

BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

BNSF



Texas Division

Timetable No. 6

IN EFFECT AT 0001

Central Continental Time

Wednesday, June 9, 2004

Division General Manager

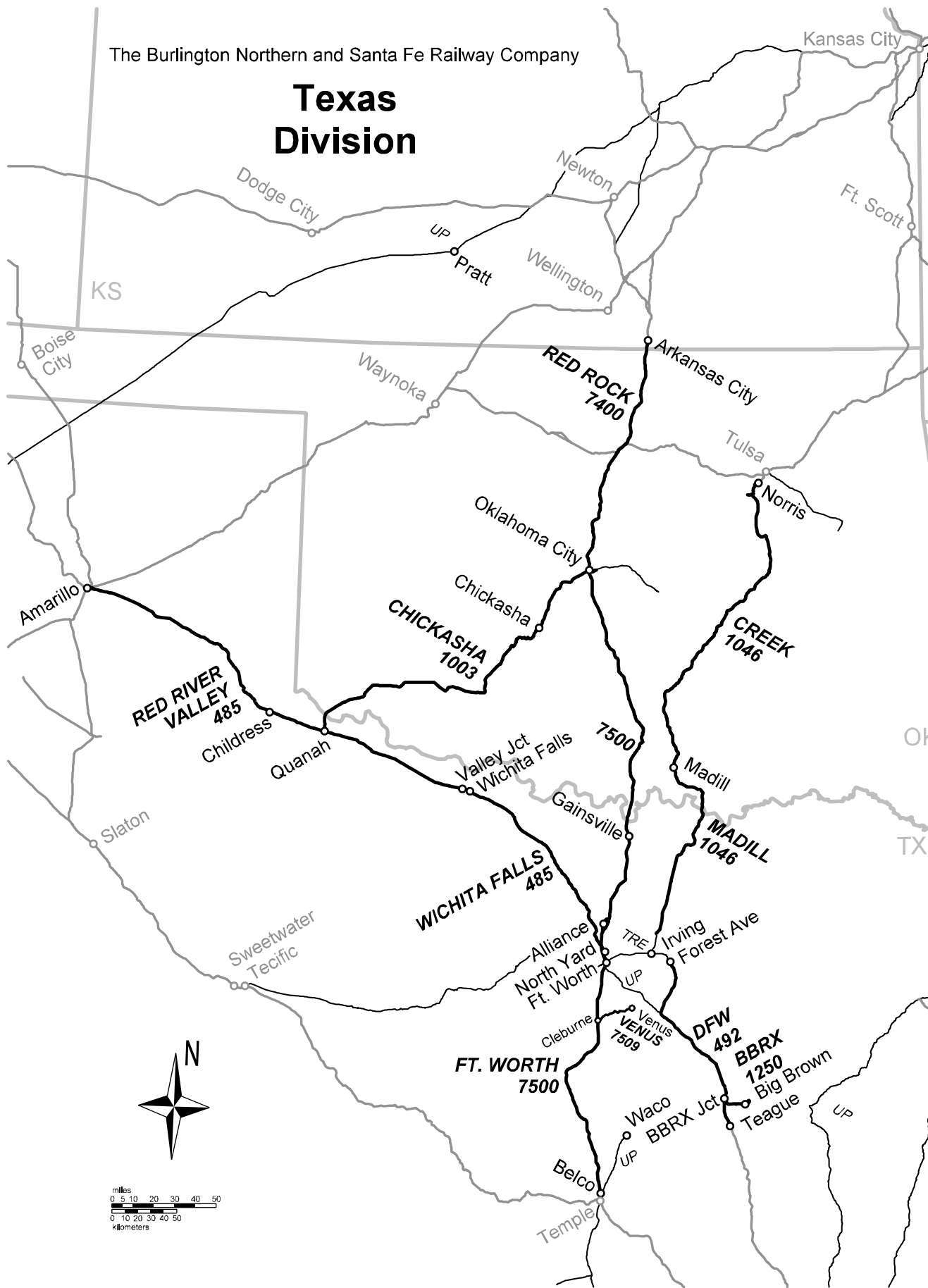
M.A. Schulze
Alliance, Texas
(817) 224-7001

General Director Transportation

J. R. Hommerding
Alliance, Texas
(817) 224-7025

The Burlington Northern and Santa Fe Railway Company

Texas Division



Division Managers

Ada

B. PADLEY Roadmaster (918) 445-2579

Alliance

K.E. BLACK Trainmaster (817) 224-7057
 T.D. CALHOUN Trainmaster (817) 224-7057
 M.L. ELKINS Terminal Superintendent (817) 224-7021
 L.R. HALL Trainmaster (817) 224-7057
 D.F. KAPLAN General Foreman (817) 224-7131
 J.S. LUNAK Superintendent Operations ... (817) 224-7201
 C.H. MENDOZA Trainmaster (817) 224-7057
 R.R. OVERHOLT Manager of Safety (817) 224-7007
 E.T. POULSON Director of Administration (817) 224-7003
 J.M. SOLANO Division Engineer (817) 224-7005
 R.G. STRONG Terminal Manager (817) 224-7350
 B.J. WHEAT Trainmaster (817) 224-7234
 L.A. WILLIAMS Trainmaster (817) 224-7057

Amarillo

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

Arkansas City

J.C. MATHIES Trainmaster (620) 441-2286
 L.M. MATTS Road Foreman (620) 441-2288
 L.W. TRIMBLE Roadmaster (620) 441-2276

Cleburne

D.R. DEMAREE Trainmaster (817) 224-7366
 H. HARMOND Roadmaster (817) 224-7009

Ft. Worth

M.L. GAUNT Roadmaster (817) 740-7274
 C.D. GROOM Road Foreman (817) 352-2906
 J. HANSON Asst. Roadmaster (817) 740-7221
 W.W. McCOWEN Trainmaster (817) 740-7246
 Dispatching Center Chief Dispatcher (817) 234-2332
 Dispatching Center Chief Dispatcher - Fax (817) 352-2432

Gainesville

G.W. ODELL Road Foreman (940) 668-3016
 C.M. PALMIERI Trainmaster (940) 668-3001

Irving

R. CASAREZ Road Foreman (817) 224-7122

Oklahoma City

K.L. EALEY Trainmaster (405) 670-7686
 T.R. GIBSON Superintendent Operations ... (405) 670-7675
 R.D. HONEYCUTT Roadmaster (405) 670-7688
 J.E. KELSO Trainmaster (913) 670-7684
 R.J. SHERMAN Terminal Manager (405) 670-7685
 C.L. WRIGHT Trainmaster (405) 670-7684

Sherman

D.L. DORENBACH Trainmaster (817) 352-2542
 P.C. DODSON Roadmaster (817) 352-2541

Wichita Falls

M.J. MOSS Road Foreman (940) 716-5710
 M.D. WILLIAMS Trainmaster (940) 716-5705

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

Radio Channel No. 82 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

Dispatcher—(817) 234-6151

1. Maximum Speed Permitted

1(A). Speed—Maximum
MP 0.0 to MP 14.6 20 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—None

4. General Code of Operating Rules Items

Rule 6.28—in effect:
MP 0.0 to MP 14.6

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 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 Exempted 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.—Derail located at MP 14.8 will always be lined for BBRX 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

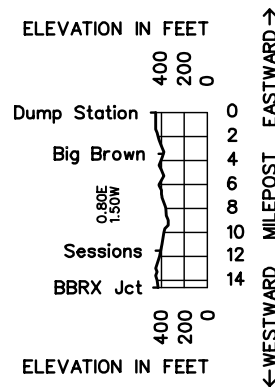
8. Line Segments

Line Segment Limits

1250 Dump Station to BBRX

9. Locations Not Shown as Stations—None

10. Grade Chart



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		BPTR		1003		
Between MP 549.0 and MP 668.7, Stillwater Central Railroad Timetable governs.										
	1,692	96687	687.2	ALTUS		Rg			4.3	
		96709	709.4	ELDORADO			TWC	1003	6.9	
		40527	723.3	QUANAH		BJTR			11.2	

Radio Channel No. 39 in service.

Radio Call-In	
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

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

1. Maximum Speed Permitted

1(A). Speed—Maximum

- MP 536.4 to MP 723.3 40 MPH.
- Harmonic rocking at the following locations: 25 MPH.
- See System Special Instructions Item 1(A)
- MP 668.7 to MP 672.7
- MP 680.0 to MP 691.1

1(B). Speed—Permanent Restrictions

- MP 541.2 to MP 541.3 10 MPH.
- MP 668.7 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.

Temperature Restriction—When 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.
80 degrees F and above	Do not operate unit grain trains in excess of 40 cars between the hours of 1200 and 2000.	

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

MP 536.4 to MP 723.3 134 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
- Headrick-Elevator Track CLIC 7730

3. Type of Operation

TWC—in effect:

MP 668.7 to MP 723.3

Restricted Limits—in effect:

- MP 536.4 to MP 549.0
- MP 668.7 to MP 670.0
- MP 685.0 to MP 689.0
- MP 721.7 to MP 723.3

RR Crossing Gates

- MP 686.6
- MP 688.1

4. General Code of Operating Rules Items

Rule 1.14—SLWC trains use BNSF tracks between Oklahoma City and MP 549.0. BNSF trains use SLWC tracks between MP 668.7 and Snyder.

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: None

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.

Crew member must protect crossing from ground position at the following locations:

- Oklahoma City**—SW 29th Street and SW 59th Street on Dayton Lead.
- Altus**—Highway 62 on Air Base Lead.

Use of Dynamic Brakes Prohibited at the Following Locations

Between MP 668.7 and MP 691.0

Critical Areas—See System Special Instructions Item 33,

- Flash Flood Warnings:
- MP 542.0 to MP 543.0
- MP 673.4
- MP 677.8
- MP 692.0

8. Line Segments

Road Line Segments

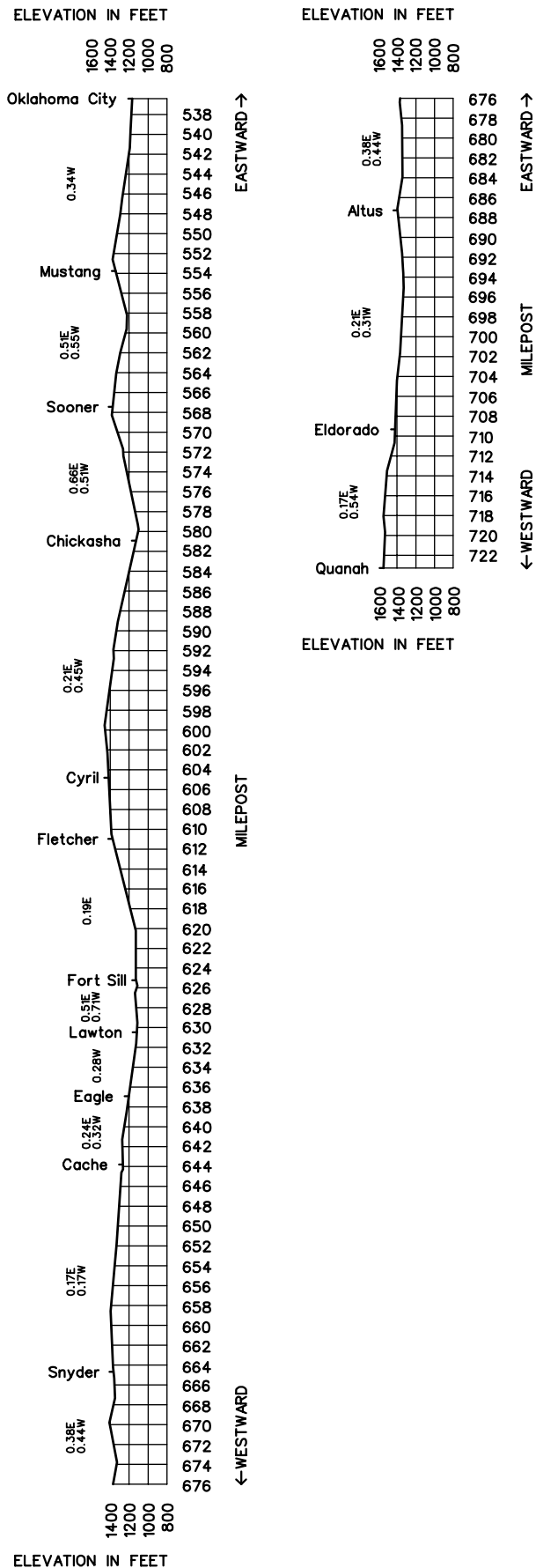
Line Segment Limits

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
96670 Long	17.1 east of Altus	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

10. Grade Charts



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Creek Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				MAIN LINE STATIONS						
		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		CTC	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			TWC	8.6		
	7,935	94513	513.0	YEAGER				6.6		
			519.6	HOLDENVILLE				5.4		
	6,240	94525	525.0	SPAULDING				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			CTC	10.8		
	8,811	94603	602.6	MADILL	P			175.7		

MP 426.9 to 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
MP 428.6 to MP 437.2	55 MPH.
MP 437.2 to MP 579.3	49 MPH.
MP 579.3 to MP 602.6	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	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.

	Freight
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.

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

1(D). Speed—Other

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

MP 426.9 to MP 437.2	143 tons, Restriction C
MP 437.2 to MP 602.6	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
- Sapulpa-Henry Vogt Track 4921

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 437.2
 MP 579.3 to MP 602.6

Two Main Tracks
 MP 428.6 to MP 430.5
 MP 435.5 to MP 436.9

TWC—in effect:
 MP 437.2 to MP 579.3

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28—in effect:
 MP 426.9 to MP 428.6

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.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures
 - MP 503.4—Bridge Detector—Recall Code 469
 - MP 592.4—DED—SWD only—Recall Code 776
 - MP 600.3—DED—NWD only—Recall Code 876
- 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—NWD only—Recall Code 776
 - MP 600.3—DED—SWD only—Recall Code 876

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 428.0 (Avard Subdivision), MP 411.2 (Cherokee Subdivision), and MP 430.5 (Creek Subdivision) designate the Remote Control Area at Cherokee Yard.

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.

Approaching Control Point Announcement—In block signal territory, when a train is passing the approach signal (displaying other than clear) to a control point, a crew member must transmit the following by radio:

- Train Identification - Initials, engine number, and direction
- Signal Name
- Control Point Location
- Track - (on single track, main track designation is not necessary)
- Speed

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

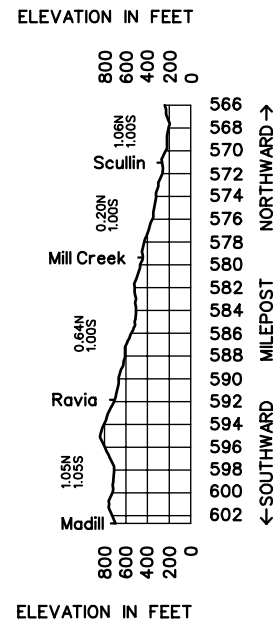
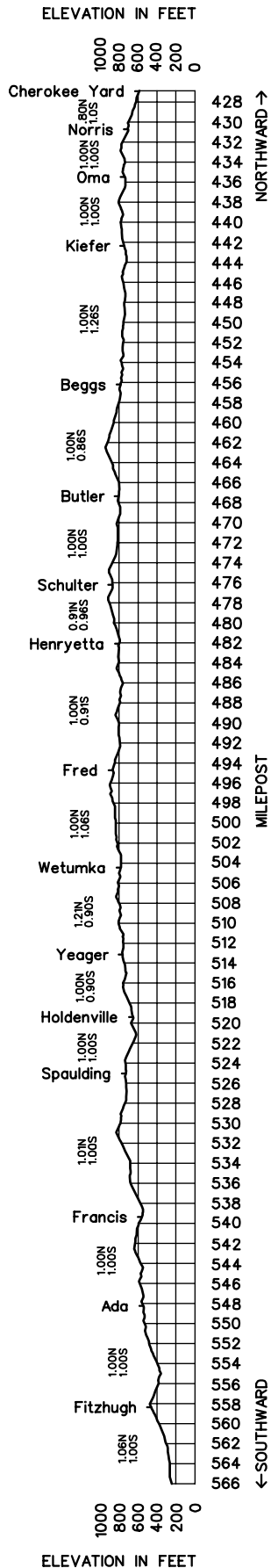
8. Line Segments

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 TXI Quarry	MP 582.9	130	South
94583 Clark	MP 583.0	150	Both
94584 Ryder	MP 584.1	25	Both
94585 Troy	MP 585.1	65	South

10. Grade Charts



SOUTHWARD ↓	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.	NORTHWARD ↑
		40341	6.1	NORTH YARD		BJTY		485		
Between North Yard and Peach Yard, Wichita Falls Subdivision Special Instructions govern.										
		40336		PEACH YD.		J				
Between Peach Yard and Dalwor Jct. UPRR Timetable governs. Between Dalwor Jct. and North Jct. TRE Timetable governs. Between North Jct. and Forest Ave. UPRR Timetable governs.										
			769.3	FOREST AVE.		YJ			12.4	
	3,932		781.7	LANCASTER					9.5	
	6,252		791.2	STERRETT				8010	5.4	
			796.6	UP RRX		AJ			1.3	
			797.9 271.0	BRI JCT					0.8	
	7,206	40271	270.3	WAXAHACHIE			TWC ABS		12.2	
	5,824	40259	258.7	BARDWELL					17.1	
	5,990	40242	241.6	CORSICANA					2.0	
			239.6	UP RRX		M		492	17.2	
	9,109	40222	222.4	STREETMAN					5.0	
			217.4	BBRX JCT.					11.8	
		40204	205.6	TEAGUE		BT				

Radio Channel 82 in service between Teague and Forest Ave.

Radio Call-In		
Teague-18(X)	Corsicana-19(X)	Waxahachie-10(X)
S. Irving-43(X)	Forest Ave-42(X)	
TRE Radio Channel 83 - Radio Call-In TRE		
Dallas - 430	Irving - 431	Ft Worth - 432
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

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

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 769.3 to MP 204.3		40 MPH.

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

Sidings Lancaster, Sterrett, Waxahachie, Bardwell, Corsicana, Streetman	10 MPH.	10 MPH.
MP 796.6—UP RRX		10 MPH.
BBRX Jct. Switch	20 MPH.	20 MPH.

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

1(D). Speed—Other

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.
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Temperature Restrictions

The following hot weather restrictions are in effect on the designated locations outlined below. All other locations will operate at track speed:
 MP 770.6 to MP 784.0
 MP 785.4 to MP 796.3
 MP 271.0 to MP 242.3
 MP 238.0 to MP 207.5

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
95 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

MP 769.3 to MP 270.3 143 tons, Restriction E
 MP 270.3 to MP 204.3 143 tons, Restriction C
 35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation

TWC—in effect:

MP 769.3 to MP 205.6

ABS—in effect:

MP 769.3 to MP 205.6

Yard Limits—in effect:

MP 769.3 to MP 771.1

Interlocking—UP:

MP 796.6 (Waxahachie)
 MP 239.6 (Corsicana)

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 mile between Teague and Forest Ave.

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

MP 796.4

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 Bridges, Tunnels or Structures: None
- B. Other TWD Locations
 - MP 266.4—Recall Code 108
 - MP 246.8—Recall Code 198
 - MP 231.4—Recall Code 197
 - MP 215.5—Recall Code 188

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—
UP 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.

Northward trains and engines originating at Teague using U.P. Railroad tracks between Forest Ave. and North Jct. or between UP RRX Waxahachie and UP 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.

Waxahachie—Southbound trains using the UP Transfer Track must stop 300 feet short of the switch, if necessary to line the switch, before proceeding.

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 37 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 are any conflicting meets between these two locations, the BNSF train will wait until the other train clears the limits.

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

- 485 North Yard to Peach Yard Connecting Track
- 8010 Forest Ave. to BRI Jct.
- 492 Waxahachie to Teague

Yard Line Segments

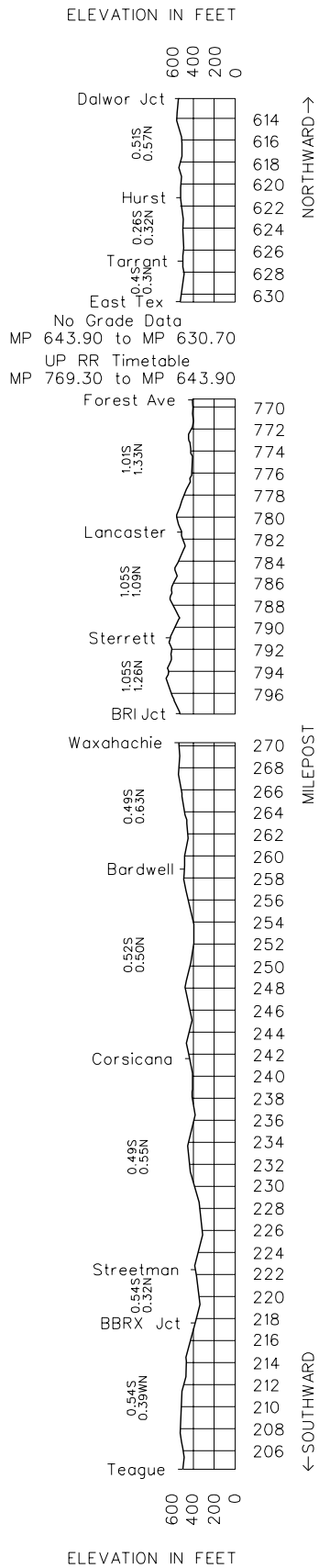
Line Segment Limits

- 761 North Yard
- 764 Dallas Union Station

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Red Oak	3.0 north of Sterrett	12	North
Service	2.3 south of Sterrett	13	Both
Armaglass	3.4 south of Sterrett	13	South
Guardian Glass	14.7 north of Streetman	20	South
Meridian Rock	11.8 north of Streetman	30	Both
40225 TXI	3.3 north of Streetman	50	North

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ft Worth Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		51100	411.3	GAINESVILLE	BP			7500	10.5	
	8,204	51060	400.8	VALLEY VIEW			CTC		13.2	
	8,179	51045	387.6	METRO	JT				2.0	
			385.6	SOUTH WYE	T				8.3	
	7,898	51035	377.3	PONDER					6.7	
	6,678	51030	370.6	JUSTIN					2.1	
			368.5	LAMBERT (Main 1)			2MT CTC		2.2	
			366.3	CP 3663 (Main 1)					1.3	
			365.0	NORTH IMF (Main 1)					0.4	
	14,635	51027	364.6	NORTH ALLIANCE (Main 1)	BCPT				2.1	
			362.5	SOUTH ALLIANCE (Main 1)					0.3	
			362.2	SOUTH IMF (Main 1)					1.3	
	6,961		360.9	SOUTH HASLET (Main 2)			CTC		2.6	
			358.3	CP 3583					1.4	
			356.6	LAKE WANDA					1.3	
			355.6	CP 3556				0.8		
			354.8	CP 3548				0.9		
	S11,896	51200	353.9	SAGINAW (UP RRX)	MBCP				5.1	
	4,383	51015	348.9	NORTHSIDE (FWWR RRX)	M				2.8	
			51000	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	CLEBURNE	BPT				2.9	
			314.6	CP 3146					4.3	
	11,050	43496	310.3	RIO VISTA			CTC		6.9	
	11,150	43495	303.4	BLUM					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	PENDLETON					4.2	
			221.2	BELCO					3.1	
	7,580	43400	218.1	TEMPLE	JBCPT					193.2

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Gainesville to N. Blum	36	1	4	5&6	9
N. Blum to Belco	30	1	4	5&6	9

Radio Call-In
Temple - 32 (X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Radio Channel 87 in service Belco to Temple.

Train Dispatcher Telephone Numbers

Red Rock Split Dispatcher (DS114 - Channel 85) will control Gainesville to Justin Monday through Friday 0900 - 1700. (817) 234-2114 Fax (817) 234-2421

Ft. Worth Dispatcher (DS22 - Channel 36): Monday through Friday 0900 - 1700 will control Justin to N. Blum. Monday through Friday 1700 - 2300 will control Gainesville to N. Blum. Monday through Friday 2300 - 0900 and on weekends will control Gainesville to Pendleton. Will control the Saginaw Interlocking at all times. (817) 234-2322 Fax (817) 234-2422

Lampasas Dispatcher (DS24 - Channel 30): Monday through Friday 0900 - 2300 will control N. Blum to Temple (817) 234-2324 Fax (817) 234-2424

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 411.3 to MP 361.0, including trains 100 TOB and over	55 MPH.	55 MPH.
MP 361.0 to MP 346.0, including trains 100 TOB and over	55 MPH.	55 MPH.
Alliance Siding, including trains 100 TOB and over	50 MPH.	50 MPH.
Ft. Worth, 2 Main Tracks	20 MPH.	20 MPH.
MP 346.0 to MP 218.1, including trains 100 TOB and over	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 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 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.

Valley View, both ends siding	25 MPH.	25 MPH.
Metro, both ends siding	25 MPH.	25 MPH.
Metro, North Leg of Wye	25 MPH.	25 MPH.
Metro, South Leg of Wye	10 MPH.	10 MPH.
Ponder and Justin, both ends sidings	25 MPH.	25 MPH.
Lambert, turnout—Main 1	25 MPH.	25 MPH.
North Alliance, NE siding	50 MPH.	50 MPH.
Alliance, two turnouts—NE C and D Leads	30 MPH.	30 MPH.
Alliance Yard:		
R and D Tracks, both ends tracks 7101-7112	30 MPH.	30 MPH.
Track 7151, crossover north lead	30 MPH.	30 MPH.
Track 7151, crossover south R and D leads	30 MPH.	30 MPH.

	Passenger	Freight
* IMF Tracks, both ends tracks 7201-7210	30 MPH.	30 MPH.
* IMF Tracks 7201, 7202, 7203 and 7210, inbound train movements		10 MPH.
Track 7208, Auto Spur Trk	30 MPH.	30 MPH.
South C&D lead (Siding MP 362.5), two turnouts—SE C&D leads	30 MPH.	30 MPH.
South Alliance, turnout—IMF yard	30 MPH.	30 MPH.
South Haslet, turnout—Main 1	25 MPH.	25 MPH.
South Haslet, both ends siding	15 MPH.	10 MPH.
North 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, siding	20 MPH.	20 MPH.
Saginaw, old north pass	10 MPH.	10 MPH.
Northside, both ends of siding	10 MPH.	10 MPH.
Ft. Worth, NE Main 2 turnout	20 MPH.	20 MPH.
Birds, both ends siding	20 MPH.	20 MPH.
Crowley, both ends siding	25 MPH.	25 MPH.
Joshua, both ends siding	25 MPH.	25 MPH.
Midway, NE siding and crossovers	25 MPH.	25 MPH.
Rio Vista, Blum, Kopperl, Morgan, Meridian, Clifton, Manhattan, McGregor, Moody, and Pendleton, both ends siding	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.
SE 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.

Crawford—5 MPH Franklin Industry Tracks 2040 and 2041.

Temperature Restrictions

The following hot weather restrictions are in effect on the designated locations outlined below. All other locations will operate at track speed:
 MP 368.5 to MP 411.3
 MP 230.8 to MP 220.5
 MP 256.5 to MP 241.2
 MP 289.9 to MP 263.0
 MP 339.0 to MP 306.2
 MP 349.3 to MP 368.5

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
95 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

MP 411.3 to MP 218.1 143 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
 Between Gainesville MP 411.3 and Ft. Worth MP 346.7
 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 South 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:

North 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—By UP:

Tower 55, MP 345.6-UP RRX

4. General Code of Operating Rules Items

Rule 1.14—BNSF trains use UP tracks between Tower 55 and Tecific.

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

FWWR trains use BNSF tracks between Northside 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 South Wye.

At Temple, trains will be governed by Gulf Division Timetable and Special Instructions.

Rule 6.19—When flagging is required, distance will be 2.0 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—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

Remote Control Operations—Alliance Yard—Signs located at MP 368.5 (Lambert) and MP 360.9 (South Haslet) designate the Remote Control Area at Alliance Yard.

Remote Control Zone—On the south end of Alliance Yard, two Remote Control Zones (RCZ) are established on the 7130 and 7133 leads. Remote Control Zone signs will be placed at the outside limits of each zone to designate the limits. Remote Control Zone 1 is established on the 7130 switch lead. The north limit is the 7132 switch. The south limit is the clearance point on the 7130 lead 100 feet north of the 7133 lead switch. Remote Control Zone sign on the 7130 lead is placed on the left-hand side. Remote Control Zone 2 is established on the 7133 switch lead. The north limit is the 7162 crossover switch. The south limit is the clearance point on the 7133 switch lead 100 feet north of the Roundhouse switch. Remote Control Zone sign on the 7133 lead is placed adjacent to Roundhouse lead on the left-hand side.

Activation/Deactivation Procedure—Remote control operator will notify switch tender when Remote Control Zone is activated or deactivated. Movements desiring to enter Zone 1 must contact the remote control operator on Channel 64 to deactivate the Zone prior to entering the limits.

Movements desiring to enter Zone 2 must contact the remote control operator on Channel 41 or 25 to deactivate the Zone prior to entering the limits. If unable to contact the remote control operator, contact the switch tender to determine if either Remote Control Zone is activated.

Remote Control Operations—Temple Yard—Signs located at MP 221.3 (Fort Worth Subdivision), MP 217.5 (Galveston Subdivision) and MP 219.9 (Lampasas Subdivision), designate the Remote Control Area at Temple Yard.

Approaching Control Point Announcement—In block signal territory, when a train is passing the approach signal (displaying other than clear) to a control point, a crew member must transmit the following by radio:

- Train Identification - Initials, engine number, and direction
- Signal Name
- Control Point Location
- Track - (on single track, main track designation is not necessary)
- Speed

Alliance Yard—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 8451 and 8453, will not clear person on side of car. Building and dock on South West paper Track.

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
- 7557 Gainesville Yard
- 7556 Alliance Yard

Road Line Segments

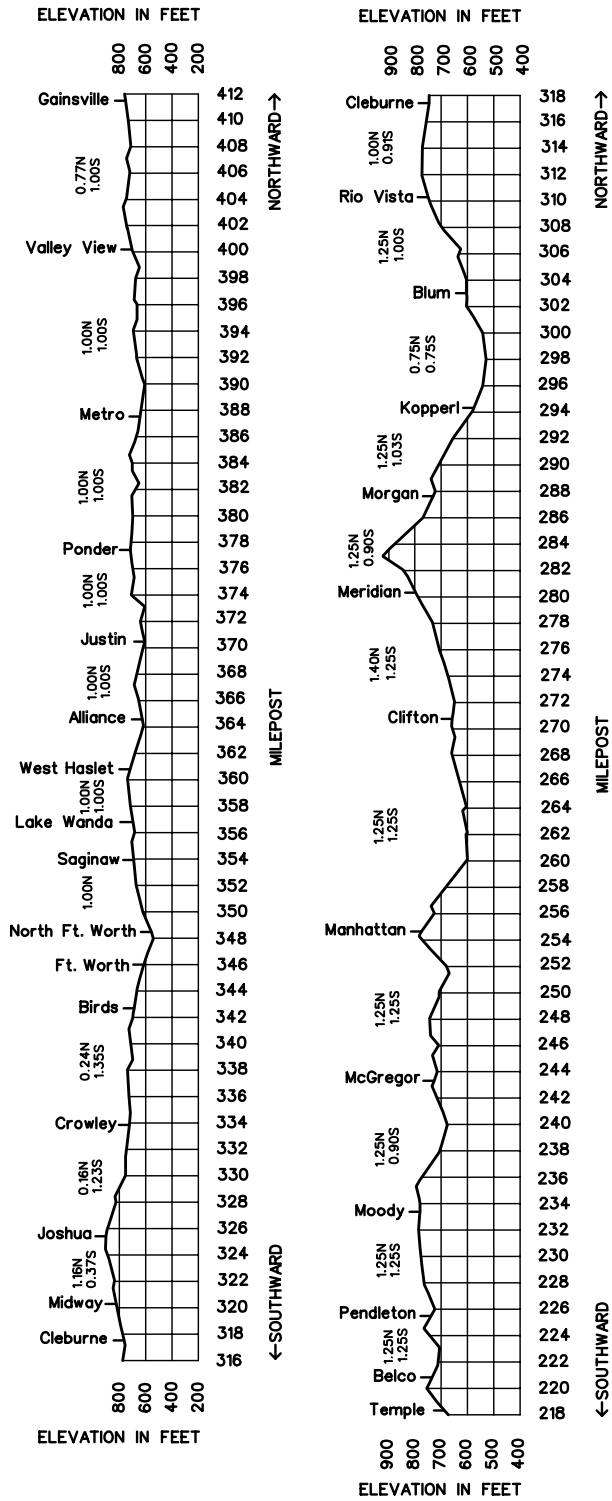
Line Segment Limits

- 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
Clifstone	266.5	1800	Both
Valley Mills	259.2	3110	Both
Crawford	249.9	1560	South
Franklin Limestone	249.95	4620	South

10. Grade Charts



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 Str.	NORTHWARD ↑
	8,760	94603	602.6	MADILL	B				8.0	
	8,540	94610	610.6	KINGSTON					9.6	
		94620	620.2	LAKESIDE	J	CTC	1046		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										
			633.0	SOUTH JOE		CTC			3.5	
		94637	636.5	DENISON	J				0.6	
			637.1	SOUTH DENISON					1.5	
			638.6	BUCK		TWC ABS			5.6	
			644.2	NORTH SHERMAN					1.3	
	6,958	94644	645.5	SHERMAN	JT				1.8	
			647.7	HANK					2.3	
		94650	649.9	SOUTH SHERMAN JCT	J				7.8	
	8,726	94658	657.7	DORCHESTER					7.1	
		94665	664.8	GUNTER					8.8	
		94674	673.6	CELINA					6.1	
	8,770	94680	679.7	PROSPER		TWC	1046		5.9	
		94686	685.6	FRISCO					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 (DGNO RRX)	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.

Radio Call-In		
Madill - 26(X)	Sherman - 13(X)	Frisco - 43(X)
N. Irving - 53(X)	S. Irving - 43(X)	Staley-UP Dispatcher-23
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Numbers

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

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 602.6 to MP 636.5	55 MPH.
MP 636.5 to MP 709.2	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 650.0	20 MPH.

	Freight
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.
 Both ends of Sidings: Sherman, Dorchester, Prosper, Madill and Hebron
 Gribble and Kingston 10 MPH.
 Turnout to Irving North and South Leg of Wye 10 MPH.

1(D). Speed—Other

Carl Road Crossing - Irving 5 MPH.

Temperature Restrictions

The following hot weather restrictions are in effect on the designated locations outlined below. All other locations will operate at track speed:
 MP 602.6 to MP 605.6
 MP 611.1 to MP 630.1
 MP 631.4 to MP 634.9
 MP 637.1 to MP 644.2
 MP 650.0 to MP 694.5

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
95 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

MP 602.6 to MP 709.2 143 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
 Carrollton—BSP Switch -Track 1040
 Irving—Pit Track-Track 808

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

7718—Rip Track
 J&J Industry Lead

3. Type of Operation

ABS—in effect:
 MP 636.5 to MP 642.6

TWC—in effect:
 MP 636.5 to MP 704.0

Restricted Limits—in effect:
 MP 704.0 to MP 711.0 Before entering or moving within these limits communicate and be governed by instructions from the Tulsa South Dispatcher.

CTC—in effect:
 MP 602.6 to MP 636.5

Interlocking **Controlling Railroad**
 DGNO RRX, MP 700.5 DGNO

- 4. General Code of Operating Rules Items**
Rule 6.19—When flagging is required, distance will be 2.0 miles.
- 5. Trackside Warning Detectors (TWD)**
 A. Protecting Bridge, Tunnels or Structures
 MP 613.7—SWD only—Recall Code 268
 MP 623.1—DED—NWD only—Recall Code 267
 B. Other TWD Locations
 MP 613.7—NWD only—Recall Code 268
 MP 623.1—DED—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**
Approaching Control Point Announcement—In block signal territory, when a train is passing the approach signal (displaying other than clear) to a control point, a crew member must transmit the following by radio:
 Train Identification - Initials, engine number, and direction
 Signal Name
 Control Point Location
 Track - (on single track, main track designation is not necessary)
 Speed
- 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 27 and press “ *65 ”.
- 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 in excess of 5,098 feet in length must not be left parked on the siding at Sherman to allow access to the yard lead switches.
- UP MP 655.0 to MP 685.0**—For the purpose of TSS Track Bulletins, UP locations, MP 655.0 to MP 685.0 will be designated with a “U” on the bulletins, however the field mile posts will not carry this “U” indicator.
- Dorchester and Prosper**—Loaded unit trains must hold main track.
- 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 TRE 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.

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

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.

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. Mill track building close clearance to track 8202.

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 Martin Marietta Material’s Gribble unloading facility from 0600 to 1800 daily.

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

Test Mile

- MP 702.0 to MP 703.0
- MP 607.0 to MP 608.0

Crossing Warning Devices—Crossing warning devices malfunctioning at the following locations, proceed over crossing as prescribed by GCOR Rule 6.32.2 A:

- MP 645.5—Brockett St. North leg of TNER Connection Track
- MP 646.4—Odneal St. Track 7736
- MP 645.95—Houston St. Track 7732 (Old SP Pass)

8. Line Segments

Yard Line Segments

Line Segment	Limits
1145 Sherman
793 Irving

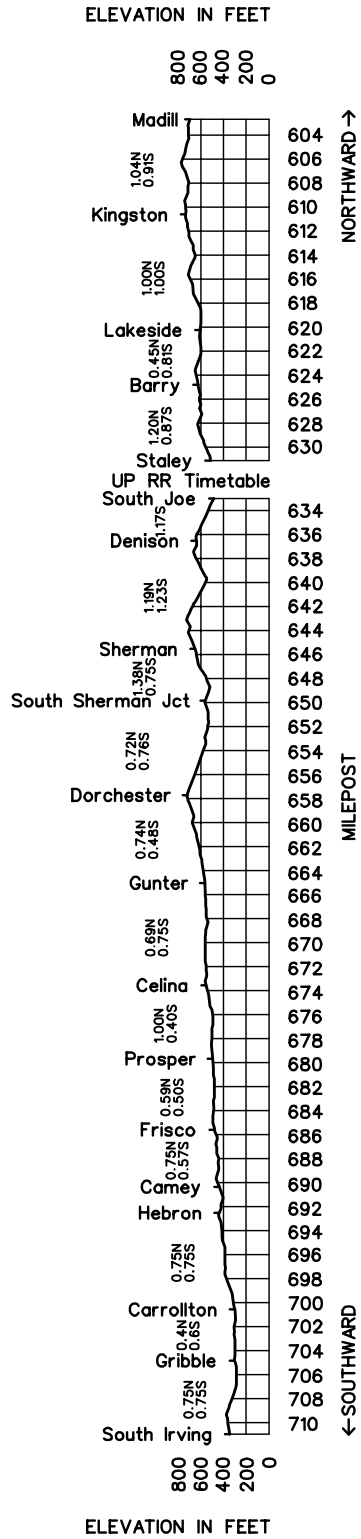
Road Line Segments

Line Segment	Limits
1046 Madill to Irving

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
94701 Gin Track	0.5 south of Carrollton	15	North
94701 Bayfield Lead	0.6 south of Carrollton	20	South
94702 GP Plastic	2.3 north of Gribble	10	North
94703 Warehouse Lead	1.7 north of Gribble	10	North
94704 Gribble Storage	0.7 north of Gribble	40	Both
94651 J&J Industrial Lead	5.4 south of Sherman	90	North
94676 TXI Celina Yard	2.0 south of Celina	45	Both

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Red River Valley Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		40449	114.1	WICHITA FALLS		BTU	TWC		0.9	
		40448	115.0	WEST WICHITA			2MT CTC		0.9	
			116.1	ORIENT					2.3	
			118.4	VALLEY JCT	J				5.9	
	6,524	40460	124.3	IOWA PARK					11.6	
	8,966	40471	135.9	FOWLKES					4.4	
		40475	140.3	ELECTRA					7.8	
	6,273	40483	148.1	HARROLD			CTC		7.1	
			156.2	CP 1562					7.1	
	10,493	40499	163.3	VERNON					15.4	
	9,030	40514	178.7	CHILlicoTHE					13.4	
			189.8	CP 1898					11.1	
		40527	192.1	QUANAH		BJT	2MT CTC		2.3	
			196.9	ACME					3.6	
	6,232	40536	200.5	GOODLETT				485	11.2	
	9,855	40547	211.7	KIRKLAND					8.5	
	12,204	40556	220.2	CHILDRESS			CTC		7.6	
	6,277	40563	227.8	CAREY					7.9	
	7,105	40572	236.7	ESTELLINE			ABS TWC		16.2	
	7,311	40586	251.9	MEMPHIS			CTC TWC		11.2	
	9,165	40599	263.1	HEDLEY			CTC TWC		12.6	
	7,936	40613	275.7	CLARENDON			CTC TWC		12.9	
	7,302	40623	288.6	ASHTOLA			CTC TWC		15.9	
	7,352	40639	304.5	MALDEN			CTC		3.4	
		40643	307.9	CLAUDE			TWC		9.8	
	7,316	40653	317.7	KASOTA			CTC TWC		15.1	
			332.8	BC JCT (Main 1)	J		2MT		2.9	
		40671	335.7	AMARILLO		BMJTR			221.6	

Radio Channel 54 in service between Valley Jct and CP 1562.
 Radio Channel 66 in service between CP 1562 and Amarillo.
 Between MP 328.0 and Amarillo is under the jurisdiction of the Kansas Division.

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

Train Dispatcher Telephone Numbers
 Vernon to Valley Jct.—(817) 234-6367, Fax (817) 234-6373
 Amarillo to Vernon—(817) 234-6056, Fax (817) 234-6077

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 114.1 to MP 116.1	40 MPH.
MP 116.1 to MP 237.4	60 MPH.
MP 237.4 to MP 335.7	49 MPH.

1(B). Speed—Permanent Restrictions

MP 114.1 to MP 116.1, Trains over 100 TOB	30 MPH.
MP 118.4 to MP 238.8, 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 237.4 to Amarillo, 100 TOB and over	49 MPH.
MP 332.8 to MP 335.7, Main 1	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.
 Through Turnouts west end of 2 MT:
 MP 116.1 to MP 115.0, MT 1 20 MPH.
 MP 116.1 to MP 115.0, MT 1 Trains over 100 TOB 10 MPH.
 Both ends Main 1 Quanah to Acme 25 MPH.
 Both ends sidings: Iowa Park, Vernon, Goodlett, Childress, and Kasota 25 MPH.
 Both ends siding Carey 10 MPH.
 Both ends sidings: Fowlkes, Harrold, Chillicothe, Kirkland, Estelline, Memphis, Hedley, Clarendon, Ashtola, and Malden 25 MPH.
 MP 329.4, End 2 MT 20 MPH.
 MP 334.6 Turnout No. 1 Main to Hereford Subdivision 20 MPH.
 BC Jct. 20 MPH.

1(D). Speed—Other

Temperature Restrictions

The following hot weather restrictions are in effect on the designated locations outlined below. All other locations will operate at track speed:
 MP 114.1 to MP 219.7
 MP 220.7 to MP 228.5
 MP 232.2 to MP 328.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
95 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

MP 114.1 to MP 335.7 143 tons, Restriction C
 MP 118.4 to MP 8.0 (Valley Line) 134 tons, Restriction G

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

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

Memphis—Locomotives not permitted beyond Harrison St. Crossing on Birdsong Industry Track.

3. Type of Operations

CTC—in effect:

MP 115.0 to MP 237.4
 MP 251.12 to MP 252.69
 MP 262.21 to MP 264.12
 MP 274.88 to MP 276.58
 MP 287.82 to MP 289.36
 MP 303.86 to MP 305.07
 MP 316.91 to MP 318.45
 MP 332.8 to MP 335.7, Main 1

ABS—in effect:

MP 237.4 to MP 238.8.

TWC—in effect:

- MP 114.1 to MP 115.0
- MP 237.4 to MP 251.12
- MP 252.69 to MP 262.21
- MP 264.12 to MP 274.88
- MP 276.58 to MP 287.82
- MP 289.36 to MP 303.86
- MP 305.07 to MP 316.91
- MP 318.45 to MP 327.5

Restricted Limits—in effect:

- MP 327.5 to MP 335.7, Main 2
- MP 327.5 to MP 332.8, Main 1
- MP 329.4 to MP 334.6—Before entering or moving within these limits, communicate with yardmaster for instructions.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

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

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

Remote Control Operations—Signs located at MP 3.5 (Boise City Subdivision), MP 338.0 (Dalhart Subdivision), MP 562.0 (Hereford Subdivision), MP 541.0 (Panhandle Subdivision) and MP 327.5 (Red River Valley Subdivision) designate the Remote Control Area at Amarillo.

Approaching Control Point Announcement—In block signal territory, when a train is passing the approach signal (displaying other than clear) to a control point, a crew member must transmit the following by radio:

- Train Identification - Initials, engine number, and direction
- Signal Name
- Control Point Location
- Track - (on single track, main track designation is not necessary)
- Speed

Departing Station Announcement—All trains will make a radio announcement when they depart stations between Amarillo and Estelline. Announcement will include the following:

- Train Identification - (initials and engine number)
- Direction
- Departing Station Name
- Time

System Special Instructions—Item 15 reads in part:

"In non-signaled TWC territory, when a train is approximately 2 miles in advance of a siding or junction, a crew member must transmit the following by radio:

Train identification (initials, engine number and direction) is approaching (location name) at (speed) MPH".

This does not apply when approaching CTC at Memphis, Hedley, Clarendon, Ashtola, Malden and Kasota.

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.

Carey—Trains over 100 TOB will not operate through siding Carey, except when authorized by chief dispatcher.

Two Main Tracks

- MP 115.0 to MP 116.1
- MP 192.1 to MP 196.9
- MP 329.4 to MP 334.6

Key Trains—Key trains must hold the main track at Carey.

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

- MP 114.1 to MP 118.4
- 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

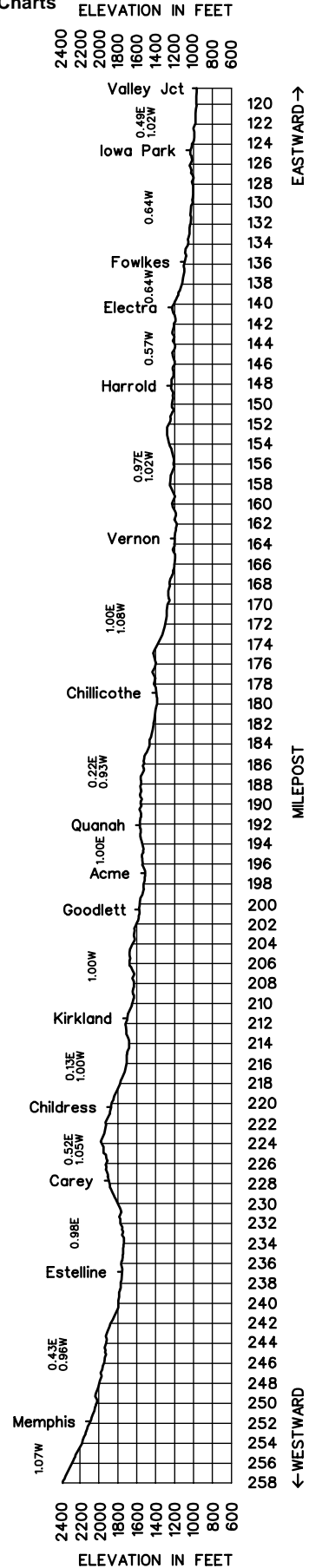
Line Segment Limits

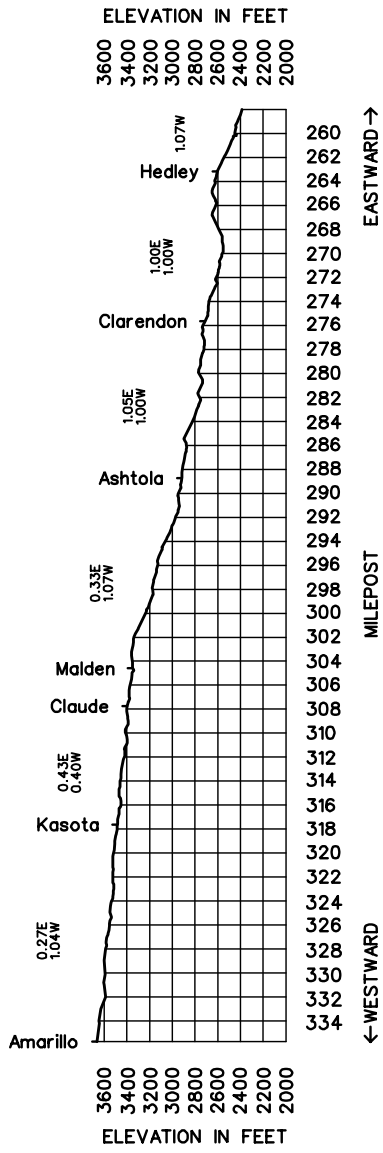
- 485 Wichita Falls to Amarillo

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
40532 Georgia Pacific	0.3 east of Acme - off MT 1	15	East

10. Grade Charts





SOUTHWARD ↓	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.	NORTHWARD ↑
	N 6,917 S 9,222	52700	263.4	ARKANSAS CITY		BPT			0.8	
			264.2	CP 2642		X			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	
	W5,515 E3,624	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				7400	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		1.0	
			385.9	CP 3859					1.6	
			387.5	CP 3875					1.3	
			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			CTC		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	
		51200	450.4	ARDMORE		BPT	2MT CTC		7.4	
	6,247		443.0	OVERBROOK					9.9	
	9,945	51140	433.1	MARIETTA					10.0	
	8,053	51120	423.1	THACKERVILLE					11.8	
		51100	411.3X	GAINESVILLE		BP			261.3	

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
Arkansas City to Wayne	30	1	4	5&7	9
Wayne to Gainesville	85	1	4	5&7	9

Train Dispatcher Telephone Numbers

Red Rock Dispatcher (DS21)—(817) 234-2321, Fax (817) 234-2421 will control Arkansas City to Wayne, Monday—Friday 0900 - 1700. All other times DS21 will control Arkansas City to Gainesville.

Red Rock Split Dispatcher (DS114)—(817) 234-2114, Fax (817) 234-2421 will control from Wayne to Gainesville, Monday—Friday 0900 - 1700.

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 263.4 to MP 387.6 Including trains 100 TOB and over		55 MPH.
MP 387.6 to MP 411.3X Including trains 100 TOB and over	79 MPH.	55 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

MP 262.7 to MP 265.0 (MT only)		30 MPH.
MP 265.0 to MP 266.2		50 MPH.
MP 287.2 to MP 290.4 (HER)		40 MPH.
MP 290.4 to MP 290.6		45 MPH.
MP 316.3		40 MPH.
MP 320.8 to MP 321.7 (HER)		50 MPH.
MP 351.7 to MP 352.9		45 MPH.
MP 369.7 to MP 370.4 (HER)		45 MPH.
MP 374.6 to MP 377.2 (HER)		50 MPH.
MP 377.1 to MP 377.4		40 MPH.
MP 378.6 to MP 380.6		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 407.2 to MP 412.0	75 MPH.	55 MPH.
MP 412.0 to MP 412.5	65 MPH.	55 MPH.
MP 415.8 to MP 416.6	65 MPH.	55 MPH.
MP 515.5 to MP 513.2	55 MPH.	55 MPH.
MP 513.2 to MP 507.6	65 MPH.	55 MPH.
MP 507.6 to MP 504.3	55 MPH.	55 MPH.
MP 504.0 to MP 503.0	60 MPH.	55 MPH.
MP 496.5 to MP 495.3	50 MPH.	50 MPH.
MP 476.3 to MP 473.7	60 MPH.	55 MPH.
MP 473.7 to MP 467.7	65 MPH.	55 MPH.
MP 467.7 to MP 466.4	60 MPH.	55 MPH.
MP 466.4 to MP 462.8	35 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 453.2 to MP 451.3	70 MPH.	55 MPH.
MP 451.3 to MP 449.3	25 MPH.	25 MPH.
MP 422.3 to MP 418.6	55 MPH.	50 MPH.
MP 418.5 to MP 417.7X	45 MPH.	45 MPH.
MO 417.7X to MP 412.4X	60 MPH.	55 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.
MP 3.8 to GM Yard		10 MPH.

1(C). Speed—Switches and Turnouts

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

Arkansas City, crossover between main track and north siding to MP 264.1		20 MPH.
South end south siding		25 MPH.
Newkirk, both ends siding Less than 100 TOB		40 MPH.
100 TOB and over		25 MPH.
Ponca, other turnouts and crossover		25 MPH.
Marland, both ends siding Less than 100 TOB		40 MPH.
100 TOB and over		25 MPH.
Red Rock, both ends siding Less than 100 TOB		40 MPH.
100 TOB and over		25 MPH.
MP 308.2, OG&E Sooner Spur		20 MPH.
Otoe, both ends siding Less than 100 TOB		40 MPH.
100 TOB and over		25 MPH.
Black Bear		35 MPH.
CP 3211		35 MPH.
Perry, both ends both sidings		25 MPH.
Asp, Mulhall and Lawrie, both ends siding Less than 100 TOB		40 MPH.
100 TOB and over		25 MPH.

	Passenger	Freight
Guthrie, both ends siding		
Less than 100 TOB	40 MPH.	
100 TOB and over	25 MPH.	
Seward, Edmond and Britton, both ends siding		
Less than 100 TOB	40 MPH.	
100 TOB and over	25 MPH.	
Nowers, turnout	25 MPH.	
CP 3859, crossover		
Less than 100 TOB	40 MPH.	
100 TOB and over	25 MPH.	
CP 3875, turnout		
Less than 100 TOB	40 MPH.	
100 TOB and over	25 MPH.	
MP 388.8, turnout to GM crossover	10 MPH.	
Flynn, both ends siding	20 MPH.	
Moore, Norman and Noble, both ends siding		
Less than 100 TOB	40 MPH.	
100 TOB and over	25 MPH.	
Purcell, both ends siding	20 MPH.	
Wayne, Paoli, Pauls Valley, Wynnewood, Davis, Dougherty and Gene Autry, both ends siding	30 MPH.	25 MPH.
Ardmore, turnouts both ends	25 MPH.	
Overbrook, Marietta and Thackerville, both ends siding	30 MPH.	25 MPH.

1(D). Speed—Other

Arkansas City, north siding between MP 263.4 and MP 264.1 ...	20 MPH.
Clements, clic 0325 at MP 378.9	5 MPH.
Ardmore	
Lead Track 6311 and Rack Tracks 6314, 6315 and 6316 Total Refinery	
Georgia Pacific Spur Track 6312	
Tracks 6326, Switching Lead (four-axle units only)	
Track 6312, Refinery Track	
Track 6360, Uniroyal Lead	
Track 6368, 6369, Uniroyal runaround and Uniroyal track	5 MPH.
Oklahoma City, A.C. Humko Tracks (four-axle units only)	5 MPH.
Shawnee Industrial Spur, MP 124.0 to MP 126.0	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

The following hot weather restrictions are in effect on the designated locations outlined below. All other locations will operate at track speed:

- 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 486.0 to MP 411.3X

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
95 to 109 degrees F	Maximum 45 MPH, observing existing restrictions.	Maximum 40 MPH, observing existing restrictions.	Maximum 60 MPH, observing existing restrictions.
110 degrees F and over	Maximum 35 MPH, observing existing restrictions.	Maximum 30 MPH, observing existing restrictions.	Maximum 40 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

MP 263.4 to MP 411.3X	143 tons, Restriction E
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3. Type of Operation

CTC—in effect:

MP 263.4 to MP 411.3X

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 2.0 miles.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures

MP 421.1—SWD 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 505.7—Recall Code 8

MP 482.6—Recall Code 0

MP 468.6—DED, Exception Reporting—Recall Code 8

MP 462.9—DED, Exception Reporting—Recall Code 0

MP 457.6—Recall Code 8

MP 437.5—Recall Code 8

MP 421.1—NWD only—Recall Code 8

MP 414.5X—Recall Code 8

6. FRA Excepted Track

Ardmore—Tracks 6312, 6313, 6314, 6315, 6316, 6326, 6346, 6347, 6352, 6353, 6354, 6360, 6363, 6366, 6367, 6368, 6369, 6370, 6371.

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

Davis—Track 6250, 6251, 6252, 6253, 6254, 6255.

Guthrie—Tracks 1109, 1136.

Marietta—Track 6405.

Oklahoma City—Tracks 111, 112, 211, 224, 324, 325, 327, 705, 824, 825, 826, 827, 828, 831, 842, 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

Remote Control Zones—Oklahoma City

Remote Control Zone No. 1 (Flynn Yard) is established on the 1238 bowl lead on the north end of the bowl extending to the west crossover switch on the south leg of the wyes and the north clearance point on the west leg of the wyes.

Signs located as follows:

1. North end of west leg of wyes at clearance point.
2. East end of south leg of wyes at clearance point.
3. North end of bowl on the lead.

Remote Control Zone No. 2 (Flynn Yard) is established on the 1230 Hump lead on the south end of the bowl extending to the clearance sign at the south end of the tail track.

Signs located as follows:

1. South end of bowl at bull switch.
2. Clearance sign at south end of tail track.

Remote Control Zone No. 3 (GM Yard) is established on the 929 switch lead. The east limit is the clearance point of the 984 lead. The west limit is MP 3.7 on the 929 lead.

Signs located as follows:

1. Clearance point of the 984 lead.
2. 929 lead at MP 3.7 on south side of track.

Remote Control Zone No. 4 (GM Yard) is established on the 930 switch lead. The east limit is the clearance point of the 965 loop switch at the west end of the north (GM) yard. The west limit is MP 3.7 on the 930 lead.

Signs located as follows:

1. Clearance point of the 965 loop switch at the west end of the north (GM) Lead.
2. 930 lead at MP 3.7 on the north side of the track.

Activation/Deactivation Procedures

Remote control operator will notify ATM when remote control zone is activated or deactivated. Movements desiring to enter Zones 1, 2, 3, or 4 must contact the remote control operator or the ATM to determine if the remote control zone is activated.

Approaching Control Point Announcement—In block signal territory, when a train is passing the approach signal (displaying other than clear) to a control point, a crew member must transmit the following by radio:

Train Identification - Initials, engine number, and direction
Signal Name
Control Point Location
Track - (on single track, main track designation is not necessary)
Speed

VICX Cars—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.

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.

Ardmore—Trains designated as Key Trains are restricted to 10 MPH on the Main Track 1.

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
Track 2519—Conoco Carbon Fiber

Red Rock—OGE unloading dumper

Edmond—Tracks 418 and 419—Ralston Purina

Britton—Track 406—Acme Brick

Oklahoma City—Track 111—Commercial Warehouse
Track 211—Coors Central
Track 224—Continental Plastic
Track 232—Old Freight Warehouse
Track 301—Macklanburg Duncan

Track 302—Commercial Warehouse

Track 303—Macklanburg Duncan

Track 705—API Enterprises

Track 801—Acco Mill

Track 823—Trinity Industries

Tracks 842 and 843—A.C. Humko

Track 913—Lamson Sessions

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.

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 setout by southbound trains for repairs by Equipment Team, they must be set to Track 6201.

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
- MP 482.0 to MP 483.0

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
- 7557 Gainesville Yard
- 7404 Shawnee Yard

Road Line Segments

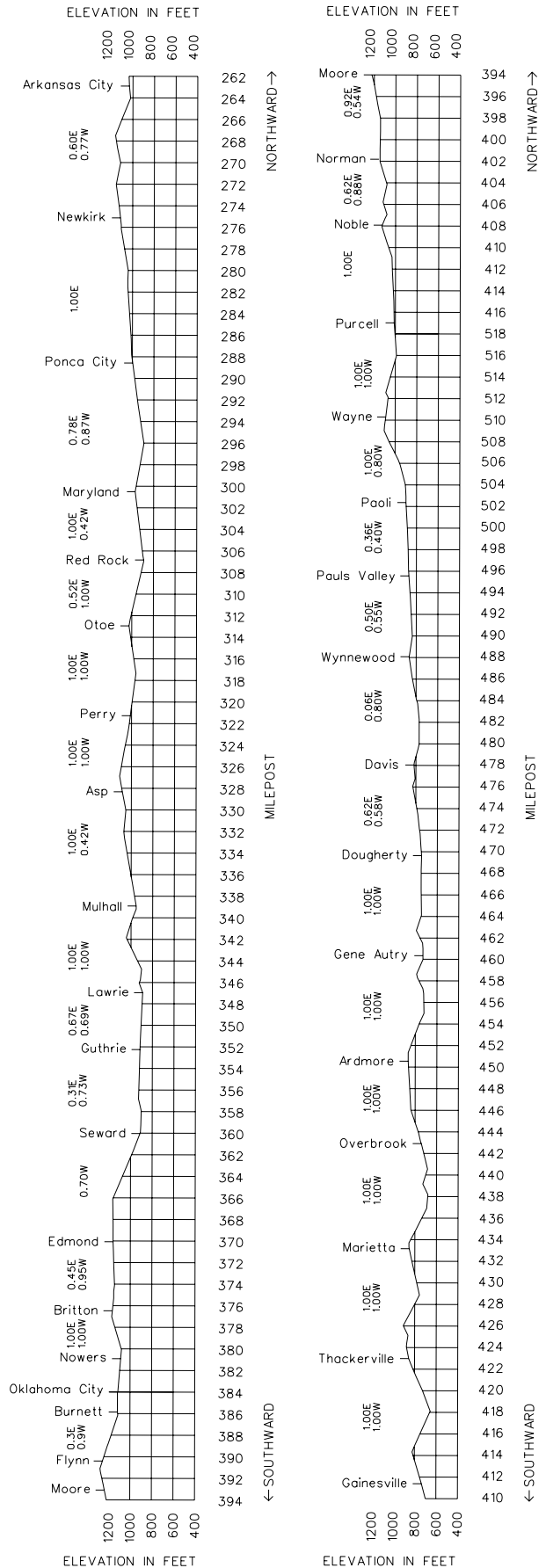
Line Segment Limits

- 7400 Arkansas City to Purcell
- 7500 Purcell to Gainesville
- 7405 Packingtown Lead
- 7403 Flynn to GM
- 7405 Oklahoma City to Belt Cine
- 7511 Admore to Uniroyal

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Kildare Coop Spur	281.2	1,984	South
OG&E Sooner Spur	308.2	34,141	North
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	North
Flynn Industrial Spur	388.8	22,338	Both
Pauls Valley Industrial Lead	496.1	7,170	South
Rayford Storage Track	473.3	2,200	North
Crusher	466.4	11,050	North
Ardmore Industrial Park	449.6	26,400	Both
Borden Chemical	414.0X	800	South

10. Grade Charts



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.	EASTWARD ↑
		96438	437.2	SAPULPA	JTR				1.7		
			438.9	Begin Stillwater Central RR	R		TWC	1003	1.7		

Radio Channel No. 70 in service.

Train Dispatcher Telephone Numbers

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

1. Speed Regulations

1(A). Speed—Maximum

MP 437.2 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
MP 437.2 to MP 438.9 136 tons, Restriction F

3. Type of Operation

TWC—in effect:
MP 437.2 to MP 438.9

Restricted Limits—in effect:
MP 437.2 to MP 438.9

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

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.

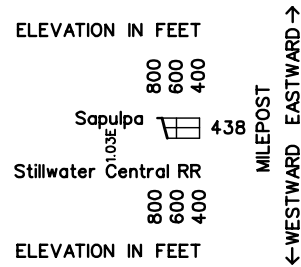
Stillwater Central Railroad Company Train Dispatcher phone number—(316) 231-2230 ext. 224.

8. Line Segments

Line Segments Limits
1003 Sapulpa to MP 438.9

9. Locations Not Shown as Stations—None

10. Grade Chart



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 ↑
		43554	18.0	VENUS					5.3	
		43550	12.7	ALVARADO			TWC	7509	1.3	
			11.4	UP RRX	M				11.4	
		43500	0.0	CLEBURNE	RBPT				19.0	

UP Dispatcher—1-800-726-1076

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Venus Subdivision	36	1	4	5&7	9
Ward Industrial Spur	36	1	4	5&7	9
UP Dispatcher	27	* 65	-	-	-

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 2.0 to MP 18.0	25 MPH.
Ward Industrial Spur, between MP 18.0 and MP 46.0	20 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

UP RRX MP 27.3 (Ward Spur) Automatic Interlocking	10 MPH.
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

MP 18.0 to MP 0.0 143 tons, Restriction C

3. Type of Operation

TWC—in effect:

MP 2.0 Cleburne to MP 18.0, 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 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track

On the Ward Industrial Spur the following are FRA Exempted Tracks:

Tracks 4210, 5250, 4280.

Track 4301 - main line to end of track.

Tracks 4701 and 4702 - Westmoreland Road to end of track.

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

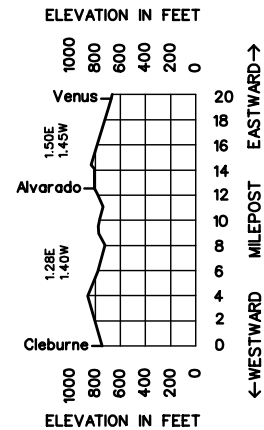
Line Segment Limits

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	18.0 to 46.0	28 miles	

10. Grade Chart



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	18.0 to 46.0	28 miles	

10. Grade Chart

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	
						ABS		3.0	
	40341	6.1	NORTH YARD	BTYM				3.0	
	40345	9.1	BNSF RRX	MY		2MT ABS		6.9	
			11.0	CP 11	Y	CTC		15.6	
7,534	40354	19.0	AVONDALE					5.7	
7,161	40370	34.6	HERMAN					10.5	
6,124	40376	40.3	DECATUR					13.0	
7,077	40387	50.8	ALVORD					4.7	
9,500	40399	63.8	FRUITLAND			TWC ABS		0.7	
			68.5	BOWIE				9.9	
			69.2	UP RRX	A			11.1	
6,366	40415	79.1	BELLEVUE					15.3	
8,898	40425	90.2	DICKWORSHAM					5.5	
			105.5	JOLLY				3.1	
22,372		110.0	RHEA					114.1	
			114.1	WICHITA FALLS	BTU				

Radio Channel 54 in service Valley Jct. to CP 11

Radio Channel 36 in service CP 11 to Tower 55

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 Dispatcher Telephone Numbers

Ft. Worth West Dispatcher (DS 55)—Valley Jct. to CP 11
(817) 234-6367 or (800) 666-1022, Fax (817) 234-6373

Ft. Worth Dispatcher (DS 22)—CP 11 to Tower 55 and Saginaw Interlocking
(817) 234-2322 Fax (817) 234-2424

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 113.0	60 MPH.
MP 113.0 to MP 114.1	40 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 9.3	20 MPH.
MP 9.3 to MP 11.1	30 MPH.
MP 11.1 to MP 118.4, trains over 100 TOB	45 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 114.1, trains over 100 TOB	30 MPH.
Through turnout west end of 2 MT	
MP 116.1 to MP 115.0, Main 1	20 MPH.
MP 116.1 to MP 115.0, Main 1, trains over 100 TOB	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.

	Freight
Both ends sidings—Decatur and Bellevue	10 MPH.
All Other Siding Turnouts	20 MPH.
Through Turnout end of 2 MT MP 11	25 MPH.
All turnouts and trackage on Saginaw Wye Connection	30 MPH.

1(D). Speed—Other

Wilbanks Steel Industrial Lead 5 MPH.

Temperature Restrictions

The following hot weather restrictions are in effect on the designated locations outlined below. All other locations will operate at track speed:
MP 11.1 to MP 68.3
MP 70.4 to MP 114.1

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
95 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

MP 0.0 to MP 114.1 143 tons, Restriction C
Wichita Falls—Six-axle locomotives and six-axle derricks not permitted on the wye and also not permitted on Valley Line.

3. Type of Operation

TWC—in effect:

MP 11.1 to MP 114.1

Yard Limits—in effect:

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

ABS—in effect:

MP 2.6 to MP 5.4

MP 7.6 to MP 10.9

MP 11.1 to MP 114.1

Two Main Tracks designated as Main 1 and Main 2

MP 5.8 to MP 11.0

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 MP 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 114.1 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 Exempted 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.

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 91330
 East Siding Switch Dickworsham—Reverse Command 89490

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 114.1

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—Valley Line

Road Line Segments

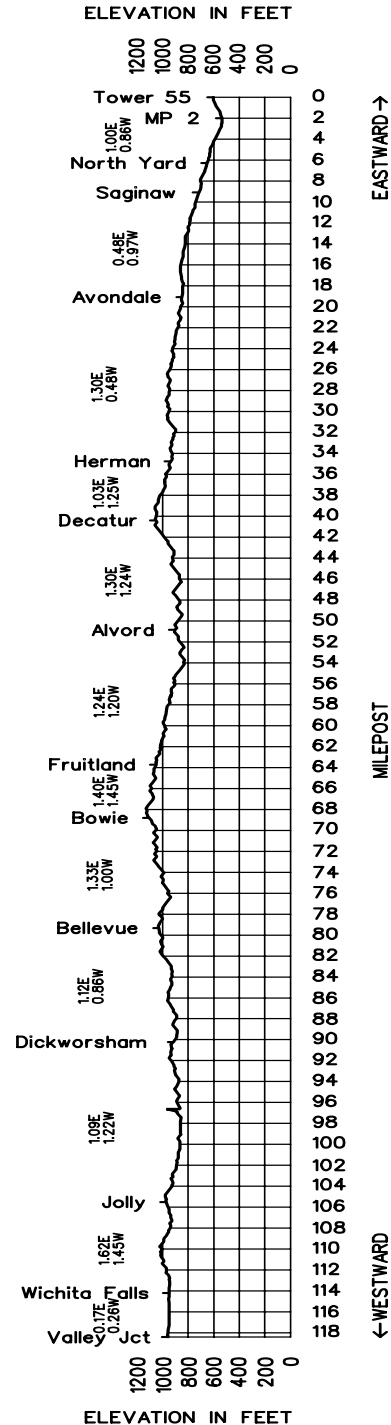
Line Segment Limits

- 485 Tower 55 to Wichita Falls
- 2900 MP 9.8 to MP 11.1, Saginaw Connection

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	15	East

10. Grade Chart



Track Bulletin Form B—Verbal Permission:

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

“Foreman (name and/or Gang No.) _____ using Form B Restriction 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 through the limits at _____ MPH (or maximum authorized speed) but not exceeding _____ MPH between/at (specifying location) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

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.

Report Trespassers
1-800-832-5452

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