OM	OMA		8.6	
		96438		437.2	SQ	SAPULPA	JT	10.3	
	5,993	94442	1046	442.2	KF	KIEFER		15.3	
	8,504	94456		456.2	BG	BEGGS		29.3	
	6,064	94467		467.2	BT	BUTLER		40.3	
		94469		468.6	OG	OKMULGEE		41.7	
	8,517	94476		476.2	SR	SCHULTER		49.3	
	4,920	94482		482.1	HN	HENRYETTA		55.2	
	8,493	94495		494.7	FD	FRED		67.8	
		94504		504.4	WM	WETUMKA		77.5	
	7,935	94513		513.0	YG	YEAGER		86.1	
				519.6		U.P.	A	92.7	
	6,240	94525		525.0	SP	SPAULDING		98.1	CTC
	9,110	94539		539.1	FC	FRANCIS		112.2	
		94548		548.2	AD	ADA	BK	121.3	
	8,425	94558		558.2	FH	FITZHUGH		131.3	
	8,431	94571		571.0	SC	SCULLIN		144.1	
		94580	579.3	ML	MILL CREEK		152.4		
	8,543	94592	591.8	RV	RAVIA		164.9		
	8,811	94603	603.4	MA	MADILL	BK	176.5		
	8,537	94610	610.6	KT	KINGSTON		183.7		
		94620	620.2	LK	LAKESIDE	J	193.3		
	8,731	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	SOUTH SHERMAN JCT.	YJ	223.0	
8,761	94658		657.7	DORCHESTER		230.8	
	94665		664.8	GUNTER		237.9	
	94674		673.6	CELINA		246.7	
8,821	94680		679.7	PROSPER		252.8	
	94686	1046	685.6	FRISCO		258.7	
	94690		690.3	CAMEY		263.8	
6,261	94695		692.5	HEBRON		265.6	
	94700		699.9	BLISS		273.0	
	94701		700.5	CARROLLTON		273.6	
			700.5	U.P.-S.S.W.	A	273.6	
7,442	94705		704.9	GRIBBLE	Y	278.0	
2,497	94711		709.2	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, Emergency-911.

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 Until engine through limits	30 MPH.
MP 457.7 and MP 458.1	45 MPH.
MP 468.6 and MP 469.3 Until engine through limits	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 Until engine through limits	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 518.3	45 MPH.
MP 518.3 and MP 520.6	25 MPH.
MP 520.6 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 536.5	45 MPH.
MP 535.8 Bridge - trains over 100 tons O/B	25 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 Until engine through limits	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 until engine through limits	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 Until engine through limits	30 MPH.
MP 596.0 and MP 600.0	45 MPH.
MP 602.2 and MP 604.2	45 MPH.
MP 603.2 Until engine over crossing	25 MPH.
MP 605.4 and MP 605.6	45 MPH.
MP 609.4 and MP 611.4 Until engine through limits	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 Until engine through limits	20 MPH.
Through turnouts controlled sidings between Sapulpa and Denison	20 MPH.
MP 664.2 and MP 665.0 Until engine through limits	35 MPH.
MP 673.6 and MP 674.0 Until engine through limits	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: Hebron, Henryetta, Barry, Dorchester, Prosper	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 and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives not permitted on following tracks-

Ada	All former ATSF tracks
Mill Creek	Runaround Track at Sand Plant Team Track. Not more than one six axle locomotive permitted on Old Sand Plant track at Millcreek.
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 Denison and will also receive one track warrant with all Track Bulletins in effect between Denison and Madill.

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-** The following instructions apply to Automatic Switches at Dorchester, Prosper and Hebron.

To operate switch to enter siding, stop with leading wheels of movement within 200 feet of the absolute signal which governs movement over the switch, then crew member of train which is to enter siding will operate push button located on signal mast. After 40 seconds, signal will indicate red over lunar (Rule 241 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, after stopping for signal which governs movement over the switch, crew member of that train will:

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.

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.

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.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Berthold and Niobe	(Thirty-Sixth Subdiv.)	25 MPH.
Niobe and Crosby	(Thirty-Sixth Subdiv.)	10 MPH.
Niobe and Boundary Line	(Thirty-Seventh Sub-	35 MPH.

E S T W A R D	Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	39th Subdiv BRANCH LINE STATIONS		Distance from Watford City	E A S T W A R D
					Rule 6(A)			

Clark- BN Crews will not use Track No. 3 at Meridian Aggrigates facility without the specific authority of Meridian Aggrigates 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 absolute 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. Before making facing point movement over this switch it must be inspected to determine if it is lined for the route to be used, that the switch points fit properly and that lever is secured.

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
94682 Collin	2.7 south of Prosper	24	South
94700 Bliss	at Bliss		Both
94701 Gin Track	0.5 south of Carrollton	15	North
94701 Bayfield Lead	0.6 south of Carrollton	20	South
94704 Gribble Storage	0.7 north 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	SO	SAPULPA	JTY 0.0
6,501	96459		459.0		21.8	21.8
3,992	96478		477.5		BRISTOW	18.5
					STROUD	40.3
5,722	96483		482.6		5.1	
					BINKLEY	45.4
	96485		485.4		2.8	
					DAVENPORT	48.2
	96494		493.9		8.5	
					CHANDLER	56.7
6,354	96510		510.4		16.5	
3,921	96524		523.6		HIBSAW	73.2
					13.2	
					JONES	86.4
					12.2	
					UP-A.T.S.F.	98.6
					3.9	
	96540		539.7	OC	OKLAHOMA CITY	BJKTY 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 and Equipment Weight Restrictions-

Item 5d not permitted

Six axle locomotives 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.

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	10.7 west of Jones	6	West

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS			Distance from Oklahoma City	EAST WARD
					Office Calls	Rule 6			
		96540		539.7	OC OKLAHOMA CITY	BJKTY		0.0	
				542.8	3.1				
					A.T.S.F.	MY		3.1	
	4,058	96554		553.9	11.1				
					MUSTANG			14.2	
	5,174	96567		567.5	13.6				
					SOONER			27.8	
				580.5	13.0				
					U.P.	A		40.8	
	2,231	96581		580.8	0.3				
					CHICKASHA			41.1	
	5,788	96605		604.9	24.1				
					CR CYRIL	Y		65.3	
		96611		610.6	5.7				
					FLETCHER			70.9	
		96626		625.4	14.9				
					FORT SILL	T		85.8	
				629.7	4.2				
					U.P.	MY	TWC	90.0	
	2,604	96630		630.2	0.5				
					LT LAWTON	BKY		90.5	
		96637		636.8	6.6				
					EAGLE	Y		97.1	
	3,032	96644		643.9	7.1				
					CACHE			104.2	
		96664		664.4	20.5				
					SN SNYDER	UJY		124.7	
				686.7	22.3				
					H & E - U.P.	M		147.0	
	1,692	96687		687.2	0.5				
					ALTUS	Y		147.5	
				688.1	0.9				
					A.T.S.F.	A		148.4	
		96709		709.4	21.3				
					ELDORADO			169.7	
		96723		723.3	13.9				
					QUANAH	BJKTY		183.6	

BN Channel No. 2 in service on this Subdivision.
Train Dispatcher Calls-Tuttle 79, Chickasha-81, Cyril-82, Lawton-84,
Snyder-71, Eldorado-72.

1. Maximum Speed Permitted- Zone-Between

	Freight
Oklahoma City and Quanah	40 MPH.
MP 557.8 and MP 589.0	30 MPH.
MP 602.0 and MP 610.5	30 MPH.
MP 610.5 and MP 610.8	25 MPH.
MP 610.8 and MP 691.0	30 MPH.
MP 688.1 through interlocking	20 MPH.
Sidings	10 MPH.
Static Scale-Oklahoma City	5 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives not permitted on the following tracks:

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

Fletcher- Not more than one six axle locomotive is permitted on the Temple Gypsum lead.

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 limits 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 691.0

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 Indianoma	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	BJKRTY	0.0
				18.9		
7,798	96046		445.8	MANNFORD		18.9
				23.5		
	96069		469.3	CASEY		42.4
				2.4		
	96072		471.6	CAMP		44.8
				6.3		
7,736	96078		478.0	PAWNEE	J	51.1
				1.7		
			479.7	A.T.S.F.	A	52.8
				10.9		
8,778	96091		490.6	MORRISON		63.7
				12.0		
	96103		502.6	BLACK BEAR	AJ	75.7
				6.1		
			508.7	A.T.S.F.	M	81.8
				0.1		
	96109		508.8	PERRY	J	81.9
				16.9		
7,751	96125		525.3	CALLAHAN		98.8
				7.6		
			533.3	A.T.S.F.	A	106.4
				0.7		
	96134		534.0	FAIRMONT	TWC	107.1
				9.0		
		1047	543.0	A.T.S.F.	UY	116.1
				0.1		
	96143		543.1	STEEN	Y	116.2
				1.1		
			544.2	U.P.	AY	117.3
				1.3		
	96145		545.5	EN ENID	BJKTY	118.6
				2.7		
	96148		548.1	BLANTON	JY	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		
8,376	96174		574.4	MCWILLIE		147.5
				5.8		
			580.2	A.T.S.F.	M	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	Y ABS	174.9
				10.7		
	96205		612.5	WQ WAYNOKA	BK	185.6

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

BN Radio Channel No. 2 in service in this Subdivision.
BN Radio Channel No. 1 in service at Cherokee Yard.
Train Dispatcher Calls-Mannford-63, Pawnee-73, Perry-83, Enid-53, Helena-43, Avard-23, Emergency-911.

**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 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	10 MPH.
East crossover MP 345.1	30 MPH.
West crossover MP 345.1	10 MPH.
South track to Yard MP 345.2	10 MPH.
Turnout west end two tracks MP 346.9	40 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Goltry- Six axle locomotives cannot operate on Fertilizer Spur Track.

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.

Prior to departing Enid, Westward BN trains will secure ATSF track warrant from ATSF dispatcher, and will observe ATSF track bulletins and ATSF track condition messages (TCM) in effect between Avard and Waynoka.

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 limits 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 Terlton	9.6 west of Mannford	6	West
96062 Hallett	7.7 east of Casey	10	East
96085 Lela	5.1 east of Morrison	26	Both
96118 Lucien	9.6 west of Perry	18	Both
96127 Covington	1.4 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 6	
	40572		236.7		ESTELLINE	0.0
	88732		268.9		TURKEY	32.2
6,739	88742		279.2		10.3 QUITAQUE	42.5
	88769	486	306.4		27.2 STERLEY	69.7
			321.6		15.2 A.T.S.F.	84.9
	88787		324.3	CG	2.7 PLAINVIEW	87.6
	88801		337.5		13.2 EDMONSON	100.8
2,563	88815		351.6		14.1 HART	114.9
	88831		367.6	DM	16.0 DIMMITT	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 and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives not permitted on any track other than 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.

Between Estelline and MP 320.0 (Plainview)- Main track must be inspected before use by trains between Estelline and MP 320.0 (Plainview). Track must not be used by trains unless advised by track bulletin or track warrant that "Track has been inspected between _____ and _____". (limits of movement)

Trains must not occupy highway crossing at MP 279.17, Quitque and MP 301.55, South Plains, until they are assured that highway crossing signal protection is operating.

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
88796 Wright	8.4 west of Plainview	10	Both
88816 Custom Farm Supply	8.7 east of Dimmitt	5	West
88822 Roy	8.1 east of Dimmitt	12	Both
88829 Goodpasture	2.2 east of Dimmitt	18	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv MAIN LINE STATIONS		Distance from Sterley
				Office Calls	Rule 6	
	88769		306.4	STERLEY	JY	0.0
				6.6		
	89007		313.1	LOCKNEY		6.6
				0.9		
			314.1	A.T.S.F.	U	7.5
				18.7		
	89026	487	332.7	PETERSBURG	TWC	26.2
				17.0		
2,541	89044		349.6	KITALOU		43.2
				8.8	IY	
			358.5	A.T.S.F.		52.0
				1.6		
	89054		360.1	BU LUBBOCK	BKTY	53.6

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

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

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

2. **Bridge and Equipment Weight Restrictions-**

Item 5d not permitted.

Six axle locomotives not permitted on any track other than main track and sidings.

3. **TWC Instructions-**

TWC- In effect between MP 307.3 and MP 356.4.

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 356.4 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-**

Between Sterley and MP 356.4 (Lubbock) main track must be inspected before use by trains between Sterley and MP 356.4 (Lubbock). Track must not be used by trains unless advised by track bulletin or track warrant that "Track has been inspected between _____ and _____". (limits of movement)

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

Trains must not occupy highway crossing at MP 312.40, FM 387: MP 313.59, FM 97; and MP 314.0, Highway 70, until they are assured that highway crossing signal protection is operating.

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	10th Subdiv MAIN LINE STATIONS		Distance from Valley Jct.
				Office Calls	Rule 6	
	40458		0.0	VALLEY JCT.	JY CTC	0.0
				25.7		
	88227		27.3	DUNDEE		25.7
				24.6		
	88252		51.9	SEYMOUR		50.3
				11.5		
	88263	490	63.4	BOMARTON		61.8
				7.1		
	88271		70.5	GOREE		68.9
				5.3	TWC	
	88276		75.8	MUNDAY		74.2
				21.1		
	88297		96.9	HASKELL		95.3
				15.8		
	88313		112.7	S STAMFORD	BKTY	111.1
				38.6		
	88351		151.3	A ABILENE	BKTY	149.7

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

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

Valley Jct. and Abilene 25 MPH.
MP 6.2 and MP 6.3 10 MPH.
MP 9.3 and MP 12.0 10 MPH.
MP 40.0 and MP 54.1 10 MPH.
MP 75.5 and MP 76.7 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.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives 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 Holliday	12.6 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

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	(308) 343-1384
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	Dahart	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	0700-1600 Mon.-Fri.
D	Childress	1	Unattended
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

29

FORT WORTH DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - JANUARY, 1991

LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES
			M/O of track serving Union Equity at Saginaw, TX vs the ATSF. Based on proportion of cars handled.	J 3049	1046	708.10		Maintenance of signals at State Highway 114, in Irving, TX, BN 76682	O85TU000001
0485	9.10		M/O of tower & interlocker at Saginaw, TX	J 3030	1047	479.70		M/O of interlocker at Pawnee, OK	J 2242
0485	114.1	5	Extraordinary and unusual expenses, personal injuries, derailments, etc. for use of line between Wichita Falls and Ft. Worth, TX	J 5201	1047	508.80		Unusual & extraordinary expense for M/O of automatic light signals at Cedar St in Perry, OK (usual expense is flat rated)	J 2245
0485	114.10		Wages of roadmaster T/R 721-850, Pos 015 for supervision of M/O to joint trac- kage in Wichita Falls, TX	J 3043	1047	533.30		M/O of automatic interlocker at Fairmont, OK	J 2239
0485	114.20	114.98	Wages of dispatchers T/R 102-140, Pos 017, 018, 101, 201 & 301 & operators T/R 722-216, Pos 001, 003 & 005 for control of double M/L between the MKT connection near Caroline St to 7th St in Wichita Falls, TX	J 3044	1047	545.40		Extraordinary & unusual expense for M/O of signal at 47th St in Enid, OK	J 2237
0485	114.20	114.98	M/O of joint track (except rail) bridges & signals on double M/L in Wichita Falls, TX	J 3045	1047	601.00	602.00	M/O of trackage known as "Red Track" in Avarad, OK	J 2217
0485	114.20	114.98	M/O (except rail) to T/O's leading from joint to non-joint tracks on double M/L in Wichita Falls, TX	J 3046	1142			M/O of storage tracks serving Union Equity Elevator in Enid, OK (inactive ac- count maintained by ATSF)	J 2220
0485	114.20	114.98	Maintenance of rail to T/O's leading from joint to non-joint tracks on double M/L in Wichita Falls, TX	J 3047	1142			M/O of main lead track serving Union Equity Elevator in Enid, OK (inactive a/ccount maintained by ATSF)	J 2221
0487	360.00		M/O of 448 ft of Compress Co Spur track in Lubbock, TX	J 2212	1142			Unusual & extraordinary expense for M/O of automatic grade xing protection de- vice at Willow Ave, Enid, OK	J 2222
0492	57.40		M/O of 4,379.40 ft of jointly owned tracks between Belt Jct & Bird, TX plus 1,427 ft jointly owned industry track & T/O	J 2204	1142			M/O of trackage serving General Mills Elevator Switch 1 (Continental) & Switch 2 (xover) in Enid, OK	J 2223
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 trackage serving General Mills Elevator Switch 3 & trackage from Switch 5 to 880 ft past Switch 1 in Enid, OK	J 2224
0762			M/O of joint terminal yard tracks in Wichita Falls, TX	J 3048	1142			M/O of trackage serving the Feuquay Elevator in Enid, OK	J 2225
1002	583.80		M/O of station at Paris, TX	J 2206	1142			M/O of ATSF connections to cross BN M/L at the CRIP interlocker, Enid, OK	J 2226
1002	583.80		Wages, personal expense & phone of agent T/R 122-196, Pos 001 & the utilit- ies of the station at Paris, TX	J 2207	1142			M/O of BN city lead connection near the CRIP interlocker in Enid, OK	J 2227
1002	583.80		Wages, personal expense & phone of agent T/R 122-196, Pos 001 & the utilit- ies of the station at Paris, TX	J 2208	1142			M/O of trackage between ATSF connec- tions to cross BN M/L at CRIP Interloc- ker, Enid, OK	J 2228
1002	583.80		Utilities for xing signals at Loop 286 SW & at FM 1499 at Paris, TX	J 2209	1142			M/O of Switches 11, 12, 13, 14 & 29 including Pillsbury lead track in Enid, OK	J 2229
1003	426.9	482.1	Extraordinary & unusual expense for handling MP cars between Tulsa and Henryetta, OK under Bill 1101781	J 2213	1142			M/O of Switch 30 & trackage between Switch 30 & Switch 10 in Enid, OK	J 2230
1003	426.90	437.20	M/O of the main backbone microwave system	J 2199	1142			M/O of Switches 18, 19, 20, 21 & 22 in Enid, OK	J 2231
1003	535.80		Unusual or extraordinary expense of automatic interlocker at Greig, OK. Usual M/O is flat rated	J 2203	1142			M/O of trackage between 'B' 185 ft N of Switch 30 & Switch 17, Enid, OK	J 2232
1003	541.00		Extraordinary or unusual expense for xing signals & gates Shartel Ave, 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 & Point 'B' in Enid, OK	J 2234
1046	442.20	741.80	M/O of the main backbone microwave system	J 2199	1142			M/O of signals between Switch 35 & Switch 17 in Enid, OK	J 2235
1046	519.60		Extraordinary or unusual expense for M/O of interlocker at Holdenville, OK	J 2243	1142			Unusual & extraordinary expense for M/O of CRIP automatic interlocker in Enid, OK (usual M/O is flat rated)	J 2236
					1149			M/O of yard tracks, bridges, xing signals & yard crew wages	J 2207
					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 Arkan- sas & Missouri RR	J 8020

CHIEF MEDICAL OFFICERS

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

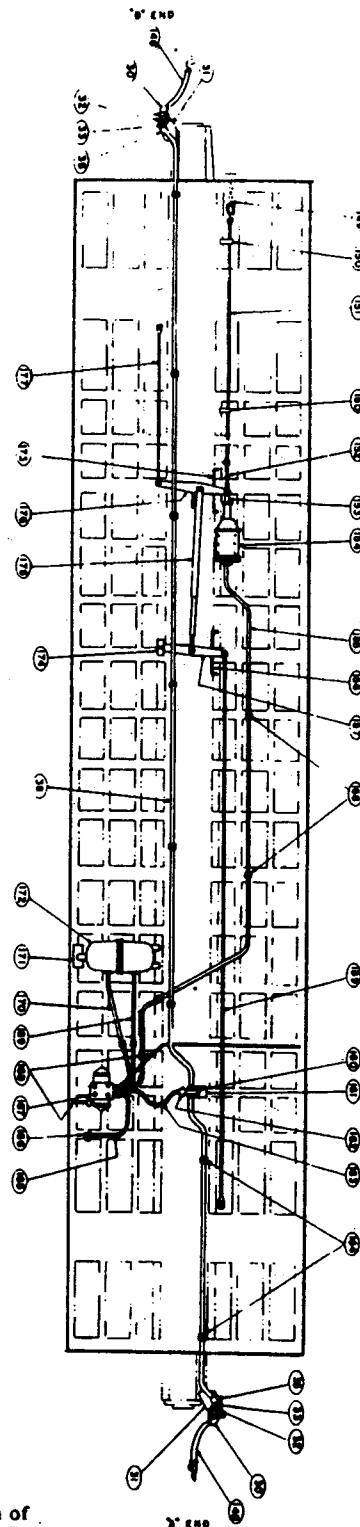
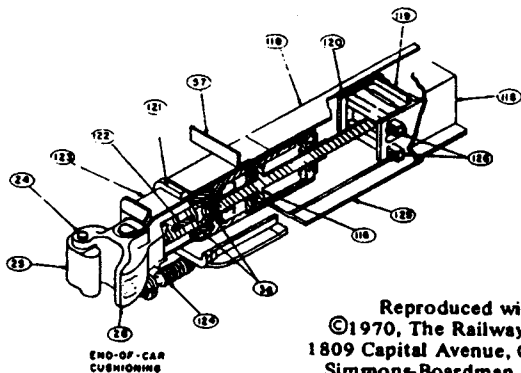
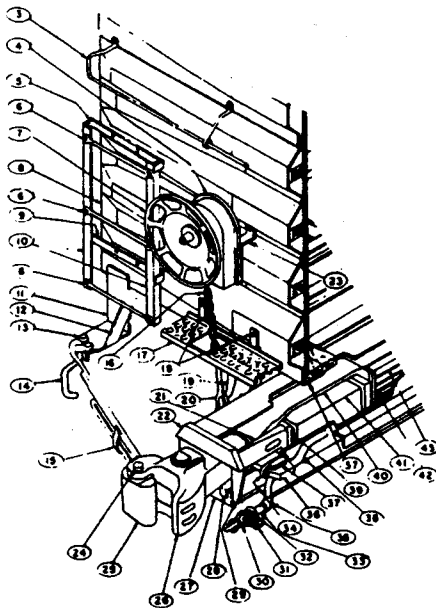
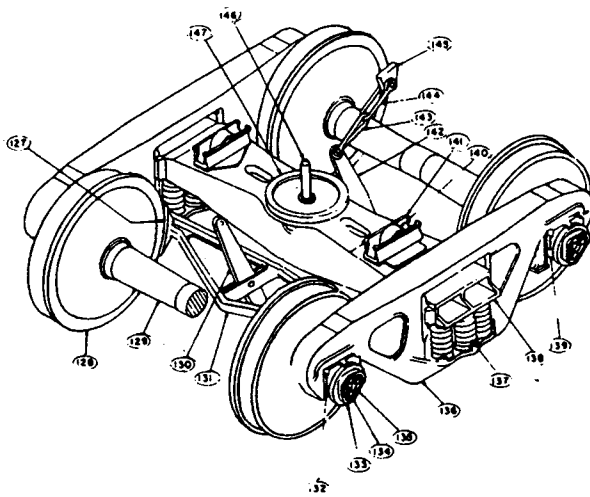
MEDICAL EXAMINERS AND LOCAL SURGEONS (Fort Worth Division)

Dr. Bobby J. Estes	Abilene	Dr. James Mathews	Lubbock
* Drs. Steve/Joan Carpenter	Ada	* Dr. Everett P. Stewart	Lubbock
Dr. Peter Fagan	Amarillo	* Madill Medical Association	Madill
Dr. D. A. Frank	Amarillo	Dr. J. E. Reed	Madisonville
Dr. Woolworth Russell	Amarillo	Dr. Robert Clark III	Memphis, Tx.
Dr. James D. Nettles	Arlington	Dr. H. R. Stevenson	Memphis, Tx.
Dr. Joe Womble	Arlington	Dr. Crawford Allison	Mexia
* Bowie Clinic	Bowie	Dr. K. C. Kleinschmidt	Mexia
* Fox Clinic Inc.	Childress	Med Center at Classen	Oklahoma City
Dr. Mark Van Wormer	Clayton	Dr. Jack W. Parrish	Oklahoma City
Medical Arts Clinic	Corsicana	Dr. John Campbell	Oklahoma City
Dr. Allen Graff	Dalhart	Dr. Clinton A. Winslow	Oklahoma City
High Plains Clinic	Dimmitt	Myers Clinic	Okmulgee
Medical Arts Family Practice	Enid	Dr. Larry Walker	Paris
Fairfield Clinic	Fairfield	Dr. Larry Sumner	Plainview
Dr. Paul Goldman	Ft. Worth	* Quanah Clinic	Quanah
Dr. M. Dwain McDonald	Ft. Worth	* Martin Memorial Clinic	Sapulpa
Medical-Surgical Clinic, (4 Locations)	Ft. Worth	Dr. James E. Berry	Sherman
Dr. Donald Hopkins	Ft. Worth	Dr. Jack R. Cox	Teague
Dr. R. E. Snyder	Ft. Worth	Dr. Bill L. Halbert	Teague
* Medical-Surgical Clinic	Ft. Worth	Dr. John Gillean	Texarkana
Dr. W. P. Higgins	Ft. Worth	Dr. N. E. Graham	Tomball
Dr. R. D. Warren	Hanover	* Hillcrest Occupational Medical Services	Tulsa
Dr. Leroy Schaffner	Henrietta	* Surgical Services Inc.	Tulsa
Dr. Newton A. Kilgore	Houston	Dr. John B. Hardin	Vernon
Dr. Sridhar Patnam	Hugo	Drs. W. Lindsey/B. Thacker	Waxahachie
Dr. W. J. Mangold	Lockney	* Wichita Falls Clinic	Wichita Falls

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

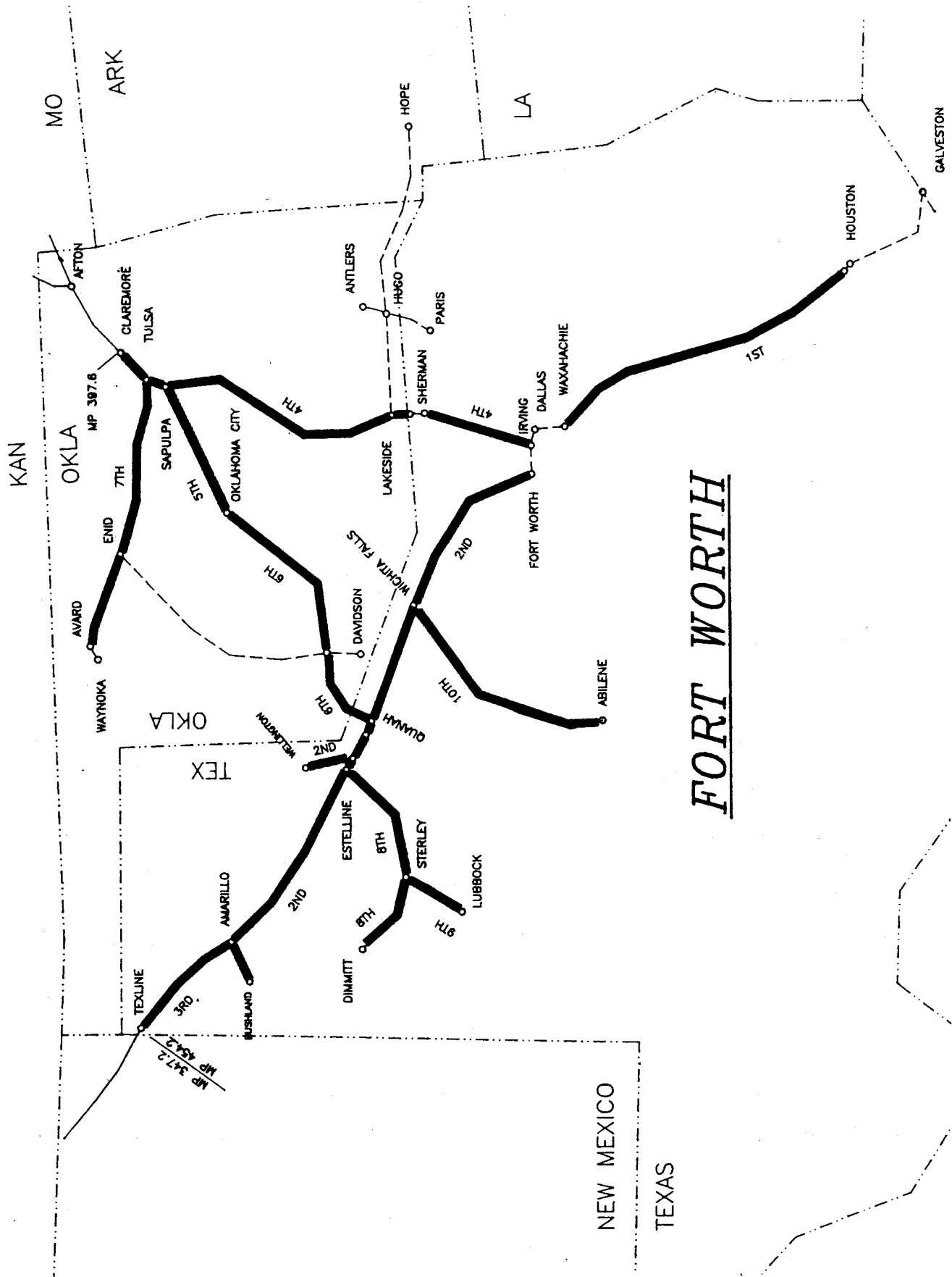
Note: Refer to other division timetables to locate closer doctors.

CAR CHART



3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing 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, 1/4"
170. Emergency reservoir pipe, 1/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

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**** FORT WORTH DIVISION INSTRUCTIONS ****

**** NOTES ****

**** NOTES ****

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

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

SPEED TABLE

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

**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.