

BNSF

Burlington Northern Santa Fe

**Oklahoma
Division**

**Timetable
No. 1**

**IN EFFECT AT 0001
Central Continental Time**

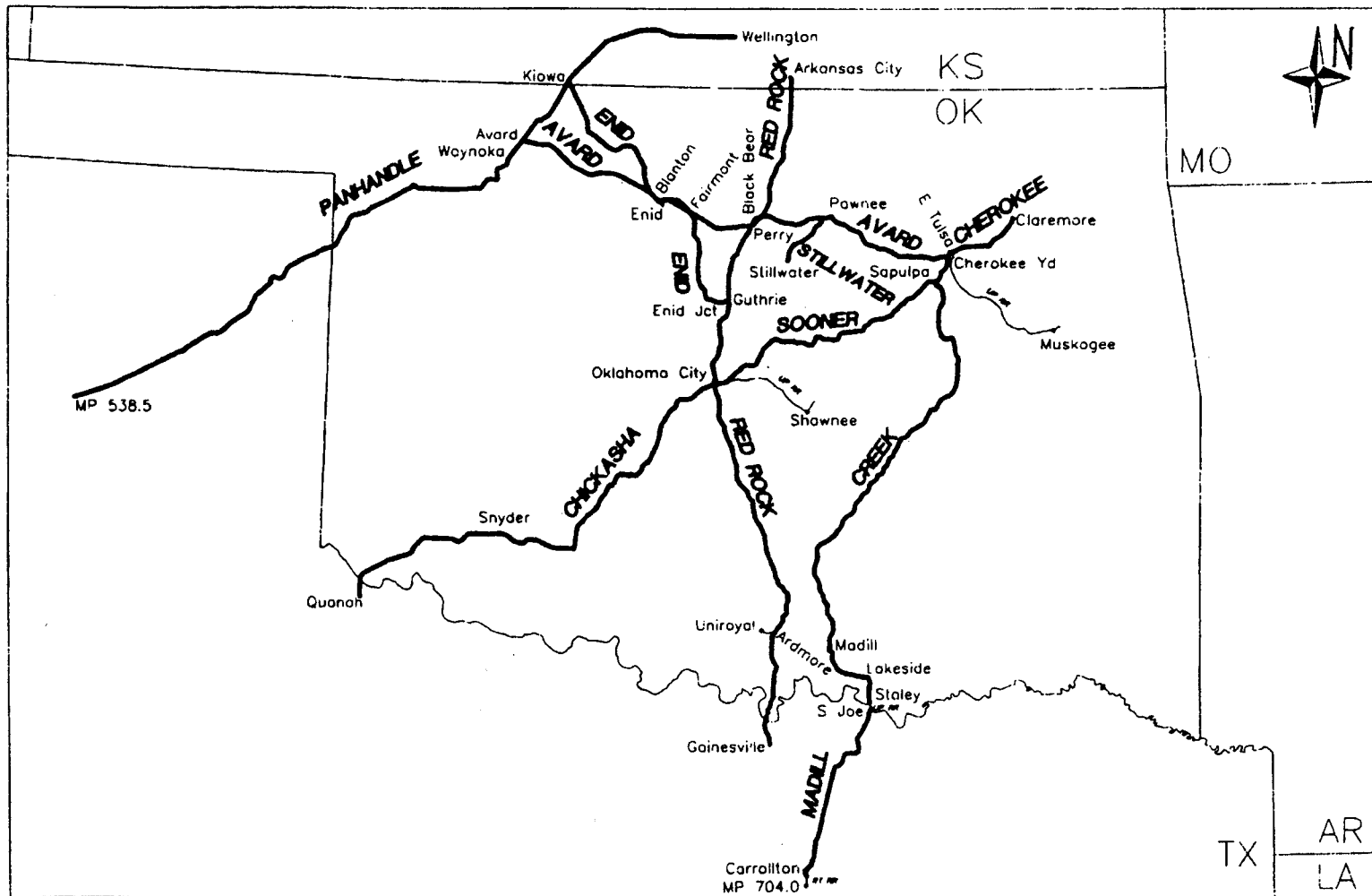
Thursday August 1, 1996

**Division Superintendent
M.W. WEISSMANN
Tulsa, OK
(918) 445-2500**

**See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers**

Burlington Northern Santa Fe

Oklahoma Division



RED ROCK SUBDIVISION

3

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Red Rock Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
	N7000 S9900	52700	263.4	ARKANSAS CITY, KS	BPT			
			264.2	BNSF RRX	M			
	12185	52680	275.8	NEWKIRK, OK				
	32442	52300	288.9	PONCA CITY	BP			
	8616	52290	300.3	MARLAND				
	7447	52280	306.8	RED ROCK				
	7993	52270	312.7	OTOE				
			316.3	BLACK BEAR				
				BNSF RRX	A			
	N5515 S3624	52100	321.6	PERRY	P	CTC		
	8563	52090	328.4	ASP				
	10149	52060	338.8	MULHALL				
	8915	52050	347.2	LAWRIE				
	14725	51700	352.6	GUTHRIE	PT			
	9735	51695	360.1	SEWARD				
	7041	51690	370.1	EDMOND				
	8029	51680	376.8	BRITTON				
			380.6	NOWERS				
		51500	384.0	OKLAHOMA CITY	T	2MT CTC		
			385.7	BURNETT				
			388.8	GM CROSSOVER				
	8460	51500	390.5	FLYNN	BCPT			
	8351	51420	393.2	MOORE				
	6678	51415	401.8	NORMAN				
	9075	51410	408.1	NOBLE				
		51400	417.3 517.5	PURCELL		CTC		
	8297	51325	510.2	WAYNE				
	8229	51315	502.6	PAOLI				
	7926	51300	495.6	PAULS VALLEY				
	8804	51255	488.1	WYNNEWOOD				
	9225	51250	478.0	DAVIS	T			
	8599	51240	469.6	DOUGHERTY				
	8443	51225	460.3	GENE AUTRY				
	5731	51200	450.4	ARDMORE	BPT			
	6427		443.0	OVERBROOK				
	10025	51140	433.1	MARIETTA				
	8053	51120	423.1	THACKERVILLE, OK				
		51100	X411.3	GAINESVILLE, TX	BP			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Arkansas City to Purcell	30	1	3	4	5&7	9
Wayne to Gainesville	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Freight

Arkansas City-	
Main track between M.P. 262.9 to M.P. 264.1, Track 198	20 MPH.
between M.P. 262.6 to M.P. 264.1	
Arkansas City M.P. 264.1 to Nowers	55 MPH.%
Nowers to Burnett	40 MPH.
Burnett to End of Two Tracks M.P. 387.4 North Track	40 MPH.
South Track	55 MPH.%
M.P. 387.4 to Gainesville	55 MPH.%
O.G.&E. Sooner Spur between main track switch to Loop Track switch	20 MPH.
GM Crossover to GM Yard (Flynn Industrial Spurs)	20 MPH.
Purcell Yard Track No. 1	20 MPH.

1(B). Speed - Permanent Restrictions

MP 262.7 to MP 262.9	50 MPH.
MP 263.2 to MP 264.2	20 MPH.
At MP 264.2	30 MPH.
MP 264.4 to MP 265.0	30 MPH.
MP 265.3 to MP 266.2	50 MPH.
MP 275.4 to MP 276.0 (HE only)	45 MPH.
MP 287.2 to MP 287.3 (HE only)	50 MPH.
MP 287.3 to MP 290.8 (HE only)	40 MPH.
MP 287.7 to MP 287.9	50 MPH.
MP 290.4 to MP 290.6	45 MPH.
At MP 316.3 (HE only)	50 MPH.
MP 320.8 to MP 321.7	50 MPH.
MP 351.7 to MP 351.8	45 MPH.
MP 351.9 to MP 352.7	50 MPH.
MP 352.4 to MP 352.9 (HE only)	50 MPH.
MP 369.7 to MP 370.4 (HE only)	45 MPH.
MP 374.6 to MP 377.4 (HE only)	50 MPH.
MP 377.1 to MP 377.4	40 MPH.
MP 378.6 to MP 380.6	45 MPH.
MP 385.7 to MP 387.2 (HE only)	50 MPH.
MP 392.4 to MP 392.5 (HE only)	50 MPH.
MP 398.7 to MP 398.8 (HE only)	50 MPH.
MP 399.6 to MP 402.7 (HE only)	45 MPH.
MP 402.7 to MP 402.8 (HE only)	40 MPH.
MP 412.0 to MP 412.2	40 MPH.
MP 415.8 to MP 416.5	50 MPH.
MP 515.4 to MP 513.2	50 MPH.
MP 506.7 to MP 504.5	50 MPH.
MP 488.3 to MP 488.2 (HE only)	50 MPH.
MP 488.2 to MP 487.7 (HE only)	40 MPH.
MP 475.1 to MP 473.7	50 MPH.
MP 467.5 to MP 467.3	50 MPH.
MP 466.4 to MP 462.8	35 MPH.
MP 462.6 to MP 462.0	45 MPH.
MP 460.3 to MP 459.6	45 MPH.
MP 459.3 to MP 453.2	50 MPH.
MP 451.0 to MP 449.7	25 MPH.
MP 451.3 to MP 449.3 (HE only)	30 MPH.
MP 422.3 to MPX 418.6	50 MPH.
MPX 418.5 to MPX 418.3	45 MPH.
MPX 418.2 to MPX 417.7	45 MPH.
Flynn Industrial Spurs MP 388.8	
MP 0.0 to MP 0.3	10 MPH.
MP 3.8 to GM Yard	10 MPH.

1(C). Speed – Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

Arkansas City, Crossover between main track to track 198 MP 264.1	20 MPH.
Westend South Siding	40 MPH.
MP 262.3 EE Yard Lead	10 MPH.
New Kirk, Both Ends Siding	40 MPH.
Ponca City, EE Yard Lead	10 MPH.
Other Turnouts and Crossover	40 MPH.
Marland, Both Ends Siding	40 MPH.
Red Rock, Both Ends Siding	40 MPH.
OG & E Sooner Spur MP 308.2	20 MPH.
Otoe, Both Ends Siding	40 MPH.
Perry, Both Ends North Siding	30 MPH.
Both Ends South Siding	40 MPH.
Asp, Mulhall, Lawrie, Both Ends Siding	40 MPH.
Guthrie, Turnout, Enid Subdiv	30 MPH.
Both Ends Siding and Middle Crossover	40 MPH.
Seward, Edmond, Britton, Both Ends Siding	40 MPH.
Nowers, Turnout, MP 380.6	40 MPH.
Burnett, Crossover MP 385.8	40 MPH.
Turnout MP 387.4	40 MPH.
GM Crossover, Turnout to GM Yard	10 MPH.
Flynn, Both Ends Siding	30 MPH.
Moore, Norman, Noble Both Ends Siding	40 MPH.
Purcell, Both Ends Yard Track No. 1	20 MPH.
Wayne, Paoli, Pauls, Valley, Wynnewood,	
Davis, Dougherty, Gene Autry, Both Ends Siding	30 MPH.
Ardmore, Both Ends Siding	25 MPH.
Overbrook, Marietta, Thackerville	
Both Ends Siding	30 MPH.

1(D). Speed – Other

Ardmore–

Lead Track 6311 and Rack Tracks 6314, 6315 and 6316 Total Refinery.

Georgia Pacific Spur Track 6312.

Tracks 6326, 6376 and 6381, Switching Lead	5 MPH.
Oklahoma City, All Bake–Rite Tracks	5 MPH.
Vista Plant, Movement over facing point switch	5 MPH.
GM Yard, Loading Ramp Tracks 971 to 977	5 MPH.
Locomotive cranes/pile drivers, AT–199454 through AT–199468	
and Jordan spreaders	45 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT 199454 through 199468 must not be humped or switched with.

Temperature 100 Degrees or above–

When air temperature meets the “threshold temperature”, all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

LIMITS	THRESHOLD TEMPERATURE	SPEED
MP 278.8 to MP 279.4	100 Degrees	40 MPH
MP 289.8 to MP 320.4	100 Degrees	40 MPH
MP 325.3 to MP 332.4	100 Degrees	40 MPH
MP 339.5 to MP 354.9	100 Degrees	40 MPH
MP 368.8 to MP 383.5	100 Degrees	40 MPH
MP 388.1 to MP 408.0	100 Degrees	40 MPH
MP 512.4 to MP 504.5	100 Degrees	40 MPH
MP 479.1 to MP 478.7	100 Degrees	40 MPH
MP 469.1 to MP 409.3	100 Degrees	40 MPH

See Item 1 of the System Special Instructions for additional speed restrictions

2. **Bridge and Equipment Weight Restrictions—None**3. **Method of Operation—**

CTC—in effect: On main tracks and sidings, Arkansas City to Gainesville, EXCEPT on track 198, between M.P. 262.6 and M.P. 264.1, Arkansas City.

Signals Not Conforming to Aspects and Indications Shown in the System
Special Instructions—

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. **General Code of Operating Rules Items—**

Rule 1.14—BNSF trains use former BN tracks between Black Bear and Pawnee and U.P. tracks between Shawnee and Harter.

BNSF trains use former ATSF tracks between Black Bear and Perry.

Rule 6.26—Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a westward or southward train is the **North** track, the track to the left is the **South** track.
2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is **No. 1** track and the tracks to the right thereof are **No. 2, No. 3, No. 4**, etc., respectively.

5. **Trackside Failed Equipment Detectors (FED)—**

Location	Type	Locators & Signals Affected
M.P. 270.8, 293.8, 317.5, 341.5, 358.9, 377.8, 404.2, 414.5, 437.5, 457.6, 482.6, 505.7.	Hot Box & Dragging Equip.	Radio Communication
M.P. 407.4*, 416.2*	Shifted Load	Radio Communication
Bridge 467.5	High Water	Eastward—Signal 4662 Westward—Controlled signals at WE Dougherty
M.P. 421.1*	Hot Box, Shifted Load & Dragging Equip.	Radio Communication

* Detectors on both sides of track which will not clear person on side of cars.

6. **FRA Excepted Track—None**7. **Special Conditions—**

Arkansas City Purcell	Do not operate locomotives over ballast pit on Track 219. Trains when spotting or picking up at any industry will use only one four-axle unit.
Purcell to Gainesville	Units with six axle trucks will not be used on track other than main track, sidings and yards unless authorized. Loads or engines should not be moved across Bridge 4.0 Uniroyal Lead. Between Gainesville and Trackerville MP 411 to MP 419 are designated by an X.

RED ROCK SUBDIVISION

7

CLOSE CLEARANCE--

Ponca City Track 2336 Conoco coke loading.
 Tracks 2312, 2313, 2314, 2315 Conoco light oil facility.
 Tracks 2521 and 2522 at Witco.

Red Rock OGE unloading dumper.
Guthrie Platform on south side of Farm Enterprise Elevator Track.

Oklahoma City Track 111 – Commercial Warehouse
 Track 211 – Coors Central
 Track 224 – Continental Plastic
 Track 233 – Safeway
 Track 301 – Macklanburg Duncan
 Track 303 – Macklanburg Duncan
 Track 705 – API Enterprises
 Track 801 – Acco Mill
 Track 823 – Trinity Industries
 Track 843 – Bake-Rite Industries

MP 407.4 Shifted Load Detector

Shawnee Concrete dock of Buford White Lumber Co., Track 3707.

Wynnewood (1) Kerr McGee Refinery structure between Rack Tracks 6206 and
 6207 will not clear person on side of car.
 (2) Loading Track 6208 Coke Spur in Kerr McGee has impaired
 clearance on east end. Point beyond which cars or engine must not
 pass has been marked with yellow paint on rail and dock. Crew
 switching this track must not go past this point when spotting or
 pulling cars.
 (3) When cars are set out by westbound trains for repairs by
 Equipment Team, they must be set to Track 6201 so can be driven
 to by equipment truck.

Davis Must have three-car cover ahead of engines when setting out at
 Halliburton Track 6216 account close clearance at cement dock.

8. Line Segments--

Yard Line Segments--

Line Segment	Limits
7451	Arkansas City Yard
7452	Ponca City Yard
7453	Nowers Yard
7454	Oklahoma City GM Yard
7455	Flynn Yard

Road Line Segments--

Line Segment	Limits
7400	Arkansas City to Purcell
7500	Purcell to Gainesville

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
Kildare Coop Spur	281.2	1984	West
OG&E Sooner Spur	308.23	34141	East
Team Track (Pipe Yard)	366.7	710	Both
Leonhardt Spur	372.9	756	East
Ralston Purina Lead (Dereco)	373.0	11024	Both
Packing Town Industrial Spur	385.5	1900	Both
API Plastics Lead	387.5	2500	Both
Flynn Industrial Spurs	388.8	22338	Both
Tyler Simpson	400.2	598	West
Shawnee Industrial Spur	384.7	10.6 miles	West
Runaround	125.3	700	West
Wolverine Tube	125.3	1178	West
Mobile Chemical Company	125.9	2267	West
TCK Ferrites	127.6	914	West
Pauls Valley Industrial Lead	496.1	14050	West
Rayford storage track	473.3	4900	Both
Crusher	466.4	11050	West
Ardmore Industrial Lead	449.6	26400	Both
Borden Chemical	x414.0	800	West

STILLWATER SUBDIVISION

9

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Stillwater Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
				PAWNEE	R			
				11.7				
		52110	6.2			TWC		
		52115	17.9	GLENCOE				
				12.0				
	1267	52120	30.4	STILLWATER	R			

Tone Call-In						
RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER
Pawnee to Stillwater	30	1	3	4	5&7	9

1. Speed Regulations

1(A). **Speed – Maximum** **Freight**
Pawnee to Stillwater 30 MPH.

1(B). **Speed – Permanent Restrictions**—None

1(C). **Speed – Switches and Turnouts**—None

1(D). **Speed – Other**

Locomotive cranes/pile drivers, AT–199454 through AT–199468
and Jordan spreaders 20 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT 199454 through 199468 must not be humped or switched with.

See item 1 of the System Special instructions for additional speed restrictions

2. **Bridge and Equipment Weight Restrictions**—None

3. **Method of Operation**—

TWC—in effect:

Pawnee MP 6.2 to Stillwater MP 30.4

Restricted Limits—in effect:

Pawnee to MP 9.0

MP 26.0 to Stillwater

4. **General Code of Operating Rules Items**—

Rule 1.14:—At Pawnee, main track between MP 7.3 and MP 8.2 is designated as a siding for AVARD Subdivision trains.

5. **Trackside Failed Equipment Detectors (FED)**—None

6. **FRA Exempted Track**—None

7. **Special Conditions**—

Glencoe —Track 5201 out of service

Stillwater—Under no circumstances will engines or extra-heavy loads be moved over live rail of industry-owned scales, except on specific request of the Stillwater Milling Company.

Stillwater—Track 5014 out of service between 9th Street and 500 feet east of 5015 Switch. Track 5005 National Standard is out of service and switch spiked for track 5007.

Stillwater—At Perkins Road and Boomer Spur Crossings, movement must be protected by member of crew.

Stillwater—Close clearance at the following locations:

Unloading ramp near stock track,

Concrete dock at Hoke Concrete Company, Track 5008 inside Color Press Building.

8. Line Segments-

Road Line Segments-

Line Segment	Limits
7401	Pawnee to Stillwater

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
Armstrong Spur	26.5	2439 ft.	West
Boomer Spur	26.7	5100 ft.	East

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Enid Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		54100	0.1	KIOWA, KS	TR			
	6420	51870	8.8	BURLINGTON, OK				
	5022	51850	19.7	CHEROKEE				
	2202	51840	31.8	JET		TWC		
	2235	51830	40.0	NASH				
	1968	51820	47.8	HILLSDALE				
	4129	51810	58.2	BLANTON	R			
			62.0	U.P.RRX	A			
			62.1	B. N. JCT.				
		51800	62.3	ENID	BPR			
			63.2	BNSF RRX	S			
		51735	72.8	FAIRMONT				
			73.5	END OF TRACK		TWC		
			73.7	END OF TRACK				
	1422	51725	80.4	DOUGLAS				
	6250	51715	88.4	MARSHALL				
		51710	95.1	LOVELL				
		51705	102.8	CRESCENT				
			116.4	ENID JCT.				

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Kowa to Enid Jct.	30	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed – Maximum

	Freight
Kiowa to MP 65.0	30 MPH.
MP 65.0 to MP 73.7	49 MPH.%
MP 73.7 to Enid Jct	49 MPH.%

1(B). Speed – Permanent Restrictions

At MP 62.0	30 MPH.
At MP 63.2	30 MPH.
MP 111.9 to 112.3	45 MPH.
MP 115.4 to Enid Jct	10 MPH.

1(C). Speed – Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

1(D). Speed – Other

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 45 MPH.
 Kiowa to Enid 20 MPH.
 Locomotive cranes/pile drivers must be handled in trains next to engine.
 Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until turned.
 Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.
 Pile drivers AT 199454 through 199468 must not be humped or switched with.

See item 1 of the System Special instructions for additional speed restrictions

2. **Bridge and Equipment Weight Restrictions—None**
3. **Method of Operation—**

TWC—in effect:
 MP 0.1 to MP 58.2
 MP 62.1 to MP 116.4

Restricted Limits—in effect:
 MP 0.1 to 3.0
 MP 56.4 to 58.2
 MP 62.1 to 65.0
4. **General Code of Operating Rules Items—**

Rule 1.14—KSW RR. trains use BNSF tracks between M.P. 0.1 and M.P. 0.6 Kiowa and will be governed by BNSF Timetable and Special instructions.
5. **Trackside Failed Equipment Detectors (FED)—None**
6. **FRA Excepted Track—None**
7. **Special Conditions—**

Kiowa—trains will be governed by Panhandle Subdivision Timetable and Special Instructions.

Blanton and B.N. Jct.—junction switches normally lined for Avarad Subdivision.

Marshall—east siding switch located M.P. 88.7.

BNSF trains must secure permission from BNSF train dispatcher Ft. Worth before entering Avarad subdivision main track at Enid or at Blanton.
8. **Line Segments—**

Road Line Segments

Line Segment	Limits
7104	Kiowa to Enid Jct.
9. **Locations Not Shown as Stations—None**

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Panhandle Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		54600	238.0	Wellington	BCPT	CTC 2MT		
			238.5	CP 2385				
				0.5				
		54598	243.5	Roland				
				3.5				
7800	54596	247.0	Mayfield					
				7.1				
8450	54594	254.1	Milan					
				5.1		M		
7300	54592	259.2	Argonia					
				0.4				
			259.6	K.S.W. RRX		CTC		
				6.9				
13010	54590	266.5	Danville					
				5.3				
			271.8	EAST HARPER				
				1.4		PT		
			273.2	CP 2732				
				0.6				
19477	54500	273.8	HARPER					
				0.6				
			274.4	CP 2744		CTC		
				1.3				
			275.7	WEST HARPER				
				4.6				
7300	54490	280.3	EULA					
				4.1				
S6650		284.4	EAST ATTICA					
				1.2				
	54200	285.6	ATTICA					
				1.8				
N7700		287.4	WEST ATTICA					
				4.8				
10500	54160	292.2	CRISFIELD					
				7.6				
11282	54120	299.8	HAZELTON					
				5.7				
		305.5	EAST KIOWA					
				1.1				
		306.6	CP 3066					
				0.3				
17800	54100	306.9	KIOWA, KS					
				0.3				
		307.2	CP 3072					
				1.9				
		309.1	WEST KIOWA					
				4.1				
10178	54084	313.2	LODER, OK					
				6.3				
11400		319.5	BRINK					
				5.2				
	54070	324.7	ALVA					
				4.2				
18966	54064	328.9	NOEL					
				6.5				
		335.4	EAST AVARD					
				0.5		CTC 2MT		
	54060	335.9	AVARD					
				0.5				
		336.4	WEST AVARD					
				6.0				
		342.4	EAST WAYNOKA			P		
				2.8				
54000		345.2	WAYNOKA					
				1.7		CTC		
		346.9	WEST WAYNOKA					
				3.2				
		350.1	HEMAN					
				6.0				
		356.8	BELVA					
				10.5		CTC 2MT		
		367.3	CURTIS					
				3.9				
7924	53915	371.0	MOORELAND					
				7.8				
		380.3	EAST WOODWARD					
				1.0				

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Panhandle Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
			381.3	CP 3813				
	14,649	53900	382.8	WOODWARD	P			
			383.2	WEST WOODWARD				
	7,267	53850	386.3	GERLACH		CTC		
	8,164	53835	392.6	TANGIER				
	7,785	53825	398.3	FARGO				
	7,683	53815	406.7	GAGE				
	N7657 S5703	53800	414.4	SHATTUCK	T			
			419.3	GOODWIN, OK				
		53760	428.3	HIGGINS, TX		2MT CTC		
			438.3	COBURN				
	10,910	53750	444.1	GLAZIER				
	20,609		449.4	CLEAR CREEK				
	19,620	53740	455.1	CANADIAN	P	CTC		
	11,017	53735	463.5	MENDOTA				
	11,532	53730	471.2	LORA				
	11,723	53725	476.9	MIAMI				
		53719	483.3	CODMAN				
			494.0	CP4940				
	N6,470		497.3	CP4973				
		53700	498.8	PAMPA	PT.			
			500.8	WEST PAMPA				
		53690	505.9	KINGS MILL				
			510.3	CP5103		2MT CTC		
		53680	512.8	WHITE DEER				
			523.2	CP 5232				
	N13,560	53520	526.0	PANHANDLE	T			
				CP 5314				
			538.2	CP 5382				
		53510	541.0	ST. FRANCIS				
			550.5	EASTERN				

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER
Wellington to East Waynoka	72	2	3	4	5&7	9
East Waynoka to E. Siding Sw. Canadian	55	1	3	4	5&7	9
E. Siding Sw. Canadian to Eastern	36	1	3	4	5&7	9
Eastern to Amarillo	55	2	3	4	5&7	9

From MP 538.5 to Eastern is part of and under the jurisdiction of the New Mexico Division

1. Speed Regulations

1(A). Speed – Maximum

Passenger Freight

Wellington to Eastern 70 MPH. 55 MPH.*%

* See System Special Instruction 1(B).

1(B). Speed – Permanent Restrictions

MP 237.7 to MP 237.8	45 MPH.	45 MPH.
MP 288.5 to MP 239.2	60 MPH.	60 MPH.
MP 239.6 to MP 239.7	60 MPH.	60 MPH.
At MP 259.6	50 MPH.	50 MPH.
MP 323.5 to MP 324.0	60 MPH.	60 MPH.
MP 324.2 to MP 324.9	45 MPH.	45 MPH.
MP 325.3 to MP 328.0	60 MPH.	60 MPH.
MP 343.3 to MP 343.9	60 MPH.	60 MPH.
MP 345.2 to MP 345.7	55 MPH.	55 MPH.
MP 345.9 to MP 346.3 (ST)	65 MPH.	65 MPH.
MP 345.7 to MP 346.8 (NT)	55 MPH.	55 MPH.
MP 379.0 to MP 379.3	65 MPH.	65 MPH.
MP 382.5 to MP 384.7 (HE only)	50 MPH.	50 MPH.
MP 382.9 to MP 384.1	50 MPH.	50 MPH.
MP 385.5 to MP 388.9	50 MPH.	50 MPH.
MP 389.6 to MP 389.9	60 MPH.	60 MPH.
MP 445.7 to MP 450.1	65 MPH.	65 MPH.
MP 450.8 to MP 451.2	60 MPH.	60 MPH.
MP 452.4 to MP 453.4	50 MPH.	50 MPH.
MP 454.2 to MP 454.5	60 MPH.	60 MPH.
MP 464.8 to MP 465.0	65 MPH.	65 MPH.
MP 476.3 to MP 477.8	60 MPH.	60 MPH.
MP 477.8 to MP 480.9	65 MPH.	65 MPH.

1(C). Speed – Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

CP 2385, Crossover	30 MPH.	30 MPH.
Roland, Turnout	40 MPH.	40 MPH.
Mayfield, Milan, Argonia, Danville, both ends sidings	40 MPH.	40 MPH.
East Harper	40 MPH.	40 MPH.
CP 2732, Crossover	40 MPH.	40 MPH.
CP 2744, Crossover	15 MPH.	15 MPH.
Turnout to CKA	15 MPH.	15 MPH.
West Harper, Turnout	40 MPH.	40 MPH.
Eula, Both ends of siding	40 MPH.	40 MPH.
East Attica, Turnout	40 MPH.	40 MPH.
Attica, Turnouts	40 MPH.	40 MPH.
West Attica, Turnout	40 MPH.	40 MPH.
Crisfield, Hazelton, Both ends of siding	40 MPH.	40 MPH.
East Kiowa, Turnout	40 MPH.	40 MPH.
CP 3066, Crossover	40 MPH.	40 MPH.
CP 3072, Crossover	40 MPH.	40 MPH.
Turnout Enid Sub.	15 MPH.	15 MPH.
West Kiowa, Turnout	40 MPH.	40 MPH.
Loder, Brink, Both ends sidings	40 MPH.	40 MPH.
Noel, Both ends sidings	30 MPH.	30 MPH.
East Avard, Turnout	40 MPH.	40 MPH.
West Avard, Crossover	50 MPH.	50 MPH.
Avard, Turnout too Avard Sub.	20 MPH.	20 MPH.
East Waynoka, Crossover	40 MPH.	40 MPH.
Waynoka – East Crossover	30 MPH.	30 MPH.
Waynoka – West Crossover	15 MPH.	15 MPH.
West Waynoka – Turnout to north track	50 MPH.	50 MPH.
Heman– Turnout to south track, MP 350.1	40 MPH.	40 MPH.
Belva– Double crossover , MP 356.8	50 MPH.	50 MPH.
Curtis –Turnout to south track, MP 367.3	40 MPH.	40 MPH.
East Woodward – Through turnout	40 MPH.	40 MPH.
CP3813 – Through crossover	40 MPH.	40 MPH.
West Woodward – Through turnout	40 MPH.	40 MPH.

Both ends of siding at

Gerlach, Tangier, Fargo, Gage, Shattuck, Glazier, Moreland, Clear Creek, Canadian, Mendota, Lora, and Miami	40 MPH.	40 MPH.
Goodwin–Turnout to south track, MP 419.3	40 MPH.	40 MPH.
CP 4283–Double crossover, MP 428.3	50 MPH.	50 MPH.
Coburn–Turnout to south track, MP 438.3	40 MPH.	40 MPH.
Codman– Through turnout	40 MPH.	40 MPH.
CP4940, Double crossover, MP 494.0	50 MPH.	50 MPH.
CP4973– Crossover, MP 497.3	50 MPH.	50 MPH.
CP4973– Both ends north siding	30 MPH.	30 MPH.
West Pampa– Double crossover, MP 500.8	40 MPH.	40 MPH.
Kings Mill– Turnout to Celanese Corp. coal track (ST)	15 MPH.	15 MPH.
Kings Mill– On loop, Celanese Corp. coal track	10 MPH.	10 MPH.
CP 5103– Double crossover, MP 510.3	50 MPH.	50 MPH.
CP 5232–Double crossover, MP 523.2	50 MPH.	50 MPH.
Panhandle–Both ends north siding (between CP 5261 and CP 5289	40 MPH.	40 MPH.
CP 5314–Double crossover, MP 531.4	50 MPH.	50 MPH.
CP 5382– At MP 538.2	50 MPH.	50 MPH.
Eastern– Crossover MP 550.5	30 MPH.	30 MPH.
Eastern– Turnout to east leg of Wye, MP 550.6	20 MPH.	20 MPH.

1(D). Speed – Other

Celanese Corp. Coal Track:	
To Spring Switch	15 MPH.
On loop	10 MPH.
Pantex Ordnance Spur	20 MPH.
Pampa Industrial Spur, MP 0.0 to MP 4.7	10 MPH.
Locomotive cranes/pile drivers, AT–199454 through AT–199468 and Jordan spreaders	45 MPH.
Locomotive cranes/pile drivers must be handled in trains next to engine.	
Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until turned.	

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT 199454 through 199468 must not be humped or switched with.

Temperature 100 Degrees or above–

When air temperature meets the "threshold temperature", all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

LIMITS	THRESHOLD TEMPERATURE	SPEED
MP 292.8 to MP 298.3	100 degrees	40 MPH.
MP 357.4 to MP 365.2	100 degrees	40 MPH.

See item 1 of the System Special Instructions for additional speed restrictions

2. Bridge and Equipment Weight Restrictions–None**3. Method of Operation–**

CTC–in effect: On main tracks and sidings (except south siding Shattuck).

**Signals Not Conforming to Aspects and Indications Shown in the System
Special Instructions–**

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; pre- scribed speed through turnout; ap- proach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items—

Rule 1.14—Between SK&O connection (MP 266 +1780 feet) and westward controlled signal MP 267.5, BNSF trackage identified as Wolcott Industrial Spur. Rule 6.28 in effect, speed limit 20 MPH. SK&O trains use BNSF tracks into Wellington Yard and governed by BNSF Timetable and Special Instructions.

Rule 6.26—Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a westward or southward train is the **North** track, the track to the left is the **South** track.
2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is **No. 1** track and the tracks to the right thereof are **No. 2**, **No. 3**, **No.4**, etc., respectively.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnel or other structures—None

Location	Type	Locators & Signals Affected
Bridge 273.0	High Water	Eastward—Controlled Signals— CP 2732 Westward— Controlled Signals— East Harper
Bridges 376.4, 376.8	High Water	Eastward — Signal 3782 Westward — Signal 3761
Bridge 398.0	High Water	Eastward controlled signals EE siding Fargo Westward — Signal 3961
Bridge 403.5	High Water	Eastward — Signal 4032 Westward — Signal 4011
Bridges 404.5, 405.0	High Water	Eastward — Controlled signals EE siding Gage Westward — Signal 4031
Bridge 409.6	High Water	Eastward — Signal 4112 Westward — Signal 4091
Bridges 461.2, 462.3	High Water	Eastward — Controlled signals EE siding Mendota Westward — Signal 4611
Bridge 465.0	High Water	Eastward — Signal 4662 Westward — Controlled signals WE siding Mendota
Bridge 468.7	High Water	Eastward — Controlled signals EE siding Lora Westward — Signal 4681
Bridge 470.5	High Water	Eastward main track— Controlled signal WE siding Lora Eastward on siding— Signal 4714 Westward — Controlled signals EE siding Lora
Bridge 472.7	High Water	Eastward — Signal 4742 Westward — Controlled signals WE siding Lora
Bridge 481.0	High Water	Eastward — Signal 4812 Westward — Signal 4791
Bridges 482.0, 483.2	High Water	Eastward — Controlled signals Codman Westward — Signal 4811

Location	Type	Locators & Signals Affected
Bridge 486.3	High Water	Eastward – Signals 4872 and 4874. Westward – Signals 4851 and 4853.
Bridge 488.1	High Water	Eastward – Signals 4892 and 4894. Westward – Signals 4871 and 4873.

B. Other FED locations

Location	Type	Locators & Signals Affected
MP 244.2, 264.4, 283.1, 303.1, 323.0, 339.3, 359.8, 378.6, 396.1, 416.7, 433.2, 447.1, 459.4, 479.7, 503.0, 522.9, 548.0	Hot Box & Drag- ging Equip.	Radio communication

6. FRA Excepted Track–None

7. Special Conditions–

Harper–All hand throw crossovers in Harper Yard are restricted to 4–axle locomotives.

Alva–Only one 4–axle unit will be used in Alva Yards.

Close Clearances–

Wellington–Cars with excessive height will not clear roof of shed on Track 507 at Hunter Milling Co.

Attica–Close clearance on House Track 2032 Garvey Elevator east of Main Street on north side of track account car pulling device will not clear person on side of car.

Between Eastern and Amarillo trains and engines will be governed by Hereford Subdivision Timetable and Special Instructions.

Between West Waynoka and Belva the distance between M.P. 350 and 351 is 1168 feet and between Curtis and East Woodward the distance between M.P. 372 and 374 is 2440 feet and M.P. 373 is therefore eliminated.

8. Line Segments–

Yard Line Segments–

Line Segment	Limits
7152	Wellington Yard

Road Line Segments

Line Segments	Limits
7100	Wellington to Eastern

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
Mayfield Cooperative Elevator	249.2	1215	
Capron	316.4	5200	
Union Underwear	391.2	4150	West
Cabot Carbon Pampa Plant	502.6	2250	Both
Ingersoll–Rand	503.6	1512	West
Celanese Corp. of America	504.3	9800	East
Celanese Corp.	505.6	2.4 miles	West
MW Set Out	506	624	West
MW Set Out	519	624	East
Pantex Ordnance Plant	539.1	Yard	Both
Iowa Beef	542.1	Yard	East
Amarillo Air Base (T.S.T.I.)	543.4	Yard	East
MW Set Out	548.3	624	East

S O U T H W A R D ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Creek Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ N O R T H W A R D
		96426	426.9	CY CHEROKEE YARD	BJT			
				Muskogee Via UP 42 miles				
			428.6	WC WEST CHEROKEE				
		96431	430.5	NO NORRIS		2MT CTC		
		96436	435.5	OM OMA		CTC		
		96438	437.2	SQ SAPULPA	JT	2MT CTC		
5,993	94442	442.2	KF KIEFER					
8,504	94456	456.2	BG BEGGS					
6,064	94467	467.2	BT BUTLER					
	94469	468.6	OG OKMULGEE					
8,517	94476	476.2	SR SCHULTER					
4,920	94482	482.1	HN HENRYETTA					
8,493	94495	494.7	FD FRED					
	94504	504.4	WM WETUMKA					
7,935	94513	513.0	YG YEAGER					
		519.6	HOLDENVILLE	A	CTC			
6,240	94525	525.0	SP SPAULDING					
9,110	94539	539.1	FC FRANCIS					
	94548	548.2	AD ADA	B				
8,425	94558	558.2	FH FITZHUGH					
8,431	94571	571.0	SC SCULLIN					
	94580	579.3	ML MILL CREEK					
8,543	94592	591.8	RV RAVIA					
8,811	94603	602.6	MA MADILL	B				

AAR Radio Channel 66 in service at Cherokee Yard.
AAR Radio Channel 70 in service Cherokee Yard to Madill.

Dispatcher Radio Call-in:		
CherokeeYard-23,26	Preston-36	Henryetta-46
Ada-56	Roff-76	Madill-26

Emergency Train Dispatcher Call-911.
Dispatchers Telephone (817) 234-6151, Fax (817) 234-6411
Assistant Chief (817) 234-6158, Fax (817) 234-6419

1. Speed Regulations

1(A). Speed - Maximum

Cherokee Yd. to Madill Freight 55 MPH.

1(B). Speed - Permanent Restrictions

RD 4 and RD 8 20 MPH.

OPM and Old Freight Main MP 427.4 (W 41st Overpass) to

MP 428.6 (Begin CTC) 20 MPH.

MP 428.6 to MP 429.2 25 MPH.

MP 436.2 to MP 438.2 (HE only)	25 MPH.
MP 441.7 to MP 442.9 (HE only)	30 MPH.
MP 436.2 to MP 438.2 (HE only)	25 MPH.
MP 438.2 to MP 440.2	45 MPH.
MP 457.7 to MP 458.1	45 MPH.
MP 468.6 to MP 469.3 (HE only)	35 MPH.
MP 471.3 to MP 471.8	45 MPH.
MP 506.0 to MP 506.3	50 MPH.
MP 506.9 to MP 507.2	45 MPH.
MP 504.0 to MP 504.5 (HE only)	40 MPH.
MP 498.7 to MP 499.0	50 MPH.
MP 494.4 to MP 494.7	45 MPH.
MP 492.0 to MP 492.5	45 MPH.
MP 483.5 to MP 485.1	45 MPH.
MP 480.2 to MP 482.7	25 MPH.
MP 478.5 to MP 479.2	45 MPH.
MP 509.9 to MP 510.3	45 MPH.
MP 511.5 to MP 511.7	50 MPH.
MP 516.3 to MP 518.3	45 MPH.
MP 518.3 to MP 520.6	25 MPH.
MP 520.6 to MP 521.7	50 MPH.
MP 526.5 to MP 526.7	50 MPH.
MP 529.2 to MP 529.6	45 MPH.
MP 531.9 to MP 536.5	45 MPH.
MP 535.8 Bridge – trains over 100 tons O/B	25 MPH.
MP 539.5 to MP 540.2	45 MPH.
MP 542.9 to MP 545.7	45 MPH.
MP 547.2 to MP 548.8 (HE only)	20 MPH.
MP 548.9 to MP 549.4	50 MPH.
MP 550.7 to MP 552.1	45 MPH.
MP 554.7 to MP 555.7	45 MPH.
MP 555.7 to MP 556.6	40 MPH.
MP 559.3 to MP 559.9	50 MPH.
MP 569.0 to MP 569.3	50 MPH.
MP 574.2 to MP 577.3	50 MPH.
MP 581.4 to MP 583.5	45 MPH.
MP 589.2 to MP 589.7	45 MPH.
MP 596.2 to MP 600.0	45 MPH.
MP 602.2 to MP 604.2	45 MPH.
1(C). Speed – Switches and Turnouts	
Through turnout West Cherokee	20 MPH.
Norris, through turnout	45 MPH.
Oma, through turnout	45 MPH.
Through turnouts controlled sidings between Sapulpa and Madill	20 MPH.
1(D). Speed – Other	
Through siding Henryetta	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.
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**2. Bridge and Equipment Weight Restrictions–
Maximum Gross Weight of Car:**

Cherokee Yard to Sapulpa	143 tons
Sapulpa to Madill	136 tons
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.	
Six axle locomotives and six axle derricks not permitted on following tracks–	
Ada–Solo Cup lead Imperial, Holnam No.8 Lead	
Not more than one six axle locomotive or six axle derrick permitted:	
Mill Creek–Old Sand Plant Tracks	
Sapulpa–Bartlett Collins	

3. Method of Operations–**CTC–in effect:**

MP 428.6 to MP 602.6

MP 428.6 to MP 426.9 Verbal authority from yardmaster

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 is safe before passing over.

Holdenville–At the automatic interlocking at MP 519.6 (Holdenville) be governed by Rule 9.12.3. 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.

4. General Code of Operating Rules Items–

Rule 6.19– When flagging is required, distance will be 2 miles.

Rule 10.2– 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

5. Track Side Failed Equipment Detectors (FED)–**A. Protecting Bridges, Tunnels or Other Structures:****Radio Tone Detector:**

Ravia (SWD) MP 592.4 (DED Only)

Madill (NWD) MP 601.1 (DED Only)

B. Other FED Locations–

Mounds MP 446.8

Okmulgee MP 474.7

Weleetka MP 496.4

Yeager MP 516.2

Fords MP 542.5

Roff MP 565.8

Ravia MP 587.2

Radio Tone Detectors:

Ravia (NWD) MP 592.4 (DED Only)

Madill (SWD) MP 601.1 (DED Only)

6. FRA Excepted Track–None**7. Special Conditions–**

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 UP/ BNSF 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 the extreme north end of the 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 US Silica employee. Telephone and instructions in box on signal mast.


Clark—BNSF Crews will not use Track No. 3 at Meridian Aggregates facility without the specific authority of Meridian Aggregates personnel.

8. **Line Segments—**

Line Segment	Limits
1003	Cherokee Yard to OMA
1046	OMA to Madill

9. **Locations Not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
94521 Sisson	7.1 south of Yeager	80	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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Sooner Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		96438	437.2	SAPULPA		JT		
	6,501	96459	459.0	21.8 BRISTOW				
	3,992	96478	477.5	18.5 STROUD				
	5,722	96483	482.6	5.1 BINKLEY				
		96485	485.4	2.8 DAVENPORT				
		96494	493.9	8.5 CHANDLER		TWC		
	6,354	96510	510.4	16.5 HIBSAW				
	3,921	96524	523.6	13.2 JONES				
		96540	539.7	16.1 OKLAHOMA CITY		ABJTR		

AAR Radio Channel 39 in service on this Subdivision.
AAR Radio Channel 66 in service at Cherokee Yard.

Dispatcher Radio Call-in:	
Bristow-71	Chandler-72
Luther-74	Oklahoma City-78

Emergency Train Dispatcher Call – 911
Dispatchers Telephone
(817) 234-6151, Fax 234 6411
Assistant Chief (817) 234-6158, Fax (817) 234 6419

1. Speed Regulations

1(A). Speed – Maximum

Sapulpa to Oklahoma City Freight
45 MPH.

1(B). Speed – Permanent Restrictions

MP 437.2 to MP 438.9 (HE only) 20 MPH.
MP 452.3 to MP 457.1 30 MPH.
MP 458.7 to MP 460.2 (HE only) 20 MPH.
MP 477.0 to MP 477.8 (HE only) 25 MPH.
MP 491.9 to MP 494.4 30 MPH.
MP 523.5 to MP 526.6 (HE only) 35 MPH.
MP 535.2 to MP 537.4 (HE only) 25 MPH.

1(C). Speed – Switches and Turnouts–None

1(D). Speed – Other

Sidings 10 MPH.
Static Scale–Oklahoma City 5 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions

2. Bridge and Equipment Weight Restrictions–

Maximum Gross Weight of Car:

Sapulpa to Oklahoma City 136 tons
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Do not Operate six-axle locomotives or six axle derricks on the following tracks:

Bristow
Red Horse
Stroud

Halliburton Lead
Polyfilm Inc. Lead
Koch Materials track

3. Method of Operations—

TWC—in effect:

MP 437.2 to MP 536.4

Restricted Limits—in effect:

MP 536.4 to MP 539.5

Interlocking—MP 535.8

4. General Code of Operating Rules Items—

Rule 6.19—When flagging is required, distance will be 2 miles.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnels, or other structures— None

B. Other FED Locations:

Kellyville MP 450.4

Radio Tone Detectors:

Stroud MP 472.2 (DED Only)

Chandler MP 500.9 (DED Only)

Jones MP 526.8 (DED Only)

6. FRA Excepted Track—None

7. Special Conditions—

Oklahoma City—At Oklahoma City the normal position for the Drill track switch and West ladder track switch will be lined and locked for the movement last made.

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

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. Line Segments—

Yard Line Segments—

Line Segment Limits

1143 Oklahoma City

Road Line Segments—

Line Segment Limits

1003 Sapulpa to Oklahoma City

9. Locations Not Shown as Stations—

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
96534 Red Horse	10.7 west of Jones	6	West

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Chickasha Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
		96540	539.7	OKLAHOMA CITY	BJTGR			
	4,058	96554	553.9	MUSTANG				
	5,174	96567	567.5	SOONER				
		96581	580.8	CHICKASHA	A			
	5,788	96605	604.9	CYRIL				
		96611	610.6	FLETCHER				
		96626	625.4	FORT SILL	T			
	2,604	96630	630.2	LAWTON	BMR			
		96637	636.8	EAGLE	R			
		96644	643.9	CACHE		TWC		
		96664	664.4	SNYDER	UJR			
	1,692	96687	687.2	ALTUS	MR			
		96709	709.4	ELDORADO				
		40527	723.3	QUANAHA	BJTR			

AAR Channel 39 in service on this Subdivision.

Dispatcher Radio Call-in:		
Tuttle 79	Chickasha-81	Cyril-82
Lawton-84	Snyder-71	
Eldorado-72	Altus-73	

Emergency Train Dispatcher Call - 911
 Dispatchers Telephone (817) 234-6151, Fax (817) 234-6411
 Assistant Chief (817) 234-6158, Fax (817) 234-6419

1. Maximum Speed Permitted-

- 1(A). Speed - Maximum Freight
 Oklahoma City to Quanaah 40 MPH.
- 1(B). Speed - Permanent Restrictions
 MP 568.6 to MP 575.5 30 MPH.
 MP 580.4 to MP 581.0 (HE only) 20 MPH.
 MP 580.4 to MP 589.0 30 MPH.
 MP 602.0 to MP 610.5 30 MPH.
 MP 610.5 to MP 610.8 25 MPH.
 MP 662.0 to MP 691.0 30 MPH.
 MP 610.8 to MP 662.0 30 MPH.
 MP 638.3 to MP 662.0 25 MPH.
 MP 662.0 to MP 691.0 30 MPH.
- 1(C). Speed - Switches and Turnouts-None
- 1(D). Speed - Other
 Sidings 10 MPH.
 Static Scale-Oklahoma City 5 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions--**Maximum Gross Weight of Car:**

Oklahoma City to Quanah 134 tons
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949)
 not permitted.

Six axle locomotives and six axle derricks not permitted on the following tracks:

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

Only one six axle locomotive or six axle derrick is permitted on the following tracks:

Fletcher- Temple Gypsum lead
 Eagle- Goodyear Plant
 Fort Sill- Fort Sill Wye Track

3. Method of Operations--**TWC--in effect:**

MP 549.7 to MP 721.7

Restricted limits--in effect:

MP 539.5 to MP 549.7
 MP 627.7 to MP 638.3
 MP 663.4 to MP 665.6
 MP 685.0 to MP 689.0
 MP 721.7 to MP 723.3

Interlocking--

MP 580.5

RR Crossing Gates

MP 542.8
 MP 629.7
 MP 686.6
 MP 688.1

4. General Code of Operating Rules Items--

Rule 6.19-- When flagging is required, distance will be 2 miles.

5. Trackside Failed Equipment Detectors (FED)--

A. Protecting Bridge, tunnels, or other structures-- None

B. Other FED Locations:

Tuttle MP 565.2

Radio Tone Detector:

Norge MP 590.8 (DED Only)

6. FRA Excepted Track--None**7. Special Conditions--**

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

Oklahoma City-- Trains and engines Operating over UP main track will be governed by Rule 6.13 of the General Code of Operating Rules.

The normal position for the Drill track switch and West ladder track switch will be lined and locked for the movement last made.

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).

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

Use of Dynamic Brakes Prohibited at the Following Locations--

Between MP 602.0 and MP 691.0

CHICKASHA SUBDIVISION

27

8. Line Segments--

Road Line Segments--

Line Segment Limits

1003 Oklahoma City to Quanah

9. Locations Not Shown as Stations--

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
96586	Williams	5.4 west of Chickasha	6	East
96615	Elgin	9.7 west of Cyril	3	East
96652	Indianoma	8.1 west of Cache	4	East
96670	Long	5.6 west of Synder	45	Both
96676	Headrick	11.2 east of Altus	30	Both
96695	Olustee	8.3 west of Altus	65	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Avard Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
		96426	426.9	CHEROKEE YARD	BJTR			
	7,798	96046	445.8	18.9 MANNFORD				
		96069	469.3	23.5 CASEY				
	7,736	96078	478.0	8.7 PAWNEE	J			
	8,778	96091	490.6	12.6 MORRISON				
		96103	502.6	12.0 BLACK BEAR	AJ			
		96109	508.8	6.2 PERRY	J			
	7,751	96125	525.3	16.9 CALLAHAN				
		96134	534.0	8.7 FAIRMONT				
		96145	545.5	11.6 ENID	ABJTUR	TWC		
		96148	548.1	2.7 BLANTON	J			
		96155	554.4	6.2 CARRIER				
		96163	562.8	8.4 GOLTRY				
		96169	569.3	6.5 HELENA				
	8,376	96174	574.4	5.1 McWILLIE				
		96181	580.5	6.1 CARMEN				
		96189	588.6	8.1 DACOMA				
		96195	595.0	6.4 HOPETON				
		96202	601.8	6.8 AVARD		ABS		
				10.7				
BETWEEN AVARD AND WAYNOKA TRAINS WILL USE THE PANHANDLE SUBDIVISION								
		96205	612.5	WAYNOKA	B	CTC		

AAR Radio Channel 85 in service in this Subdivision.

AAR Radio Channel 66 in service at Cherokee Yard.

Dispatcher Radio Call-in:		
Tulsa-23	Helena-43	Enid-53
Perry-83	Pawnee-73	
Mannford-63	Avard-23	

Emergency Train Dispatcher Call - 911
 Dispatchers Telephone (817) 234-6150, Fax (817) 234-6410
 Assistant Chief (817) 234-6158, Fax (817) 6419

1. Maximum Speed Permitted-

1(A). Speed - Maximum

Cherokee Yard to Avard 49 MPH. Freight

1(B). Speed - Permanent Restrictions

MP 428.0 to MP 432.0 30 MPH.
 MP 438.8 to MP 439.2 40 MPH.
 MP 458.4 to MP 459.1 45 MPH.
 MP 465.6 to MP 466.3 45 MPH.
 MP 471.4 to MP 472.0 40 MPH.
 MP 473.1 to MP 473.4 45 MPH.
 MP 474.4 to MP 474.9 40 MPH.
 MP 475.8 to MP 476.9 45 MPH.

MP 477.2 to MP 478.4 (HE only)	30 MPH.
MP 478.9 to MP 480.7	40 MPH.
MP 502.9 to MP 503.2	45 MPH.
MP 507.5 to MP 509.5 (HE only)	20 MPH.
MP 519.1 to MP 519.8	40 MPH.
MP 537.0 to MP 542.7 (HE only)	35 MPH.
MP 546.8 to MP 548.7 (HE only)	35 MPH.
MP 580.4 to MP 581.0 (HE only)	45 MPH.
MP 601.7 to MP 602.1	20 MPH.

1(C). Speed – Switches and Turnouts

Avard: through old ATSF turnout 20 MPH.

1(D). Speed – Other

On siding Pawnee 10 MPH.

Switches and Auxiliary Tracks.

Maximum speed through turnouts Mannford, Callahan, Morrison
(Ends of Sidings) 20 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions–

Maximum Gross Weight of Car:

Cherokee Yard to Avard 136 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives and six axle derricks not permitted on the following tracks:

Goltry– Fertilizer Spur Track.

3. Method of Operations–

TWC–in effect:

MP 425.6 to MP 542.7

MP 546.8 to MP 602.1

ABS–in effect:

MP 601.3 to MP 602.1

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

Prior to departing Enid, Westward trains will secure track warrant from dispatcher Schaumburg.

Yard limits–in effect:

MP 426.4 to MP 428.0

MP 542.7 to MP 546.8

Interlocking–

MP 502.6

MP 543.1

MP 544.2

4. General Code of Rules Items–

Rule 6.19– When flagging is required, distance will be 2 miles.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridge, tunnels or other structures–None

B. Other FED locations:

Mannford MP 451.1

McWillie MP 573.1

Radio Tone Detectors:

Casey MP 467.8 (DED Only)

Morrison MP 494.0 (DED Only)

6. FRA Excepted Track–None

7. Special Conditions—

Avard—For westward trains on siding, when indicator at MP 601.6 is dark, stop and contact dispatcher. When indicator displays white light, continue movement to absolute signal at MP 602.0

Enid—At Enid the normal position for the Washington Street, East end Old Main Line, and Pillsbury switch will be locked and lined for the movement last made.

8. Line Segments—**Yard Line Segments—**

Line Segment	Limits
1142	Enid

Road Line Segments—

Line Segment	Limits
1047	Cherokee Yard to Waynoka

9. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
96032 Shirk	5.1 west of Cherokee Yard	5	West
96055 Tertton	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	West
96127 Covington	1.4 west of Callahan	15	West
96139 Shea	4.4 east of Steen	36	Both

S O U T H W A R D ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Madill Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ N O R T H W A R D
	8,811	94603	602.6	MA	MADILL	B	CTC	
	8,537	94610	610.6	KT	KINGSTON			
		94620	620.2	LK	LAKESIDE	J		
	8,731	94625	624.8	BQ	BARRY			
		94631	631.1	IT	STALEY	J		

BETWEEN STALEY AND JOE JCT

GENERAL CODE OF OPERATING RULES AND UP RR TIMETABLE GOVERN

9,310		633.0	JO	SOUTH JOE		CTC	
	94637	636.5		DENISON	Y		
		637.1		SOUTH DENISON	Y		
		638.6		BUCK			
		644.2		NORTH SHERMAN			
	94644	645.5		SHERMAN	BTY	CTC	
		645.6		TOWER 16	MY		
		648.0		HANK	Y		
	94650	649.9		SOUTH SHERMAN JCT	YJ		
8,761	94658	657.7		DORCHESTER		TWC	
	94665	664.8		GUNTER			
	94674	673.6		CELINA			
8,821	94680	679.7		PROSPER			
	94686	685.6		FRISCO			
	94690	690.3		CAMEY			
6,261	94695	692.5		HEBRON			
	94700	699.9		BLISS			
	94701	700.5		CARROLLTON	A		
7,442	94705	704.9		GRIBBLE	R		
	94711	709.2		IRVING	BTJR		

AAR Radio Channel 70 in service Madill to Irving.

MP 704 to Irving is part of and under the jurisdiction of the Texas Division.

Dispatcher Radio Call-in:		
Madill-26	Sherman-16,13	Frisco-43
Irving-53	Staley-UP Dispatcher-28	

Emergency Train Dispatcher Call-911.

Dispatchers Telephone 817-234-6151 FAX 817-234-6411

Asst. Chief 817-234-618 FAX 817-234-6419

1. Speed Regulations

1(A). Speed - Maximum

Madill to So. Sherman Jct.	Freight
So. Sherman Jct. to Irving	55 MPH.
	49 MPH.

1(B). Speed – Permanent Restrictions

MP 602.2 to MP 604.2	45 MPH.
At MP 603.2 (HE only)	25 MPH.
MP 605.4 to MP 605.6	45 MPH.
MP 610.4 to MP 611.1	25 MPH.
MP 618.8 to MP 619.6	40 MPH.
MP 621.5 to MP 623.7	50 MPH.
MP 630.1 to MP 631.0	30 MPH.
MP 631.0 to MP 631.4	15 MPH.
MP 633.2 to MP 634.9	45 MPH.
MP 634.9 to MP 635.2	30 MPH.
MP 635.5 to MP 637.1	20 MPH.
MP 637.1 to MP 644.2	40 MPH.
MP 644.2 to MP 645.5	20 MPH.
MP 645.5 to MP 646.1	10 MPH.
MP 646.1 to MP 650.0	20 MPH.
MP 664.2 to MP 665.0 (HE only)	35 MPH.
MP 673.6 to MP 674.0 (HE only)	25 MPH.
MP 694.5 to MP 700.4	30 MPH.
MP 700.4 to MP 700.5	10 MPH.
MP 700.5 to MP 704.0	30 MPH.

1(C). Speed – Switches and Turnouts

MP 620.2 Through turnout	20 MPH.
Through turnouts controlled sidings between Madill and Denison	20 MPH.

1(D). Speed – Other

Sidings: Dorchester, Prosper, Madill and Kingston	10 MPH.
Static Scale—Sherman	5 MPH.
Irving East and West leg Wye	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—**Maximum Gross Weight of Car:**

Madill to Irving 136 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Not more than one six axle locomotive or six axle derrick permitted.

Madill

Clint William

Six Axle locomotives and six axle derricks not permitted on the following tracks:

Madill

House #3 Track

Frisco

Gould Battery Tracks

Carrollton

Bayfield Lead

3. Method of Operations—**TWC—in effect:**

MP 651.0 to MP 704.0

Yard Limits—in effect:

MP 636.5 to MP 637.1

MP 645.5 to MP 648.0

MP 649.9 to MP 651.0

Restricted Limits—in effect:

MP 704.0 to MP 711.0

CTC—in effect:

MP 602.6 to MP 636.5

MP 637.1 to MP 645.5

MP 648.0 to MP 649.9

Interlocking—

MP 700.5—

MP 645.5 to MP 646.1 –Tower 16–BN

4. General Code of Operating Rules Items–

Rule 6.19– When flagging is required, distance will be 2 miles.

Rule 6.32.6 is changed to read: If possible, a standing train or switching movement must avoid blocking a public crossing longer than 5 minutes, in Texas only.

5. Track Side Failed Equipment Detectors (FED)–**A. Protecting Bridge, Tunnels or Structures:**

Lakeside (SWD) MP 613.7

Radio Tone Detector:

Barry (NWD) MP 623.1 (DED Only)

B. Other FED Locations–

Lakeside (NWD) MP 613.7

Gunter MP 666.2

Frisco MP 690.7

Radio Tone Detector:

Barry (SWD) MP 623.1 (DED Only)

6. FRA Excepted Track–

See GCOR Rule

Sherman Industry Lead

Irving on Highland Lead east of Electronic Drive

7. Special Conditions–**Automatic Switch Locations–**

Automatic Switches at Dorchester, Prosper and Hebron, north ends only.

Staley–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 BNSF train dispatcher per Rule 9.12.1 before proceeding.

To contact UP dispatcher:

If locomotive is equipped with multi-channel radio, place display to 24 and press " * ".

If locomotive is equipped with two channel radio, place to Channel 1 and press " * ".

Tower 16–Control operator authorizes movement on main track between MP 636.5 to MP 651.0

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.

Trains over 100 tons per operative brake are not allowed on the old Frisco Main.

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

Southbound train on Madill Subdivision must communicate with operator when leaving Carrollton and will not leave Gribble without receiving further instructions from office at Irving.

Gribble–At Gribble the normal positions for the north and south siding switches will be lined and locked for the movement last used.

Irving–At Pioneer St. (MP 710.8) the normal positions for the north and south siding switches will be lined and locked for the movement last used.

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
1145	Sherman

Road Line Segments

Limits

Line Segment	Limits
1046	Madill to Irving

9. Locations Not Shown as Stations-

Name		Miles-Location	Capacity Cars	Switch Opens
94620	Lakeside	4.6 north of Barry	60	Both
94700	Bliss	at Bliss	10	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

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Division Operating Officers

M.W. WEISSMANN . Division Supt. Tulsa, Ok. 918-445-2500
R.P. OLSON Director of Administration Tulsa, Ok. 918-445-2550

Safety/Rules

J.C. POC Director Safety/Rules ... Ft. Worth, Tx. .. 817-234-1318
M.R. BROMME Manager Safety/Rules .. Tulsa, Ok. 918-445-2551

Tulsa Terminal

M.D. MCLAUGHLIN . Terminal Supt. Tulsa, Ok. 918-445-2501
F.R. GULLEDGE ... Terminal Trainmaster ... Tulsa, Ok. 918-445-2518
L.D. WAGNER Terminal Trainmaster ... Tulsa, Ok. 918-445-2518
P.M. THOMPSON ... Terminal Trainmaster ... Tulsa, Ok. 918-445-2518
M.S. WACKER Terminal Trainmaster ... Tulsa, Ok. 918-445-2518
J.M. ROBERTS Terminal Trainmaster ... Tulsa, Ok. 918-445-2518

Oklahoma City Terminal/Red Rock/Creek/ Sooner/Madill/Chickasha/Stillwater Subdivisions

M.L. ELKINS Supt. Operations Okla City, Ok. .. 405-670-7675
R.H. JAMES Trainmaster Okla City, Ok. .. 405-670-7686
R.J. SHERMAN Trainmaster Okla City, Ok. .. 405-670-7685
L.J. HALL Asst. Trainmaster Okla City, Ok. .. 405-670-7526
D.W. RAPP Asst. Trainmaster Okla City, Ok. .. 405-670-7526
J.H. RAY Asst. Trainmaster Okla City, Ok. .. 405-670-7526
J.D. SPENCE Asst. Trainmaster Okla City, Ok. .. 405-670-7526
D.L. WELLS Asst. Trainmaster Okla City, Ok. .. 405-670-7526
D.D. HEFLEY Asst. Trainmaster Okla City, Ok. .. 918-636-5510
D.L. DORENBACH . Asst. Trainmaster Madill, Ok. 918-445-2528
K.C. McREYNOLDS . Road Foreman of Eng. .. Gainesville, Tx. . 817-668-3053
W.R. LIVESAY Road Foreman of Eng. .. Ark City, Ks. 316-441-2288
C.J. MATHIES Trainmaster Ark City, Ks. 316-441-2286

Panhandle/Avard Subdivisions

M.E. BLACK Supt. Operations Amarillo, Tx. 806-379-3320
J.L. HANKINS Road Foreman of Eng. .. Amarillo, Tx. 806-379-3345
E.T. POULSON Trainmaster Amarillo, Tx. 806-379-3366
J.P. YOUNG Trainmaster Woodward, Ok. . 405-254-3496
D.D. HALL Road Foreman of Eng. .. Tulsa, Ok. 918-445-2503
J.L. GERELEMAN . Trainmaster Enid, Ok. 918-445-2582

Maintenance of Way

F.L. KINCAID Gen. Roadmaster Tulsa, Ok. 918-445-2507
G.L. BURDICK Asst. Roadmaster Tulsa, Ok. 918-445-2566
R.W. RUSSELL Asst. Roadmaster Tulsa, Ok. 918-445-3409
R.R. EMBERG Roadmaster Okla City, Ok. .. 918-636-5544
W.H. BARNETT Roadmaster Okla City, Ok. .. 405-670-7688
B.R. PADLEY Roadmaster Ada, Ok. 918-445-2579
H.E. JONES Roadmaster Lawton, Ok. 405-353-5398
T. LYONS Roadmaster Sherman, Tx. .. 903-893-7635
R.M. DYCHE Roadmaster Enid, Ok. 918-445-2583
L.W. TRIMBLE Roadmaster Ark City, Ks. 316-441-2276
D.E. MARTIN Roadmaster Woodward, Ok. . 405-254-5640
R. HOAG Asst. Roadmaster Woodward, Ok. . 405-254-5640
D.D. SHINLIVER ... Roadmaster Wellington, Ks. . 316-326-4276
L.D. GAWTHROP ... Roadmaster Pampa, Tx. 806-665-2205

Mechanical Department

T.R. SANDERS General Foreman Tulsa, Ok. 918-445-2575
C.D. WILKS Asst. Gen. Foreman Tulsa, Ok. 918-445-2517
B.W. FLECK Rip Track Foreman Tulsa, Ok. 918-445-2576
B.C. McCLAIN Foreman Cars Tulsa, Ok. 918-445-2578
J.D. BOYCE Foreman Cars Tulsa, Ok. 918-445-2578
R.V. STRAIN Foreman Cars Tulsa, Ok. 918-445-2578
D.F. KAPLAN Gen. Foreman Equip. ... Okla City, Ok. .. 405-670-7659
T.D. COLLEY Equip. Supervisor Okla City, Ok. .. 405-670-7658