BE SAFE NOW...

J. A. Stafford, Asst. Supt.	Fort Worth
B. C. Bidwell, Trainmaster	Wichita Falls
P. A. Jerome, General RFE	Wichita Falls
J. R. Lewis, Trainmaster	Amarillo
R. J. Pepper, RFE	Amarillo
B. G. Gilbert, Chief Dispatcher	Fort Worth

BURLINGTON NORTHERN INC.

FORT WORTH AND DENVER RAILWAY COMPANY

FORT WORTH DIVISION

TIME TABLE AND SPECIAL INSTRUCTIONS

4

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

Sunday, July 31, 1977

President
G. F. DEFIEL

General Manager
W. A. THOMPSON

Superintendent of Transportation
C. N. PARKER

FORT WORTH DIVISION

WESTWARD — EASTWARD

1st Subdivn MAIN LINE

Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from T&P Jct.		STATIONS — Telegraph Offices and Calls	
Y			0.0	0.0		T&P JCT.	ABS
						0.5	
PY			0.5	0.5		NINTH STREET	
						0.4	
PY			0.9	0.9	DT	HAMPTON	
						1.1	
PY			2.0	2.0	DT	MP 2	
						0.5	
PY			2.5	2.5	DT	RIO	
						3.6	
BCFKPQ RTWY		40341	6.1	6.1	FR	NORTH YARD	
						3.0	
CIPYZ	6,477	40345	9.1	9.1	GN	SAGINAW	
						1.9	
Y			11.0	11.0		MP 11	
						8.0	
P	6,394	40354	19.0	19.0		AVONDALE	
						15.6	
P	6,288	40370	34.6	34.6		HERMAN	
						5.7	
P	6,098	40376	40.3	40.3		DECATUR	
						11.4	
P	5,922	40387	51.7	51.7		ALVORD	
						12.1	
P	6,693	40399	63.8	63.8		FRUITLAND	
						4.7	
AOPQ	2,511	40404	68.5	68.5	BI	BOWIE	
						10.6	
P	6,390	40415	79.1	79.1		BELLEVUE	
						11.1	
P	6,301	40425	90.2	90.2		DICKWORSHAM	
						15.3	
P	6,269	40441	105.5	105.5		JOLLY	
						8.6	
BCFKPQ RTUWYZ		40449	114.1	114.1	DT W	WICHITA FALLS	GTC
						4.3	
JP		40458	118.4	118.4		VALLEY JCT.	
						5.9	
P	6,681	40460	124.3	124.3		IOWA PARK	
						11.6	
P	6,614	40471	135.9	135.9		FOWLKES	
						4.4	
P		40476	140.3	140.3		ELECTRA	
						7.8	
P	6,607	40488	148.1	148.1		HARROLD	
						15.2	
OPQ	7,844	40499	163.3	163.3	RN	VERNON	
						15.4	
IP	6,650	40514	178.7	178.7		CHILLICOTHE	
						13.1	
AOPQT	6,661	40527	191.8	191.8	Q	QUANAH	
						4.9	
AP		40532	196.7	196.7		ACME	
						3.8	
P	6,488	40536	200.5	200.5		GOODLETT	
						11.2	
P	6,975	40547	211.7	211.7		KIRKLAND	
						8.5	
BCFJKPQ RTW		40556	220.2	220.2	RS	CHILDRESS	

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

FORT WORTH DIVISION

WESTWARD — EASTWARD

2nd Subdivn MAIN LINE

Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from Childress		STATIONS — Telegraph Offices and Calls	
BCFJKPQ RTW		40556	220.2	0.0	RS	CHILDRESS	GTC
						7.6	
P	6,499	40563	227.3	7.6		CAREY	
						8.6	
P	6,004	40572	236.7	16.2		ESTELLINE	
						0.6	
JP		40573	237.0	16.8		PLAINS JCT.	
						13.9	
OPQ	7,528	40586	250.8	30.7	SI	MEMPHIS	
						12.8	
P	3,540	40599	263.9	43.5		HEDLEY	
						7.4	
P	3,589	40606	271.1	50.9		LELIA LAKE	
						6.8	
P	3,574	40613	277.9	57.7		CLARENDON	
						10.7	
P	7,562	40623	288.6	68.4		ASHTOLA	
						7.7	
P	3,545	40632	296.3	76.1		GOODNIGHT	
						11.6	
P	4,035	40643	307.9	87.7		CLAUDE	
						12.6	
P	3,535	40656	320.5	100.3		WASHBURN	
						8.4	
PY	3,517	40664	328.9	108.7		PULLMAN	
						6.8	
BCFIKPQ RTWYZ		40671	335.7	115.5	AR	AMARILLO	
						11.6	
P	8,992	40682	347.3	127.1		GENTRY	
						10.7	
P	4,675	40691	358.2	137.8		BODEN	
						13.6	
P	7,493	40708	371.7	151.4		TASCOSA	
						16.4	
P	4,114	40723	388.1	167.8		CHANNING	
						15.0	
P	4,034	40738	403.1	182.8		HARTLEY	
						14.4	
IOPQTY	8,044	40753	417.4	197.2	JC	DALHART	
						24.4	
P	4,050	40777	441.8	221.6		PERICO	
						11.1	
BCKPRYQ		40788	452.9	232.7	Z	TEXLINE	

FORT WORTH DIVISION

WESTWARD — EASTWARD

3rd Subdivn BRANCH LINE

Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from Plains Jct.		STATIONS — Telegraph Offices and Calls
JPY		40573	237.0	0.0		PLAINS JCT.
						21.4
	7,454	88722	258.6	21.4		TAMPICO
						10.5
		88732	268.9	31.9		TURKEY
						10.3
	6,789	88742	279.2	42.2		QUITAQUE
						27.1
JY		88769	306.4	69.3		STERLEY
						6.6
	2,547	89007	313.0	75.9		LOCKNEY
						19.7
O	2,557	89026	332.7	95.6	PG	PETERSBURG
						17.0
UY	2,541	89044	349.6	112.6		KITALOU
						10.4
BKOQ RTYZ		89054	360.0	123.0	BU	LUBBOCK

FORT WORTH DIVISION

WESTWARD — EASTWARD

4th Subdivn BRANCH LINE

Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from Sterley	STATIONS — Telegraph Offices and Calls
JY		88769	306.4	0.0	STERLEY
					—17.9—
BKOQTY		88787	324.3	17.9	CG PLAINVIEW
					—13.3—
	2,389	88801	337.5	31.2	EDMONSON
					—14.0—
O	2,563	88815	351.6	45.2	HF HART
					—16.0—
ORTY		88831	367.6	61.2	DM DIMMITT

FORT WORTH DIVISION

WESTWARD — EASTWARD

5th Subdivn BRANCH LINE

Rule 6(A) Signs	Station Numbers	Mile Post Location	Distance from Sterley	STATIONS — Telegraph Offices and Calls
JY	88769	306.4	0.0	STERLEY
				—19.2—
Y	88919	325.6	19.2	SILVERTON

FORT WORTH DIVISION

WESTWARD — EASTWARD

6th Subdivn BRANCH LINE

Rule 6(A) Signs	Length Of Siding In Feet	Station Numbers	Mile Post Location	Distance from Valley Jct.	STATIONS — Telegraph Offices and Calls
JPY		40458	0.0	0.0	VALLEY JCT.
					—25.7—
	1,522	88227	27.3	25.7	DUNDEE
					—24.6—
	2,498	88252	51.9	50.3	SEYMOUR
					—11.5—
	1,796	88263	63.4	61.8	BOMARTON
					—7.1—
	1,045	88271	70.5	68.9	GOREE
					—5.8—
O	1,787	88276	75.8	74.2	M MUNDAY
					—21.1—
O	1,800	88297	96.9	95.3	AK HASKELL
					—15.8—
BKORTY		88313	112.7	111.1	S STAMFORD
					—38.6—
BKORTYZ		88351	151.3	149.7	A ABILENE

FORT WORTH DIVISION

WESTWARD — EASTWARD

7th Subdivn BRANCH LINE

Rule 6(A) Signs	Station Numbers	Mile Post Location	Distance from Childress	STATIONS — Telegraph Offices and Calls
BCFJKPQ RTWY	40556	220.2	0.0	RS CHILDRESS
				—31.8—
Y	88530	252.0	31.8	WELLINGTON

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

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

	Name	Location	Capacity Cars	Switch Opens
	First Subdivision			
40350	Hicks	2.9 miles west of MP 11	8	West
40361	Rhome	6.4 miles west of Avondale	51	Both
40395	Sunset	4.2 miles east of Fruitland	7	West
40431	Henrietta	5.8 miles west of Dickworsham	27	West
40490	Oklaunion	6.8 miles west of Harrold	12	Both
40496	Vernon Grain Inc.	3.3 miles east of Vernon	35	Both
	Second Subdivision			
40559	Moyer	3.9 miles west of Childress	90	East
40761	Bolin	8.2 miles west of Dalhart	15	Both
40767	Ware	10.7 miles east of Perico	16	East
	Third Subdivision			
88748	Edgin	5.7 miles west of Quitaque	6	East
88764	South Plains	5.1 miles east of Sterley	45	Both
89017	Barwise	10.4 miles west of Lockney	39	East
89036	Heckville	7.8 miles east of Kitalou	11	West
	Fourth Subdivision			
88777	Cereal	7.6 miles west of Sterley	16	East
88790	Occidental Chemical	3.7 miles west of Plainview	23	Both
88791	Wasson	3.8 miles west of Plainview	15	East
88795	Boone	7.4 miles west of Plainview	6	West
88796	Wright	8.4 miles west of Plainview	10	Both
	Fourth Subdivision—Cont.			
88798	Edmonson Coop	1.4 miles east of Edmonson	13	West
88808	Grisham	7.2 miles west of Edmonson	14	Both
88813	Hilburn	1.9 miles east of Hart	20	West
88816	Custom Farm Supply	8.7 miles east of Dimmitt	5	West
88822	Roy	8.1 miles east of Dimmitt	12	Both
88827	Red Barn	5.2 miles east of Dimmitt	4	West
88829	Goodpasture	2.2 miles east of Dimmitt	18	West
	Fifth Subdivision			
88911	Whiteley	10.3 miles west of Sterley	27	East
	Sixth Subdivision			
88214	Holliday	12.6 miles west of Valley Jct.	21	Both
88285	Weinert	9.2 miles west of Munday	34	Both
88327	Anson	14.1 miles west of Stamford	40	East
88341	Fina	10.0 miles east of Abilene	21	East
88343	North Abilene	8.3 miles east of Abilene	60	Both
88345	Lanius	5.9 miles east of Abilene	15	East

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds

Freight trains up to 100 tons/OB* .....40 MPH.

Freight trains over 100 tons/OB* .....30 MPH.

Empty trains with remote control locomotives .....35 MPH.

Empty trains with all locomotives on head end .....40 MPH.

The above speeds are subject to modification under special restrictions indicated under each subdivision Special Instructions.

All trains and engines through turnouts, sidings, crossovers and gantlets, except as specified in Special Instructions or where fixed signals indicate otherwise .....10 MPH.

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

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

ITEM 1A

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking of cars. Where specified by individual subdivision Special Instructions or bulletin, the following restrictions will apply: Trains other than unit coal or ore trains or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour, must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.

Equipment	Main Line	Branch Line
Ore cars	40 MPH.	21 MPH.
Scale test cars	35 MPH.	21 MPH.
Air dump cars (loaded)	35 MPH.	21 MPH.
Derricks	30 MPH.	13 MPH.
Cranes	30 MPH.	13 MPH.
Pile drivers	30 MPH.	13 MPH.
Clamshells and shovels	30 MPH.	13 MPH.
Jordan spreaders	30 MPH.	13 MPH.
Wedge plows and dozers (dead in tow)	35 MPH.	21 MPH.
Rotary plows	30 MPH.	21 MPH.

Maximum Speed Diesel Units Dead in Tow:

BN 1 through 4, 100 ..... 30 MPH.

2. Movement of Diesel Units—

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

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

BN Diesel units not equipped with alignment control coupler:

All switcher units

Road and Road Switcher Diesel units

602- 995 inclusive

1556-1623 inclusive

1955-1974 inclusive

4000-4197 inclusive

6000-6255 inclusive

9900-9976 inclusive

FW&D—C&S Diesel units not equipped with alignment control coupler:

FW&D 605-610 inclusive

FW&D 850-859 inclusive

C&S 150-842 inclusive

The following BN units, not equipped with alignment control couplers, are equipped with bolster stops (see Item 5A, All Subdivisions):

602, 626, 653, 668-702, 712, 720-733, 735, 738-744, 751-758, 761, 766-772, 774-785, 788, 790, 796, 800-819, 824, 825, 827-829, 831-840, 843, 849-853, 986, 987, 989, 991, 1400-1436, 1556-1563, 1569-1571, 1573, 1576, 1578, 1580-1584, 1587, 1592, 1593, 1595-1597, 1599, 1600, 1610, 1613-1618, 1620-1622, 1955-1965, 1967, 1971.

No C&S or FW&D units not equipped with alignment control coupler have bolster stops.

3. The number of locomotive units coupled together in train operation, either working, idle, or dead in tow must not exceed seven.

In the event Diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed at least five cars, but no further than 15 cars, behind the lead units.

4. **Restrictions on Placing Cars in Trains—**

Following equipment, loaded or empty, must be handled on rear of trains except in work trains or when otherwise provided by authority of chief dispatcher.

Outfit cars

Tie Flats (GNX 4410, GNX 4800 to 4971)

Log Flats (NP 117201 to 117871, BN 633504 to 633523)

Air Dump Cars

Scale Test Cars (next ahead of caboose)

Wrecking Derricks

Pile Drivers

Locomotive Cranes

Rotary Snow Plows, Wedge Plows, Dozers

Jordan Spreaders

Rear end only cars

FW&D Tank cars in 15000 series to be handled toward rear of train.

Handling eighty (80) foot or longer cars—
See Special Instructions for Second and Third subdivision.

5. **Remote Control Equipment (RCE 1) Operation—**

Locomotives not equipped with alignment control couplers or bolster stops (See Item 2) must not be operated in RCE-1 consists.

Locomotive units in RCE-1 operations, which will be coupled to cars, must be equipped with alignment control couplers.

Master and remote consists in RCE-1 operation must be confined to the following classes of locomotives:

F-45, SD-40, SD-45, SDP-45, U-25C, U-30C, U-28C, U-33C

Exception—When necessary to operate other classes of locomotives in RCE-1 trains they must be confined to master consist only.

Unless otherwise provided in Individual Subdivision Special Instructions, remote controlled locomotives must be placed in train approximately two-thirds (2/3) back from master consist by car count.

In all RCE-1 trains, the number of master consist powered axles must equal or exceed the number of remote consist powered axles, but in no case may the excess be greater than six (6) powered axles. The master consist must have a minimum of twelve (12) powered axles and a maximum of twenty-four (24) powered axles. The remote consist must have a minimum of six (6) powered axles and a maximum of twenty-four (24) powered axles.

Axles of cars numbered RCC 101 through RCC 112 must not be counted in determining the axle count of the remote consist.

RCE-1 equipment must not be used in trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletins are in effect to indicate the safe buffer between remote consists and such cars for that subdivision.

5A. **Manned Helper Operations—**

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

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

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

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

Unless otherwise provided in Individual Subdivision Special Instructions:

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

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

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

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

Exceptions to Item 5A—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

Head end consists in helper trains which are unit trains consisting entirely of Grade E steel couplers may have up to 36 powered axles.

Helpers up to 24 powered axles may shove on the rear of trains so equipped.

6. **Repeater Relay Car Operation—**

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

7. **Instructions for Safety Inspection—**

Each car placed in train, where personnel are not on duty for the primary purpose of inspecting freight cars, may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movement shall be corrected or set out of train.
2. No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.
3. Open top loads, including trailers and containers on flat cars, must be safely loaded.
4. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs are to be made.

8. **Handling of Hazardous Material—**

When derailment, collision, fire or unforeseen occurrence takes place involving hazardous materials (such as explosives, flammable liquids, flammable compressed gasses, radioactive or fissionable materials, poisons, poison gasses or any other commodity which might be hazardous when involved in fire, released or leaking from their packages, containers or tank cars), conductor or member of the crew must check the waybills to determine what materials are involved.

If in doubt about the commodity or it is not described for a placarded car, the shippers' and consignees' names and addresses should also be noted.

A list must be made of the commodities involved with shipping names and classifications along with any emergency phone numbers, radioing or telephoning by quickest means possible to chief dispatcher and be governed by his instructions. This information must be available to any emergency agencies responding only if necessary for them to handle the situation safely.

When hazardous material is involved, crew members must keep out of the danger area and guard against people entering the area until controlled by civil agencies.

FRA Emergency Order No. 5 issued October 27, 1974 requires that DOT specification 112A and 114A tank cars, not equipped with FRA approved head shields transporting *flammable gases*, must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars. Such cars must not be coupled to with more force than is necessary to complete the coupling.

Shipping papers must carry the notation "DOT 112A (or DOT 114A) must be handled in accordance with FRA E.O. No. 5." Employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order. All switch lists and train lists must be plainly marked to indicate when cars are loaded with *flammable gas*.

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

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

10. **Use of Radios—**

If radios are provided, a voice test of the radio in the control unit and caboose must be made to determine if the radio is working properly before a train leaves its starting point.

If the radio is working properly, it must be turned on during entire trip with volume adjusted so calls may be received. Defective radio equipment must be reported to the chief dispatcher at first point of communication. The conductor and engineer will be equally responsible to see that these instructions are complied with.

11. **Train Inspection and Failed Equipment Detector Instructions—**

When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, or when notified that a hot box detector is out of service, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection.

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting on top of rails. This condition could possibly

insulate the track and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

12. **Spring Switches—**

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

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

13. **Railroad Crossings at Grades—**

At a railroad crossing at grade protected by signals, trains, engines or cars must not be left standing between opposing absolute signals unless coupled to other equipment that extends beyond one of the absolute signals.

At automatic interlockings, in addition to complying with Rule 613, employees must be governed by instructions posted.

14. **Rules Changes and Modifications—**

Rule 26, as contained in the Consolidated Code of Operating Rules is amended as follows:

"Workmen" means railroad employees assigned to inspect, test, repair or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

"Rolling Equipment" means engines and railroad cars.

"Blue Signal" means a clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.

"Effective locking device" when used in relation to a manually operated switch or derail means a lock which may be locked and unlocked only by the class or craft of employee applying that lock.

Rule 26

A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

Rule 26(A)

Workmen may not work on, under or between rolling equipment on any track unless:

Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or

A derail capable of restricting access to that portion of a track on which such equipment is located is placed at least 150 feet from the end of the rolling equipment, and locked with an effective locking device in the derailing position. A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection, the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, or under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine. When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

Rule 26(B)

Engine Servicing Facilities

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine or

From the controlling unit to be moved and from the service track departure switch, before the engine is removed from the track;

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

Rule 26(C)

Car Shop or Repair Track Protection

A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employee, under the direction of the employee in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks or in car shops until it is known that all employees are clear of the track on which the movement is to be made.

Rule 26(D)

Hump Yard Tracks & Tracks with Remotely Controlled Switches

Workmen may not work on, under or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employee in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective blocking device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

The date and time he received notification of work to be performed;

The name and craft of the employee in charge who provided the notification;

The number or other designation of the track involved;

The date and time he notified the employee in charge that protection has been provided; and

The date and time he was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26(A).

Rule 34 as contained in the Consolidated Code of Operating Rules does not apply; the following rule applies:

Rule 34

Employees located in the cab of engine must communicate to

each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the cab of engine maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve."

Rule 103(C) and 103(E) as contained in the Consolidated Code of Operating Rules is modified as follows:

Rule 103(C)

Cars on any track must be left clear of crossing and so as to not actuate crossing signals, and a clear passageway must be left to the station. When necessary to spot cars in the vicinity of public or private crossings, they must, if practicable, be left not less than 200 feet from crossing. When it can be avoided, engines must not stand within 200 feet of public crossings.

Rule 103(E): Cars must not be handled ahead of engine between stations outside of yard limits except when necessary to take cars to or from spur track, or in work train service, or when it is necessary for a train to make a back-up movement. Such movements must be for no greater distance than necessary, and air brakes on such cars must be cut in and operative.

Rules 200 and 83(B) and other rules pertaining to authority for, and signature on train orders and clearances are modified to permit them to be issued by the authority and over the signature of the Chief Dispatcher.

Rule 211 of Consolidated Code and Item 11K of Train Dispatchers Manual are modified as follows:
At Stations where duplicating machines are available, duplication of slow and cautionary train orders may be done mechanically on copier machine.

Examples 4, 5 and 6 of Form W train order as contained in the Consolidated Code of Operating Rules are modified as follows: These examples will show the train order number as well as the date.

"Examples"

(4) Extra 37 West will register at C on Order No._____ (Date)_____.

(5) Extra 38 East may check register at C against Extra 37 West on order No._____(Date)_____.

(6) No. 2 may check register at C against Extra 37 West on order No._____(Date)_____.

When used in this manner, it will not be necessary that the train authorized to check the train register have a copy of the train order instructing an extra train to register.

The train instructed to register will insert the train order number and date of train order in the column of train register captioned "Signals".

The train authorized to check the register will check the column captioned "Signals" for the train order number and date to ascertain that it is the same as the train order number and date shown on their train order authorizing them to check the register.

In CTC territory, before using any electrically locked switch, permission must be obtained from control operator. Rule 281 is amended accordingly.

Burlington Northern Signal Aspects and Indications as contained in pamphlet Form 15307 dated February 1, 1977, is in effect.

Special signal aspects as shown for Burlington Lines on pages 118, 119, 120 and 121 of the Consolidated Code of Operating Rules remain in effect.

The second, third and fourth paragraphs of Consolidated Code Rule M, and the entire BN Safety Rule 94, referring to employees being on the roofs of cars are cancelled. The following rule applies to all employees:

Train, engine and yard service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a freight car or caboose may do so only when equipment is standing.

Rule 93

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In Non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

All trains and engines, except first class trains must move within yard limits prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employee.

In yard limits in ABS territory, protection as prescribed by Rule 99 is not required in case of failure to clear the time of first class trains. Information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

Rule 99

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

When a train stops on a main track and flag protection against following trains on the same track must be provided, a crewmember with flagman's signals must immediately go back at least the distance prescribed by time table or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved. When recalled he must leave one lighted fusee, and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by time table or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member

has reached the prescribed distance, he must immediately place torpdoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection the engineer must immediately sound signal 15(c) or 15(f). Inability to hear these signals does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

(a) In ABS territory, when rear of train is protected by at least two block signals.

(b) When rear of train is protected by an absolute block. (Absolute block means a block in which no train is permitted to enter while it is occupied by another train.)

(c) When rear of train is within interlocking limits.

(d) When a train order or special instructions provides that flag protection is not required.

Flagman's Signals:

Day Signals — A red flag not less than ten torpedoes and six red fusees.

Night Signals — A white light, not less than ten torpedoes and six red fusees.

BN Safety Rule 144 is cancelled and new Safety Rules 144(A) and 144(B) are in effect and read as follows:

144(A): When air hoses are uncoupled on passenger equipment, engines, or when uncoupling air hoses from yard air supply:

a) Have both angle cocks closed. When disconnecting yard air line valve must be closed.

b) Take firm grip on hose coupling and apply upward pressure.

c) Break connection gradually to release pressure in hose.

d) Turn face away from air hose connection as pressure is released.

e) When practicable, keep one foot outside of rail.

144(B): When air hoses uncoupled on freight cars by trainmen and yardmen:

a) Have both angle cocks closed.

b) Operate uncoupling lever and signal for movement.

c) Allow air hoses to part by themselves, keeping all parts of body fully in the clear.

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

Railroad Radio Rules 650 through 663 as contained in the Consolidated Code of Operating Rules are cancelled.

The following Radio Rules as promulgated by the FRA are in effect:

400. The following rules and requirements cover use of railroad radio systems and govern employes using such systems.

401. All employees, except those specifically authorized by the Federal Communications Commission (FCC) are prohibited from making any internal adjustments to a railroad radio. Employes so authorized must carry their FCC operator license or verification card when on duty.

402. No employe shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio. No employe shall divulge or publish the existence, contents, purport, effect or meaning of any communications (emergency communications excluded) except to the person for whom the communication is intended or to another employe of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

403. An emergency call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, collisions, storms, washouts, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communication from a station in distress, and except in answering or aiding that station shall refrain from sending any communication until there is assurance that no interference will result.

404. Any employe shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

405. The location of radio base and wayside stations, time such stations are attended, and assigned channels, will be designated by timetable or other instructions.

406. Before transmitting, an employe operating a radio must listen a sufficient interval to be sure the channel is not already in use, give required identification, listen for acknowledgement from the employe to whom he intends to transmit, and must not proceed with transmission until such acknowledgement is received.

407. Employes transmitting or receiving a radio communication must begin with the required identification, and must include the following in the order listed below:

A. BASE OR WAYSIDE STATIONS:

1. Name or initials of the railroad.
2. Name of office or other unique designation of station and location of station.

B. MOBILE UNITS

1. Name or initials of the railroad.
2. Train name (number), engine number, or words that identify the precise mobile unit.

If an exchange of communication continues without substantial interruption, identification must be repeated each 15 minutes. After positive identification has been made in connection with switching, classification and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgement.

408. An employe receiving a radio call must not delay acknowledgement; unless it would interfere with duties relating to safety.

409. An employe who receives a transmission must repeat it to the transmitting party except when the communication:

A. Relates to yard switching operations.

B. Is a recorded message from an automatic alarm device.

C. Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.

410. To indicate to the receiving employe the transmission is ended and that a response is expected, the transmitting employe must say the word "over".

411. To indicate to the receiving employe the exchange of transmissions is complete and that no response is expected, the transmitting employe must say the word "out".

412. When base and wayside stations or mobile units are manned, the radio must be turned on to the appropriate channel with volume adjusted to receive communications.

413. Radio communication must not be used to avoid compliance with any operating rule.

414. Any radio communication which is not understood or completed in accordance with these rules, must not be acted upon and must be treated as though not sent. Exception: If any information is received which would affect the safety of employes, the public, or damage to property; the safe course must be taken, and, if necessary, movement stopped until an understanding has been reached.

415. Radios used in train operation, outside yard limits, must be tested at the point where the train is originally made up.

416. Engineers and Conductors must test the radio at least once during each tour of duty to ensure the radios are working on the engine and caboose.

417. Radio tests must consist of an exchange of voice transmissions with another radio and the quality and readability of its transmission must be ascertained.

418. A malfunctioning radio must not be used, and each crew member of the train and the train dispatcher or other designated employe must be notified by any alternate means of communication available as soon as practicable.

419. Radio must not be used to give information to a train or engine crew about the position, aspect, name or indication displayed by a fixed signal, except between members of the same crew.

420. When radio is being used in lieu of hand signals both the direction and distance to be traveled must be given. Movement must be stopped in one-half the distance specified unless additional instructions are received.

421. When train orders are transmitted by radio they must be transmitted in accordance with applicable operating rules, and the following:

A. The train dispatcher or operator shall call the addressees of the train order and state his intention to transmit the train order.

B. Before the train order is transmitted the employe to receive and copy the train order shall state his name, identification or call sign, location, and that he is prepared to receive a train order. Train orders may not be received and copied by an employe operating the controls on an engine of a moving train. Train orders may not be transmitted to the crew of a moving train when, in the judgment of either the conductor, the engineer, or the train dispatcher, the train order cannot be received and copied without impairing the safe operation of their train.

C. Train orders shall be copied in writing by the receiving employe in the format prescribed in the operating rules.

D. After the train order has been received and copied, it shall be immediately repeated in its entirety. After verifying the accuracy of the repeated train order, train dispatcher shall then state "Complete", the time, and the initials of the employe designated by the railroad. Employes copying train orders must then acknowledge by repeating "Complete" and the time.

E. Except as provided by Rule 414 before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that the train order is read and understood by other members of the crew.

F. Except as provided by Rule 414 a train order transmitted by radio which has not been made complete may not be acted upon and must be treated as though not sent. Rule 209 will not apply. "Complete" must not be given to a radio transmitted train order for other trains until response "Complete" has been acknowledged by the train being restricted.

G. Information contained in a train order may not be acted upon by persons other than those to whom the train order is addressed.

422. Radio transmitters must not be operated when located less than 250 feet from blasting operations.

423. The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and any employe receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

424. Citizens band radios must not be used for Railroad Operating purposes.

NOTE: If necessary for clarity, a phonetic alphabet shall be used to pronounce any letter used as an initial, except initials of railroads. A word which needs to be spelled for precision or clarity shall first be pronounced and the word shall then be spelled. If necessary, the word shall be spelled again using a phonetic alphabet.

FORT WORTH DIVISION
(TP Jct. - Childress)
FIRST SUBDIVISION

1. Speed Restrictions—

	Maximum Speeds Permitted
T&P Jct and Childress	40 MPH.
Between T&P Jct and MP 8	13 MPH.
Through Spring Switches at Hampton and Rio	
Facing Point Movement	13 MPH.
Trailing Movement	10 MPH.
Bowie—Mason Street Crossing	30 MPH.
At Wichita Falls between:	
MP 111.3 and Park Street	25 MPH.
Park and Seventh Streets	5 MPH.
Seventh Street and MP 117.6	25 MPH.
Iowa Park—Between MP 124.1 and MP 125.1	35 MPH.
Electra—Between MP 139.6 and MP 140.7	30 MPH.
Vernon—Over Main Street Crossing	30 MPH.
Quanah—Over Main Street Crossing	30 MPH.
Childress—Between MP 219.9 and MP 222.3	25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

Over 40 ft. long ..... 263,000 lbs.
Under 40 ft. long ..... 220,000 lbs.

At Wichita Falls—SD type or heavier engines must not be operated on the following tracks:

Old WF&S freight house beyond inside switch.

Moore Richolt Spur beyond 13th Street.

3. Train Register Exceptions—

MK&T trains will register at FW&D North Yard and FW&D Wichita Falls when instructed to do so.

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

Wichita Falls and North Yard-Trains must receive clearance.

Conductors and Engineers of Westward MK&T trains originating MK&T Ney Yard operating via FW&D must receive FW&D clearance at MK&T Ney Yard and FW&D North Yard.

Conductors and Engineers of eastward trains originating at North Yard enroute to CRI&P must receive FW&D clearance in addition to CRI&P clearance at FW&D North Yard.

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

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

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

6. Spring Switches—

East end of siding Dickworsham, West end of siding Saginaw, Hampton, Rio, and MP 5.3 North Yard leading to west end Stauffer Chemical track.

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

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

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

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

7. **Automatic Interlocking not Indicated at Station—**

Quanah, MP 191.7 and Acme, MP 196.9 are automatic interlocking and signals are a part of Centralized Traffic Control system. Rules 269, 605(A) and 613 are in effect.

Manual Interlocking not Indicated at Station—

St.L.SW Crossing-Jct. ..... 3.2 Miles West of T&P Jct.
Ft.W. Belt-C.R.I.&P. Crossing ..... 3.1 Miles West of T&P Jct.
St.L.&S.F. Crossing ..... 2.8 Miles West of T&P Jct.

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

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

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

9. **At Bowie**—Siding must not be used by a train to meet or be passed by another train unless siding will contain the entire train.

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

11. **Close Clearance—**

At Wichita Falls—Look out for close side clearances at Berend Bros. Elevator just west of Wichita River.

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

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

FORT WORTH DIVISION
(Childress - Texline)
SECOND SUBDIVISION

1. **Speed Restrictions—**

	Maximum Speeds Permitted
Childress and Texline	40 MPH.
Childress—Between MP 219.9 and MP 222.3	25 MPH.
At Amarillo between:	
MP 334.1 and MP 335.8	21 MPH.
MP 335.8 and MP 336.7	13 MPH.
MP 336.7 and MP 338	30 MPH.
At Amarillo over Inspection Pit on East end of Engine track	5 MPH.
Dalhart—Over CRI&P Crossing	21 MPH.

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

Cars heavier than the following not permitted without authority of Superintendent:

Over 40 ft. long ..... 263,000 lbs.
Under 40 ft. long ..... 220,000 lbs.

Between Texline and Amarillo—Handling eighty (80) feet or longer cars—

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

To avoid creating such conditions, trains of eight thousand (8,000) or greater trailing tons must handle empty cars eighty (80) feet and longer in the rear one-half (1/2) of the train.

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

Cars weighing less than fifty (50) tons, gross weight.
Flat cars with one (1) loaded trailer.
Flat cars with empty trailers.
Flat cars with either loaded or empty containers unless loaded containers occupy entire deck.
Empty rack type cars.

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

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

Amarillo-Trains must receive clearance.

Rule 83(B) does not apply at Plains Jct.

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

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

6. **Manual Interlocking—**

ATSF Crossing, 1 Mile East of Amarillo.

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

Dalhart—When control operator is not on duty, train or engine will be governed by Interlocking Rules and authority for movement is authorized by Rule 606(C).

7. **Spring Switches—**

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

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

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

FORT WORTH DIVISION
(Plains Jct. - Lubbock)
THIRD SUBDIVISION

1. **Speed Restrictions—**

	Maximum Speeds Permitted
Plains Jct. and Lubbock	25 MPH.
Sterley—MP 306.8	13 MPH.
Between MP 357 and MP 360	13 MPH.
Kitalou—On Airport Spur Track	10 MPH.

2. **Bridge, Engine, Heavy and Long Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
Over 40 ft. long .....263,000 lbs.
Under 40 ft. long .....220,000 lbs.

At Kitalou—More than 2 units must not be used on Kitalou Airport Spur Track.

Between Plains Junction and Sterley—Handling eighty (80) feet or longer cars—
During either throttling or locomotive braking, trailing tonnage may cause lateral force sufficient for derailment, where cars eighty (80) feet or longer are coupled to cars fifty (50) feet or shorter, when grade and curvature exceed certain limitations.
To avoid creating such conditions, trains of seven thousand (7,000) or greater trailing tons must handle empty cars eighty (80) feet and longer in the rear one-half (1/2) of the train, unless otherwise provided.
In applying these limits, the following eighty (80) feet or longer loaded cars must be regarded the same as an empty car:
Cars weighing less than fifty (50) tons, gross weight.
Flat cars with one (1) loaded trailer.
Flat cars with empty trailers.
Flat cars with either loaded or empty containers unless loaded containers occupy entire deck.
Empty rack type cars.

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

4. **At Sterley**—Normal position of the switch at each end of the cross-over west of the depot will be for movement through the cross-over and all trains to and from Lubbock will leave and enter Plainview main track through this cross-over.

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

6. **Manual Interlocking—**
ATSF Crossing .....1.6 miles East of Lubbock.
Between Kitalou and Lubbock ATSF Crossing MP 358.5 controlled by Santa Fe dispatchers. Trains stopped by absolute signal will be governed by instructions posted in telephone and release boxes.

7. **Automatic Interlocking—**
ATSF Crossing .....1 Mile West of Lockney.

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

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

FORT WORTH DIVISION
(Sterley - Dimmitt)
FOURTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Sterley and Dimmitt ..... 25 MPH.
Between opposing absolute signals of interlockings at AT&SF crossing at Plainview and 2.7 miles east of Plainview.... 15 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
Over 40 ft. long .....263,000 lbs.
Under 40 ft. long .....220,000 lbs.

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

4. **Clearance Provisions and Exceptions Rule 83(B)—**
Plainview and Dimmitt—Trains must receive clearance when operator on duty.
Plainview—6:00 a.m. to 10:00 p.m. except Saturday and Sunday.
Dimmitt—9:30 a.m. to 6:30 p.m. daily except Saturday and Sunday.

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

6. **Automatic Interlocking—**
ATSF Crossing 2.7 miles east of Plainview.

7. **Close Clearance—**
At Edmonson look out for close overhead and side clearances elevator track.

FORT WORTH DIVISION
FIFTH, SIXTH & SEVENTH SUBDIVISIONS

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Between—
Sterley and Silverton ..... 10 MPH.
Childress and Wellington ..... 25 MPH.
Valley Jct. and Abilene ..... 25 MPH.
Seymour—MP 50 and MP 53 ..... 10 MPH.
Stamford—MP 112.5 and MP 113.2 ..... 13 MPH.
Anson—MP 126 and MP 127.1 ..... 13 MPH.
Abilene—MP 147.3 and MP 151.1 ..... 13 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
Fifth Subdivision .....177,000 lbs.
Sixth and Seventh Subdivision over 40 ft. Long .....263,000 lbs.
Sixth and Seventh Subdivision under 40 ft. long .....200,000 lbs
Engines heavier than SD-7 must not operate between—
Sterley and Silverton,
Childress and Wellington.

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

4. **Clearance Provisions and Exceptions Rule 83(B)—**
Stamford—Trains must receive clearance.

5. **Fifth Subdivision**
Rule 99, when flagging is required distance will be one-half mile.
Sixth and Seventh Subdivision
Rule 99, when flagging is required distance will be one mile.

6. **Yard Limits—**
Tracks between Sterley and Silverton, Stamford and Abilene, Childress and Wellington, will be operated as one yard.

7. **Close Clearance—**
At Goree—Close side clearance East Elevator.

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

At Seymour—Compress track at Loading Dock MP 50.8 will not clear man on side of car.

At Stamford—Lookout for low overhead clearance on Oil Mill Track.

RADIO INFORMATION FORT WORTH DIVISION

Base Station	Channel	Hours in service and attended
Ft. Worth Dispatcher's Office	1	24 hours
Wayside Stations		
Bowie	1	9 AM - 6 PM Mon. thru Fri.
Wichita Falls	1	24 hours attended
Vernon	1	8 AM - 9 PM Mon. thru Fri. 8 AM - 5 PM Sat.
Quanah	1	8 AM - 5 PM Mon. thru Sat.
Childress	1	24 hours attended
Memphis	1	9:30 AM - 6:30 PM Mon. thru Fri.
Amarillo	1	24 hours attended
Dalhart	1	8 AM - 5 PM Mon. thru Sat.
Texline	1	24 hours attended
Plainview	1	6 AM - 10 PM Mon. thru Fri.
Lubbock	1	24 hours attended Mon. thru Fri. 7 AM - 11 PM Sat. and Sun.

POSITION IN FREIGHT TRAIN OF PLACARDED CARS

PLACARD APPLIED ON CAR		EXPLOSIVES - A	POISON GAS	LOADED PLACARDED TANK CARS (EXCEPT CARS PLACARDED POISON GAS OR COMBUSTIBLE)	EMPTY PLACARDED TANK CARS (EXCEPT COMBUSTIBLE)	RADIO ACTIVE	COMBUSTIBLE	ALL OTHER PLACARDED CARS
RESTRICTIONS								
MUST NOT BE NEARER THAN THE SIXTH CAR FROM ENGINE OR CABOOSE. HOWEVER WHEN LENGTH OF TRAIN WILL NOT PERMIT CAR TO BE SO PLACED IT MUST BE PLACED NEAR MIDDLE OF TRAIN.		X	X	X				
PLACARDED CAR MUST NOT BE PLACED NEXT TO	ENGINE	X	X	X	X	X		
	OCCUPIED CABOOSE	X④	X④	X	X	X		
	LOADED FLAT CARS ①	X	X	X②				
	OPEN TOP CARS ③	X	X	X				
	CARS WITH ANY OF THE FOLLOWING OPERATING: AN ENGINE, LIGHTED HEATERS, STOVES OR LAMPS, AUTOMATIC REFRIGERATION UNITS	X	X	X				
	OCCUPIED CAR	X④	X④	X				
	EXPLOSIVES - A		X	X		X		X
	POISON GAS	X		X		X		X
	RADIOACTIVE	X	X	X				X
	UNDEVELOPED FILM					X		
	EMPTY PLACARDED TANK CARS							
	ANY LOADED PLACARDED CAR (EXCEPT COMBUSTIBLE)	X	X			X		

Effective 1-1-77

HOW TO USE THIS CHART

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

- - - NOTE - - -

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

Footnotes:

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

② A loaded flatcar, other than a specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads. This exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.

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

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

LEFT BLANK INTENTIONALLY

LEFT BLANK INTENTIONALLY

16 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

MAINTENANCE OF WAY CONDITIONAL STOP

Form Y Train Order

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

Foreman will state: "FW&D Railway Foreman calling Extra 232 East about Order No. (Form Y Train Order No.)"

Engineer must respond, identifying his train as: "This is FW&D engineer, Extra 232 East."

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

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

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

SPEED TABLE

Time Per Mile Minutes	Time Per Mile Seconds	Miles Per Hour	Time Per Mile Minutes	Time Per Mile Seconds	Miles Per Hour
1	12	50	2	40	22.5
1	15	48	2	45	21.8
1	20	45	2	50	21.2
1	25	42.3	3	—	20
1	30	40	3	9	19
1	40	36	3	20	18
1	45	34.3	3	31	17
1	50	32.7	3	45	16
2	....	30	4	....	15
2	10	27.6	5	....	12
2	15	26.6	6	....	10
2	20	25.7	7	30	8
2	30	24	10	—	6

COMPANY DOCTORS

Dr. W. P. Higgins, Jr., Chief Surgeon, Ft. Worth
Dr. James P. Lee, Division Surgeon, Wichita Falls

Abilene	Dr. Travis Smith
Amarillo	Dr. Woolworth Russell
Anson	Dr. A. G. Andrus
Bowie	Dr. Hulen P. Crumpler
Childress	Dr. Jack Fox
Clarendon	Dr. George W. Smith
Dalhart	Dr. Donald A. Frank
Decatur	Dr. W. T. Inabnett
Dimmitt	Dr. B. H. Lee
Electra	Dr. John G. Thompson
Fort Worth	Dr. O. J. Emery
Fort Worth	Dr. Carl M. Austin
Henrietta	Dr. Robert E. Hurn
Houston	Dr. N. A. Kilgore
Iowa Park	Dr. Gordon Clark
Lockney	Dr. W. J. Mangold
Lubbock	Drs. English, Hunt, & Upshaw
Memphis	Dr. O. R. Goodall
Memphis	Dr. H. R. Stevenson
Memphis	Dr. Robert E. Clark
Munday	Dr. R. L. Newsom
Plainview	Medical Center Clinic
Quanah	Dr. Walter A. Brooks
Stamford	Stamford Clinic
Vernon	Dr. John B. Hardin
Wellington	Dr. C. B. Jones
Wichita Falls	Wichita Falls Clinic