

BNSF Railway Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway 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.



Texas Division

Timetable No. 7

IN EFFECT AT 0001

Central Continental Time

Wednesday, November 7, 2007

Division General Manager

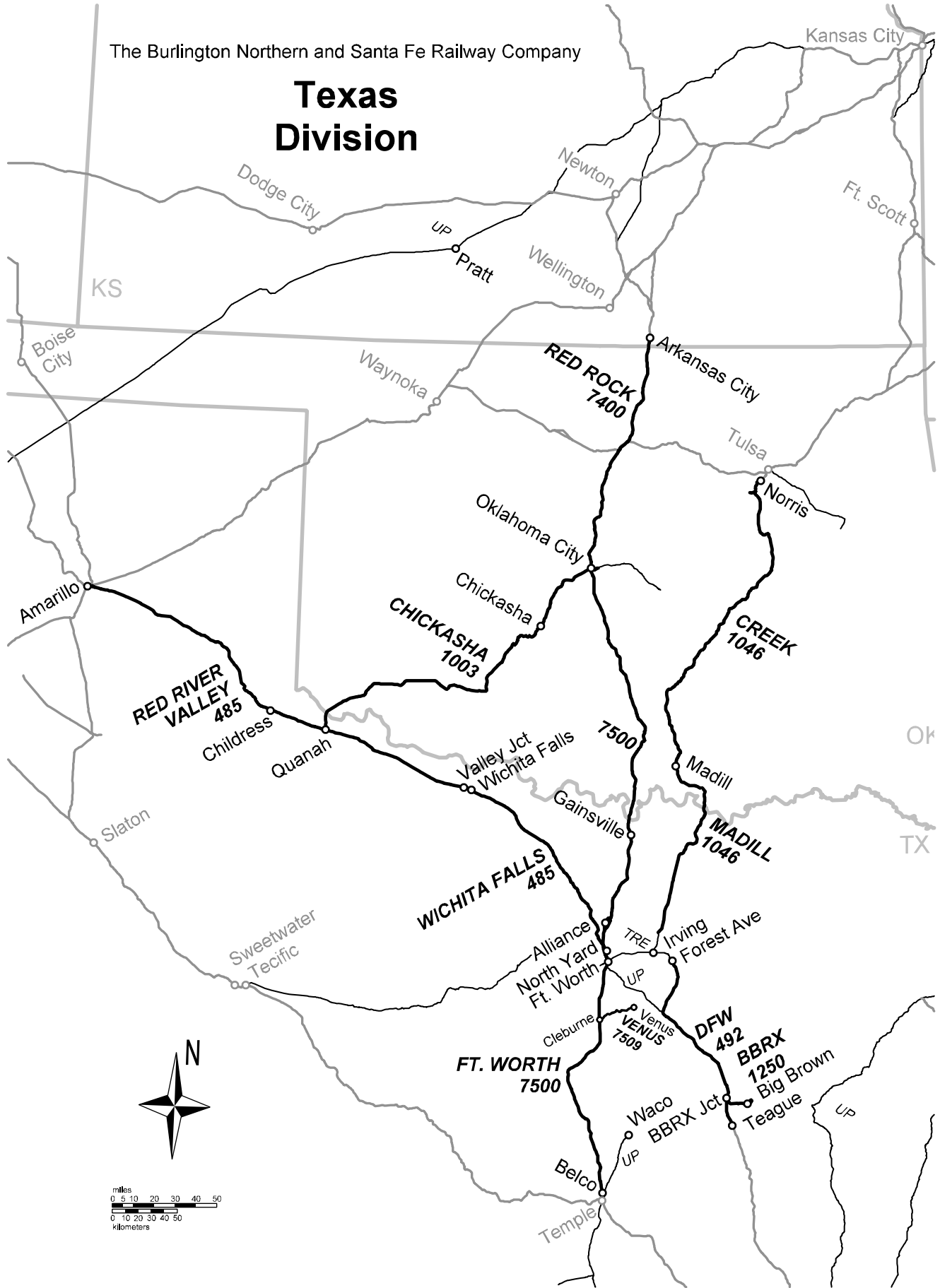
R. D. Jackson
Alliance, Texas
(817) 224-7001

General Director Transportation

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

The Burlington Northern and Santa Fe Railway Company

Texas Division



Division Managers

Alliance

T.M. CHAVEZ Trainmaster (817) 224-7057
 M.R. FLANERY Trainmaster (817) 224-7057
 L. FREEMAN Trainmaster (817) 224-7057
 D.T. HALE Superintendent Operations ... (817) 224-7201
 P.L. HOLTZMAN Trainmaster (817) 224-7057
 D.D. JENSEN Supt. Operating Practices (817) 224-7397
 D.F. KAPLAN General Foreman (817) 224-7131
 R.R. OVERHOLT Mgr. of Safety and Rules (817) 224-7007
 M.J. PLOTT Trainmaster (817) 224-7057
 E.T. POULSON Director of Administration (817) 224-7003
 B.H. SHARPE Trainmaster (817) 224-7057
 E.M. VAHLDICK Terminal Manager (817) 224-7350
 D.W. WHITTEN Terminal Superintendent (817) 224-7021
 R.L. WOLF Trainmaster (817) 224-7372

Arkansas City

T.E. AUGÉ Trainmaster (620) 441-2286

Childress

J.E. LOPEZ Trainmaster (940) 937-7080

Cleburne

M.J. DEGANO Roadmaster (817) 224-7009
 M. MARTUCCI Trainmaster (817) 224-7366

Ft. Worth

M.L. GAUNT Roadmaster (817) 740-7274
 T.E. MARTIN Supt. Network Oper. (817) 234-6344
 M.C. NEWMAN Trainmaster (817) 740-7246
 J.M. TURBEVILLE Road Foreman (817) 740-7221
 Road Foreman (817) 740-7383
 DISPATCH CENTER.. MCO (817) 352-1536
 DISPATCH CENTER.. MCO - Fax (817) 234-1207

Gainesville

D.L. DORENBACH Trainmaster (940) 668-3001

Guthrie

W.E. HONEYCUTT Roadmaster (405) 670-7678

Irving

R. CASAREZ Road Foreman (817) 224-7122
 C.L. WRIGHT Trainmaster (817) 224-7118

Madill

K.T. GRESHAM Trainmaster (918) 445-2510
 D.B. PHILLIPS Road Foreman (918) 445-7987

Oklahoma City

B.A. ATKINS Superintendent Operations ... (405) 670-7675
 S.E. DENT Trainmaster (405) 670-7526
 K.L. EALEY Trainmaster (405) 670-7686
 J.L. FINLEY Trainmaster (405) 670-7594
 M.A. KNIGHT Roadmaster (405) 670-7688
 L.D. MARLAR Trainmaster (405) 670-7684
 H.M. PONCE Trainmaster (405) 670-7526
 T.W. ROBERTSON Road Foreman (405) 670-7595
 S.W. SERGAS Terminal Manager (405) 670-7685

Saginaw

S.D. BRANSCUM Trainmaster (817) 352-2924
 P.C. DODSON Roadmaster (817) 352-7169
 D.C. RANKIN Divn. Engineer (817) 352-2907
 B.D. TEEL Asst. Dir. Mtce. Production (817) 352-2931

Sherman

M.J. WATKINS Roadmaster (817) 352-2548

Wichita Falls

G.D. MARTIN Road Foreman (940) 716-5710
 E.K. WYRICK Trainmaster (940) 716-5705

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	BBRX Subdivision Rule 6.28 STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			0.0	DUMP STATION				3.3	
			3.3	BIG BROWN				8.2	
			11.5	SESSIONS		Rule 6.28	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		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

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 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.—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

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

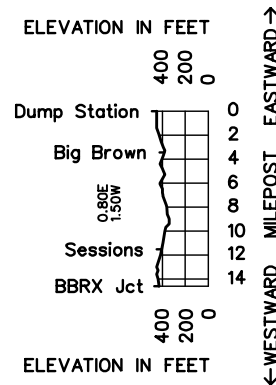
8. Line Segments

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	QUANAHA		BJTR				11.2	

Radio Channel No. 39 in service.

Radio Call-In	
Eldorado - 72(X)	Altus - 73(X)
Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Telephone Numbers

Dispatcher—(817) 234-6056, Fax (817) 234-6077

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 679.4 25 MPH.
 MP 679.4 to MP 679.7 10 MPH.
 MP 679.7 to MP 723.3 25 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 540.0 136 tons, Restriction F
 MP 540.0 to MP 542.0 143 tons, Restriction D
 MP 542.0 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 MP 540.0 and MP 542.0. 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

Oklahoma City—Trains and engines operating over the 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 the west ladder track switch will be lined and locked for the movement last made.

Stillwater Central Railroad—The SLWC (Stillwater Central Railroad) has trackage rights between MP 668.7 and MP 689.0. Attempt to contact the SLWC on channel 39 before moving within these limits.

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

Protect Open Switch—Protect Open Switch is in effect on this subdivision.

Protect Crossings from the Ground—A crew member must protect the following crossings from the ground:

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

Use of Dynamic Brakes—The use of Dynamic Brakes is prohibited between MP 668.7 and MP 691.0.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
 MP 542.0 to MP 543.0
 MP 673.4
 MP 677.8
 MP 692.0

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Chickasha Subdivision. Refer to Item 21 of the System Special Instructions.

8. **Line Segments**

Road Line Segments

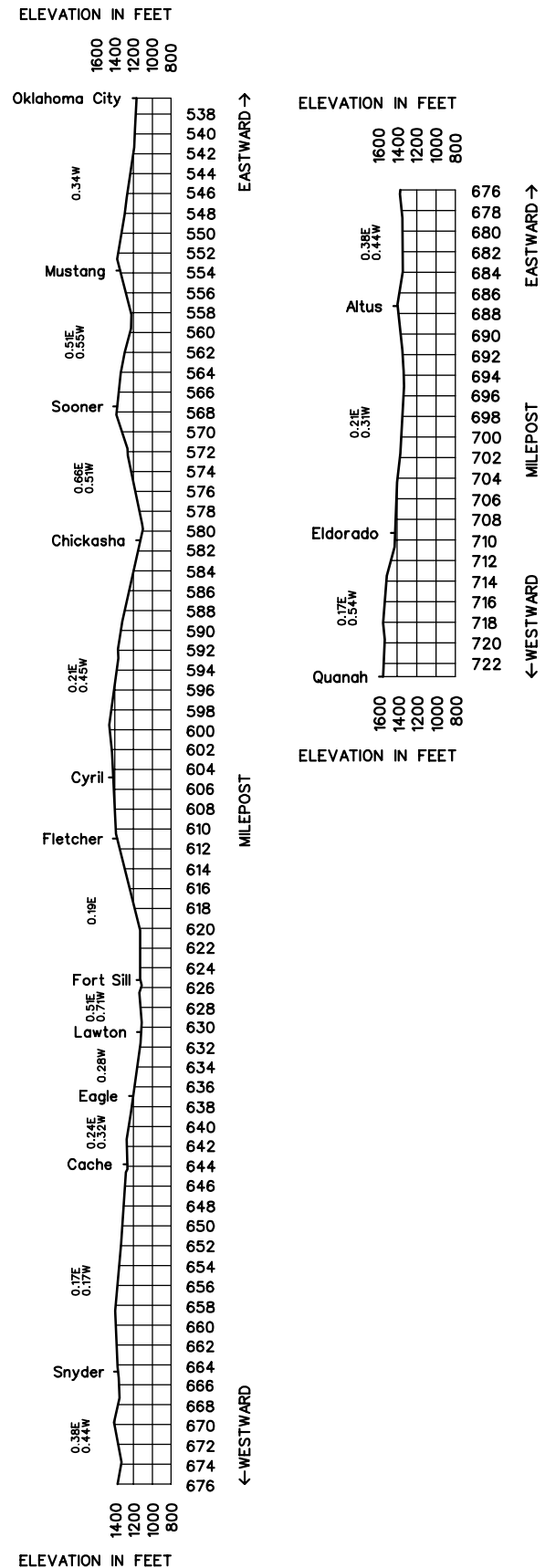
Line Segment Limits

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	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				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			CTC	1046	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					10.8	
	8,811	94603	602.6	MADILL	P				175.7	

MP 426.9 to MP 430.5 including the turnout at 2 Main Tracks is under the jurisdiction of the Springfield Division.

Channel No. 54 in service West Cherokee to Sapulpa.

Channel No. 62 in service Sapulpa to Madill.

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		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

Dispatchers' Phone Numbers

Cherokee West Dispatcher (DS 50)—Channel 54—West Cherokee to Sapulpa, (817) 234-6153, FAX (817) 234-6413
Creek Dispatcher (DS51)—Channel 62—Sapulpa to Madill, (817) 234-1383, FAX (817) 234-7287

1. Speed Regulations

1(A). Speed—Maximum

MP 428.6 to MP 602.6 **Freight** 55 MPH.

1(B). Speed—Permanent Restrictions

MP 428.6 to MP 429.2 25 MPH.
MP 436.2 to MP 438.2 25 MPH.
MP 441.7 to MP 442.9 (HER) 30 MPH.
MP 468.6 to MP 469.3 (HER) 35 MPH.
MP 480.2 to MP 482.7 25 MPH.
MP 518.3 to MP 520.6 25 MPH.
MP 535.8 Bridge—trains over 100 TOB 25 MPH.
MP 547.2 to MP 548.8 (HER) 20 MPH.

Freight

1(C). Speed—Switches and Turnouts

Siding turnout:
Henryetta, Fitzhugh 10 MPH.
All other siding turnouts 20 MPH.
MP 428.6—turnout Main 1, Main 2 20 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.
Hilltop Plant 10 MPH.

Hot Weather Speed Restrictions:

When ambient temperature exceeds 90 degrees:
Trains 100 TOB and over 30 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 are not permitted on the 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 are not permitted:

Mill Creek—Old Sand Plant Tracks
Sapulpa—Bartlett Collins

Not more than one locomotive is allowed when switching MP 428.8, Switch Zone 100

3. Type of Operation

CTC—in effect:
MP 428.6 to MP 602.6

Multiple Main Tracks—in effect:

2 MT:
MP 428.6 to MP 430.5
MP 435.5 to MP 436.9

4. General Code of Operating Rules Items

Rule 2.12—In the application of this rule, the following applies: In block signal territory, when a train is passing the approach signal to a control point which is displaying other than clear, 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 (MPH)

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 501.2—Bridge Detector SWD (See Below *)
 MP 503.4—Bridge Detector NWD (See Below *)
 MP 592.4—DED—SWD—Recall Code 776
 MP 600.3—DED—NWD—Recall Code 876
- B. Other TWD Locations
 MP 435.1—DED/Exception Reporting
 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 587.7—Recall Code 768
 MP 592.4—DED—NWD only—Recall Code 776
 MP 600.3—DED—SWD only—Recall Code 876

*The detector protecting Bridge 503.4 is connected to CTC. If the NWD absolute signal at MP 503.4 displays Stop, or if the SWD intermediate signal at MP 501.2 displays Stop and Proceed, contact the dispatcher for instructions before passing over the bridge.

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.

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—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

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

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Creek Subdivision. Refer to Item 21 of the System Special Instructions.

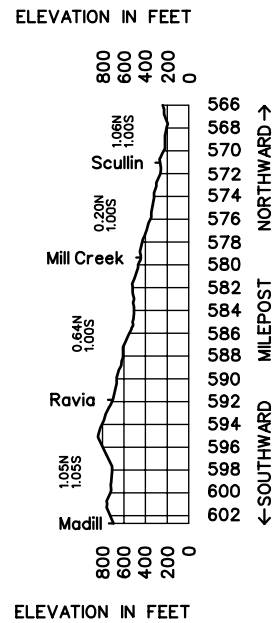
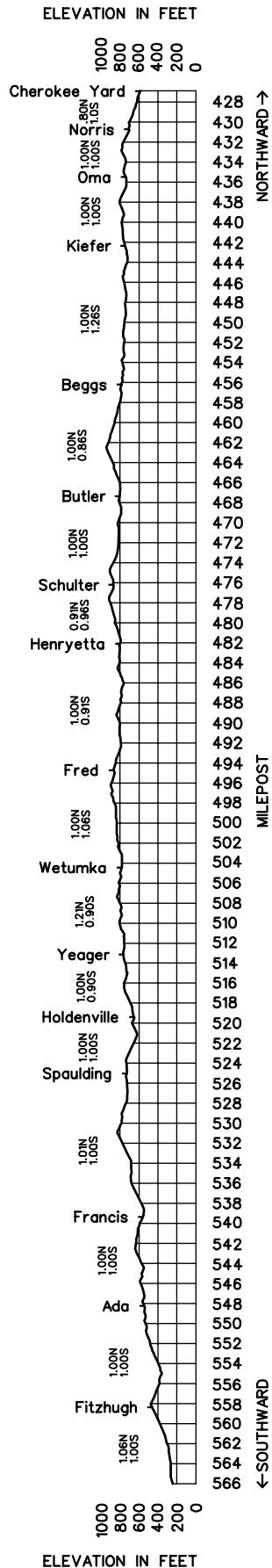
8. Line Segments**Line Segment Limits**

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
Hilltop	MP 577.0	150	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		BRT				

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 62 - Radio Call-In TRE		
Dallas - 430	Irving - 431	Ft Worth - 432
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

Houston Sub Dispatcher, (817) 234-1665, Fax (281) 350-7562

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 770.4	25 MPH.
MP 770.4 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, 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

Restricted Limits—in effect:

MP 203.0 MP 207.0

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.

North Jct.—When a train is verbally authorized by the UP dispatcher to pass the absolute signal per Rule 9.12.1, a member of the crew must receive authority to pass the signal per Rule 9.12.1 from the TRE Dispatcher, as well.

Waxahachie—Southward 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 to 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 the multichannel radio on channel 20 and press “ * ”.

To contact the UP Dispatcher for the Midlothian Subdivision, place the multichannel radio on channel 37 and press “ * ”.

Protect Open Switch (POS)—POS is in effect at:

- NSS and SSS Lancaster
- NSS and SSS Sterrett
- NSS and SSS Waxahachie
- NSS and SSS Bardwell
- NSS and SSS Corsicana

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

Madill Subdivision—Before entering Restricted Limits on the Madill Subdivision (MP 704.0 to MP 711.0) at either WC Jct. or EC Jct. 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.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 775.0 to MP 776.0

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the DFW Subdivision. Refer to Item 21 of the System Special Instructions.

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

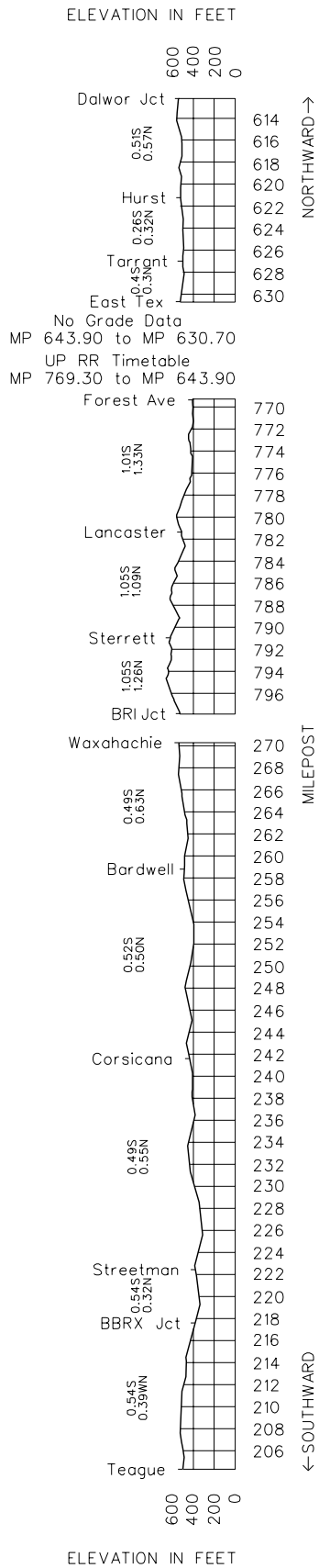
Line Segment Limits

- 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			10.5	
	8,204	51060	400.8	VALLEY VIEW					13.2	
	8,179	51045	387.6	METRO		JT			1.6	
			386.0	DALLAS JCT.					0.4	
			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					MT1-2.2 MT2-7.6	
			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)					3.9	
	6,961		360.9	SOUTH HASLET (Main 2)					2.6	
				CP 3583					1.4	
	12,570		356.9	LAKE WANDA					1.3	
				CP 3556					0.8	
				CP 3548					0.9	
	S11,896	51200	353.9	SAGINAW (UP RRX)		MBCP			5.0	
	4,383	51015	348.9	NORTHSIDE (FWWR RRX)		M			2.9	
		51000	346.0	FT WORTH		R		7500	0.4	
			345.6	TOWER 55-UP RRX		JM			2.8	
	5,808	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			2.9	
			314.6	CP 3146					4.3	
	11,050	43496	310.3	RIO VISTA					6.9	
	11,150	43495	303.4	BLUM					9.0	
	10,525	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					3.0	
	7,580	43400	218.2	TEMPLE		JBCPT			193.1	

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
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5

Radio Channel 87 in service Belco to Temple.

Train Dispatcher Telephone Numbers

Red Rock Split Dispatcher (DS 114 - Ch 85)—M-F, 0700-2300
Gainesville to Justin—(817) 234-2114, Fax (817) 234-2421

Ft. Worth Dispatcher (DS22—Ch 36)—M-F, 0700-2300,
Lambert to Pendleton; S-S, 0700-2300 Gainesville to Pendleton;
M-M, 2300-0700 Gainesville to Pendleton; Controls the
Saginaw Interlocking at all times—(817) 234-2322, Fax (817)
234-2422

Lampasas Dispatcher (DS24—Ch 30)—Belco 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 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	10 MPH.	10 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:		
Track 7151, crossover north lead	30 MPH.	30 MPH.
Track 7151, crossover south R and D leads ..	30 MPH.	30 MPH.
* 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.

	Passenger	Freight
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 Subdivn., MP 218.1	20 MPH.	20 MPH.
SE Ft. Worth Sub. Main Track	20 MPH.	20 MPH.

1(D). Speed—Other

Fort Worth 17th St. Yard, all freight yard tracks except main track and leads 5 MPH.
Crawford, Franklin Industry Tracks 2040 and 2041 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 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:
MP 411.3 to MP 346.7
MP 345.6 to MP 218.1
Gainesville, Track 6596 (Tail Track)
Both legs of Wye tracks between Metro and South Wye
Both legs of Wye tracks at CP 3556 and CP 3548
Birds to MP 1.3, Old Dublin Main Track
Temple, South Frt. Lead

Multiple Main Tracks—in effect:

2 MT:
MP 368.6 to MP 360.8
MP 346.7 to MP 345.7

Restricted Limits—in effect:

MP 346.7 to MP 345.8, MT 1
MP 346.7 to MP 345.9, MT 2

Control Point Identification—Main 2:

North Haslet MP 364.4
CP 3624 MP 362.4

Manual Interlockings Not Controlled by BNSF—By UP:
Tower 55, MP 345.8 to MP 345.6, MT 1; MP 345.9 to MP 345.7, MT 2.

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 and 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 the Wye track between Metro and South Wye.

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

Rule 2.12—In the application of this rule, the following applies: In block signal territory, when a train is passing the approach signal to a control point which is displaying other than clear, 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 (MPH)

Exception—This radio announcement is not required between Justin and Birds.

Rule 5.8.2 Quiet Zones—This modification applies between MP 346.6 and MP 346.9, East 1st Street and Peach Street crossings, Ft. Worth. Due to quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect. Requirement for ringing engine bell, GCOR Rule 5.8.1, remain in effect.

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 391.6—Recall Code 8
 - MP 375.1—Recall Code 7
 - MP 358.5—Recall Code 8
 - MP 351.3—DED—Recall Code 0
 - MP 331.3—Recall Code 8
 - MP 307.8—Recall Code 7
 - 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 (RCZ)—On the south end of Alliance Yard, two RCZs are established on the 7130 and 7133 leads. RCZ signs will be placed at the outside limits of each zone to designate the limits. RCZ 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. The RCZ sign on the 7130 lead is placed on the left-hand side. RCZ 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. The RCZ sign on the 7133 lead is placed adjacent to Roundhouse lead on the left-hand side.

Activation/Deactivation Procedure—The remote control operator will notify the switch tender when the RCZ 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 RCZ prior to entering the limits. If unable to contact the remote control operator, contact the switch tender to determine if either RCZ is activated.

Remote Control Operations—Saginaw Yard—Signs located at MP 351.29 (Southbound departing signal off Old West Siding or West Pass) and MP 353.8 (Northbound departing signal off Old West Siding or West Pass) designate the Remote Control Area at Saginaw Yard.

Remote Control Zone (RCZ)—Two RCZs are established at Saginaw Yard. RCZ 1 is established on the north end of Saginaw Yard on track 8297 (Old West Siding or West Pass). The north limit of the RCZ 1 is at MP 353.70 (50 feet south of Southern Ave.). The south limit of RCZ 1 is at the North Saginaw Lead Switch off Track 8297. RCZ 2 is established on the south end of Saginaw Yard on track 8297 (Old West Siding or West Pass). The north limit of RCZ 2 is the 8360 switch and the south limit is at MP 351.4 (5 car lengths from the south departure signal).

Activation/Deactivation Procedure—The Remote Control Operator will notify the Saginaw Yardmaster when the RCZ is activated or deactivated. Movements desiring to enter the RCZ must contact the Saginaw Yardmaster on Channel 84 to deactivate the RCZ prior to entering the limits. If the yardmaster can not be reached on Channel 84, contact the RCO Operator for instructions to enter the zone.

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.

Alliance Yard—All trains and engines using tracks 7101 through 7112, in the “D” yard at Alliance for other than switching operations must ring the bell continuously until the train or engine reaches the end of the track they are using.

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.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- 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 223.5 to MP 224.5
- MP 297.3 to MP 296.3
- MP 351.3 to MP 350.3
- MP 360.8 to MP 359.8
- MP 379.0 to MP 380.0

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Ft. Worth Subdivision. Refer to Item 21 of the System Special Instructions.

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

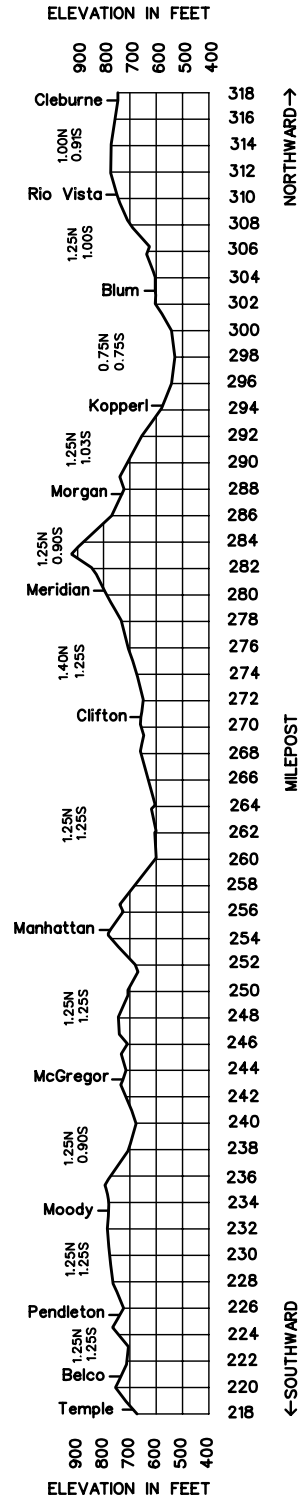
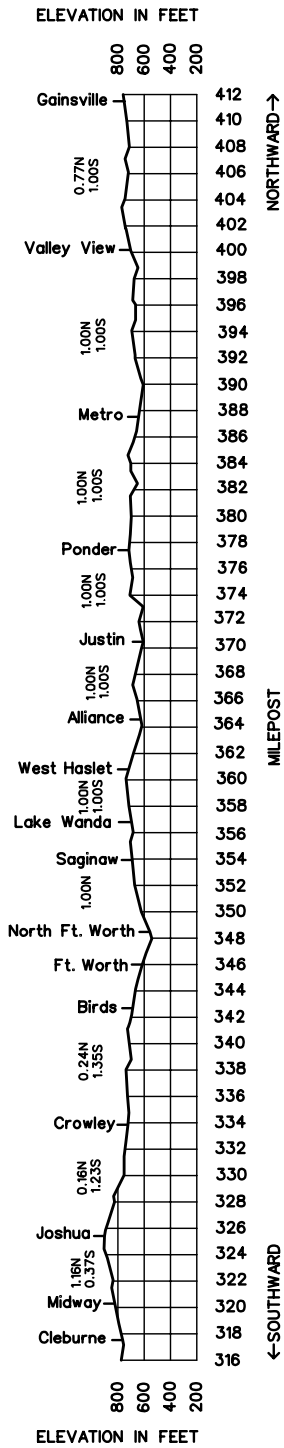
Line Segment Limits

- 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		Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑	
				Rule 4.3						
	8,760	94603	602.6	MADILL	B	CTC	1046	8.0		
	8,540	94610	610.6	KINGSTON					9.6	
		94620	620.2	LAKESIDE	J				4.6	
	8,617	94625	624.8	BARRY					6.3	
		94631	631.1	STALEY	J				5.4	
THE UP RR TIMETABLE GOVERNS MP 630.96 TO MP 631.42										
		94637	636.5	DENISON	J	TWC ABS	1046	0.6		
			637.1	SOUTH DENISON					7.1	
			644.2	NORTH SHERMAN					1.3	
	6,958	94644	645.5	SHERMAN	JT	TWC	1046	4.4		
		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					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-27
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers
(817) 234-6151, Fax (817) 234-6411

1. Speed Regulations

1(A). Speed—Maximum

MP 602.6 to MP 709.2	Freight 40 MPH.
----------------------------	---------------------------

1(B). Speed—Permanent Restrictions

MP 610.4 to MP 611.1	25 MPH.
MP 630.1 to MP 631.0	30 MPH.
MP 631.0 to MP 631.4	20 MPH.
MP 634.9 to MP 635.5	30 MPH.
MP 635.5 to MP 637.1	20 MPH.
MP 644.2 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.
MP 710.8 to MP 711.0	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.
 MP 620.2, Through turnout 20 MPH.
 Madill, Kingston, Sherman, Dorchester, Prosper,
 Hebron and Gribble, Both ends of sidings 10 MPH.

Freight
 Turnout to Irving North and South Leg of Wye 10 MPH.
 All other siding turnouts 20 MPH.

1(D). Speed—Other

Carl Road Crossing - Irving 5 MPH.

Temperature Restriction—When the ambient (air) temperature exceeds 110 degrees F, the applicable speed restriction will apply on the main track at the following locations:
 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

Trains 100 TOB and over 30 MPH.
 Freight Trains under 100 TOB 35 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

CTC—in effect:
 MP 602.6 to MP 636.5

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 at WC Jct. or EC Jct. communicate with and be governed by instructions from the Tulsa South Dispatcher.

Interlocking

DGNO RRX, MP 700.5

Controlling Railroad

DGNO

4. General Code of Operating Rules Items

Rule 2.12—In the application of this rule, the following applies: In block signal territory, when a train is passing the approach signal to a control point which is displaying other than clear, 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 (MPH)

Rule 5.8.2 Quiet Zones—This modification applies between MP 693.15 and MP 693.65. Due to quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect. Requirement for ringing engine bell, GCOR Rule 5.8.1, remain in effect.

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

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.

Carrollton—There is close clearance on the Bayfield Lead which will not clear a person on the side of a car.

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.

All trains and engines on the Gribble Siding must sound the bell and whistle continuously when approaching and passing Martin Marietta Material’s Gribble unloading facility from 0600 to 2000 daily.

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.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
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

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

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Madill Subdivision. Refer to Item 21 of the System Special Instructions.

8. Line Segments

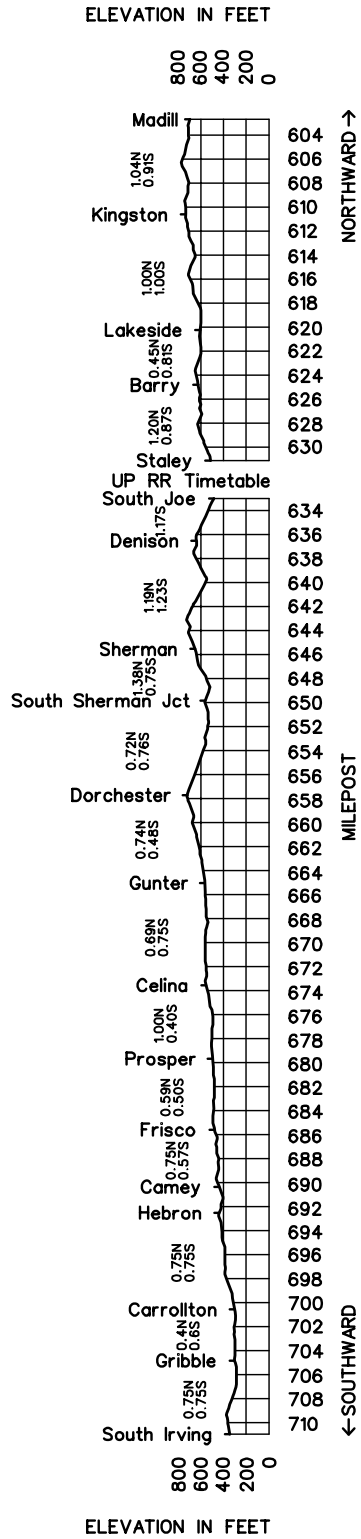
Yard Line Segments
Line Segment Limits
1145 Sherman
793 Irving

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		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		40449	114.1	WICHITA FALLS	BTU	TWC	485	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					11.2	
9,855	40547	211.7	KIRKLAND			CTC		8.5	
12,204	40556	220.2	CHILDRESS					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			TWC CTC	3.4		
	40643	307.9	CLAUDE			TWC	9.8		
7,316	40653	317.7	KASOTA			CTC	15.1		
		332.8	BC JCT (Main 1)	J		TWC 2MT CTC	1.9		
	40671	334.7	EAST TOWER	JMRT			220.6		

MP 327.5 to MP 334.7 is under the jurisdiction of the Kansas Division.

Radio Channel 54 in service between Valley Jct and CP 1562.

Radio Channel 66 in service between CP 1562 and Amarillo.

Radio Call-In		
Wichita Falls West CTC - 20(X)	Electra - 27(X)	Oklaunion - 28(X)
Vernon - 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		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

Valley Jct. to Vernon—(817) 234-6367, Fax (817) 234-6373
 Vernon to East Tower—(817) 234-6056, Fax (817) 234-6077

1. Speed Regulations

1(A). Speed—Maximum

MP 114.1 to MP 116.1	40 MPH.	Freight
MP 116.1 to MP 237.4	60 MPH.	
MP 237.4 to MP 334.7	49 MPH.	

Freight

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 334.7, 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 334.7 143 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 334.7, Main 1

Multiple Main Tracks—in effect:

2 MT:

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

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

ABS—in effect:

- MP 237.4 to MP 238.8.

Restricted Limits—in effect:

- MP 327.5 to MP 334.7, 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 the yardmaster for instructions.

4. General Code of Operating Rules Items

Rule 2.12—In the application of this rule, the following applies: In block signal territory, when a train is passing the approach signal to a control point which is displaying other than clear, 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 (MPH)

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.

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.

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

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
 MP 136.4 to MP 137.1
 MP 226.2 to MP 226.5
 MP 271.3 to MP 271.6
 MP 277.1 to MP 277.9
 MP 289.0 to MP 289.5

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

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Red River Valley Subdivision. Refer to Item 21 of the System Special Instructions.

8. Line Segments

Yard Line Segments

Line Segment Limits

- 765 Amarillo
- 766 Childress
- 795 West Texas Power Co. Tracks

Road Line Segments

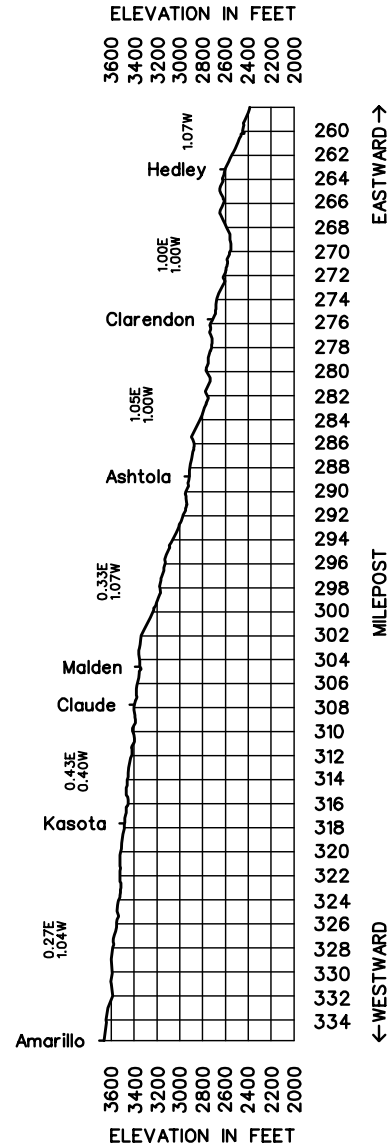
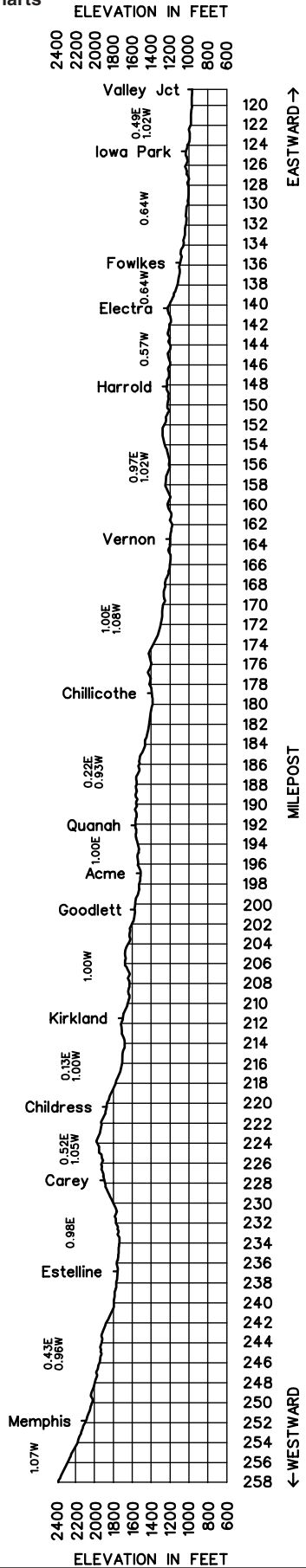
Line Segment Limits

- 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					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					5.4	
	14,725	51700	352.6	GUTHRIE		PT			7.4	
	9,735	51695	360.1	SEWARD				7400	10.0	
	7,041	51690	370.1	EDMOND					6.7	
	8,029	51680	376.8	BRITTON					3.9	
			380.7	NOWERS		BP			3.3	
		51500	384.0	OKLAHOMA CITY		X(2)T			0.2	MT 1: 1.1 MT 2: 1.9
			385.1	SHIELDS (Main 1)			2MT CTC		0.6	
			385.3	RIVER (Main 1)					1.6	
			385.9	BURNETT		X(2)			1.3	
			387.5	SOUTH BURNETT					1.7	
			388.8	GM CROSSOVER					4.4	
	8,460	51500	390.5	FLYNN		BCPT			8.6	
	8,351	51420	393.2	MOORE					6.2	
	6,678	51415	401.8	NORMAN					9.2	
	9,075	51400	408.1	NOBLE					7.3	
	9,600	51400	417.3 517.5	PURCELL			CTC		7.6	
	8,297	51325	510.2	WAYNE					7.0	
	8,229	51315	502.6	PAOLI					7.5	
	7,926	51300	495.6	PAULS VALLEY					10.1	
	8,804	51255	488.1	WYNNEWOOD					8.4	
	9,225	51250	478.0	DAVIS		T			9.3	
	8,599	51240	469.6	DOUGHERTY					9.9	
	8,443	51225	460.3	GENE AUTRY					7.4	
		51200	450.4	ARDMORE		BPT	2MT CTC		9.9	
	10,739		443.0	OVERBROOK					10.0	
	9,945	51140	433.1	MARIETTA					11.8	
	8,053	51120	423.1	THACKERVILLE					261.3	
		51100	411.3X	GAINESVILLE		BP				

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 380.7	45 MPH.
MP 380.7 to MP 385.7 (HER), Main 1 and Main 2	40 MPH.
MP 385.7 to MP 387.6 (HER), Main 2	50 MPH.
MP 385.7 to MP 387.6 (HER), Main 1	40 MPH.
MP 407.2 to MP 412.0	75 MPH.
MP 412.0 to MP 412.5	65 MPH.
MP 415.8 to MP 416.6	65 MPH.
MP 515.5 to MP 513.2	55 MPH.
MP 513.2 to MP 507.6	65 MPH.
MP 507.6 to MP 504.3	55 MPH.
MP 504.0 to MP 503.0	60 MPH.
MP 496.5 to MP 495.3	50 MPH.
MP 476.3 to MP 473.7	60 MPH.
MP 473.7 to MP 467.7	65 MPH.
MP 467.7 to MP 466.4	60 MPH.
MP 466.4 to MP 462.8	35 MPH.
MP 462.8 to MP 462.0	45 MPH.
MP 462.0 to MP 461.0	50 MPH.
MP 460.3 to MP 459.6	50 MPH.
MP 459.3 to MP 453.2	55 MPH.
MP 453.2 to MP 451.3	70 MPH.
MP 451.3 to MP 449.3	25 MPH.
MP 422.3 to MP 418.6	55 MPH.
MP 418.5 to MP 417.7X	45 MPH.
MO 417.7X to MP 412.4X	60 MPH.
MP 412.4X to MP 411.3X	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 City, 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.

	Passenger	Freight
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.	
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.	
Burnett, crossover		
Less than 100 TOB	40 MPH.	
100 TOB and over	25 MPH.	
South Burnett, crossover		
Less than 100 TOB	40 MPH.	
100 TOB and over	25 MPH.	
Shields, turnout	10 MPH.	
River, turnout	10 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, Track 0325 at MP 378.9 (4-axle units only) 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 (4-axle units only)
 - Track 6360, Uniroyal Lead (4-axle units only)
 - Track 6368, 6369, Uniroyal runaround and Uniroyal track 5 MPH.
- Oklahoma City, Crowley Tar, Track 525 (four-axle units only) 5 MPH.
- Shawnee Industrial Spur, MP 124.0 to MP 126.0 5 MPH.
- Georgia Gulf, 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

Do not operate locomotives over the ballast pit on Track 219 at Arkansas City.

From Purcell to Gainesville, six-axle units are not allowed on tracks other than the main track, sidings and yard tracks unless otherwise authorized.

Loads or engines should not be moved across Bridge 4.0 on the Uniroyal Lead.

3. Type of Operation

CTC—in effect:

MP 263.4 to MP 380.7

2 MT CTC—in effect:

MP 380.7 to MP 387.4

CTC—in effect:

MP 387.4 to MP 451.0

2 MT CTC—in effect:

MP 451.0 to MP 449.8

CTC—in effect:

MP 449.8 to MP 411.3X

On CLIC track 6596 (Tail Track) Gainesville

4. General Code of Operating Rules Items

Rule 1.14—BNSF trains use UP tracks between Shawnee and Harter.

Rule 2.12—In the application of this rule, the following applies:

In block signal territory, when a train is passing the approach signal to a control point which is displaying other than clear, 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 (MPH)

Exception—This radio announcement is not required between Edmond and Norman

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 341.9—Recall Code 7

MP 358.9—Recall Code 8

MP 377.8—Recall Code 8

MP 395.5—Recall Code 7

MP 404.2—Recall Code 8

MP 505.7—Recall Code 8

MP 482.6—Recall Code 7

MP 468.6—DED, Exception Reporting—Recall Code 8

MP 462.9—DED, Exception Reporting—Recall Code 7

MP 457.6—Recall Code 8

MP 437.5—Recall Code 8

MP 426.3—DED, Exception Reporting

MP 421.1—NWD only—Recall Code 8

MP 418.1—DED, Exception Reporting

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

Shawnee Industrial Spur—TTQX cars, BNSF 306000-306153, GVSF 89000-89058 and CRLE 1997 (Car Kind M3E—Hi-Tri Levels) are not permitted on the Shawnee Industrial Spur.

Oklahoma City—Track 1221 may only be used for weighing cars. No switching is allowed over the scales.

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 a person on the side of a car.

Loading Track 6208 Coke Spur in Kerr McGee has impaired clearance on the east end. Cars or engines must not pass the yellow paint on the rail and the dock. Crew switching this track must not go past this point when spotting or pulling cars.

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

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

Remote Control Operations—Signs at MP 261.2 (Arkansas City Subdivision) and at MP 266.2 (Red Rock Subdivision) designate the Remote Control Area at Arkansas City.

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 are 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 are 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 MP 5.0. The west limit is MP 4.4 on the 929 lead. Signs are located as follows:

1. MP 5.0.
2. 929 lead at MP 4.4 on the south side of the 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 4.4 on the 930 lead. Signs are located as follows:

1. Clearance point of the 965 loop switch at the west end of the north (GM) yard.
2. 930 lead at MP 4.4 on the north side of the track.

Activation/Deactivation Procedures—The remote control operator will notify the ATM when the remote control zone is activated or deactivated. To enter Zones 1, 2, 3 or 4 movements must contact the remote control operator or the ATM to determine if the remote control zone is activated.

Duplicate Mileposts—Between Thackerville (MP 417.3X) and Gainesville (MP 411.3X) mileposts will be 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

VICX Cars—VICX 9000-series cars, loaded up to 157.5 gross tons, may operate between Gainesville and Oklahoma City, but they are limited to 45 MPH where permitted.

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

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
 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 381.2 to MP 381.6
 MP 416.7 to MP 417.3
 MP 497.2 to MP 493.0
 MP 517.5 to MP 516.0
 MP 502.5 to MP 502.4
 MP 468.4 to MP 462.0
 MP 451.0 to MP 450.6
 MP 440.5
 MP 418.6 to MP 413.6X

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

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Red Rock Subdivision. Refer to Item 21 of the System Special Instructions.

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

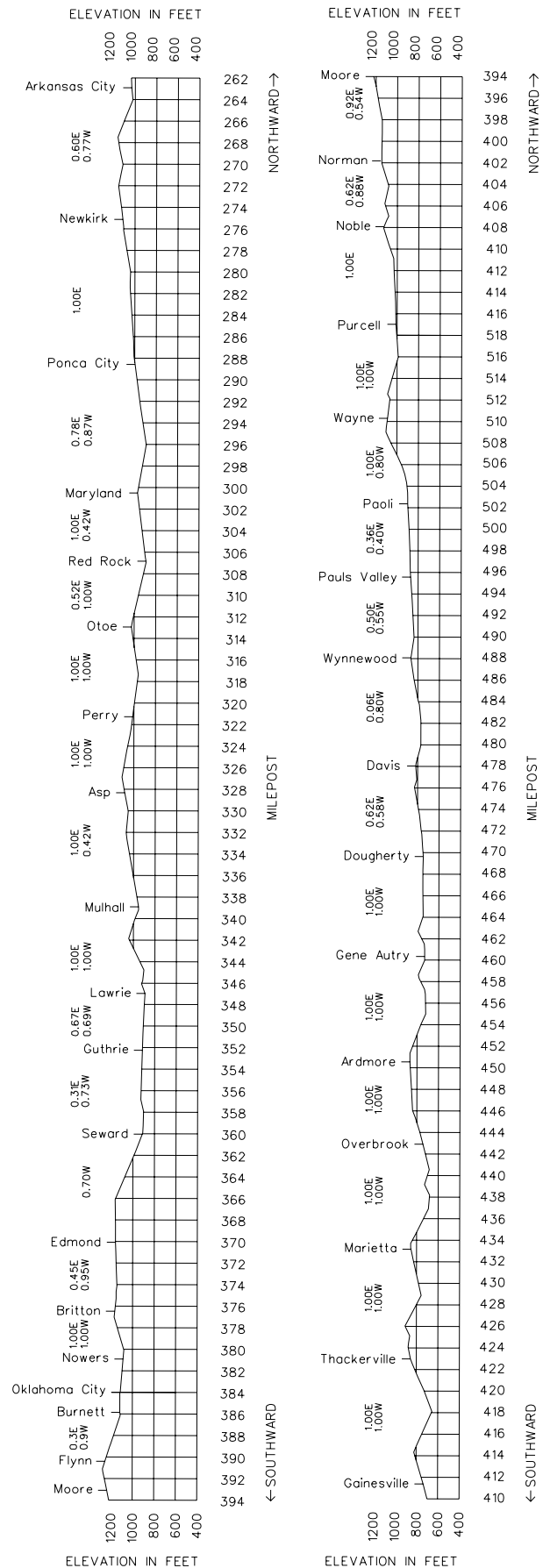
Line Segment Limits

- 7400 Arkansas City to Purcell
- 7500 Purcell to Gainesville
- 7405 Packingtown Lead
- 7403 Flynn to GM
- 7511 Ardmore 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, Emergency 911

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 438.9 143 tons, Restriction C

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.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

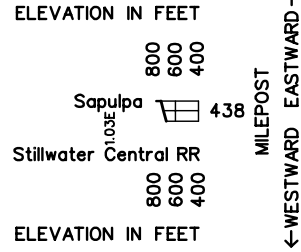
8. Line Segments

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			TWC	7509	5.3	
		43550	12.7	ALVARADO					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 18.0 to MP 2.0	25 MPH.
Ward Industrial Spur, between MP 18.0 and MP 46.0	20 MPH.

1(B). Speed—Permanent Restrictions

MP 13.4 to MP 11.4	20 MPH.
MP 7.9 to MP 7.0	20 MPH.
MP 2.0 to MP 0.3	20 MPH.
MP 0.3 to MP 0.0	10 MPH.

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

UP RRX MP 27.3 (Ward Spur) Manual 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 18.0 to MP 2.0

Restricted Limits—in effect:
MP 2.0 to MP 0.0

Manual Interlocking Controlling Railroad

UP RRX, MP 11.4 UPRR
Ward Ind. Spur, Midlothian, MP 23.1 UPRR
This interlocking is named CP 023. Contact the UP dispatcher using *58 or *56 on AAR channel 37. The dispatcher's phone number is 800-726-1130 or 281-350-7421.

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

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

- Tracks 4210, 4250, 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.

Remote Control Area—Signs at MP 18.0 and MP 46.0 on the Ward Industrial Spur designate the Ward Industrial Spur Remote Control Area.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments

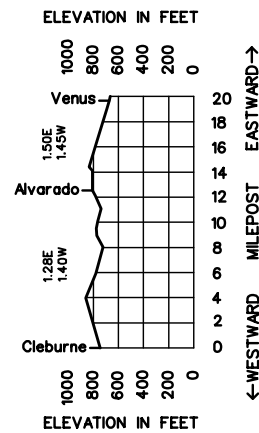
Road Line Segments
Line Segment Limits

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



NORTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Wichita Falls Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	SOUTHWARD ↑
			0.0	TOWER 55			CTC		2.0	
			754.4	TOWER 60					1.5	
			4.8	DEEN ROAD					1.3	
Tower 55, MP 0.0 (UP MP 754.4) to Deen Road, MP 4.8 (UP MP 750.9) is under the jurisdiction of the UP Timetable and Special Instructions.										
WESTWARD ↓		40341	6.1	NORTH YARD	BTYM	2 MT ABS	485		3.0	EASTWARD ↑
		40345	9.1	BNSF RRX	MY				3.0	
			11.0	CP 11	Y	2 MT CTC		6.9		
		7,213	40354	19.0	AVONDALE			15.6		
		7,161	40370	34.6	HERMAN			5.7		
		5,950	40376	40.3	DECATUR			10.5		
		6,988	40387	50.8	ALVORD			13.0		
		9,500	40399	63.8	FRUITLAND			4.7		
			40404	68.5	BOWIE	TWC ABS		0.7		
				69.2	UP RRX			A	9.9	
		6,443	40415	79.1	BELLEVUE			11.1		
		8,898	40425	90.2	DICKWORSHAM			15.3		
			40441	105.5	JOLLY			5.5		
		22,372		110.0	RHEA			3.1		
			40449	114.1	WICHITA FALLS	BTU		114.1		

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		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

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

UPRR terminal Train Dispatcher (TTD) (281) 350-7652, Radio Channel 78-78, Call Tone *68

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 4.8 to MP 113.0	60 MPH.
MP 113.0 to MP 114.1	40 MPH.

1(B). Speed—Permanent Restrictions

MP 4.8 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.
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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 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 4.8 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

CTC—in effect:

UP MP 754.4 to UP MP 750.9
MP 9.9X to MP 10.9X
MP 9.9Y to MP 10.5Y
MP 10.9 to MP 11.1

Multiple Main Tracks—in effect:

2 MT:
MP 5.8 to MP 11.1

TWC—in effect:

MP 11.1 to MP 114.1

ABS—in effect:

MP 4.8 to MP 5.4
MP 7.6 to MP 10.9
MP 11.1 to MP 114.1

Yard Limits—in effect:

MP 4.8 to MP 10.9

Before entering or moving within these limits communicate with the yardmaster for instructions.

Interlocking

Controlling Railroad

UP RRX MP 754.4	UPRR
UP RRX MP 3.1	UPRR
UP RRX MP 3.2	UPRR
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 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.

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 94100
- East Siding Switch Dickworsham—Reverse Command 89490

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 29.0 to MP 32.0
- MP 64.8 to MP 65.4
- MP 74.0 to MP 78.0
- MP 95.0 to MP 96.0

Test Mile—

- MP 14.0 to MP 15.0
- MP 101.0 to MP 102.0

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Wichita Falls Subdivision. Refer to Item 21 of the System Special Instructions.

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

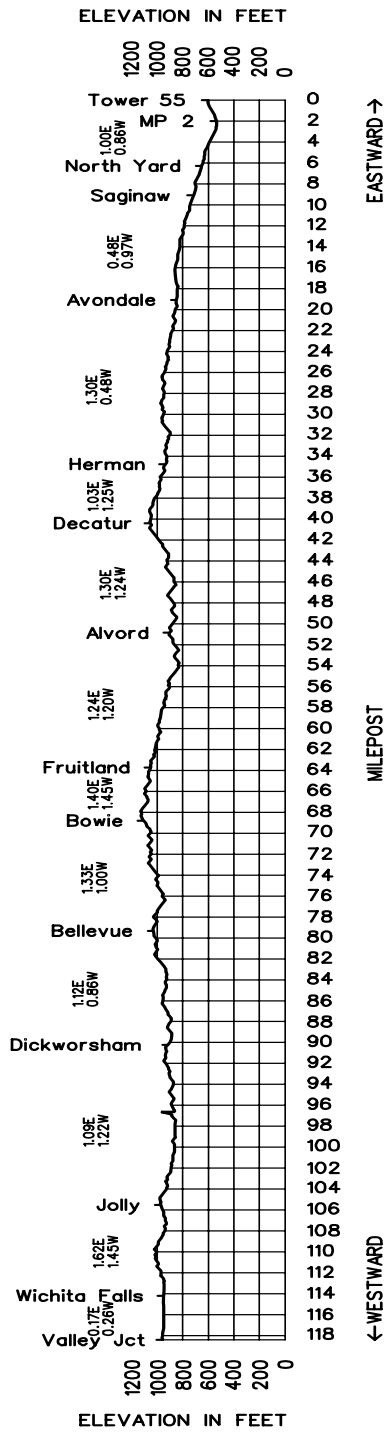
Line Segment Limits

- 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 without stopping, add the following:

- “(Train) may pass red flag located at MP ____ without stopping on (track).”

Unless otherwise restricted, the train may pass the red flag 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) on (track).”

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

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) but not exceeding ____ MPH between/at (specifying location) on (track).”

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 on (track) (specifying distance 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.

4. To require a train to stop at a designated location within the limits, add the following:

- “(Train) must stop at (location) for additional instructions.”

5. When adjacent tracks will be occupied by men and equipment, add the following:

- “Men and equipment occupying (track).”

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:
At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds

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

TERMSDXO

- T - Train
- E - Engine
- R - Railroad Cars
- M - Men & equipment fouling track
- S - Stop Signal
- D - Derail or switch lined improperly
- X - Crossings at grade
- O - Other crews' movements

Remember “TERMSDXO” when shoving cars.