

BNSF



**Texas
Division**

**Timetable
No. 2**

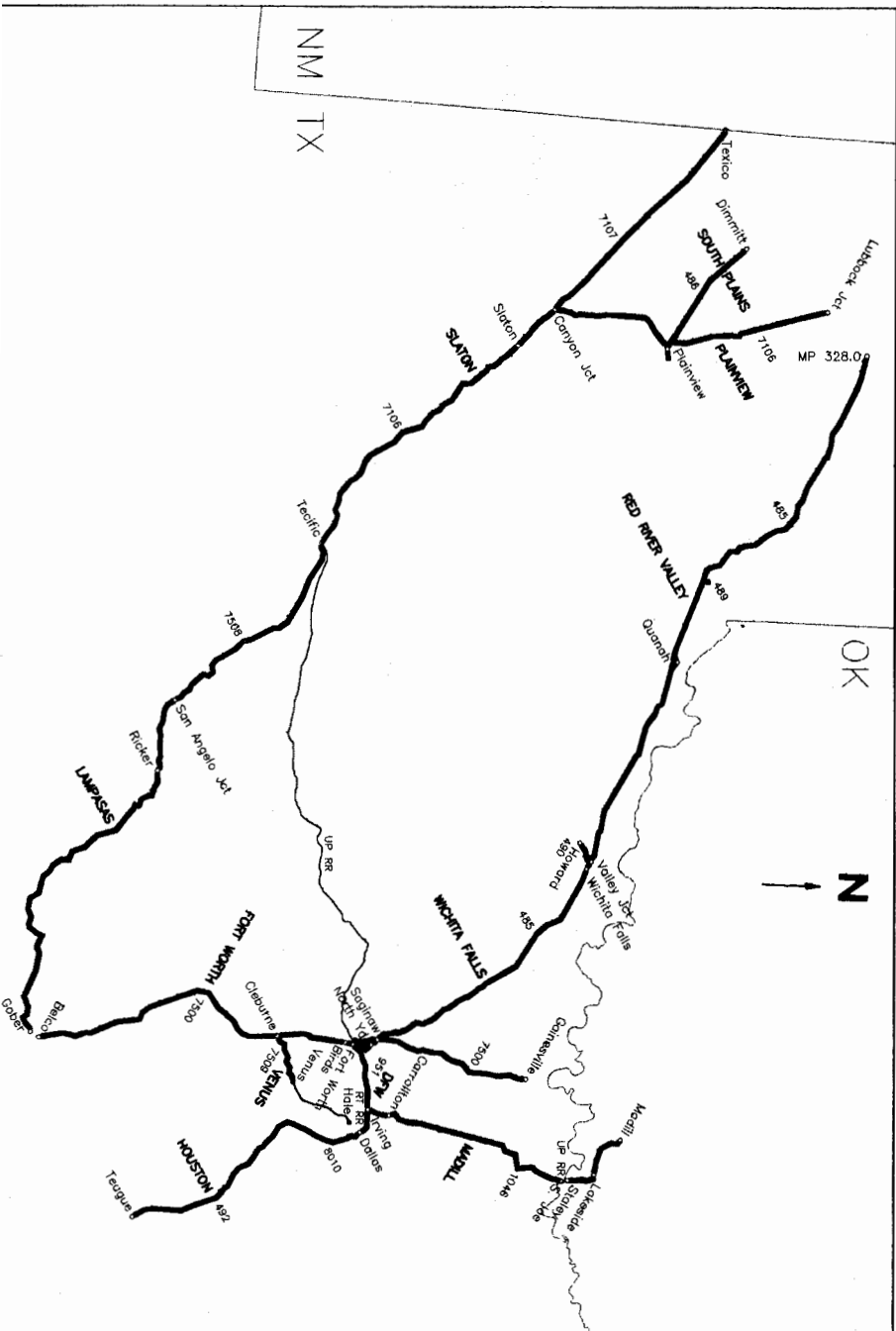
**IN EFFECT AT 0001
Central Continental Time**

Sunday May 11, 1997

**Division Superintendent
M.J. Molitor
Alliance, TX.
(817) 224-7001**

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

Burlington Northern Santa Fe Texas Division



WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	DFW Subdiv MAIN LINE STATIONS		Track Diagram	EASTWARD ↑	
				Method of Oper.				
		40303	643.9	NORTH JCT 1.3	CTC			
			642.6	DALLAS JCT 0.6	2MT CTC			
			642.0	LISA 0.9				
	5000		641.1	PERKINS 3.1				
	8570	40308	638.0	MOCKINGBIRD 2.8	CTC			
			636.5	EC JCT 1.7				
	4729		634.8	IRVING DART 0.4				
			634.4	WC JCT 3.7				
			630.7	EAST TEX 3.7				
	10039	40321	627.0	TARRANT 5.4				
	5043	40325	621.1	HURST 7.9				
	4802	40333	613.7	SYLVANIA 1.5				
		40334	612.2	DALWOR JCT	TJ			
BETWEEN DALWOR JCT AND PEACH YARD GENERAL CODE OF OPERATING RULES AND UPRR TIMETABLE GOVERNS								
		40336		PEACH YD 4.1	J			
BETWEEN PEACH YARD AND NORTH YARD, WICHITA FALLS SUBDIVISION SPECIAL INSTRUCTIONS GOVERN								
		40341	6.1	NORTH YARD	BJTY			

AAR Radio Channel 39 in Service on this Subdivision

Dispatcher Radio Call-in:

43

Emergency Train Dispatcher Call-911

Dispatchers Telephone 817-234-6368 or 800-666-1023, FAX 817-234-6374

1. Speed Regulations

	Passenger	Freight
1(A). Speed - Maximum		
Dalwor Jct.	60 MPH.	40 MPH.
1(B). Speed - Permanent Restrictions		
MP 612.2 to MP 614.2 (HE Only)	20 MPH.	20 MPH.
MP 612.2 to MP 628.7	40 MPH.	
MP 628.7 to MP 635.0	30 MPH.	30 MPH.
MP 635.0 to MP 636.9		30 MPH.
MP 636.9 to MP 637.1	30 MPH.	30 MPH.
MP 637.1 to MP 637.6		30 MPH.
MP 640.9 to MP 642.0 (HE Only)		30 MPH.
MP 642.1 to MP 642.4	55 MPH.	
1(C). Speed - Switches and Turnouts		
Through turnouts end of 2MT MP 641.9 and MP 643.9	35 MPH.	35 MPH.
Perkins, Mockingbird, through turnouts	35 MPH.	35 MPH.
Through turnout EC Jct. MP 636.5	35 MPH.	35 MPH.
Through turnout East Irving Dart MP 635.8	35 MPH.	35 MPH.
Through crossover Irving Dart MP 634.8	10 MPH.	10 MPH.
Through turnout WC Jct. MP 634.4	10 MPH.	10 MPH.
Through turnout East Tex MP 630.8	10 MPH.	10 MPH.

1(D). Speed - Other

Sidings Perkins, Mockingbird	35 MPH.	35 MPH.
Sidings Tarrant, Hurst, Sylvania	10 MPH.	10 MPH.
Trains or engines handling individual cars in excess of 134 tons over Bridges 612.44, 637.0, 639.6, and 642.7	10 MPH.	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:**

North Jct to North Yard 143 tons

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

3. Method of Operation-

CTC-in effect between Dalwor Jct and North Jct

4. General Code of Operating Rules Items-

Rule 6.19-When flagging is required, distance will be 1.5 mile.

5. Track Side Failed Equipment Detectors (FED)- None**6. FRA Excepted Track-None****7. Special Instructions-**

Irving-Trains and engines will not stop and block any public street crossing between hours of 0700 and 0830 or between 1600 and 1800.

To contact the UP dispatcher for Dalwor Jct and North Jct. place multi-channel radios on channel 20 and press " * ".

Madill Subdivision-All trains and engines operating between EC Jct. or WC Jct. and Gribble on the Madill Subdivision will communicate with and be governed by instructions from the Tulsa South Dispatcher.

Northward trains and engines, prior to departing Gribble must communicate with the Tulsa South Dispatcher and be governed by his instructions.

8. Line Segments-

Road Line Segments-

Line Segment	Limits
951	North Jct. to Peach Yard
485	Peach Yard to North Yard

9. Locations not shown as Stations-

Name	Miles Post Location	Capacity Cars	Switch Opens
Frito-Lay Lead	1.3 west of Mockingbird		West
Centerport	2.9 east of Tarrant		East
Richland Park	3.3 west of Hurst		Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Ft. Worth Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
		51100	411.3	GAINESVILLE	BP	CTC		
	8,204	51060	400.8	10.5 VALLEY VIEW				
	8,179	51045	387.6	13.2 METRO	T	CTC		
			385.6	2.0 WEST WYE	T			
	7,898	51035	377.3	8.3 PONDER		CTC		
	6,678	51030	370.6	6.7 JUSTIN				
			368.5	2.1 LAMBERT		CTC		
			365.0	3.5 EAST ALLIANCE				
	14,635	51027	364.6	0.4 ALLIANCE	BCPT	6.28		
			362.2	2.4 WEST ALLIANCE				
	6,961		360.9	1.3 WEST HASLET		CTC		
	S11896	51020	353.9	7.0 SAGINAW (UP RRX)	MBCP			
	4,383	51015	348.9	5.1 SP RRX NO. FT. WORTH	M	2MT		
		51000	346.0	2.8 FT. WORTH	R			
			345.6	0.4 UP RRX's TOWER 55	M	CTC		
			344.3	1.3 SP JCT.				
	6,054	43535	342.8	1.5 BIRDS		CTC		
	7,908	43520	333.7	9.1 CROWLEY				
	8,437	43510	325.3	8.4 JOSHUA		CTC		
	7,468	43505	320.6	4.7 MIDWAY				
		43500	317.5	3.1 CLEBURNE	BPT	CTC		
	11,050	43496	310.3	7.2 RIO VISTA				
	11,150	43495	303.4	6.9 BLUM		CTC		
	10,730	43485	294.4	9.0 KOPPERL				
	6,950	43480	287.8	6.6 MORGAN		CTC		
	10,700	43475	280.7	7.1 MERIDIAN				
	11,130	43470	270.4	10.3 CLIFTON		CTC		
	10,840	43455	255.3	15.1 MANHATTAN				
	10,930	43420	242.8	12.5 McGREGOR		CTC		
	11,200	43415	233.5	9.3 MOODY				
	10,050	43410	225.4	8.1 PENDLETON		CTC		
			221.2	4.2 BELCO				
	7,580	43400	218.1	3.1 TEMPLE	BCPT			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Gainesville to Belco	36	1	3	4	5&7	9
Belco to Temple	72	1	3	4	5&7	9

1. Speed Regulations**1(A). Speed – Maximum**

	Passenger	Freight
Gainesville to Ft. Worth	55 MPH.	55 MPH.%
Alliance Siding	50 MPH.	50 MPH.%
Ft. Worth, 2 Main Tracks	20 MPH.	20 MPH.
Ft. Worth to Temple	79 MPH.	55 MPH.%
Old Dublin Main Track		
MP 0.0 to MP 0.9	10 MPH.	10 MPH.
MP 0.9 to MP 1.3	20 MPH.	20 MPH.

1(B). Speed – Permanent Restrictions

MP 411.2 to MP 409.5 (HE only)	30 MPH.	30 MPH.
MP 354.1 to MP 353.7 (HE only)	25 MPH.	25 MPH.
MP 351.0 to MP 350.7	40 MPH.	40 MPH.
MP 349.0 to MP 348.8	25 MPH.	25 MPH.
MP 348.5 to MP 346.9	40 MPH.	40 MPH.
MP 346.1 to MP 345.7 (North Trk)	10 MPH.	10 MPH.
MP 345.7 to MP 343.7	20 MPH.	20 MPH.
MP 343.7 to MP 339.5 (HE only)	40 MPH.	40 MPH.
MP 337.7 to MP 336.2 (HE only)	50 MPH.	50 MPH.
MP 335.7 to MP 335.6 (HE only)	60 MPH.	
MP 335.6 to MP 331.9 (HE only)	55 MPH.	
MP 329.3 to MP 329.1	70 MPH.	
MP 327.5 to MP 327.2	70 MPH.	
MP 318.7 to MP 317.2	40 MPH.	40 MPH.
MP 292.8 to MP 292.6	75 MPH.	
MP 287.6 to MP 282.3	65 MPH.	
MP 280.6 to MP 280.0	75 MPH.	
MP 276.4 to MP 275.8	65 MPH.	
MP 274.8 to MP 274.2	75 MPH.	
MP 271.7 to MP 271.2	45 MPH.	45 MPH.
MP 270.6 to MP 270.5 (HE only)	65 MPH.	
MP 267.2 to MP 266.8	75 MPH.	
MP 264.9 to MP 263.7	65 MPH.	
MP 260.6 to MP 257.5	60 MPH.	
MP 253.3 to MP 251.5	65 MPH.	
MP 245.0 to MP 244.7	75 MPH.	
MP 243.3 to MP 243.2 (HE only)	55 MPH.	
MP 243.0 to MP 242.9 (HE only)	70 MPH.	
MP 237.9 to MP 236.7	70 MPH.	
MP 220.5 to MP 220.4 (HE only)	35 MPH.	35 MPH.
MP 218.8 to MP 217.6	20 MPH.	20 MPH.

1(C). Speed – Switches and Turnouts

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

Gainesville

East end 6596 (tail track)	30 MPH.	30 MPH.
West end 6596 (tail track)	30 MPH.	30 MPH.
East end 6598 (track 60)	10 MPH.	10 MPH.
East end 6509 (yard lead)	10 MPH.	10 MPH.
West end 6597 (long track)	10 MPH.	10 MPH.
Valley View, both ends siding	30 MPH.	30 MPH.
Metro, both ends siding	30 MPH.	30 MPH.
Metro, east leg wye	25 MPH.	25 MPH.
Metro, West leg of wye	10 MPH.	10 MPH.
Ponder and Justin, both ends siding	30 MPH.	30 MPH.
Lambert, turnout–new main track	30 MPH.	30 MPH.
East Alliance, EE siding	50 MPH.	50 MPH.
Alliance, two turnouts–EE C and D Leads	30 MPH.	30 MPH.

Alliance Yard:

R and D Tracks, both ends trks 7101–7112	30 MPH.	30 MPH.
Trk 7151, crossover east lead	30 MPH.	30 MPH.
Trk 7171, crossover west R and D leads	30 MPH.	30 MPH.
*IMF Tracks, both ends trks 7201–7210	30 MPH.	30 MPH.
*IMF Tracks 7201, 7202, 7203 and 7210, inbound train movements		10 MPH.

Trk 7208, Auto Spur Trk	30 MPH.	30 MPH.
West C&D lead (Siding MP 362.5), two turnouts-WE C&D leads	30 MPH.	30 MPH.
West Alliance, turnout-IMF yard	30 MPH.	30 MPH.
West Haslet, turnout-new main track	30 MPH.	30 MPH.
West Haslet, both ends siding	30 MPH.	30 MPH.
East Haslet, Auto Facility	30 MPH.	30 MPH.
Control Points 355.6 and 354.8, turnouts to wye	35 MPH.	35 MPH.
Saginaw, south siding	20 MPH.	20 MPH.
Saginaw, old north siding	10 MPH.	10 MPH.
North Ft. Worth, both ends of siding	10 MPH.	10 MPH.
Ft. Worth, E.E. south track turnout	20 MPH.	20 MPH.
SP Jct, switches to SP Ry.	20 MPH.	20 MPH.
Birds, both ends siding	20 MPH.	20 MPH.
Crowley and Joshua, both ends siding	30 MPH.	30 MPH.
Midway, E.E. siding and crossovers	30 MPH.	30 MPH.
Rio Vista, Blum, Kopperl, Morgan, Meridian, Clifton, Manhattan, McGregor, Moody, and Pendleton, both ends siding	30 MPH.	30 MPH.
Belco, switch to freight yard	20 MPH.	20 MPH.
Temple, both ends siding	20 MPH.	20 MPH.
Crossover, MP 218.8, Ft. Worth Subdivision	20 MPH.	20 MPH.
North Track at Lampasas Subdiv., MP 218.1	20 MPH.	20 MPH.
WE Passenger Track 3	20 MPH.	20 MPH.

1(D). Speed - Other

Forth Worth-5 MPH on all freight yard tracks 17th St. Yard, except freight main track and leads.

Cleburne-10 MPH all yard tracks between MP 319.8 to MP 317.4, except main track Crawford-5 MPH Franklin Industry Tracks 2040 and 2041.

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 408.0 to 406.9	100 degrees	40 MPH.
MP 400.6 to 349.3	100 degrees	40 MPH.
MP 339.0 to 306.2	100 degrees	40 MPH.
MP 289.9 to 263.0	100 degrees	40 MPH.
MP 256.5 to 241.2	100 degrees	40 MPH.
MP 230.8 to 220.5	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 track and sidings between Gainesville, MP 411.3 and Lambert, MP 368.5; On New Main Track between Lambert, MP 368.5 and East Alliance, MP 365.0; On Alliance siding between East Alliance, MP 365.0 and West Alliance, MP 362.2; On New Main Track between West Alliance, MP 362.2 and West Haslet, MP 360.9; On Old Main Track between Lambert, MP 368.5 and West Haslet, MP 360.9; On West Haslet siding between Haslet, MP 362.4 and West Haslet, MP 360.9; On South Saginaw Siding and No. Ft. Worth Siding; On main track between West Haslet, MP 360.9 and Ft. Worth, MP 346.7, On main track and sidings between Ft. Worth, (North Track, MP 345.8; South Track, MP 345.9) and Temple, MP 218.1; On Passenger Track 3 Temple; On both legs of Wye track between Metro and West Wye, On both legs of wye tracks at CP 355.6 and CP 354.8 and on old Dublin main track between Birds and MP 1.3.

Control Point Identification—Old Main Track:

East Haslet (MP 364.4)
 Haslet (MP 362.4)
 East leg of wye CP 3556 (MP 355.6)
 West leg of wye CP 3548 (MP 354.8)

Control Point Identification—Alliance Siding:

West C&D Lead (MP 362.5)

Restricted Limits—in effect

North Track Ft. Worth MP 346.7 to MP 345.8
 South Track Ft. Worth MP 346.7 to MP 345.9

Manual Interlockings Not Controlled by BNSF—**Location****Controlling Railroad**

BNSF & UP RRX's, MP 353.9 BNSF—Ft. Worth, NOC
 UP RRX's, Tower 55, MP 345.6 UP

**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—BNSF trains use U.P. tracks between Tower 55 and Tefcific.

SP trains use BNSF tracks between MP 344.3 and MP 411.3.

UP trains use BNSF tracks between Tower 55 and Alliance.

FWWR trains use BNSF tracks between North Ft. Worth and Alliance.

CEN—TEX Trains use BNSF Tracks between MP 346.7 and MP 1.31 on the Dublin Sub.

KCS trains use BNSF tracks between Metro and Alliance and on both legs of Wye track between Metro and West Wye.

At Temple, trains will be governed by Gulf Division 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, tunnels or other structures: None

B. Other FED locations:

Location	Type	Locators & Signals Affected
MP 390.7, 375.1, 358.5, 331.3, 307.8, 301.1, 289.9, 265.8, 247.3, 224.8	Hot Box & Drag- ging Equip.	Radio communication
MP 351.4	Dragging Equip.	Rotating white light

6. FRA Excepted Track-None

7. Special Conditions-

All trains and engines utilizing tracks 7101 through 7112, in "D" yard at Alliance, for other than switching operations, must ring bell continuously until train or engines reach the end of the track they are utilizing.

Close Clearances-

Justin-Justin Seed Building and dock on Track 6613 will not clear person on side of car.

Forth Worth-Heating pipes alongside both buildings Texas Cold Storage, Tracks 801 and 803, will not clear person on side of car.

Building and dock on South Jennings Team Track 3451 will not clear person on side of car.

Clifton-Concrete unloading pit Track 2017 (Erickson Grain) will not clear person on side of car.

ECP Brake System-When operating with electronically controlled pneumatic brake equipment (ECP) and ECP braking mode is discontinued for any reason after departure from originating terminal, make an immediate report of this fact to the Mechanical Desk at the SOC.

8. Line Segments-

Yard Line Segments-

<u>Line Segment</u>	<u>Limits</u>
7553	Cleburne Yard
7554	Ft. Worth Yard
7555	Saginaw Yard
7556	Alliance Yard

Road Line Segments-

<u>Line Segment</u>	<u>Limits</u>
7500	MP 218.1 to MP 411.3

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
Sanger	392.2	1,300	Both
Krum	383.5	1,800	Both
Alliance Auto Facility Click 6622	363.5	9,650	Both
Brazlme	300.1	500	East
Clifstone	266.5	1,800	Both
Valley Mills	259.2	3,110	Both
Crawford	250.2	1,560	West
Franklin Limestone	249.9	4,620	West

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Lampasas Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
		43400	218.1	TEMPLE	BCPT	CTC		
			219.9	GOBER	R			
	5480	43345	226.4	BELTON		TWC ABS		
				NOLANVILLE				
	13100	43335	235.7	FORT HOOD		P		
		43325	246.3	COPPERAS COVE				
	9988	43315	263.7	KEMPNER		PT		
				LAMPASAS				
	7950	43305	283.3	OGLES		P		
				LOMETA				
	4980	43197	300.3	ANTELOPE GAP		TWC ABS		
				CASTOR				
	5270	43190	313.3	GOLDTHWAITE	P	CTC		
				MULLIN				
	10050	43188	324.0	VILLA		CTC		
				ZEPHYR				
	5400	43105	344.4	RICKER		BPRT	CTC	
				BROWNWOOD				
	8100	43100	348.4	OBREGON		T		
		43005	373.5	SAN ANGELO JCT.				
	8697	42994	378.3	COLEMAN		TWC ABS		
				SILVER VALLEY				
	9149	42986	396.5	NOVICE		P		
				GOLDSBORO				
	4010	42982	402.9	LAWN		TWC ABS		
				TUSCOLA				
	4039	42978	409.5	VIEW		CTC		
				TOLAND				
	5261	42974	415.4	TECIFIC				
	7012	42966	426.6					
	6512	42958	443.3					
	6738	42950	454.5					

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Temple to Tecific	55	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Freight

Temple to Gober 20 MPH.

Gober to Ricker (Exception:

(1) 40 MPH when moving eastward between MP 282.0 and MP 274.9 averaging over 60 tons per operative brake, or total consist exceeds 6,500 tons.

(2) 40 MPH when moving westward between MP 340.0 and MP 344.0 averaging over 60 tons per operative brake, or total consist exceeds 6,500 tons.)

55 MPH.%

Ricker to Brownwood 49 MPH.%

Brownwood to Tecific	55 MPH.%
1(B). Speed – Permanent Restrictions	
MP 218.8 to MP 218.9	15 MPH.
MP 220.1 to MP 222.3	40 MPH.
MP 222.3 to MP 226.2	50 MPH.
MP 226.2 to MP 228.1	40 MPH.
MP 234.1 to MP 234.6	50 MPH.
MP 248.4 to MP 249.8	50 MPH.
MP 255.7 to MP 272.2	50 MPH.
MP 272.2 to MP 272.3	40 MPH.
MP 272.3 to MP 274.1	50 MPH.
MP 283.9 to MP 284.3	50 MPH.
MP 298.6 to MP 299.1	50 MPH.
MP 302.3 to MP 303.7	50 MPH.
MP 310.1 to MP 310.5	50 MPH.
MP 319.8 to MP 321.8	50 MPH.
MP 327.1 to MP 331.9	45 MPH.
MP 345.7 to MP 346.2	40 MPH.
MP 347.7 to MP 353.2	30 MPH.
MP 362.3 to MP 362.7	50 MPH.
MP 369.4 to MP 369.8	40 MPH.
MP 380.2 to MP 381.9	45 MPH.
MP 381.9 to MP 383.8	50 MPH.
MP 386.3 to MP 386.6	40 MPH.
MP 391.3 to MP 391.7	45 MPH.
MP 397.6 to MP 400.1	45 MPH.
MP 410.7 to MP 411.3	50 MPH.
1(C). Speed – Switches and Turnouts	
Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.	
Temple-	
North Track at Lampasas Subdiv., MP 218.1	20 MPH.
West Freight No. 2 at Lampasas Subdiv. Main Track, MP 218.9	15 MPH.
Gober, W.E. West Freight No. 1	20 MPH.
Both ends sidings-	
Belton, Nolanville, Copperas Cove, Kempner, Lampasas, Ogles, Lometa, Antelope Gap, Castor, Goldthwaite, Mullin, Villa, Zephyr	30 MPH.
Ricker-	
Both ends siding	30 MPH.
Both ends pocket track	30 MPH.
Turnout to Central Texas Rail Link	30 MPH.
Both ends sidings--Brownwood, Obregon	20 MPH.
San Angelo Jct., East leg of wye	20 MPH.
Both ends sidings-	
Coleman, Silver Valley, Novice, Goldsboro, Lawn, Tuscola, View, Toland ..	20 MPH.
Tecific, both ends siding	30 MPH.
1(D). Speed – Other	
Solid consist of military equipment between Lometa and Brownwood	
Fort Hood	10 MPH on all tracks.
Lampasas	5 MPH on track leading to Evergreen Feeds and on all tracks Evergreen.
ICI Explosives	5 MPH on spur Track 3160 (MP 334.4)
San Angelo Jct.	10 MPH on interchange Tracks 9001, 9002, 9003 and 9004.
Coleman	5 MPH on all back tracks.
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 219.5 to MP 343.1	100 degrees	40 MPH.
MP 354.5 to MP 375.4	100 degrees	40 MPH.
MP 397.6 to MP 398.3	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: At Temple, on Passenger Track 3; on West Freight No. 1 from Gober to West Freight crossover; on Lampasas Main Track between Temple, MP 218.1 and Gober, MP 219.9; on Main Track between Westward Signal, MP 343.7, Ricker and Signal, MP 347.7, between MP 348.9 and MP 349.0, Brownwood; between MP 454.2 and MP 454.5, Tecific and on sidings Ricker, Brownwood and Tecific.

TWC--in effect: Between Gober, MP 220.9 and Ricker, MP 343.7; and between Brownwood, MP 349.4 and Tecific, MP 454.2.

Restricted Limits--in effect: At Gober, between MP 219.9 and MP 220.9; and at Brownwood, between MP 347.7 and MP 348.9; and between MP 349.0 and MP 349.4.

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 1.14.3--BNSF trains use U.P. tracks between Tecific and Tower 55.

Gen-Tex trains use BNSF tracks between Ricker and San Angelo Jct.

Temple--trains and engines will be governed by Galveston Subdivision Timetable and Special Instructions.

Tecific--trains will be governed by Slaton Subdivision Timetable and Special Instructions.

Rule 6.19--Between MP 220.9 and Tecific, when flagging is required, distance will be two miles.

Rule 9.10--is amended as follows: Paragraph under the heading "Exception" is amended to read: Within ABS limits, a train having authority to enter the main track at a switch where there is no governing signal will:

- be governed by main track signal provided it can be determined by signal indication that no train is approaching from the rear; or,
- be governed by main track signal after meeting a train while that train is still in the block to the rear.

5. Trackside Failed Equipment Detectors (FED)--**A. Protecting bridges, tunnel or other structures:**

Location	Type	Locators & Signals Affected
MP 238.0	High Water	Eastward--Signal 2392 Westward--Absolute Signal WE Nolanville

B. Other FED locations:

Location	Type	Locators & Signals Affected
MP 231.6, 247.2 268.4, 287.4, 318.4, 345.1, 372.0, 400.9, 429.4, 445.3	Hot Box & Drag- ging Equip.	Radio communications

6. FRA Excepted Track--

Brownwood

121	210	405	414
130	211	407	415
131	233	408	416
132	305	409	417
156	401	411	420
157	403	412	421
204	404	413	422
			497

Lometa

3132	3137	Lawn	
3133	3138	7638	
3136		Tuscola	
		7642	

Lampasas

3115	3117	View	
3108	3109	7642	7649

Santa Anna

7606	7607	Sweetwater	
		5135	5402
Coleman		5153	5420
7618	7620	5241	5421
7621	7622	5242	

Novice

7633

7. **Special Conditions--**

At MP 218.9, when letter "S" (siding sign) is displayed on a "stop" signal, train must stop and crew member operate switch to enter diverging route, then be governed by signal indication.

Close Clearances--

Lampasas	Track 3115, track to Evergreen Feeds.
Brownwood	Track 497, Camp Bowie main track near D&B Grain Elevator.
Coleman	Track 7620.
Sweetwater	Track 5153.

Automatic Switches, Locations by Station--

Kempner--west end

ECP Brake System--When operating with electronically controlled pneumatic brake equipment (ECP) and ECP braking mode is discontinued for any reason after departure from originating terminal, make an immediate report of this fact to the Mechanical Desk at the SOC.

8. **Line Segments--**

Yard Line Segments--

Line Segment	Limits
7552	Temple Yard

Road Line Segments--

Line Segment	Limits
7508	Temple to Tefic

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
American Rockwool	233.5	1488	West
Killeen Storage Track	243.5	3700	Both
Nichols	248.0	2360	Both
ICI Explosives	334.4	240	East
Bangs	359.2	2100	Both
Santa Anna	369.7	2800	Both
Martin Brick	379.1	3268	East
Coleman Grain	379.2	1123	East
Storage Tracks	379.4	4344	Both
Cozart	432.5	1900	West

SOUTHWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Madill Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	NORTHWARD ↑
	8,811	94603	602.6	MADILL	B	CTC		
			8.0					
	8,537	94610	610.6	KINGSTON				
		94620	620.2	LAKESIDE	J			
			4.6					
	8,731	94625	624.8	BARRY				
			6.3					
		94631	631.1	STALEY	J			
			1.9					

BETWEEN STALEY AND JOE JCT

GENERAL CODE OF OPERATING RULES AND UP RR TIMETABLE GOVERN

9,310		633.0	SOUTH JOE		CTC		
	94637	636.5	DENISON	R			
		637.1	SOUTH DENISON	R			
		638.6	BUCK				
			5.6				
		644.2	NORTH SHERMAN				
			1.3				
	94644	645.5	SHERMAN	BTR			
		645.6	TOWER 16	MR			
			2.1				
		647.7	HANK	R	CTC		
			2.2				
	94650	649.9	SOUTH SHERMAN JCT	RJ			
			7.8				
8,761	94658	657.7	DORCHESTER		TWC		
	94665	664.8	GUNTER				
	94674	673.6	CELINA				
			6.1				
8,821	94680	679.7	PROSPER				
	94686	685.6	FRISCO				
	94690	690.3	CAMEY				
			5.9				
6,261	94695	692.5	HEBRON				
			7.4				
	94700	699.9	BLISS				
			0.6				
	94701	700.5	CARROLLTON	A			
			4.4				
7,442	94705	704.9	GRIBBLE	R			
			4.4				
	94711	709.2	IRVING	BTJR			

AAR Radio Channel 70 in service Madill to Irving.

Ft. Worth East Dispatcher Channel 39

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

Emergency Train Dispatcher Call-911.

Dispatchers Telephone 817-234-6368 FAX 817-234-6411

Asst. Chief 817-234-6168 FAX 817-234-6419

1. Speed Regulations

1(A). Speed - Maximum

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

Freight

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 635.5	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, Hebron 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

Restricted Limits–in effect:

MP 636.5 to MP 637.1

MP 645.5 to MP 647.7

MP 649.9 to MP 651.0

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 647.7 to MP 649.9

Interlocking

UP RRX's MP 700.5

TNER RRX MP 645.5 to MP 646.1

Controlling Railroad

BNSF

4. **General Code of Operating Rules Items-**
Rule 6.19- When flagging is required, distance will be 2 miles.
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 6.12
 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 train is verbally authorized to pass the absolute signal per Rule 9.12.1, in addition to securing this authority from the UP dispatcher, a member of train crew must also receive authority from the BNSF dispatcher per Rule 9.12.1.

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- Southbound trains and engines must communicate with the Ft. Worth East Dispatcher before departing Gribble.

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 main line switch is lined and locked for the movement last used.

Dispatchers-All trains and engines operating between EC Jct., WC Jct., and Gribble on the Madill Subdivision will communicate with and be governed by instructions from the Tulsa South Dispatcher.

Northward trains and engines, prior to departing Gribble must communicate with the Tulsa South Dispatcher and be governed by his instructions.

At Irving, trains and engines will not stop and block any public street crossing between the hours of 0700 and 0830 or between 1600 and 1800.

To contact the UP dispatcher for Dalwor Jct. and North Jct., place multi-channel radios on Channel 20 and press "**".

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
1145	Sherman
793	Irving

Road Line Segments

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

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Plainview Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
			570.8	LUBBOCK JCT.	T			
	5150	42130	582.1	11.3 OGG				
	5150	42120	588.4	6.3 HAPPY				
	5150	42110	596.4	8.0 KAFFIR				
	5200	42100	603.3	6.9 TULIA				
	5200	41935	615.3	12.0 KRESS				
	11500	41930	621.8	6.5 FINNEY				
	9700	41900	627.6	5.8 PLAINVIEW	BPTR			
			628.2	0.6 FLOYDADA JCT.	R			
			628.4	0.2 BNSF RRX	A	TWC		
	5200	41880	634.0	5.6 FURGUSON				
		41875	640.9	6.9 HALE CENTER				
	5050	41870	646.5	5.6 UNDERWOOD				
	5100	41865	651.4	4.9 ALLEY				
	5200	41855	657.0	5.6 ABERNATHY				
	5280	41850	663.3	6.3 MONROE				
	6200		671.9	8.6 MARNELS	R			
			673.1	1.2 HOUSE 246				
			673.5	0.4 CANYON JCT.	T	CTC		

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Lubbock Jct. to Canyon Jct.	66,30	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Lubbock Jct to Canyon Jct **Freight** 49 MPH%

1(B). Speed - Permanent Restrictions

MP 570.9 to MP 571.2 30 MPH
 MP 668.6 to MP 668.8 45 MPH

1(C). Speed - Switches and Turnouts

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

Canyon Jct-

Turnout from north track to Plainview Subdiv 30 MPH
 Crossover between north and south tracks 30 MPH

1(D). Speed - Other

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.

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: Between Lubbock Jct. and House 246.

CTC--in effect: On Plainview Subdivision main track between Canyon Jct. and House 246, and on west leg of wye, Canyon Jct.

Restricted Limits--in effect:

Plainview MP 626.0 to MP 629.0

Marnels MP 672.1 to MP 673.1

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 6.19--Between MP 570.8 and MP 673.5, when flagging is required, distance will be 2 miles.

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

Location	Type	Locators & Signals Affected
MP 573.6, 606.9, 636.0, 666.7	Hot Box & Dragging Equipment	Radio communication

6. **FRA Excepted Track--**

Trk 4799 Floydada Industrial Track -- MP 0 to MP 4

7. **Special Conditions--None**8. **Line Segments--**

Yard Line Segments

Line Segment	Limits
7157	Lubbock Yard

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
Eunice	607.8	5900	Both
Houston Elevator	609.9	2250	Both
Riverside Chemical	613.9	400	East
Burson & Wilson	616.3	1900	Both
BFW Grain	617.0	1200	Both
Excel	623.4	1840	East
Continental Grain	624.0	2590	Both
Riverside	624.8	1600	East
Feeder Grain	625.0	1212	Both
Louisiana Seed	625.5	330	West
Southwestern Grain	626.0	2030	Both
United Farm Ind.	626.1	3715	East
Cargill Grain Storage	631.0	4564	West
Cargill Passing track	631.2	4520	Both
Storage track	632.0	4190	Both
Six Point Grain Co.	637.9	1250	Both
Western Warehouse Co.	654.8	1150	Both
Commercial Metals	665.5	600	West

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Red River Valley Sub MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
			118.4	VALLEY JCT	J			
	6,524	40460	124.3	IOWA PARK				
	6,838	40471	135.9	FOWLKES				
		40475	140.3	ELECTRA		CTC		
	6,273	40483	148.1	HARROLD				
	10,493	40499	163.3	VERNON				
	6,312	40514	178.7	CHILLICOTHE				
		40527	192.1	QUANAH	BJKT	2MT CTC		
			196.9	ACME				
	6,232	40536	200.5	GOODLETT				
	6,279	40547	211.7	KIRKLAND		CTC		
	12,204	40556	220.2	CHILDRESS				
	6,277	40563	227.8	CAREY				
	7,105	40572	236.7	ESTELLINE		ABS		
	7,311	40586	251.9	MEMPHIS				
	9,165	40599	263.1	HEDLEY		TWC		
	7,936	40613	275.7	CLARENDON				
	7,302	40623	288.6	ASHTOLA				
	7,352	40639	304.5	MALDEN				
		40643	307.9	CLAUDE				
	7,316	40653	317.7	KASOTA				
		0675	335.7	AMARILLO	BMJKTR			

AAR Radio Channel 70 in service between Valley Jct and Estelline.
AAR Radio Channel 66 in service between Esterline and Amarillo.

Dispatcher Radio Call-in:		
Wichita Falls West CTC-20	Electra-27	Vernon-28
Quanah-29	Childress-30	Memphis-31
Clarendon-32	Claude-34	Amarillo-35

Emergency Train Dispatcher Call - 911

Dispatchers Telephone-

Estelline to Valley Jct 817- 234-6367 or 800-666-1022, FAX 817-234-6373
Amarillo to Estelline 817-234-6056 FAX 817-234-6077

1. Speed Regulations

1(A). Speed - Maximum

Valley Jct to Estelline	Freight	60 MPH.
Estelline to Amarillo		49 MPH.

1(B). Speed - Permanent Restrictions

MP 118.4 to MP 119.9	35 MPH.
MP 118.4 to MP 237.4 Trains over 100 tons O/B	50 MPH.
MP 124.1 to MP 125.1 (HE only)	30 MPH.
MP 139.6 to MP 140.7 (HE only)	30 MPH.
MP 162.7 to MP 164.4 (HE only)	30 MPH.
MP 165.9 to MP 166.4	55 MPH.
MP 179.0	30 MPH.

MP 191.9 (HE only)	30 MPH.
MP 192.1 to MP 196.9, Main 1	25 MPH.
MP 219.7 to MP 220.7	40 MPH.
MP 228.5 to MP 232.2	35 MPH.
MP 237.4 to Amarillo	49 MPH.
MP 237.4 to Amarillo 100 tons O/B and over	49 MPH.

1(C). Speed – Switches and Turnouts

Through Turnouts	
Quanah to Acme (end of two main tracks) and Estelline (ends of siding)	25 MPH
All Other Siding Turnouts	20 MPH

1(D). Speed – Other

On Sidings Estelline	25 MPH.
Iowa Park	20 MPH.
Carey and Kasota	10 MPH.
Static Scales	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:

Valley Jct to Amarillo 143 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

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

3. Method of Operations–

TWC–in effect:

MP 237.4 to MP 327.5

Restricted Limits–in effect:

MP 327.5 to MP 335.7, before entering or moving within these limits communicate with yardmaster for instructions.

CTC–in effect: MP 118.4 to MP 237.4

ABS–in effect: MP 237.4 to MP 238.8.

Interlocking–MP 334.7

4. General Code of Operating Rules Items–

Amarillo–Eastward trains departing Amarillo must have two Track Warrants prior to departure. One Track Warrant from the Amarillo Dispatcher showing Track Bulletins between Amarillo and Estelline, and one Track Warrant from Ft. Worth West Dispatcher showing Track Bulletins between Estelline and Wichita Falls.

Rule 6.19– Between MP 118.4 and Estelline when flagging is required, distance will be 1.0 mile.

Between Estelline and Amarillo when flagging is required, distance will be 2.0 miles.

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.

Rule 10.2– following switches are not equipped with electric locks:

- MP 124.4 – Iowa Park – East House Track
- MP 125.9 – Iowa Park – Cryovac Spur
- MP 138.8 – Electra – West end National Tank
- MP 139.8 – Electra – High Line Track– East End
- MP 140.7 – Electra – West House Track
- MP 141.8 – Electra
- MP 144.7 – Harrold
- MP 147.5 – East end Harrold House Track
- MP 147.9 – West end Harrold House Track
- MP 154.7 – Oklaunion East House Track
- MP 155.0 – Oklaunion West House Track
- MP 159.6 – Vernon Grain East Track
- MP 160.0 – Vernon Grain West Track
- MP 178.7 – Chillicothe South Elevator

MP 179.4 – Chillicothe Transfer Track
 MP 191.5 – Quanah – East end House Track
 MP 193.0 – Quanah–Main 2 Compress Switch
 MP 211.1 – Kirkland – East House Track
 MP 211.6 – Kirkland – West House Track

Childress–Union Pacific eastward trains departing Childress must have two track warrants prior to departure, one track warrant from the NOC Ft Worth West Dispatcher and one track warrant from the SOC Ft Worth Subdivision dispatcher.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting bridge, tunnels, or other structures:

Chillicothe (EWD) MP 175.5
 Memphis (EWD) MP 243.6

B. Other FED Locations:

Radio Reporter:

Valley Jct. MP 121.5
 Electra MP 143.6
 Chillicothe (WWD) MP 175.5
 Kirkland MP 207.8
 Memphis (WWD) MP 243.6
 Clarendon MP 273.2
 Claude MP 309.5

6. FRA Exempted Track–NONE

7. Special Conditions–

8. Amarillo Rule 8.3– The following switches may be left lined and locked in the position last used: North and South Pass (both ends), crossover between Westbound Track and Eastbound Track at Eastern (MP 330.6), and east switch Westbound Track at Eastern (MP 329.4).

9. Quanah– At Quanah before Occupying road crossing on Old Mill track at Nelson Street, crossing signals must be activated by Operating key controller located on signal mast by the scale. Cars must not be left spotted closer than 50 feet from road crossing.

Trains over 100 Tons/OB will not operate through siding Carey, or use MT1 between MP 115 to MP 116.1, except when authorized by chief dispatcher.

Two Main Tracks –

MP 192.1 to MP 196.9

Automatic Switches, Location by Station–Includes both switches unless specified:

Memphis, Hedley, Clarendon, Ashtola, Malden, Kasota.

10. Line Segments–

Yard Line Segments–

Line Segment	Limits
765	Amarillo
766	Childress
795	West Texas Power Co. Tracks

Road Line Segments–

Line Segment	Limits
485	Valley Jct. to Amarillo

11. Locations Not Shown as Stations–

Name	Mile Post Location	Capacity Cars	Switch Opens
40490 Oklaunion	6.0 west of Harroid	12	Both
40490 West Texas Utilities	7.4 west of Harroid	150	West
40496 Vernon Grain Inc.	3.3 east of Vernon	35	Both
40532 Georgia Pacific	0.3 east of Acme–off MT 1	15	East

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Slaton Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
	6,738	42950	454.5	TECIFIC		CTC		
		42900	459.6	SWEETWATER	BPT			
			460.7	ORIENT JCT.				
	12,253		787.3	GANNON				
	7,106	42415	775.3	PYRON				
	4,878	42410	768.6	HERMLEIGH				
	5,701	42400	756.9	SNYDER				
	7,543	42380	740.6	FULLERVILLE				
	5,154	42370	729.0	JUSTICEBURG				
	5,482	42365	720.3	AUGUSTUS				
	6,911	42360	713.8	POST				
	5,400	42355	703.6	BUENOS				
	9,497	42350	697.3	SOUTHLAND				
		42300	690.0	SLATON	BP			
	4,916	42280	679.8	BURRIS				2MT
			676.6	BNSF RRX	M			
		42200	674.6	LUBBOCK	BCPR			
			88.6	CANYON JCT.	T	CTC		
			85.5	HOUSE 245				
	5,326	41665	78.1	SHALLOWATER				
	5,292	41655	65.6	ANTON				
	7,341	41645	53.0	LITTLEFIELD				
	4,757	41635	38.1	SUDAN				
	5,416	41630	30.1	MILL				
			27.1	TOLK				
	11,630	41625	22.2	MULESHOE				
	11,721	41615	9.8	LARIAT				
			3.1	HOUSE 227				
			0.6	FARWELL, TX				
	6,903	53030	0.0	CP 6476	T			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Tecific to CP 6476	36	1	3	4	5&7	9
Lubbock Yard	84&66	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Slaton Subdivision	55 MPH.%	Freight
Southwestern Public Service Industrial Spur, MP 27.1 to gate	20 MPH.	
On loop 10	10 MPH.	
Through Dumper	2 MPH.	

1(B). Speed – Permanent Restrictions

MP 0.1 to MP 0.7	30 MPH.
MP 86.5 to MP 88.6 (HE only)	30 MPH.
MP 676.6	20 MPH.
MP 700.7 to MP 705.6	45 MPH.
MP 713.1 to MP 713.2 (HE only)	50 MPH.
MP 777.9 to MP 778.0	45 MPH.
MP 458.0 to MP 460.7	40 MPH.
MP 455.7 to MP 458.0	45 MPH.

1(C). Speed – Switches and Turnouts

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

Tecific, turnout from siding to UP and both ends siding	30 MPH.
Sweetwater, turnouts to yard	10 MPH.
Both ends sidings Gannon, Pyron,	30 MPH.
Both ends sidings Hermleigh, Snyder	20 MPH.
Both ends sidings Justice, Augustus, Post, Buenos,	20 MPH.
Both ends siding Southland, Fullerville	30 MPH.
Slaton, turnouts to yard	20 MPH.
Both ends siding Burris	20 MPH.
Lubbock, E.E. two main tracks	40 MPH.
Canyon Jct. –	
W.E. two main tracks	40 MPH.
Crossover between North and South Tracks	30 MPH.
turnout from North Track to Plainview Subdiv.	30 MPH.
Both ends siding Shallowater, Anton, Littlefield, Sudan	20 MPH.
Both ends siding Mill	30 MPH.
Both ends siding Muleshoe	20 MPH.
Both ends siding Lariat and CP 6476	30 MPH.

1(D). Speed – Other**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

<u>Limits</u>	<u>Threshold Temperature</u>	<u>Speed</u>
MP 1.0 to 2.0	100 degrees	40 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.

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 track between Tecific and BNSF RRX; and between Canyon Jct. and CP 6476.; on sidings Tecific, Gannon, Pyron, Fullerville, Southland and Lariat; on Plainview Subdivision main track between Canyon Jct. and House 246 (Plainview Subdivision); on west leg of wye, Canyon Jct.; and on east leg of wye, Farwell.

Restricted Limits–in effect: At Lubbock, on two main tracks.

Trains or engines must not foul or enter main tracks through hand operated switches where Restricted Limits are in effect, until authority to do so has been obtained from the train dispatcher.

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

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach	Proceed per BNSF Rule 9.1.12

4. General Code of Operating Rules Items

Rule 1.14-BNSF. Trains will use U.P. tracks between Tecific and Tower 55, Ft. Worth.

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:

Location	Type	Locators & Signals Affected
Bridge MP34.5	High Water	Eastward Signal 341 Westward controlled signals at west end of siding Sudan
Bridge 785.9	High Water	Eastward controlled signals east end siding Pyron & Signal 7831. Westward controlled signals west end siding Gannon

B. Other FED locations:

Location	Type	Locators & Signals Affected
MP 5.0., 26.1, 41.5, 62.2, 81.2, 685.8, 709.0, 730.9, 748.5, 770.8, 791.7	Hot Box & Dragging Equip.	Radio communication

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

Between Gannon and Orient Jct., mile post numbering changes: MP 461.0 is the same as MP 792.1.

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
7158	Sweetwater Yard

Road Line Segments-

Line Segment	Limits
7157	Lubbock Yard
7107	Tecific to CP 6476

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
Monsanto Chemical	2.9	311	
Progress	15.6	919	
Custom Farm Service, Inc.	18.5	495	
Shamrock-Blackwater	18.9	370	
Valley Grain Corp	23.9	800	
Protein processors	26.0	900	
Southwestern Public Service Ind. Spur (4.6 miles)	27.1	1600	
Sudan Livestock Co.	39.3	986	
Amherst	45.5	4396	
Tide Products Co.	50.2	558	
Gin Track	54.0		East
Farmer Coop Elevator	54.4		East
American Plant Food	54.4		East
American Plant Food	54.5		East
American Cotton Growers	55.1	2347	
Littlefield Industrial Foundation	55.2	659	
Baier	59.5	4775	
Whites Stores	79.2	700	
Broadview	83.6	5504	
Sunray Grain Co.	682.2	2544	
Great Plains Distributors	682.4	508	West
Godbold Inc.	683.5	654	West
Chevron Oil Co.	751.3	1682	
US Gypsum	458.3	1058	West
Georgia Pacific Gypsum	456.3	4792	East

W E S T W A R D ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	South Plains Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ E A S T W A R D
		88787	322.9	PLAINVIEW	JUABTR	TWC		
		88801	337.5	EDMONSON				
	2,563	88815	351.6	HART				
		8831	367.6	DIMMITT	R			

Dispatcher Radio Channel 66 in Service

1. Speed Regulations

1(A). Speed - Maximum

Plainview to Dimmitt 40 MPH. **Freight**

1(B). Speed - Permanent Restrictions

MP 320.0 to MP 326.0 10 MPH.
 MP 329.5 to MP 334.9 40 MPH.
 MP 334.9 to MP 364.2 25 MPH.
 MP 366.2 to MP 368.4 10 MPH.

1(C). Speed - Switches and Turnouts

Through all turnouts 10 MPH.

1(D). Speed - Other-None

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

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

Plainview to Dimmitt 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 any track other than main track and storage No. 1 and 2 at Dimmitt..

3. Method of Operations-

TWC-in effect:
 Plainview to MP 364.2
Restricted Limits-in effect:
 MP 322.9 to MP 329.5
 MP 364.2 to MP 368.4

4. General Code of Operating Rules Items-

Rule 5.4.4-Authorized on this subdivision.
Rule 6.19-When flagging is required, distance will be 1.0 mile.
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. Trackside Failed Equipment Detectors (FED)-None

6. FRA Exempted Track-None

7. Special Conditions-None

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
486	Plainview to Dimmitt

9. Locations Not Shown as Stations-

Name	Mile Post Location	Capacity Cars	Switch Opens
88796 Wright	8.4 west of Plainview	10	Both
88816 Custom Farm Supply	8.7 east of Dimmitt	5	West
88822 Roy	8.1 east of Dimmitt	12	Both
88829 Goodpasture	2.2 east of Dimmitt	18	West

W E S T W A R D ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Venus Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ E A S T W A R D
	2,000	43554	19.0	VENUS		TWC	
				6.3				
	1,250	43550	12.7	ALVARADO				
				1.3				
			11.4	U.P. RRX	M			
		43500	2.0	CLEBURNE	RBPT			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Venus Subdivision	36	1	3	4	5&7	9
Ward Industrial Spur	36	1	3	4	5&7	9

1. Speed Regulations

- 1(A). Speed - Maximum** **Freight**
- MP 2.0 to MP 19.0 25 MPH.
 - Ward Industrial Spur 20 MPH.
 - Hale Cement 10 MPH.
 - Red Bird Industrial Spur 10 MPH.

- 1(B). Speed - Permanent Restrictions**
- MP 0.0 to MP 0.3 10 MPH.
 - MP 0.3 to MP 2.0 20 MPH.
 - MP 7.0 to MP 7.9 20 MPH.
 - MP 11.4 20 MPH.
 - MP 12.3 to MP 13.4 20 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**
- Ward Industrial Spur: Trackage between MP 19.0, Venus, and End of Track.
 - MP 46.0, Identified as Ward Industrial Spur. Speed Limit 10 MPH in Automatic Interlocking, S.P. RRX, MP 27.3.
 - Venus Track 8727 5 MPH
 - Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 10 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 2.0 Cleburne to MP 19.0, Venus

Restricted Limits-in effect:
 MP 0.0 to MP 0.2

Interlocking **Controlling Railroad**
 UP RRX, MP 11.4 UPRR

4. **General Code of Operating Rules Items**--None
5. **Trackside Failed Equipment Detectors (FED)**--None
6. **FRA Excepted Track**--None
7. **Special Conditions**--
Ward Industrial Spur--All switches must be left lined and locked for movement on Ward Industrial Spur track
8. **Line Segments**--
 Yard Line Segments--

<u>Line Segment</u>	<u>Limits</u>
7500	MP 0.0 to MP 19.0
9. **Locations Not Shown as Stations**

Name	Mile Post Location	Capacity in feet	Switch Opens
Ward Industrial spur	19.0	27 Miles	East
Southwest Railroad Car Parts Co.	19.9	970	Both
Chaparral Steel	24.4	15000	Both
TXI Cement	24.6	10000	East
Holnam Cement	29.5	9300	East
High Meadows Track	31.8	8950	West
Red Bird Industrial lead	42.2	25000	Both
Hale Cement	48.8	46940	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Wichita Falls Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
			0.0	TOWER 55	MY			
			1.6	MP 2	Y			
			4.1			ABS		
	40341	6.1	NORTH YARD	BKTYM				
	40345	9.1	SAGINAW	MY	2MT ABS			
		11.0	CP 11	Y	CTC			
7,534	40354	19.0	AVONDALE					
7,161	40370	34.6	HERMAN					
6,124	40376	40.3	DECATUR					
7,077	40387	50.8	ALVORD					
6,493	40399	63.8	FRUITLAND			TWC ABS		
	40404	68.5	BOWIE	A				
6,366	40415	79.1	BELLEVUE					
6,969	40425	90.2	DICKWORSHAM					
	40441	105.5	JOLLY					
22,372		111.0	RHEA					
	40449	114.1	WICHITA FALLS	BKTUY	TWC			
	40448	115.0	WEST WICHITA					
		116.1	ORIENT			2MT CTC		
		118.4	VALLEY JCT			CTC		

AAR Radio Channel 66 in service between Ft. Worth and Valley Jct.

Dispatcher Radio Call-in:		
Ft. Worth-21	Decatur-23	Bowie-24
Dickworsham-25	Wichita Falls East-26	Wichita Falls West CTC-20

Emergency Train Dispatcher Call - 911

Dispatchers Telephone 817-234-6367 or 800-666-1022, FAX 817- 234-6373

1. Speed Regulations
 - 1(A). Speed - Maximum

Tower 55 to Valley Jct	60 MPH.
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 - 1(B). Speed - Permanent Restrictions

MP 0.0 to MP 9.2	20 MPH.
MP 9.2 to MP 11.1	30 MPH.
MP 11.1 to MP 118.4 Trains over 100 tons O/B	50 MPH.
MP 25.1 to MP 25.5	55 MPH.
MP 28.6 to MP 31.4	45 MPH.
MP 31.4 to MP 32.3	50 MPH.
MP 38.8 to MP 41.2	50 MPH.
MP 43.5 to MP 46.3	55 MPH.
MP 46.3 to MP 48.0	45 MPH.
MP 68.3 to MP 70.4	30 MPH.
MP 96.0 to MP 96.2	55 MPH.
MP 110.9 to MP 113.0	30 MPH.
MP 115.0 to MP 116.2	30 MPH.
MP 116.2 to MP 118.4	35 MPH.

1(C). Speed - Switches and Turnouts

Decatur, Bellevue and Dickworsham (ends of siding)	10 MPH.
All Other Siding Turnouts	20 MPH.
Through Turnout end of 2 MT MP 11	25 MPH.
Through Turnouts end of 2MT MP 115.0 and MP 116.1	20 MPH.
All turnouts and trackage on Saginaw Wye Connection	35 MPH.

1(D). Speed - Other

Static Scales	5 MPH.
Siding Herman	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:**

Tower 55 to Valley Jct 143 tons

Wichita Falls, TX.-- Six axle locomotives and six axle derricks not permitted on the wye.

Valley Jct to MP 8.0 134 tons

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

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

MP 11.0 to MP 114.0

Yard Limits--in effect:

MP 0.0 to MP 12.0

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

MP 112.0 to MP 115.0, before entering or moving within these limits communicate with dispatcher for instructions.

CTC--in effect:

MP 10.9 to MP 11.1

MP 115.0 to MP 118.4

ABS--in effect:

MP 2.6 to MP 5.4

MP 7.6 to MP 10.9

MP 11.1 to MP 113.0

Interlocking

UP RRX MP 3.1

SP RRX MP 3.2

BNSF RRX MP 9.1

UP RRX 69.2

Controlling Railroad

BNSF

BNSF

BNSF

Rule 6.19--Between Tower 55 and MP 118.4 when flagging is required, distance will be 1.0 mile.

4. General Code of Operating Rules Items--

Wichita Falls--Westward trains departing Wichita Falls must have two Track Warrants prior to departure. One Track Warrant from the Amarillo Dispatcher showing Track Bulletins between Amarillo and Estelline, and one Track Warrant from Ft. Worth West Dispatcher showing Track Bulletins between Estelline and Wichita Falls.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting bridge, tunnels, or other structures: None

B. Other FED Locations:

Avondale MP 23.8

Decatur MP 47.5

Dickworsham MP 94.3

6. FRA Excepted Track--None

7. Special Conditions-

Ft. Worth-At North Yard, Main Track switches located at MP 0.0, MP 2.2, MP 2.5, MP 5.4, MP 5.7, MP 5.8 and MP 7.33 will be lined and locked for the movement last used.

Two Main Tracks designated as Main 1 and Main 2:

MP 5.8 to MP 11.1

MP 115.0 to MP 116.1

Automatic Switches, Location by Station-Includes both switches unless specified:

Avondale, Herman, Decatur, Alvord, Fruitland, Bellevue, Dickworsham, Rhea.

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
761	Fort Worth
762	Wichita Falls
794	Saginaw UP-ATSF Interlocking
490	Valley Jct to MP 8.0-Industry Track

Road Line Segments-

Line Segment	Limits
485	Tower 55 to Valley Jct.

9. Locations Not Shown as Stations-

Name	Mile Post Location	Capacity Cars	Switch Opens
40361 Rhome	6.4 west of Avondale	40	East
40395 Sunset	4.2 east of Fruitland	7	East
40431 Henrietta	5.8 west of of Dickworsham	27	East
40441 Jolly	15.3 west of Dickworsham	100	Both

Division Officers

J.C. POE	Terminal Supt.	Alliance	817-224-7025
M.L. BRADY	Terminal Manager	Alliance	817-224-7350
D.B. WIMBERLEY	Terminal Manager	Alliance	817-224-7350
J.W. GALLOWAY	Mgr. Safety/Rules	Alliance	817-224-7007
B.J. WHEAT	Road Foreman	Alliance	817-224-7004
K. MAIDEN	Road Foreman	Alliance	817-224-7021
W.C. BLACKER	Trainmaster	Alliance	817-224-7057
W.B. MEDART	Trainmaster	Alliance	817-224-7057
L. HALL	Trainmaster	Alliance	817-224-7057
D.G. SCHULTEIS	Trainmaster	Alliance	817-224-7057
R.D. MANNING	Trainmaster	Gainesville	817-668-3001
A.S. KIEFER	Division Engineer	Alliance	817-224-7005
R.B. INCE	Roadmaster	Alliance	817-224-7009
W.S. HALVERSON	Genl. Foreman	Alliance	817-224-7006
C.R. POLSON	Genl. Foreman	Alliance	817-224-7131
M.N. MARSDEN	Genl. Foreman	Alliance	817-224-7132
J.A. McCRAKEN	Supt. Operations	Lubbock	806-765-3988
D.J. THOMAS	Trainmaster	Lubbock	806-765-3924
C.B. WESTBROOK	Trainmaster	Lubbock	806-765-3924
V.J. LOPEZ	Roadmaster	Lubbock	806-765-3955
R.L. EDDS	Admin. Specialist	Alliance	817-224-7003
D.L. STULL	Trainmaster	Ft. Worth	817-740-7229
B. MILLER	Mech. Supt.	Ft. Worth	817-333-1982
J.T. CAMPBELL	Road Foreman	Sweetwater	915-236-7201
	Trainmaster	Sweetwater	915-236-7202
T.R. HUGHES	Road Foreman	Amarillo	806-371-3355
B.L. CURRY	Roadmaster	Amarillo	806-371-3344
J.E. COBEAN	Trainmaster	Teague	817-333-7803
W.H. HARMOND	Roadmaster	Brownwood	915-643-7276
J.T. LYONS	Roadmaster	Sherman	918-445-2558
D.L. DORENBACH	Trainmaster	Madill	405-445-2528
K.A. DETHLEFSEN	Trainmaster	Amarillo	806-371-3315