

Division Managers

Ada

B. PADLEY Roadmaster (918) 445-2579

Alliance

R.G. BACON Division Engineer (817) 224-7005
K.E. BLACK Terminal Manager (817) 224-7228
W.C. BLACKLER Director of Administration (817) 224-7003
L.R. HALL Trainmaster (817) 224-7052
C.L. LITTLEFIELD Terminal Superintendent (817) 224-7025
J. MONTGOMERY Trainmaster (817) 224-7343
D.S. NESS Supt. Operations (817) 224-7021
R.R. OVERHOLT Manager of Safety (817) 224-7007
C.R. POLSON General Foreman (817) 224-7131
S.J. REINKE Terminal Manager (817) 224-7080
D.L. STULL Trainmaster (817) 224-7148
D.B. WIMBERLEY Terminal Manager (817) 224-7350
T.L. WOXLAND Trainmaster (817) 224-7234

Amarillo

B.L. CURRY Roadmaster (806) 379-3344

Arkansas City

C. ADAMS Road Foreman (316) 441-2288
J.C. MATHIES Trainmaster (316) 441-2286
L.M. TRIMBLE Roadmaster (316) 441-2276

Cleburne

D.R. DEMAREE Road Foreman (817) 224-7366
R.B. INCE Roadmaster (817) 224-7009

Ft. Worth

M.L. GAUNT Roadmaster (817) 740-7274
W.H. HARMOND Roadmaster (817) 740-7221
L.A. WILLIAMS Trainmaster (817) 740-7246

Gainesville

R.D. MANNING Trainmaster (940) 668-3001
G.W. ODELL Road Foreman (940) 668-3016

Irving

R. CASAREZ Road Foreman (972) 257-3939

Lawton

H.E. JONES Roadmaster (405) 670-7570

Oklahoma City

T.D. COLLEY Equipment Supervisor (405) 670-7658
K.L. EALEY Trainmaster (405) 670-7686
M.L. ELKINS Supt. Operations (405) 670-7675
R.D. HONEYCUTT Roadmaster (405) 670-7688
D.F. KAPLAN General Foreman (405) 670-7659
L.M. MATTS Trainmaster (405) 670-7684
R.J. SHERMAN Terminal Manager (405) 670-7685

Saginaw

B.J. WHEAT Road Foreman (817) 352-2936

Sherman

D.L. DORENBACH Trainmaster (918) 445-2528
J.T. LYONS Roadmaster (918) 445-2558

Wichita Falls

L.W. NICHOLS Road Foreman (817) 716-5710
M.D. WILLIAMS Trainmaster (817) 716-5705

BNSF

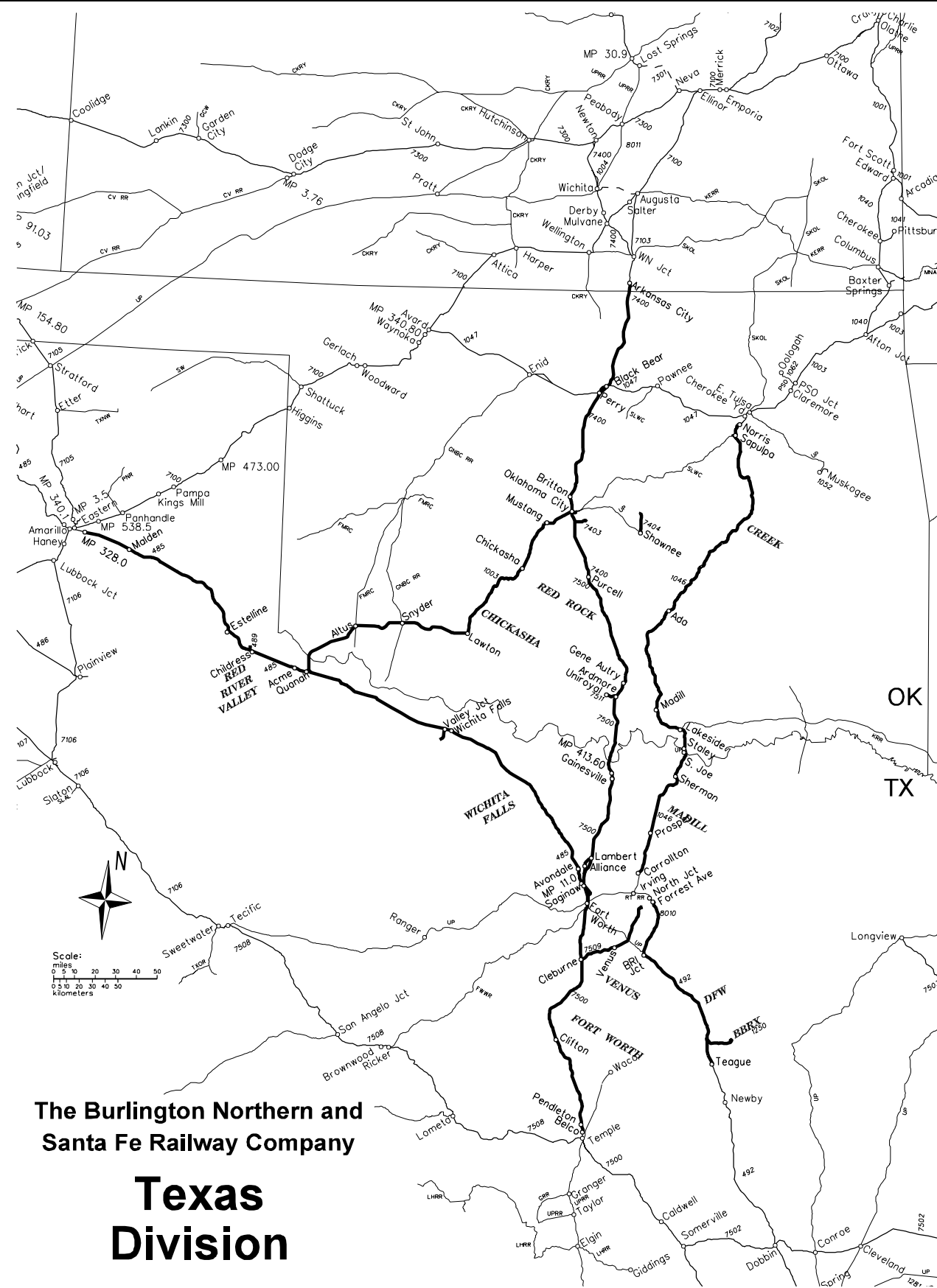


Texas Division

Timetable No. 4

IN EFFECT AT 0001
Central Continental Time
Sunday, May 14, 2000

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



The Burlington Northern and Santa Fe Railway Company

Texas Division

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	BBRX Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Rule 6.28				
			0.0	DUMP STATION		Rule 6.28	1250	3.3	
			3.3	BIG BROWN		TWC		8.2	
			11.5	SESSIONS				1.6	
			13.1	UP JCT.				1.5	
			14.6	BBRX JCT.				14.6	

Radio Channel No. 66 in service.

Radio Call-In		
Teague - 18(X)	Corsicana - 19(X)	Waxahachie - 10(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Chief Dispatcher—(281) 356-7555
 Dispatcher—(281) 350-7561

1. Maximum Speed Permitted

1(A). Speed—Maximum

Dump Station to BBRX Jct. 40 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

MP 3.4 to MP 2.0 20 MPH.
 MP 2.0 to MP 0.0 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—None

3. Type of Operation
TWC—in effect:
 BBRX Jct. to MP 3.4

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.5 miles.
Rule 6.28—in effect:
 MP 3.4 to MP 0.0

Rule 8.19—Automatic switches can be equipped with a remote control feature (DTMF-Dual Tone Multiple Frequency) that can be used by train crews to request a route onto the siding track instead of stopping within 200 feet of the absolute signal and operating the mast mounted push button. When the unique five digit command is transmitted by an approaching train within one mile after passing the DTMF keypad sign, the switch will attempt to reverse. Once the switch is lined and locked in reverse position, the absolute signal governing movement on the switch will display a restricting aspect and the approach signal will display approach restricting.

When entering the main track from a siding with no overlap sign, a train authorized to proceed must stop the leading end of movement within 200 feet of the Absolute Signal that governs movement over the switch and operate the push button on the signal mast. Signal will display a proceed indication when the switch is lined for movement to the Main Track.

When the signal that governs movement over the automatic switch displays a Stop indication, the switch must be operated by hand before proceeding.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Sessions—All trains will stop at Sessions, MP 11.5 County Road, unless permission from the dump operator has been received to proceed.

Big Brown—Trains departing Big Brown that encounter a STOP indication at MP 14.6 must stop short of derail at MP 14.8 and ensure that derail is properly lined.

BBRX—Switches on BBRX are equipped with switch point indicators. When trains approach these switches so equipped, be governed as follows:

GREEN—Switch lined for normal movement.

AMBER—Switch lined for other than normal movement.

RED STROBE—Switch is lining or is not locked in position.

BBRX JCT and UP Jct.—Main track derail located at MP 14.8 will always be lined for main track movement except when the Big Brown Railroad connector track (BBRX JCT. and UP Jct.) is occupied by maintenance of way crews. Signal Dept. personnel needing access to the derail must first obtain key to derail from Loop Operator.

Radio Controlled Automatic Switches—
 Switch BBRX Jct.—Reverse Command 21740

8. Line Segments

Line Segment Limits

1250 Dump Station to BBRX

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Chickasha Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		96540	536.4	OKLAHOMA CITY		BJTR	TWC	1003		14.2
4,058	96554	553.9	MUSTANG							13.6
5,174	96567	567.5	SOONER							13.3
	96581	580.8	CHICKASHA	A						24.1
5,788	96605	604.9	CYRIL							5.7
	96611	610.6	FLETCHER							14.8
	96626	625.4	FORT SILL	T						4.8
2,604	96630	630.2	LAWTON	BR						6.6
	96637	636.8	EAGLE	R						7.1
	96644	643.9	CACHE							20.5
	96664	664.4	SNYDER	UJR						22.8
1,692	96687	687.2	ALTUS	Rg						22.2
	96709	709.4	ELDORADO							13.9
	40527	723.3	QUANAH	BJTR						183.6

Radio Channel No. 39 in service.

Radio Call-In		
Tuttle - 79(X)	Chickasha - 81(X)	Cyril - 82(X)
Lawton - 84(X)	Snyder - 71(X)	Eldorado - 72(X)
Altus - 73(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-6158, Fax (817) 234-6419
 Dispatcher—(817) 234-6151, Fax (817) 234-6411

1. Maximum Speed Permitted

1(A). Speed—Maximum

Oklahoma City to Quanah 40 MPH.
 Harmonic rocking at the following locations:
 See System Special Instructions Item 1(A)
 MP 548.9 to MP 558.8
 MP 568.6 to MP 575.5
 MP 580.4 to MP 588.8
 MP 601.9 to MP 672.7
 MP 680.0 to MP 691.1

1(B). Speed—Permanent Restrictions

MP 557.8 to MP 557.9 30 MPH.
 MP 568.6 to MP 575.5 25 MPH.
 MP 580.4 to MP 691.0 25 MPH.
 MP 691.0 to MP 723.3 30 MPH.

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

1(D). Speed—Other

Sidings 10 MPH.
 Snyder—Grain Belt Railroad Track 10 MPH.

Temperature Restrictions

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply for the entire subdivision:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
100 to 109 degrees F	Maximum 40 MPH, observing existing restrictions.	Maximum 35 MPH, observing existing restrictions.
110 degrees F and over	Restricted speed from 1100 hrs. to 2000 hrs. unless track inspected after 1400 hrs., then 30 MPH, observing existing restrictions.	Restricted speed from 1100 hrs. to 2000 hrs. unless track inspected after 1400 hrs., then 30 MPH, observing existing restrictions.

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, Restriction G

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

- Oklahoma City—Dayton Lead
- Altus—Back 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. Type of Operation

TWC—in effect:
 MP 549.7 to MP 721.7

Restricted Limits—in effect:

MP 536.4 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 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 Warning Detectors (TWD)

- A. Protecting bridge, tunnels, or other structures: None
- B. Other TWD locations
 MP 565.2—Recall Code 798
 MP 590.8 (DED only) Radio Tone

6. FRA Excepted Track—None

7. Special Conditions

Trains over 100 TOB will not operate through sidings, except when authorized by the chief dispatcher.

Protect Open Switch in effect on this subdivision.

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.)

Notify the UPRR train dispatcher at 1-800-726-1121 for conditions that will affect movement over UPRR main track.

Crew member must protect crossing from ground position at following locations

Oklahoma City—SW 29th Street on Dayton Lead.

Snyder—At Farm Rail Railroad crossing, cars or equipment must not be stored on either leg of wye.

Altus—Highway 62 on Air Base Lead.

Use of Dynamic Brakes Prohibited at the Following Locations

Between MP 602.0 and MP 691.0

Critical Areas—See System Special Instructions Item 33, Flash Flood Warnings:

MP 542.0 to MP 543.0

MP 554.5

MP 555.6 to MP 556.2

MP 559.8 to MP 561.2

MP 574.2 to MP 574.4

MP 575.4

MP 578.8 to MP 579.1

MP 668.3

MP 673.4

MP 677.8

MP 692.0

MP 615.5

8. Line Segments

Road Line Segments

Line Segment Limits

1003 Oklahoma City to Quanah

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
96546 Lillard Pk.	5.8 west of Oklahoma City	810	West
96549 Wheatland Team	4.6 east of Mustang	1,350	West
96549 Wheatland House	4.6 east of Mustang	430	West
96563 Tuttle	4.7 east of Sooner	1,000	Both
96586 Sherwin Williams	5.4 west of Chickasha	580	East
96615 Elgin	9.7 west of Cyril	359	East
96652 Indianoma	8.1 west of Cache	214	East
96670 Long	5.6 west of Snyder	2,268	Both
96676 Headrick	11.2 east of Altus	2,138	Both
96695 Olustee North	8.3 west of Altus	1,538	Both
96695 Olustee South	8.3 west of Altus	2,033	West

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Creek Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				Station	Mile Post					
		96426	426.9	CHEROKEE YARD (Cherokee Subdivision)	JT	Rule 6.28		1003	1.7	
			428.6	WEST CHEROKEE			2MT CTC		1.9	
		96431	430.5	NORRIS			CTC		5.0	
		96436	435.5	OMA			2MT CTC		1.7	
		96438	437.2	SAPULPA	JT				5.0	
	5,993	94442	442.2	KIEFER					14.0	
	8,504	94456	456.2	BEGGS					11.0	
	6,064	94467	467.2	BUTLER					1.4	
		94469	468.6	OKMULGEE	P				7.6	
	8,517	94476	476.2	SCHULTER					5.9	
	4,920	94482	482.1	HENRYETTA					12.6	
	8,493	94495	494.7	FRED					9.7	
		94504	504.4	WETUMKA					8.6	
	7,935	94513	513.0	YEAGER					6.6	
			519.6	HOLDENVILLE	A	CTC		1046	5.4	
	6,240	94525	525.0	SPAUDING					14.1	
	9,110	94539	539.1	FRANCIS					9.1	
		94548	548.2	ADA	P				10.0	
	8,425	94558	558.2	FITZHUGH					12.8	
	8,431	94571	571.0	SCULLIN					8.3	
		94580	579.3	MILL CREEK					12.5	
	8,543	94592	591.8	RAVIA					10.8	
	8,811	94603	602.6	MADILL	P				175.7	

From Cherokee Yard, MP 426.9 to Norris, MP 430.5 including turnout at 2 Main Tracks is under the jurisdiction of the Springfield Division.

Channel No. 70 in service.

Channel No. 66 in service at Cherokee Yard.

Radio Call-In		
Cherokee Yard-23,26(X)	Preston-36(X)	Henryetta-46(X)
Ada-56(X)	Roff-76(X)	Madill-26(x)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatchers' Phone Numbers
(817) 234-6151, FAX (817) 234-6411

1. Speed Regulations

1(A). Speed—Maximum

	Freight
West Cherokee to Madill	55 MPH.

1(B). Speed—Permanent Restrictions

MP 428.6 to MP 429.2	25 MPH.
MP 429.2 to MP 436.2	45 MPH.
MP 436.2 to MP 438.2 (HER)	25 MPH.
MP 438.2 to MP 440.2	45 MPH.
MP 441.7 to MP 442.9 (HER)	30 MPH.
MP 457.7 to MP 458.1	45 MPH.
MP 468.6 to MP 469.3 (HER)	35 MPH.
MP 471.3 to MP 471.8	45 MPH.
MP 478.5 to MP 479.2	45 MPH.
MP 480.2 to MP 482.7	25 MPH.
MP 483.5 to MP 485.1	45 MPH.

MP 492.0 to MP 492.5	45 MPH.
MP 494.4 to MP 494.7	45 MPH.
MP 498.7 to MP 499.0	50 MPH.
MP 504.0 to MP 504.5 (HER)	40 MPH.
MP 506.0 to MP 506.3	50 MPH.
MP 506.9 to MP 507.2	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 TOB	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 (HER)	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

Siding turnout:
 Henryetta 10 MPH.
 All other siding turnouts 20 MPH.
 MP 428.6—turnout Main 1, Main 2 20 MPH.
 MP 430.5—turnout Main 1, Main 2 45 MPH.
 MP 435.5—turnout Main 1, Main 2 45 MPH.
 MP 436.9—turnouts Crossovers Sapulpa 20 MPH.

1(D). Speed—Other

Sidings:
 Henryetta 10 MPH.
 All other sidings 20 MPH.
 OPM and Old Freight Main MP 427.4
 (W 41st Overpass) to MP 428.6 (Begin CTC) 20 MPH.
Hot Weather Speed Restrictions:
 When ambient temperature exceeds 90 degrees:
 Trains 100 TOB and over 30 MPH.
 Trains under 100 TOB 40 MPH.
 Passenger trains 49 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 Sapulpa 143 tons, Restriction C
 Sapulpa to Madill 143 tons, Restriction D

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

Ada—Old Santa Fe Main, Imperial, Holnam No. 8 Lead
 MP 428.8—Switch Zone 100

Multiple six-axle locomotives not permitted:
 Mill Creek—Old Sand Plant Tracks
 Sapulpa—Bartlett Collins

Not more than one locomotive allowed when switching:
 MP 428.8—Switch Zone 100

3. Type of Operation

CTC—in effect:
 MP 428.6 to MP 602.6

Sidings—All sidings are controlled sidings.

Rule 6.28—in effect:
 MP 426.9 to MP 428.6

Two Main Tracks

MP 428.6 to MP 430.5
MP 435.5 to MP 436.9

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.

4. General Code of Operating Rules Items

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

Rule 9.1—Signals Not Conforming to Indications Shown in the System Special Instructions

Aspect	Name	Indication
-Flashing Yellow -Flashing Yellow/Red -Flashing Yellow/Red/Red -Flashing Yellow/Dark -Flashing Yellow/Dark/Dark	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH.
-Yellow/Yellow -Yellow/Yellow/Red	Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

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 519.4 Old Ramp Track
- MP 546.3 Remington
- MP 547.8 W. Storage Track
- MP 547.9 E. Storage Track
- MP 561.9 Sand Plant

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures
 - MP 592.4 (DED Only) SWD only—Radio Tone
 - MP 601.1 (DED Only) NWD only—Radio Tone
- B. Other TWD Locations
 - MP 446.8—Recall Code 367
 - MP 474.7—Recall Code 368
 - MP 496.4—Recall Code 467
 - MP 516.2—Recall Code 468
 - MP 542.5—Recall Code 567
 - MP 565.8—Recall Code 568
 - MP 587.2—Recall Code 768
 - MP 592.4 (DED Only) NWD only—Radio Tone
 - MP 601.1 (DED Only) SWD only—Radio Tone

6. FRA Excepted Track—None

7. Special Conditions

Cherokee Yard MP 426.9 to Norris MP 430.5—Under the jurisdiction of the Springfield Division.

Sapulpa—When delivering cars on TSU connection at Sapulpa, 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 north car.

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. Maximum authorized speed on all tracks within the meridian Aggregate facility shall not exceed 5 MPH.

Hot Weather Train Handling (See Item 1(D) for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

- MP 438.2 to MP 438.5
- MP 470.5 to MP 470.7
- MP 476.1 to MP 479.3
- MP 495.3 to MP 495.8
- MP 502.0 to MP 502.2
- MP 515.1 to MP 515.3
- MP 534.1 to MP 534.3
- MP 541.0 to MP 541.2
- MP 560.7 to MP 560.9

Test Mile—

- MP 447.0 to MP 448.0
- MP 597.0 to MP 598.0

8. Line Segments

Line Segment Limits

- 1003 Cherokee Yard to OMA
- 1046 OMA to Madill

9. Locations Not Shown as Stations

Name	Location	Capacity Cars	Switch Opens
94521 Sisson	MP 520.1	60	Both
94564 Roff	MP 563.3	97	Both
94583 Clark	MP 583.0	150	Both
94584 Ryder	MP 584.1	25	Both
94585 Troy	MP 585.1	65	South
96426 Muskogee via UP 42 miles		Yard	

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	DFW Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		40204	204.3	TEAGUE		BTR	TWC ABS	492	13.2	
			217.4	BBRX JCT.					5.0	
	9,109	40222	222.4	STREETMAN					19.2	
	5,990	40242	241.6	CORSICANA	M				17.1	
	5,824	40259	258.7	BARDWELL					12.2	
	7,206	40271	270.3	WAXAHACHIE					0.8	
			797.9	BRI JCT					1.3	
			796.6	UP RRX	AJ				5.4	
	6,252		791.2	STERRETT					9.5	
	3,932		781.7	LANCASTER					12.4	
			769.3	FOREST AVE.		YJ				
Between Forest Ave and North Jct., UPRR Timetable governs. Between Dalwor Jct. and Peach Yard, UPRR Timetable governs. Between North Jct. and Dalwor Jct. TRE Timetable governs.										
		40336		PEACH YD.		J		485		
Between Peach Yard and North Yard, Wichita Falls Subdivision Special Instructions govern.										
		40341	6.1	NORTH YARD		BJTY		485		

Radio Channel 66 in service between Teague and Forest Ave.

Radio Call-In		
Teague-18(X)	Corsicana-19(X)	Waxahachie-10(X)
Irving-43(X)	Dallas-43(X)	Spring Dispatcher - 420
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Telephone Numbers

(817) 234-6368 or (800) 666-1023, Fax (817) 234-6374

Spring Dispatcher—(281) 350-7561, Chief Disp. (281) 350-7555

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Teague to Forest Ave.		40 MPH.

1(B). Speed—Permanent Restrictions

MP 238.0 to MP 242.3	30 MPH.
MP 270.0 to MP 796.3	20 MPH.
MP 785.4 to MP 785.3	25 MPH.
MP 784.0 to MP 782.2	30 MPH.
MP 779.5 to MP 770.6 (HER)	25 MPH.
MP 770.6 to MP 769.3	10 MPH.

1(C). Speed—Switches and Turnouts

MP 796.6—UP Jct.	10 MPH.
BBRX Jct. Switch	40 MPH. 40 MPH.

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

1(D). Speed—Other

Sidings Streetman, Corsicana, Bardwell, Waxahachie, Sterrett, Lancaster	10 MPH. 10 MPH.
Cars in excess of 134 tons over Bridges 769.8, 770.0, 775.5, 789.1, 791.9, and 792.9	10 MPH. 10 MPH.

Temperature Restrictions

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
80 to 90 degrees F	No restrictions.	No restrictions.	No restrictions.
90 to 99 degrees F	No restrictions.	No restrictions.	No restrictions.
100 to 109 degrees F	Do not exceed 45 MPH.	Do not exceed 40 MPH.	Do not exceed 60 MPH.
110 degrees F and over	Do not exceed 35 MPH.	Do not exceed 30 MPH.	Do not exceed 40 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Teague to Waxahachie 143 tons, Restriction C
 Waxahachie to Forest Ave. 143 tons, Restriction E
 35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation

TWC—in effect:

Teague to Forest Ave.

Restricted Limits—in effect:

MP 201.5 to MP 207.5

ABS—in effect:

MP 204.3 to MP 769.3

Yard Limits—in effect:

MP 771.1 to MP 769.3

Interlocking—MP 239.6 Corsicana—UP,MP 796.6

(Waxahachie)

4. General Code of Operating Rules Items

Rule 5.16—When a signal requires train to stop at, or pass the next signal at restricted speed, engineer must communicate that fact to a designated member of the crew, including track designation if on multiple tracks, and get an acknowledgment. If no acknowledgment received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction, and if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

Rule 6.19—When flagging is required, distance will be 1.0 miles between Teague and Forest Ave.

Rule 8.19—Automatic switches can be equipped with a remote control feature (DTMF-Dual Tone Multiple Frequency) that can be used by train crews to request a route onto the siding track instead of stopping within 200 feet of the absolute signal and operating the mast mounted push button. When the unique five digit command is transmitted by an approaching train within one mile after passing the DTMF keypad sign, the switch will attempt to reverse. Once the switch is lined and locked in reverse position, the absolute signal governing movement on the switch will display a restricting aspect and the approach signal will display approach restricting.

When entering the main track from a siding with no overlap sign, a train authorized to proceed must stop the leading end of movement within 200 feet of the Absolute Signal that governs movement over the switch and operate the push button on the signal mast. Signal will display a proceed indication when the switch is lined for movement to the Main Track.

When the signal that governs movement over the automatic switch displays a Stop indication, the switch must be operated by hand before proceeding.

Rule 9.9—In CTC, when any train stops or its speed is reduced below 10 MPH, the train must proceed at a speed not exceeding 40 MPH, prepared to stop at the next signal until the next signal is visible and the signal displays a proceed indication.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Structures: None
- B. Other TWD Locations
 - MP 215.5—Recall Code 188
 - MP 246.8—Recall Code 198
 - MP 266.4—Recall Code 108

6. FRA Excepted Track—None

7. Special Instructions

Automatic Switches—By location, by station, includes both switches unless specified: Streetman.

Radio Controlled Automatic Switches—
Switch BBRX Jct.—Reverse Command 21740

Radio Controlled Automatic Switches—
SP Transfer Waxahachie

Automatic switches equipped with Radio Control are located as follows:

Radio-Controlled Switch Location	Approach Sign Location	Reverse Switch Command No.
Waxahachie MP 796.6	MP 270.0 (on BNSF track)	07964
Waxahachie MP 12.8	MP 17.0 (on UP track)	07964

1. To proceed at the interlocking when the absolute signal for the straight through move will not clear, comply with instructions in the emergency push box (Rule 9.12.3) for the respective road. (BNSF box located at the bungalow, or UP box located at each entering absolute signal). IF SIGNAL STILL DOES NOT CLEAR, COMPLY WITH RULE 8.19 FOR OPERATING AUTOMATIC SWITCH BY HAND.
2. To proceed at the interlocking when the absolute signal for the transfer move will not clear, first comply with instructions in the emergency push box (Rule 9.12.3) for the respective road, then, in addition comply with Rule 8.19 for operating an automatic switch by hand, (note two switches).
3. To proceed at the interlocking when the absolute signal has cleared for a straight through move and a move is required for the transfer track, comply with Rule 8.19 using PUSH BUTTON mounted on the signal mast.

Westward trains and engines originating at Teague using U.P. Railroad tracks between Forest Ave. and North Jct. or between UP RRX Waxahachie and SP Jct. Ft. Worth must obtain U.P. track warrant and track bulletins, if any, in effect at Teague. BNSF track warrant forms may be used.

Mileage Conversion at BRI Jct.—798.0 = 271.0

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. or Waxahachie, place multichannel radio on channel 20 and press “ * ”.

To contact UP Dispatcher for the Midlothian Subdivision, place multichannel radio on channel 96 and press “ * ”.

TRE System—All trains operating on the TRE System must secure track warrants and bulletins from the TRE Dispatcher before departing on duty terminal.

Madill Subdivision—All trains and engines operating between EC Jct. or WC Jct. and MP 704 on the Madill Subdivision will communicate with and be governed by instructions from the Tulsa South Dispatcher.

Southward trains and engines, prior to departing Gribble must communicate with the TRE Dispatcher and be governed by his instructions.

UPRR Trackage—BNSF crews prior to entering the UP trackage between Forest Ave. and DFW Jct., must contact the UP Dispatcher and advise the dispatcher they have wide loads in their train that are cleared operationally for this route. Then ascertain from the UP dispatcher if the BNSF train will encounter any meets between these two points. If there is any conflicting meets between these two locations, the BNSF train will wait until the other train clears the limits.

Unit Trains—Loaded unit trains of grain, rock, coal, taconite, potash, coil steel and other such type bulk trains, when practicable, must not take siding. If necessary for these trains to take siding, speed entering and exiting from the siding is restricted to 10 MPH. through turnout only.

Critical Areas—Locations identified as “Critical Areas” (See System Special Instruction 33, Flash Flood Warnings). MP 775.0 to MP 776.0

8. Line Segments

Road Line Segments

- Line Segment Limits**
- 492 Teague to Waxahachie
 - 8010 BRI Jct. to Forest Ave.
 - 485 Peach Yard to North Yard

Yard Line Segments

- Line Segment Limits**
- 764 Dallas Union Station

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
40225 TXI	3.3 west of Streetman	50	West
Meridian Rock	11.8 west of Streetman	30	Both
Guardian Glass	14.7 west of Streetman	20	East
Armaglass	3.4 east of Sterret	13	East
Service	14.7 west of Sterret	13	Both
Red Oak	14.7 west of Sterret	12	West

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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ft Worth Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Str.	NORTHWARD ↑
				Rule 4.3					
		51100	411.3	GAINESVILLE	BP			10.5	
	8,204	51060	400.8	VALLEY VIEW				13.2	
	8,179	51045	387.6	METRO	JT	CTC		2.0	
			385.6	WEST WYE	T			8.3	
	7,898	51035	377.3	PONDER				6.7	
	6,678	51030	370.6	JUSTIN				2.1	
			368.5	LAMBERT		2MT CTC		2.2	
			366.3	CP 3663				1.3	
			365.0	EAST IMF				0.4	
	14,635	51027	364.6	EAST ALLIANCE	BCPT			2.1	
			362.5	WEST ALLIANCE				0.3	
			362.2	WEST IMF				1.3	
	6,961		360.9	WEST HASLET				2.6	
			358.3	CP 3583		CTC		1.4	
	12,570		356.9	LAKE WANDA					1.3
			355.6	CP 3556				0.8	
			354.8	CP 3548				0.9	
	511,896	51200	353.9	SAGINAW (UP RRX)	MBCP			5.1	
	4,383	51015	348.9	NO FT WORTH-UP RRX	M			2.8	
		51000	346.0	FT WORTH	R	2MT	7500	0.4	
			345.6	TOWER 55-UP RRX	JM				1.3
	6,054	43535	342.8	BIRDS				9.1	
	7,908	43520	333.7	CROWLEY				8.4	
	8,437	43510	325.3	JOSHUA				4.7	
	7,468	43505	320.6	MIDWAY				3.1	
		43500	317.5	CLEBURNE	BPT			7.2	
	11,050	43496	310.3	RIO VISTA				6.9	
	11,150	43495	303.4	BLUM		CTC		9.0	
	10,730	43485	294.4	KOPPERL					6.6
	6,950	43480	287.8	MORGAN				7.1	
	10,700	43475	280.7	MERIDIAN				10.3	
	11,130	43470	270.4	CLIFTON				15.1	
	10,840	43455	255.3	MANHATTAN				12.5	
	10,930	43420	242.8	McGREGOR				9.3	
	11,200	43415	233.5	MOODY				8.1	
	10,050	43410	225.4	PENDELTON				4.2	
			221.2	BELCO				3.1	
	7,580	43400	218.1	TEMPLE	JBCPT			193.2	

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 MP 361.0	55 MPH.	55 MPH.%
MP 361.0 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 1.3	10 MPH.	10 MPH.

1(B). Speed—Permanent Restrictions

MP 411.3 to MP 409.5 (HER)	30 MPH.	30 MPH.
MP 354.1 to MP 353.7	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 (Main 1)	10 MPH.	10 MPH.
MP 345.7 to MP 343.7	20 MPH.	20 MPH.
MP 343.7 to MP 339.5 (HER)	40 MPH.	40 MPH.
MP 337.7 to MP 336.2 (HER)	50 MPH.	50 MPH.
MP 335.7 to MP 335.6 (HER)	60 MPH.	
MP 335.6 to MP 331.9 (HER)	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.	30 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 (HER)	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 (HER)	55 MPH.	
MP 243.0 to MP 242.9 (HER)	70 MPH.	
MP 237.9 to MP 236.7	70 MPH.	
MP 220.5 to MP 220.4 (HER)	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, West end 6597 (long track)	10 MPH.	10 MPH.
Valley View, both ends siding		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
Metro, both ends siding		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
Metro, east leg wye	25 MPH.	25 MPH.
Metro, West leg of wye	10 MPH.	10 MPH.
Ponder and Justin, both ends sidings		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
Lambert, turnout—Main 1	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—Main 1	30 MPH.	30 MPH.
West Haslet, both ends siding	15 MPH.	10 MPH.
East Haslet, Auto Facility	30 MPH.	30 MPH.
CP 3556 and CP 3548, turnouts to wye	35 MPH.	35 MPH.
CP 3583 and CP 3555, turnouts to siding	40 MPH.	40 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. Main 2 turnout	20 MPH.	20 MPH.
Birds, both ends siding	20 MPH.	20 MPH.
Crowley, both ends siding		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.

Joshua, both ends siding			
Less than 100 TOB	30 MPH.	30 MPH.	
100 TOB and over	25 MPH.	25 MPH.	
Midway, E.E. siding and crossovers			
Less than 100 TOB	30 MPH.	30 MPH.	
100 TOB and over	25 MPH.	25 MPH.	
Rio Vista, Blum, Kopperl, Morgan, Meridian, Clifton, Manhattan, McGregor, Moody, and Pendleton, both ends siding			
Less than 100 TOB	30 MPH.	30 MPH.	
100 TOB and over	25 MPH.	25 MPH.	
Belco, switch to freight yard	25 MPH.	25 MPH.	
Temple, both ends siding	20 MPH.	20 MPH.	
Crossover, MP 218.8, Ft. Worth Subdivision	20 MPH.	20 MPH.	
Main 1 at Lampasas Subdiv., MP 218.1	20 MPH.	20 MPH.	
WE Ft. Worth Sub. Main Track	20 MPH.	20 MPH.	

1(D). Speed—Other

Fort 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.

Temperature 100 Degrees or above

When air temperature meets the “threshold temperature” the following table will apply on main tracks through these limits unless a more restrictive speed is in effect.

Limits	Threshold Temperature	Passenger	Freight
MP 408.0 to 406.9	100 Degrees	40 MPH.	40 MPH.
MP 400.6 to 349.3	100 Degrees	55 MPH.	40 MPH.
MP 339.0 to 306.2	100 Degrees	40 MPH.	40 MPH.
MP 289.9 to 263.0	100 Degrees	40 MPH.	40 MPH.
MP 256.5 to 241.2	100 Degrees	40 MPH.	40 MPH.
MP 230.8 to 220.5	100 Degrees	40 MPH.	40 MPH.
MP 400.6 to 349.3	110 Degrees	50 MPH.	40 MPH.

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

Temperature Restrictions

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
80 to 90 degrees F	No restrictions.	No restrictions.	No restrictions.
90 to 99 degrees F	No restrictions.	No restrictions.	No restrictions.
100 to 109 degrees F	Do not exceed 50 MPH.	Do not exceed 45 MPH.	Do not exceed 70 MPH.
110 degrees F and over	Do not exceed 45 MPH.	Do not exceed 40 MPH.	Do not exceed 60 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Gainesville to Temple 143 tons, Restriction A
Loaded 35-ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted over Bridge 348.5 Ft. Worth.

3. Type of Operations

CTC—in effect:

On CLIC Track 6596 (Tail Track) Gainesville.
On Main Track and Sidings between Gainesville, MP 411.3 and Lambert, MP 368.5.
On Main 1 between Lambert, MP 368.5 and East IMF, MP 365.0.

On Alliance siding between East IMF, MP 365.0 and West IMF, MP 362.2.

On Main 1 between West IMF, MP 362.2 and West Haslet, MP 360.9.

On Main 2 between Lambert, MP 368.5 and West Haslet, MP 360.9.

On Haslet Siding between CP 3624 and WestHaslet, MP 360.9.

On South Saginaw Siding and N. Ft. Worth Siding and on Lake Wanda Siding.

On main track between West Haslet, MP 360.9 and Ft. Worth, MP 346.7.

On main track and sidings between Ft. Worth, (Main 1, MP 345.8; Main 2, MP 345.9) and Temple, MP 218.1.

On South Frt. Lead at Temple.

On both legs of Wye track between Metro and West Wye.

On both legs of wye tracks at CP 3556 and CP 3548.

On old Dublin Main track between Birds and MP 1.3.

Control Point Identification—Main 2:

East Haslet	MP 364.4
CP 3624	MP 362.4

Restricted Limits—in effect:

Main 1	MP 346.7 to MP 345.8
Main 2	MP 346.7 to MP 345.9

Manual Interlockings Not Controlled by BNSF

Location	Controlling Railroad
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; 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 U.P. tracks between Tower 55 and Tecific.

UP trains use BNSF tracks between Tower 55 and MP 411.3.

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

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

- 5. Trackside Warning Detectors (TWD)**
 A. Protecting bridges, tunnels or other structures: None
 B. Other TWD locations
 MP 390.7—Recall Code 8
 MP 375.1—Recall Code 0
 MP 358.5—Recall Code 8
 MP 351.4 (DED only) Rotating white light
 MP 331.3—Recall Code 8
 MP 307.8—Recall Code 0
 MP 301.1—Recall Code 8
 MP 289.9—Recall Code 8
 MP 265.8—Recall Code 8
 MP 247.3—Recall Code 8
 MP 224.8—Recall Code 8

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.

Ft. Worth—Heating pipes along side 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.

Critical Areas—Locations identified as “Critical Areas” (See System Special Instruction 33, Flash Flood Warnings).

- MP 411.0 to MP 409.0
- MP 389.0 to MP 380.0
- MP 366.5 to MP 366.2, Main 1
- MP 361.3 to MP 361.0, Main 1
- MP 361.7 to MP 361.0, Main 2
- MP 358.5 to MP 357.7
- MP 350.7 to MP 350.5
- MP 344.6 to MP 344.2
- MP 284.0 to MP 283.0
- MP 276.5 to MP 261.6

Test Mile—

- MP 221.4 to MP 222.4
- MP 379.0 to MP 380.0

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7553 Cleburne Yard
- 7554 Ft. Worth Yard
- 7555 Saginaw Yard
- 7556 Alliance Yard

Road Line Segments

Line Segment Limits

- 7500 MP 218.1 to MP 411.3

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Sanger	392.2	1300	Both
Krum	383.5	1800	Both
Alliance Auto Facility Click 6622	363.5	9650	Both
Brazlime	300.1	500	East
Clifstone	266.5	1800	Both
Valley Mills	259.2	3110	Both
Crawford	250.2	1560	West
Franklin Limestone	249.9	4620	West

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Madill Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
	8,760	94603	602.6	MADILL	B			1046	8.0	
	8,540	94610	610.6	KINGSTON					9.6	
		94620	620.2	LAKESIDE	J		CTC		4.6	
	8,617	94625	624.8	BARRY					6.3	
		94631	631.1	STALEY	J				1.9	
BETWEEN STALEY AND JOE AND BETWEEN JOE AND JOE JCT, UP RR TIMETABLE GOVERNS										
	3,466		633.0	SOUTH JOE			CTC		3.5	
		94637	636.5	DENISON	R				0.6	
			637.1	SOUTH DENISON	R				1.5	
			638.6	BUCK					5.6	
			644.2	NORTH SHERMAN			CTC		1.3	
		94644	645.5	SHERMAN	BTR				0.1	
			645.6	TOWER 16	MR				2.1	
			647.7	HANK	R		CTC		2.2	
		94650	649.9	SOUTH SHERMAN JCT	RJ				7.8	
	8,726	94658	657.7	DORCHESTER				1046	7.1	
		94665	664.8	GUNTER					8.8	
		94674	673.6	CELINA					6.1	
	8,770	94680	679.7	PROSPER					5.9	
		94686	685.6	FRISCO			TWC		5.1	
		94690	690.3	CAMEY					2.2	
	6,258	94695	692.5	HEBRON					7.4	
		94700	699.9	BLISS					0.6	
		94701	700.5	CARROLLTON	A				4.4	
	7,440	94705	704.9	GRIBBLE	R				4.4	
		94711	709.2	IRVING	BTJR				1.8	
			711.0	SOUTH IRVING	R				108.9	

Radio Channel 70 in service Madill to Irving.

Ft. Worth East Dispatcher Channel 39.

Radio Call-In		
Madill - 26(X)	Sherman - 13(X)	Frisco - 43(X)
Irving - 53(X)	Staley - UP Dispatcher - 24	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatchers' Telephone Numbers

(817) 234-6151, Fax (817) 234-6411

Chief Dispatcher—(817) 234-2332

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 602.2 to MP 604.2	45 MPH.
At MP 603.2 (HER)	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	20 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	20 MPH.
MP 646.1 to MP 650.0	20 MPH.
MP 664.2 to MP 665.0 (HER)	35 MPH.
MP 673.6 to MP 674.0 (HER)	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

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.
 MP 620.2 Through turnout 20 MPH.
 Through turnouts controlled sidings between Madill and Denison 20 MPH.
 Both ends of Sidings: Dorchester, Prosper, Madill, Hebron, Gribble and Kingston 10 MPH.
 Turnout to Irving East and West leg Wye 10 MPH.

1(D). Speed—Other

Static Scale—Sherman 5 MPH.
 Carl Road Crossing - Irving 5 MPH.

Temperature Restrictions

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
80 to 90 degrees F	No restrictions.	No restrictions.	No restrictions.
90 to 99 degrees F	No restrictions.	No restrictions.	No restrictions.
100 to 109 degrees F	Do not exceed 45 MPH.	Do not exceed 40 MPH.	Do not exceed 60 MPH.
110 degrees F and over	Do not exceed 35 MPH.	Do not exceed 30 MPH.	Do not exceed 40 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 143 tons, Restriction D

Not more than one six-axle locomotive or six-axle derrick permitted:

Madill
 Clint William—Track 7123

Six-axle locomotives and six-axle derricks not permitted:

Calloway Tracks
 Frisco—Gould Battery Tracks 8205 and 8206
 Carrollton—Bayfield Lead Track 1011

Sherman—Six-axle locomotives not permitted on the following Sherman yard tracks:

7718—Rip Track
 7719—Runaround
 7723—Scale Track
 7726—Tail Track
 7727—Diesel Spur
 7729—North Leg Wye
 J&J Industry Lead

3. Type of Operation

TWC—in effect:
 MP 649.9 to MP 704.0

Restricted Limits—in effect:

MP 636.5 to MP 637.1
 MP 645.5 to MP 647.7
 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 Controlling Railroad

UP RRX's MP 700.5
 TNER RRX MP 645.6 BNSF

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, Tunnels or Structures
 - MP 613.7—SWD only—Recall Code 268
 - MP 623.1 (DED only) NWD only—Radio Tone
- B. Other TWD Locations
 - MP 613.7—NWD only—Recall Code 268
 - MP 623.1 (DED only) SWD only—Recall Code 267
 - MP 640.4—Recall Code 168
 - MP 666.2—Recall Code 437
 - MP 690.7—Recall Code 438

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—On multichannel radio, place display to 24 and press “*”.

Tower 16—Control operator authorizes movement on main track between MP 636.5 to MP 649.9.

Sherman Yards—When switching, cars will be shoved to a stop and sufficient hand brakes set before uncoupling, unless track is occupied by at least 5 cars with hand brakes set.

When switching south lead Sherman Yard, air will be cut in cars.

Trains operating through Sherman Yard use No. 1 track, when possible.

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

Southward trains and engines, prior to departing Gribble must communicate with the Ft. Worth East Dispatcher and be governed by his instructions.

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. or WC Jct. and MP 704 on the Madill Subdivision will communicate with and be governed by instructions from the Tulsa South Dispatcher.

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.

Trains or engines approaching Carl Road Crossing, observe that the crossing warning system activates, wait 20 seconds after activation and then proceed over crossing not exceeding 5 MPH.

Frisco—Close clearance on Gould Battery Track 8205. Will not clear man on side of car.

Critical Areas—Locations identified as “Critical Areas” (See System Special Instruction 33, Flash Flood Warnings).

MP 610.0 to MP 612.0
 MP 613.0 to MP 614.0
 MP 621.0 to MP 622.6
 MP 656.3 to MP 656.7
 MP 693.5 to MP 694.0
 MP 697.7 to MP 699.0

Gribble Siding—All trains and engines on Gribble Siding, sound bell and whistle continuously when approaching and passing Meridian Minerals Royal lane unloading facility from 0600 to 1800 daily.

Test Mile

MP 702.0 to MP 703.0
 MP 607.0 to MP 608.0

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
04704 Gribble Storage	0.7 north of Gribble	40	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Red River Valley Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
			118.4	VALLEY JCT	J			5.9	
6,524	40460	124.3	IOWA PARK					11.6	
6,838	40471	135.9	FOWLKES					4.4	
	40475	140.3	ELECTRA					7.8	
6,273	40483	148.1	HARROLD			CTC		15.2	
10,493	40499	163.3	VERNON					15.4	
9,030	40514	178.7	CHILLICOTHE					13.4	
	40527	192.1	QUANAH	BJT				4.8	
		196.9	ACME			2MT CTC		3.6	
6,232	40536	200.5	GOODLETT					11.2	
9,855	40547	211.7	KIRKLAND					8.5	
12,204	40556	220.2	CHILDRESS			CTC	485	7.6	
6,277	40563	227.8	CAREY					7.9	
7,105	40572	236.7	ESTELLINE			ABS		16.2	
7,311	40586	251.9	MEMPHIS					11.2	
9,165	40599	263.1	HEDLEY					12.6	
7,936	40613	275.7	CLARENDON					12.9	
7,302	40623	288.6	ASHTOLA			TWC		15.9	
7,352	40639	304.5	MALDEN					3.4	
	40643	307.9	CLAUDE					9.8	
7,316	40653	317.7	KASOTA					18.0	
	40671	335.7	AMARILLO	BMJTR		2MT		217.3	

Radio Channel 70 in service between Valley Jct and Estelline.
Radio Channel 66 in service between Estelline and Amarillo.
Between MP 328.0 and Amarillo is under the jurisdiction of the Amarillo Division.

Radio Call-In		
Wichita Falls West CTC - 20(X)	Electra - 27(X)	Vernon - 28(X)
Quanah - 29(X)	Childress - 30(X)	Memphis - 31(X)
Clarendon - 32(X)	Claude - 34(X)	Amarillo - 35(X)
Hedley- 47(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatchers' Telephone Numbers
 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

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

1(B). Speed—Permanent Restrictions

MP 118.4 to MP 237.4, Trains over 100 TOB	50 MPH.
MP 165.9 to MP 166.4	55 MPH.
MP 192.1 to MP 196.9, Main 1	35 MPH.
MP 219.7 to MP 220.7	40 MPH.
MP 228.5 to MP 232.2	35 MPH.
MP 238.8 to Amarillo	49 MPH.
MP 238.8 to Amarillo, 100 TOB and over	49 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.
 Both ends Main 1 Quanah to Acme 35 MPH.
 Both ends siding Carey 10 MPH.
 Both ends siding Estelline 25 MPH.
 MP 329.4, End 2 MT 20 MPH.
 MP 334.6 Turnout No. 1 Main to Hereford Subdivision 20 MPH.
 All Other Siding Turnouts 20 MPH.

1(D). Speed—Other

Static Scales 5 MPH.

Temperature Restrictions

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
80 to 90 degrees F	No restrictions.	No restrictions.	No restrictions.
90 to 99 degrees F	No restrictions.	No restrictions.	No restrictions.
100 to 109 degrees F	Do not exceed 45 MPH.	Do not exceed 40 MPH.	Do not exceed 60 MPH.
110 degrees F and over	Do not exceed 45 MPH.	Do not exceed 40 MPH.	Do not exceed 60 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, Restriction C

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

3. Type of Operations

TWC—in effect:

MP 237.4 to MP 327.5

Restricted Limits—in effect:

MP 327.5 to MP 335.7 including both main tracks MP 329.4 to MP 334.6, 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

Rule 8.3—Normal position of switch, end of 2MT MP 329.4 will be left lined and locked as last used.

Rule 8.19—Automatic switches can be equipped with a remote control feature (DTMF-Dual Tone Multiple Frequency) that can be used by train crews to request a route onto the siding track instead of stopping within 200 feet of the absolute signal and operating the mast mounted push button. When the unique five digit command is transmitted by an approaching train within one mile after passing the DTMF keypad sign, the switch will attempt to reverse. Once the switch is lined and locked in reverse position, the absolute signal governing movement on the switch will display a restricting aspect and the approach signal will display approach restricting.

When entering the main track from a siding with no overlap sign, a train authorized to proceed must stop the leading end of movement within 200 feet of the Absolute Signal that governs movement over the switch and operate the push button on the

signal mast. Signal will display a proceed indication when the switch is lined for movement to the Main Track.

When the signal that governs movement over the automatic switch displays a Stop indication, the switch must be operated by hand before proceeding.

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

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

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 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 163.1—Vernon East Switch
- MP 163.9—Vernon Wright Packing West Switch
- MP 164.5—Vernon Rhone Poulenc West Switch
- MP 178.7—Chillicothe South Elevator
- 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
- MP 236.6—Estelline East House Track

5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnels, or other structures
 - MP 121.7—EWD only—Recall Code 208
 - MP 175.5—EWD only—Recall Code 298
 - MP 243.6—EWD only—Recall Code 318
- B. Other TWD Locations
 - MP 121.7—WWD only—Recall Code 208
 - MP 143.6—Recall Code 278
 - MP 158.4—Recall Code 288
 - MP 175.5—WWD only—Recall Code 298
 - MP 184.5—Recall Code 297
 - MP 207.8—Recall Code 308
 - MP 224.5—Recall Code 307
 - MP 243.6—WWD only—Recall Code 318
 - MP 273.2—Recall Code 328
 - MP 294.0—Recall Code 327
 - MP 309.5—Recall Code 348

6. FRA Excepted Track—None

7. Special Conditions

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 Main 2 Eastern (MP 330.6), and east switch Main 1 at Eastern (MP 329.4).

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 TOB will not operate through siding Carey, except when authorized by chief dispatcher.

Two Main Tracks

- MP 192.1 to MP 196.9
- MP 329.4 to MP 334.6

Automatic Switches, Location by Station—Includes both switches unless specified:
 Memphis, Hedley, Clarendon, Ashtola, Malden, Kasota.

Radio Controlled Automatic Switches—
 West Siding Switch Memphis—Reverse Command 25268
 West Siding Switch Hedley—Reverse Command 26410

Critical Areas—Locations identified as “Critical Areas” (See System Special Instruction 33, Flash Flood Warnings).

- MP 136.4 to MP 137.1
- MP 145.7 to MP 146.0
- MP 146.1 to MP 146.3
- MP 154.4 to MP 154.7
- MP 156.4 to MP 156.7
- MP 159.2 to MP 159.4
- MP 160.9 to MP 161.2
- MP 162.5 to MP 163.0
- MP 164.1 to MP 164.2
- MP 165.0 to MP 167.0
- MP 169.2 to MP 169.6
- MP 177.4 to MP 177.6
- MP 179.6 to MP 180.1
- MP 181.9 to MP 182.1
- MP 226.2 to MP 226.5
- MP 234.0 to MP 235.9
- MP 238.2 to MP 240.0
- MP 262.8 to MP 263.4
- MP 264.9 to MP 265.1
- MP 271.3 to MP 271.8
- MP 277.1 to MP 277.9
- MP 289.0 to MP 289.5
- MP 311.2 to MP 315.0
- MP 321.2 to MP 321.5

Test Miles

- MP 129.0 to MP 130.0
- MP 183.0 to MP 184.0
- MP 224.0 to MP 225.0
- MP 321.0 to MP 322.0

8. 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

9. Locations Not Shown as Stations

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Red Rock Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	E7,000 W9,900	52700	263.4	ARKANSAS CITY	BPT				0.8	
			264.2	BNSF RR	M				11.6	
	12,185	52680	275.8	NEWKIRK					13.1	
	32,442	52300	288.9	PONCA CITY	BPT				11.4	
	8,616	52290	300.3	MARLAND					6.5	
	7,447	52280	306.8	RED ROCK					5.9	
	7,993	52270	312.7	OTOE					3.6	
			316.3	BLACK BEAR - BNSF RR	MJ				4.8	
			321.1	CP 3211			CTC		0.5	
	N5,515 S3,624	96109	321.6	PERRY	PJ				6.8	
	8,563	52090	328.4	ASP					10.4	
	10,149	52060	338.8	MULHALL					8.1	
	8,915	52050	347.2	LAWRIE					5.4	
	14,725	51700	352.6	GUTHRIE	PT				7.4	
	9,735	51695	360.1	SEWARD					10.0	
	7,041	51690	370.1	EDMOND					6.7	
	8,029	51680	376.8	BRITTON					3.8	
			380.6	NOWERS					3.4	
		51500	384.0	OKLAHOMA CITY	X(2)T		2MT CTC		1.7	
			385.7	BURNETT					3.1	
			388.8	GM CROSSOVER					1.7	
	8,460	51500	390.5	FLYNN	BCPT				4.4	
	8,351	51420	393.2	MOORE					8.6	
	6,678	51415	401.8	NORMAN					6.2	
	9,075	51400	408.1	NOBLE					9.2	
	9,600	51400	417.3 517.5	PURCELL					7.3	
	8,297	51325	510.2	WAYNE					7.6	
	8,229	51315	502.6	PAOLI					7.0	
	7,926	51300	495.6	PAULS VALLEY					7.5	
	8,804	51255	488.1	WYNNEWOOD					10.1	
	9,225	51250	478.0	DAVIS	T				8.4	
	8,599	51240	469.6	DOUGHERTY					9.3	
	8,443	51225	460.3	GENE AUTRY					9.9	
	5,731	51200	450.4	ARDMORE	BPT				7.4	
	6,427		443.0	OVERBROOK					9.9	
	10,025	51140	433.1	MARIETTA					10.0	
	8,053	51120	423.1	THACKERVILLE					11.8	
		51100	411.3X	GAINESVILLE	BP				261.3	

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

Train Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-2332, Fax (817) 234-2431.
 Dispatcher, Wayne to Ark City—(817) 234-2321,
 Fax (817) 234-2421.
 Dispatcher, Wayne to Gainesville— (817) 234-2322.

1. Speed Regulations

1(A). Speed—Maximum

MP 263.4 to MP 411.3X	55 MPH.%
Exception: Passenger trains MP 387.4 to MP 411.3X	60 MPH.
OG&E Sooner Spur between Main Track switch and Loop Track switch	20 MPH.
Flynn Industrial Spur between MP 0.3 and MP 3.8	20 MPH.

1(B). Speed—Permanent Restrictions

	Passenger	Freight
MP 263.4 to MP 264.1	20 MPH.	20 MPH.
MP 264.1 to MP 265.0 (MT only)	30 MPH.	30 MPH.
MP 265.3 to MP 266.2	50 MPH.	50 MPH.
MP 275.4 to MP 276.0 (HER)	45 MPH.	45 MPH.
MP 287.2 to MP 290.6	40 MPH.	40 MPH.
MP 287.7 to MP 287.9	50 MPH.	50 MPH.
MP 290.4 to MP 290.6	45 MPH.	45 MPH.
At MP 316.3	40 MPH.	40 MPH.
MP 320.8 to MP 321.7 (HER)	50 MPH.	50 MPH.
MP 351.7 to MP 352.9	45 MPH.	45 MPH.
MP 369.7 to MP 370.4 (HER)	45 MPH.	45 MPH.
MP 374.6 to MP 377.2 (HER)	50 MPH.	50 MPH.
MP 377.1 to MP 377.4	40 MPH.	40 MPH.
MP 378.6 to MP 380.6	45 MPH.	45 MPH.
MP 380.6 to MP 385.7 (HER), Main 1 and Main 2	40 MPH.	40 MPH.
MP 385.7 to MP 387.6 (HER), Main 2	50 MPH.	50 MPH.
MP 385.7 to MP 387.6 (HER), Main 1	40 MPH.	40 MPH.
MP 399.7 to MP 403.2 (HER)	40 MPH.	40 MPH.
MP 405.9 to MP 407.9 (HER)	55 MPH.	55 MPH.
MP 412.0 to MP 412.2	40 MPH.	40 MPH.
MP 515.0 to MP 513.2	55 MPH.	50 MPH.
MP 506.7 to MP 504.5	55 MPH.	50 MPH.
MP 496.5 to MP 494.7 (HER)	50 MPH.	50 MPH.
MP 488.3 to MP 486.3 (HER)	40 MPH.	40 MPH.
MP 474.5 to MP 474.2	55 MPH.	50 MPH.
MP 466.4 to MP 462.8	30 MPH.	30 MPH.
MP 462.8 to MP 462.0	45 MPH.	45 MPH.
MP 462.0 to MP 461.0	50 MPH.	50 MPH.
MP 460.3 to MP 459.6	50 MPH.	45 MPH.
MP 459.3 to MP 453.2	55 MPH.	50 MPH.
MP 451.3 to MP 449.3	25 MPH.	25 MPH.
MP 448.1 to MP 447.3 (HER)	50 MPH.	50 MPH.
MP 443.7 to MP 442.4 (HER)	55 MPH.	55 MPH.
MP 438.1 to MP 437.0 (HER)	55 MPH.	55 MPH.
MP 433.7 to MP 432.5 (HER)	55 MPH.	55 MPH.
MP 423.5 to MP 422.6 (HER)	55 MPH.	55 MPH.
MP 422.3 to MP 418.6X	55 MPH.	50 MPH.
MP 418.5X to MP 417.7X	45 MPH.	45 MPH.
MP 412.4X to MP 411.3X	30 MPH.	30 MPH.
Flynn Industrial Spurs MP 388.8 MP 0.0 to MP 0.3	10 MPH.	10 MPH.
MP 3.8 to GM Yard	10 MPH.	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 and east siding to MP 264.1	20 MPH.
West end west siding Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 275.8, both ends siding Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 288.9, EE Yard Lead	10 MPH.
MP 288.9, other turnouts and crossover Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 300.3, both ends siding Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 306.8, both ends siding Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 308.2, OG&E Sooner Spur	20 MPH.

MP 312.7, both ends siding	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 316.47	35 MPH.
MP 321.1	35 MPH.
MP 321.6, both ends north siding	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 321.6, both ends south siding	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 328.4, MP 338.8 and MP 347.2, both ends siding	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 352.6, turnout, Enid Industrial Spur	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 352.6, both ends siding and middle crossover	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 360.1, MP 370.1 and MP 376.8, both ends siding	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 380.6, turnout	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 385.8, crossover	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 387.4, turnout	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 388.8, turnout to GM crossover	10 MPH.
MP 390.5, both ends siding	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 393.2, MP 401.8 and MP 408.1, both ends siding	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 417.3, both ends siding	20 MPH.
MP 510.2, MP 502.6, MP 495.6, MP 488.1, MP 478.0, MP 469.6 and MP 460.3, both ends siding	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 451.0, turnout to Main Track	10 MPH.
MP 450.4, both ends siding	25 MPH.
MP 443.0, MP 433.1 and MP 423.1, both ends siding	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
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.

1(D). Speed—Other

Arkansas City, east siding between MP 263.4 and MP 264.1	20 MPH.
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 (four-axle units only)	5 MPH.
Oklahoma City, A.C. Humko Tracks (four-axle units only)	5 MPH.
Condea Vista Plant, movement over facing point switch (four-axle units only)	5 MPH.
GM Yard, Loading Ramp Tracks 971 to 977 (four-axle units only)	5 MPH.

Temperature Restrictions

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply at the following locations:

MP 278.8 to MP 279.4
MP 289.8 to MP 320.4
MP 325.3 to MP 332.4
MP 339.5 to MP 354.9
MP 368.8 to MP 383.5

MP 388.1 to MP 408.0
MP 512.4 to MP 504.5
MP 479.1 to MP 411.3X

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 109 degrees F	Maximum 45 MPH, observing existing restrictions.	Maximum 40 MPH, observing existing restrictions.	Maximum 55 MPH, observing existing restrictions.
110 degrees F and over	Maximum 40 MPH, observing existing restrictions.	Maximum 35 MPH, observing existing restrictions.	Maximum 50 MPH, observing existing restrictions.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Arkansas City to Gainesville 143 tons, Restriction E

3. Type of Operation

CTC—in effect:

On main tracks and sidings, Arkansas City to Gainesville, EXCEPT on track 198, between MP 262.6 and MP 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 UP tracks between Shawnee and Harter.

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

Rule 10.2—Main track switches not equipped with electric locks:

- MP 366.7 (Pipe Yard)
- MP 366.9 (Pipe Yard)

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 407.4 (shifted load only)—WWD only—Recall Code 0
 - MP 416.2 (shifted load only)—EWD only—Recall Code 0
 - MP 421.1—WWD only—Recall Code 8
- B. Other TWD locations
 - MP 270.8—Recall Code 8
 - MP 296.9—Recall Code 8
 - MP 317.5—Recall Code 8
 - MP 341.5—Recall Code 0
 - MP 358.9—Recall Code 8
 - MP 377.8—Recall Code 8
 - MP 395.5—Recall Code 0
 - MP 404.2—Recall Code 8
 - MP 407.4 (shifted load only)—EWD only—Recall Code 0
 - MP 416.2 (shifted load only)—WWD only—Recall Code 0
 - MP 505.7—Recall Code 8

- MP 482.6—Recall Code 0
- MP 457.6—Recall Code 8
- MP 437.5—Recall Code 8
- MP 421.1—EWD only—Recall Code 8
- MP 414.5X—Recall Code 8

- C. Other detectors
 - MP 467.5—High Water EWD Signal 4662
 - WWD controlled signals at WE Dougherty

6. FRA Excepted Track

Ardmore—Tracks 6312, 6313, 6314, 6315, 6316, 6326, 6328, 6346, 6347, 6348, 6349, 6353, 6354, 6360, 6363, 6366, 6367, 6368, 6369, 6370, 6371, 6381.

Arkansas City—Tracks 136, 138, 144, 212, 219, 244, 301, 303, 304, 306, 501, 502, 503, 504, 505.

Davis—Track 6216.

Guthrie—Tracks 1109, 1136.

Marietta—Tracks 6403, 6405.

Oklahoma City—Tracks 111, 112, 211, 224, 225, 324, 325, 327, 328, 631, 637, 705, 824, 825, 826, 827, 828, 831, 843, 844, 845, 851, 877, 878, 879, 880.

Pauls Valley—Tracks 6001, 6002, 6003, 6099, 6121.

Ponca City—Tracks 2116, 2117, 2118, 2131, 2132, 2134, 2203, 2209, 2210.

Shawnee Industrial Spur—Tracks 3701, 3702, 3703, 3704, 3705, 3707, 3708, 3712, 3715, 3716, 3717, 3718, 3795, 3796, 3797, 3798, 3799.

Thackerville—Tracks 6406, 6407.

Wynnewood—Track 6201.

7. Special Conditions

VICX Cars—VICX 4800-series cars, loaded up to 263 gross tons, may operate between Gainesville and Oklahoma City on the Red Rock Subdivision with the following restriction: 25 MPH maximum speed at Bridge 412.1 near Purcell, Oklahoma.

VICX 9000-series cars, loaded up to 157.5 gross tons, may operate between Gainesville and Oklahoma City on the Red Rock Subdivision with the following restriction: Limit to 45 MPH maximum speed, where permitted; 25 MPH maximum speed at Bridge 412.1 near Purcell, Oklahoma.

Welded Rail—Maximum authorized speed for trains handling continuous welded or jointed rail on all curves of 6 degrees or more is 25 MPH. Location of such curves is to be furnished by the train dispatcher.

- Arkansas City Do not operate locomotives over ballast pit on Track 219.
- Guthrie No six-axle units are allowed on Track 1114.
- Perry Track 4505 is out of service.
- Ardmore Trains designated as Key Trains are restricted to 10 MPH on the main track.
- 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 (MP 411.3X) and Thackerville (MP 417.8X) designated by an X.

Close Clearance

- Ponca City Track 2336—Conoco coke loading Tracks 2312, 2313, 2314, 2315—Conoco light oil facility Tracks 2426, 2427, 2428 Tracks 2521 and 2522—Continental Carbon
- Red Rock OGE unloading dumper
- Edmond Tracks 418 and 419—Ralston Purina
- Britton Track 406—Acme Brick
- Oklahoma City Tracks 111 and 302—Commercial Warehouse Track 211—Coors Central Track 224—Continental Plastic Track 232—Old Freight Warehouse Track 301—Macklanburg Duncan Track 303—Macklanburg Duncan Tracks 842 and 843—A.C. Humko Track 913—Lamson Sessions Track 705—API Enterprises Track 801—Acco Mill Track 823—Trinity Industries
- Shawnee Concrete dock of Buford White Lumber Co., Track 3707 UP Overpass MP 132.62
- Shawnee Industrial Spur .. TTQX cars, BNSF 306000-306153, GVSR 89000-89058 and CRLE 1997 are all car kind code M3E (Hi-Tri Levels) and are not permitted on this track.
- MP 407.4 Shifted load detector
- MP 416.2 Shifted load detector
- Wynnewood Gary Williams Refinery Track 6205—Locomotives are not allowed to enter the LPG Rack. Locomotives must hold on to extra cars in order to switch this track. There must be a person located on each side of the car while pulling cars out or shoving cars into the LPG Rack.
Kerr McGee Refinery structure between Rack Tracks 6206 and 6207 will not clear person on side of car.
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.
When cars are set out by westbound trains for repairs by Equipment Team, they must be set to Track 6201.
- Davis Must have three-car cover ahead of engines when setting out at Halliburton Track 6216 on account of close clearance at cement dock.
- MP 421.1 Shifted load detector

Critical Areas—See System Special Instructions Item 33,

Flash Flood Warnings:

- MP 294.0 to MP 296.0
- MP 305.5 to MP 306.0
- MP 323.2 to MP 323.5
- MP 346.5 to MP 347.8
- MP 352.0 to MP 361.0
- MP 365.8 to MP 366.0
- MP 377.1 to MP 377.2
- MP 379.1 to MP 379.2
- MP 381.2 to MP 381.6
- MP 383.2 to MP 383.4
- MP 385.7 to MP 385.8
- MP 386.4 (SE 29th St.)
- MP 387.9 to MP 388.1 (High St.)
- MP 396.4
- MP 397.4 (Franklin Road)
- MP 403.5
- MP 404.7 (Highway 9 Overpass)
- MP 405.3
- MP 412.1
- MP 414.4
- MP 416.7 to MP 418.4
- MP 414.4
- MP 418.5
- MP 515.4 to MP 515.5
- MP 502.4 to MP 502.5
- MP 493.0 to MP 497.2
- MP 490.7
- MP 474.8 to MP 475.0
- MP 465.2 to MP 468.4
- MP 464.4
- MP 411.3X to MP 461.5

Test Mile—

- MP 283.0 to MP 284.0
- MP 336.0 to MP 337.0
- MP 364.0 to MP 365.0
- MP 430.0 to MP 429.0

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
- 7404 Shawnee Yard
- 7403 Flynn to GM Lead and Packingtown Lead

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 Feet	Switch Opens
Kildare Coop Spur	281.2	1,984	West
OG&E Sooner Spur	308.2	34,141	East
Team Track (Pipe Yard)	366.7	710	Both
Ralston Purina Lead (Dereco)	373.0	11,024	Both
Packing Town Industrial Spur	385.5	1,900	Both
API Plastics Lead	387.5	2,500	East
Flynn Industrial Spur	388.8	22,338	Both
Shawnee Industrial Spur	384.7	55,968	West
Shawnee Industrial Spur - Runaround	125.3	700	West
Shawnee Industrial Spur - Wolverine Tube	125.3	1,178	West
Shawnee Industrial Spur - Mobile Chemical Co.	125.9	2,267	West
Shawnee Industrial Spur - TDK Ferrites	127.6	914	West
Pauls Valley Industrial Lead	496.1	14,050	West
Rayford Storage Track	473.3	2,200	Both
Crusher	466.4	11,050	West
Ardmore Industrial Park	449.6	26,400	Both
Borden Chemical	414.0X	800	West

WESTWARD Length of Siding (Feet)	Station Nos.	Mile Post	Sooner Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	96438	437.2	SAPULPA	JTR	TWC	1003	1.7	
		438.9	Begin Stillwater Central RR	R			1.7	

Radio Channel No. 70 in service.

Dispatchers' Phone Numbers
(817) 234-6151, Fax (817) 234-6411

1. Speed Regulations

1(A). Speed—Maximum

Sapulpa to MP 438.9 Freight 10 MPH.

1(B). Speed—Permanent Restrictions—None

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

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
Sapulpa to MP 438.9 136 tons, Restriction F

3. Type of Operation

TWC—in effect:
Sapulpa to MP 438.9

Restricted Limits—in effect:
Sapulpa to MP 438.9

4. General Code of Operating Rules Items—None

5. Trackside Warning Detectors (TWD)

Rule 6.19—When flagging is required, distance will be 1 mile.

6. FRA Excepted Track—None

7. Special Conditions

Stillwater Central Railroad Company main track begins at MP 438.9 and continues westward. General Code of Operating Rules govern. Trains and engines must have proper authority to occupy track west of MP 438.9 and comply with all rules governing foreign railroad timetable, general orders and other special instructions.

Stillwater Central Railroad Company Train Dispatcher phone number—(316) 231-2230 ext. 224.

8. Line Segments

Line Segments Limits
1003 Sapulpa to MP 438.9

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Venus Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	2,000	43554	19.0	VENUS					6.3	
	1,250	43550	12.7	ALVARADO					1.3	
			11.4	UP RRX	M		TWC	7509	11.4	
		43500	0.0	CLEBURNE	RBPT				19.0	

Tone Call-In						
RADIO COMMUNICATION	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 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, UP RRX, MP 27.3.
 Venus Track 8727 5 MPH
 Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 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

Venus to Cleburne 143 tons, Restriction C

3. Type of Operation

TWC—in effect:
 MP 2.0 Cleburne to MP 19.0, Venus

Restricted Limits—in effect:
 MP 0.0 to MP 2.0

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

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1 mile.

5. Trackside Warning Detectors (TWD)—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

Road Line Segments

Line Segment Limits

7509 MP 0.0 to MP 19.61

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity 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 (Feet)	Station Nos.	Mile Post	Wichita Falls Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑	
				Rule 4.3						
			0.0	TOWER 55	MY		485	1.6		
			2.0	MP 2	Y				4.1	
	40341	6.1	NORTH YARD	BTYM		ABS			3.0	
	40345	9.1	SAGINAW	MY		2MT ABS			3.0	
		11.0	CP 11	Y		CTC			6.9	
7,534	40354	19.0	AVONDALE						15.6	
7,161	40370	34.6	HERMAN						5.7	
6,124	40376	40.3	DECATUR						10.5	
7,077	40387	50.8	ALVORD						13.0	
9,500	40399	63.8	FRUITLAND			TWC ABS			4.7	
	40404	68.5	BOWIE	A					10.6	
6,366	40415	79.1	BELLEVUE						11.1	
6,969	40425	90.2	DICKWORSHAM						15.3	
	40441	105.5	JOLLY						5.5	
22,372		110.0	RHEA	Y				3.1		
	40449	114.1	WICHITA FALLS	BTUY		2MT ABS		0.9		
	40448	115.0	WEST WICHITA			2MT CTC		1.1		
		116.1	ORIENT					2.3		
		118.4	VALLEY JCT			CTC		118.0		

Radio Channel 54 in service between Ft. Worth and Valley Jct.

Dispatcher Radio Call-In		
Ft Worth - 21(X)	Decatur - 23(X)	Wichita Falls East - 26(X)
Dickworsham - 25(X)	Bowie - 24(X)	Wichita Falls West CTC - 20(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatchers' Telephone Numbers
 (817) 234-6367 or (800) 666-1022, Fax (817) 234-6373
 Asst. Chief Dispatcher—(817) 234-6167

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 113.0 to Orient, Main 1	20 MPH.
MP 113.0 to Orient, Main 2	40 MPH.
Orient to Valley Jct.	60 MPH.
Tower 55 to MP 113.0	60 MPH.

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 TOB	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 112.5 to MP 113.0	40 MPH.
MP 113.0 to MP 116.1 Trains over 100 TOB, Main 1	10 MPH.
MP 113.0 to MP 116.1 Trains over 100 TOB, Main 2	30 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.
 Both ends sidings Herman, Decatur, Bellevue and Dickworsham 10 MPH.
 All Other Siding Turnouts 20 MPH.
 Through Turnout end of 2 MT MP 11 25 MPH.
 Through Turnouts end of 2MT MP 113.0 and MP 116.1 20 MPH.
 All turnouts and trackage on Saginaw Wye Connection 35 MPH.

1(D). Speed—Other

Static Scales 5 MPH.

Temperature Restrictions

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
80 to 90 degrees F	No restrictions.	No restrictions.	No restrictions.
90 to 99 degrees F	No restrictions.	No restrictions.	No restrictions.
100 to 109 degrees F	Do not exceed 50 MPH.	Do not exceed 45 MPH.	Do not exceed 70 MPH.
110 degrees F and over	Do not exceed 45 MPH.	Do not exceed 40 MPH.	Do not exceed 60 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, Restriction C
 Valley Jct. to MP 8.0 134 tons, Restriction G

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

3. Type of Operation

TWC—in effect:

MP 11.1 to MP 114.0

Yard Limits—in effect:

MP 0.0 to MP 10.9, before entering or moving within these limits communicate with yardmaster for instructions.

MP 11.1 to MP 12.0

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

CTC—in effect:

MP 9.9X to MP 10.9X
 MP 9.9Y to MP 10.5Y
 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
 MP 113.0 to MP 115.0, Main 2

Two Main Tracks designated as Main 1 and Main 2

MP 5.8 to MP 11.0
 MP 113.0 to MP 116.1

Interlocking

Controlling Railroad

UP RRX MP 0.0 UPRR
 UP RRX MP 3.1 BNSF
 UP RRX MP 3.2 BNSF
 BNSF RRX MP 9.1 BNSF
 UP RRX 69.2

Control Point Identification—Saginaw Wye Connection
CP 10 - MP 10.5X

Auxiliary Main Track - Definition—
Saginaw Leg of Wye - CP 3548 (MP 9.9X) to CP 10
(MP 10.5X).

Alliance Leg of Wye - CP 3556 (MP 9.9Y) to CP 10 (MP
10.5Y).

Connection Track (Between Wichita Falls Subdivision and Ft.
Worth Subdivision) - CP 10 (MP 10.5X) to CP 11 (MP
10.9X).

4. General Code of Operating Rules Items

Rule 6.19—Between Tower 55 and MP 118.4 when flagging is
required, distance will be 1.5 miles.

Rule 8.19—Automatic switches can be equipped with a remote
control feature (DTMF-Dual Tone Multiple Frequency) that can
be used by train crews to request a route onto the siding track
instead of stopping within 200 feet of the absolute signal and
operating the mast mounted push button. When the unique five
digit command is transmitted by an approaching train within
one mile after passing the DTMF keypad sign, the switch will
attempt to reverse. Once the switch is lined and locked in
reverse position, the absolute signal governing movement on
the switch will display a restricting aspect and the
approach signal will display approach restricting.

When entering the main track from a siding with no overlap
sign, a train authorized to proceed must stop the leading end of
movement within 200 feet of the Absolute Signal that governs
movement over the switch and operate the push button on the
signal mast. Signal will display a proceed indication when the
switch is lined for movement to the Main Track.

When the signal that governs movement over the automatic
switch displays a Stop indication, the switch must be operated
by hand before proceeding.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnels, or other structures: None
- B. Other TWD Locations
 - MP 23.8—Recall Code 218
 - MP 47.5—Recall Code 238
 - MP 74.8—Recall Code 248
 - MP 94.3—Recall Code 258

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, MP 7.33 and MP
7.97 (includes all 4 crossover switches) will be lined and
locked for the movement last used.

Wilbanks Steel—Only a single four (4) axle locomotive may
operate on the industrial lead used to service Wilbanks Steel.
Speed must not exceed 5 MPH.

Automatic Switches, Location by Station—Includes both
switches unless specified:
Avondale, Herman, Decatur, Alvord, Fruitland, Bellevue,
Dickworsham, Rhea, East End of 2 MT MP 113.0.

Radio Controlled Automatic Switches—

- West Siding Switch Herman—Reverse Command 03520
- West Siding Switch Fruitland—Reverse Command 64630
- West Siding Switch Dickworsham—Reverse Command 90930

Critical Areas—Locations identified as “Critical Areas” (See
System Special Instruction 33, Flash Flood Warnings).

- MP 40.0 to MP 50.0
- MP 75.0 to MP 118.4

Test Mile—

- MP 15.0 to MP 16.0
- MP 101.0 to MP 102.0

8. Line Segments

Yard Line Segments

Line Segment Limits

- 761 Fort Worth
- 762 Wichita Falls
- 794 Saginaw UP—BNSF 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	Miles - 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 Dickworsham	27	East
40441 Jolly	15.3 west of Dickworsham	100	Both

GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) ____ using track bulletin No. ____ (and/or Line No. ____) between MP ____ and MP ____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP ____ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed at ____ MPH between MP ____ and MP ____ and then proceed at .. ____ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits.”

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding ____ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9