

When using track bulletin Form B, the following words will be used when granting verbal authority and acknowledging such authority:

“Foreman _____ (name) _____ (of Gang No. _____) using track bulletin No. _____ line No. _____ between MP _____ and MP _____ on _____ Subdivision.”

(a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

“_____ (train) _____ may pass red flag located at MP _____ (or enter limits) without stopping”.

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

(b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:

“_____ (train) _____ may proceed through the limits at _____ MPH (or at “maximum authorized speed.”)

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

(c) To require train or engine to move at a speed less than restricted speed, the following will be added:

“_____ (train) _____ proceed at restricted speed but not exceeding _____ MPH (adding if necessary “until reaching MP _____”).

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and “OK” received from employe giving them before they are acted upon.

When the word **STOP** is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above.

The Atchison, Topeka and Santa Fe Railway Co.

WESTERN LINES

NORTHERN DIVISION

TIME TABLE No.

2

IN EFFECT

Sunday, April 27, 1986

At 12:01 A.M.
Central Time

This Time Table is for the exclusive use
and guidance of employes.

D. P. VALENTINE,
General Manager
Amarillo, Texas

D. E. MADER E.C. HONATH D.M. SIZEMORE
Assistant General Managers
Amarillo, Texas

J. M. MARTIN,
Superintendent,
Fort Worth, Texas

Every employe should promptly report any unsafe condition or practice to his foreman or other proper company officer.

TRAINMASTERS

R. H. DeHAVEN Fort Worth, Texas
 V. L. COLBERT Fort Worth, Texas
 R. D. WILLIAMS Brownwood, Texas

ASSISTANT TRAINMASTERS

M. L. ELKINS Fort Worth, Texas
 R. D. SWEARINGIN Fort Worth, Texas
 J. L. GOERING Dallas, Texas
 P. C. EVERETT Dallas, Texas
 C. R. SAUNDERS Brownwood, Texas

DIVISION RULES INSTRUCTOR

O. D. HAMILTON Fort Worth, Texas

**SUPERVISOR OF AIR BRAKES —
 GENERAL ROAD FOREMAN OF ENGINES**

M. B. SPEARS Amarillo, Texas

ROAD FOREMEN OF ENGINES

F. J. SMITH Fort Worth, Texas
 R. L. McAVOY Brownwood, Texas

SAFETY SUPERVISOR

T. G. CORBIN Fort Worth, Texas

CHIEF DISPATCHER

D. B. ASHLEY Fort Worth, Texas

ASSISTANT CHIEF DISPATCHERS

O. A. LEWIS Fort Worth, Texas
 E. S. FIELDS Fort Worth, Texas
 R. A. CRAWFORD Fort Worth, Texas

DISPATCHERS — FORT WORTH, TEXAS

R. A. SCHILLING	J. G. WILLIAMS
C. P. PIERCE, JR.	D. P. REYNOLDS
J. D. BLANKENSHIP	H. F. FULLER
A. G. COPPINGER	C. R. LAWRENCE
J. C. RUSSELL	R. D. TINSLEY
F. W. ULLMANN	C. W. PLUMLEE
R. T. SHAVER	B. C. DAVIS
J. E. WEAVER	S. R. HASTINGS

K. J. FELKER

SPEED TABLE For Information Only

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
— 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	17.7
— 54	66.6	1 32	39.1	4 —	15.0
— 55	65.5	1 34	38.3	4 30	13.3
— 56	64.2	1 36	37.5	5 —	12.0
— 57	63.2	1 38	36.8	6 —	10.0
				12 —	5.0

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EXPLANATION OF CHARACTERS

- A — Automatic Interlocking
- B — General Orders/Bulletins
- g — Gate, normally lined against conflicting route.
- G — Gate, normally lined against this subdivision.
- ⊗ — Gate, left lined in position last used.
- M — Manual Interlocking
- P — Telephone
- Q — Radio Communication
- R — Register Station
- S — Crossing protected by stop sign
- X — Crossover (DT)
- T — Turning facility
- MT — Main Tracks

ROADWAY SIGNS

- Temporary Restrictions — Red, Yellow and Green flags or metal Disc.
- Permanent Speed Sign — Square or rectangular in shape, Yellow with black numerals or Green.
- Permanent Stop Sign — Rectangular in shape, Red color.
- Whistle Sign — Square in shape, White with block letter "W".

AVOID DAMAGE —

**SWITCH CUSTOMERS' CARS CAREFULLY
 OVERSPEED Couplings are DAMAGING**

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — NOT OVER 4 MILES PER HOUR — A BRISK WALK.

*Handle freight carefully and keep our customers
 IT'S EVERYBODY'S JOB ON THE SANTA FE*

WEST- WARD ↓		FIRST SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
51400		PURCELL	PR	517.5	
51325	8297	WAYNE	P	510.2	
51315	8229	PAOLI		502.6	
51300	12105	PAULS VALLEY	T	495.6	
51255	8804	WYNNEWOOD		488.1	
51250	9225	DAVIS		478.0	
51240	8599	DOUGHERTY		469.6	
51225	8443	GENE AUTRY		460.3	
51200	5731	ARDMORE	QT	450.4	
	6427	OVERBROOK		443.0	
51140	10025	MARIETTA		433.1	
51120	8053	THACKERVILLE		423.1	
51100		GAINESVILLE	BQR	411.3	
		(106.2)			

CTC IN EFFECT: On main track and sidings between Gainesville and Purcell.

Booth phone located at Washita River, M.P. 464.3.

Average Poles Per Mile:

Purcell to Ardmore 37 poles/mile.

Ardmore to Gainesville 40 poles/mile.

Rule 350(B). Hand throw switches not electrically locked on First Subdivision.

LOCATION	MILE POST	INDUSTRY SERVED
Pauls Valley	494.4	Wye Tail Track
Pauls Valley	495.2	Compress Track

FIRST SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

First Subdivision 55 MPH

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 7,000 tons 45 MPH

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
4 Curves,	M.P. 515.4 to 513.2	50
* Crossings,	M.P. 510.6 to 510.2	40
5 Curves,	M.P. 506.7 to 504.5	50
* Crossings,	M.P. 496.1 to 495.2	30
* Crossings,	M.P. 488.3 to 487.7	30
* Crossings,	M.P. 478.1 to 477.2	50
4 Curves,	M.P. 475.1 to 473.7	50
Curve,	M.P. 467.5 to 467.3	50
10 Curves,	M.P. 466.4 to 462.8	35
Curve,	M.P. 462.6 to 462.0	45
Curve,	M.P. 460.3 to 459.6	45
11 Curves,	M.P. 459.3 to 453.2	50
Main Track, and Siding,	M.P. 451.0 to 449.7	25
* Crossings,	M.P. 452.4 to 447.7	30
* Crossings,	M.P. 433.3 to 432.8	50
6 Curves,	M.P. 422.3 to 419.9	50
3 Curves, and Red River Bridge,	M.P. 419.1 to 417.1	35
* Crossings,	M.P. 412.4 to 409.5	30

* Speed Restriction applies only while head-end of train is passing crossings.

(D) SPEED RESTRICTIONS—

SWITCHES AND AUXILIARY TRACKS

Switches each end of sidings between Gainesville and Purcell are dual control; maximum speed permitted through turnouts, except Ardmore, 30 MPH; all others, except those listed below, 10 MPH.

"D"—Dual Control Switch

Station	Type	Location	MPH
Purcell	D	West end west tail track	20
	D	Crossover east end of yard	20
Pauls Valley	D	Industrial Spur	10
	D	Three Crossovers	30
Ardmore	D	Both ends siding	25
Gainesville	D	East end tail track east end yard	30
	D	Crossover main track to tail track	30

FIRST SUBDIVISION

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity in Feet
Pauls Valley Industrial Lead	494.4	14,050
Rayford storage track	473.3	5,600
Dolese storage track	466.9	3,100
Crusher	465.7	11,050
Ardmore Air Park	461.1	6,550
Ardmore Industrial Lead	449.6	26,400
Western Company	448.6	1,550

3. TRACK SIDE WARNING DEVICES

Location	Type	Signal or indicator affected
M.P. 491.8	Dragging Equipment Hot Box (Dual Purpose Detector)	Rotating White Lights — Eastward-M.P. 491.8 and locator at west end of siding at Pauls Valley Westward-M.P. 491.8 and locator at M.P. 489.8
M.P. 457.6	Dragging Equipment Hot Box (Dual Purpose Detector)	Rotating White Lights — Eastward-M.P. 457.6 and locator at west end of siding at Gene Autry. Westward-M.P. 457.6 and locator at M.P. 455.5
M.P. 426.2	Dragging Equipment Hot Box (Dual Purpose Detector)	Rotating White Lights — Eastward M.P. 426.2 and locator at M.P. 428.2. Westward-M.P. 426.2 and locator at east end of siding at Thackerville

When actuated comply with Special Rule 9 of this time table.

Bridge 467.5 High Water	Eastward-Block Signal 4662 Westward-Controlled signals at west end siding Dougherty
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When HIGH WATER DETECTOR is actuated, signals will display most restrictive indication. Trains receiving verbal permission to pass controlled signals in stop position and trains passing stop and proceed Block Signal 4662 must stop and make inspection of bridge and track to be sure safe before passing over, unless otherwise instructed by train dispatcher. Report must be made to dispatcher by first means of communication.

First Class	WEST-WARD ↓		SECOND SUBDIVISION	↑ EAST-WARD		First Class
21						22
Leave Mon. Wed. Sat.	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Sun. Tue. Fri.
	51100		GAINESVILLE BQR		411.3	
	51060	8204	VALLEY VIEW		400.8	
	51050		SANGER		392.2	
	51045	8179	DALTON JCT.		386.8	
	51040		KRUM		383.5	
	51035	7898	PONDER		377.3	
	51030	6678	JUSTIN		370.6	
	51025	6961	HASLET		362.0	
	51020	S 11896 N 12059	B.N. Crossing O.K. K.T. Crossing SAGINAW BPQT		353.9	
Via M. P.	51015	4383	F.W. Belt Crossing St. L.S.W. Crossing NO. FORT WORTH PQ		348.8	Via M. P.
PM s 3.39 4.04	51000		FORT WORTH		346.0	PM 4.00 s 3.35
			S. P. Crossing M. P. Crossing		345.7	
			M. P. Crossing		345.6	
			M. P. Crossing		345.5	
		2321	POLKS		344.9	
	43535	6054	BIRDS		342.8	
			B.N. Crossing		342.2	
	43520	7908	CROWLEY		333.7	
	43510	8437	JOSHUA		325.3	
s 4.50 PM	43500		CLEBURNE BQRT		317.5	s 2.36 PM
Arrive Mon. Wed. Sat.			(93.8)			Leave Sun. Tue. Fri.
37.0			Average speed per hour			29.0

CTC IN EFFECT: On main track and sidings between M.P. 319.79, Cleburne, and Gainesville, except between westward controlled signals at west end Fort Worth 17th Street Yard and eastward controlled signals at east end freight main, M.P. 346.8, and on sidings North Fort Worth and Saginaw; on main track between M.P. 317.45 and west thereof, on Southern Division First Subdivision.

At Fort Worth, interlocking signal at west end passenger yard is two-unit colorlight signal. Top unit governs westward movements to Santa Fe Track; bottom unit governs movements to the Southern Pacific track.

SECOND SUBDIVISION (FOOTNOTES Continued)

At Cleburne, Cresson Subdivision Junction switch normally lined for Second Subdivision.

RULE 94 IN EFFECT: At Cleburne, between the end of CTC at M.P. 317.45 and M.P. 319.79; at Fort Worth, between westward controlled signals, west end 17th Street Yard and eastward controlled signals east end freight main, M.P. 346.8.

Average Poles Per Mile:
 Gainesville to Sanger 40 poles/mile
 Sanger to Cleburne 35 poles/mile

Rule 315(A). At North Fort Worth Tower 60, when crank operated power switches are used in hand position (cranked over), switches must not be returned to power or motor position until movement is clear of switches.

Rule 350(B). Hand throw switches not electrically locked on Second Subdivision.

Location	Mile Post	Industry Served
No. Ft. Worth	349.4	Yard Track (CLIC 5010)
No. Ft. Worth	348.8	Oil Storage Track
M.P. 336.2	336.2	Southwest Wood Products
Crowley	333.8	Aztec Mfg. Company
Joshua	325.17	West End House Track

SECOND SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frt.
Gainesville and Fort Worth		55
Fort Worth and Cleburne	79	55

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 7,000 tons
 45 MPH

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
* Crossings,	M.P. 412.4 to 409.5	30
* Crossings,	M.P. 392.5 to 391.9	50
Crossings,	M.P. 358.5 to 353.8	40
RR Crossings,	M.P. 353.8 Interlocking	25
Crossings,	M.P. 353.8 to 348.9	40
RR Crossings,	M.P. 349.0 to 348.5 Interlocking	25
3 Curves,	M.P. 348.5 to 346.9	40
RR Crossings, and Track,	M.P. 346.9 to 345.4 Interlocking	10
5 Curves, and Crossings,	M.P. 345.4 to 343.2	20
Curve, and Crossings,	M.P. 343.2 to 342.2	40
RR Crossing,	M.P. 342.2 Interlocking	40
Crossings,	M.P. 342.2 to 335.7	40
* Crossings,	M.P. 335.7 to 331.9	55
Curve,	M.P. 329.3 to 329.1	65
Curve,	M.P. 327.5 to 327.2	65
Crossings, Curves, and Track,	M.P. 319.9 to 316.1	20

*Speed restriction applies only while head-end of train is passing crossings.

(D) SPEED RESTRICTIONS—

SWITCHES AND AUXILIARY TRACKS

Switches each end of sidings between Gainesville and Cleburne are Dual Control; maximum speed permitted through turn-outs except Polks, North Fort Worth, north and south sidings Saginaw, 30 MPH; all others except those listed below, 10 MPH.

"D"—Dual Control Switch

Station	Type	Location	MPH
Gainesville	D	West end long track	10
Dalton Jct.	D	Both ends pocket track	30
	D	Dallas Subdivision Jct.	40
Saginaw	D	Both ends of North and South sidings	10
North Fort Worth	D	Both ends siding	10
Fort Worth	D	East end Freight Main	10
Polks	D	Both ends siding	10
Birds	D	Both ends siding	20
	D	Dublin Subdivision Jct.	10
Cleburne	D	East end tail track M.P. 321.4	30
	D	East Crossover M.P. 319.89	30
	D	West Crossover M.P. 319.82	30
	D	East Crossover M.P. 317.45	10
	D	West Crossover M.P. 317.45	10

SECOND SUBDIVISION

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Southwest Wood Products	336.2	350
Danci	328.3	1,350

3. TRACK SIDE WARNING DEVICE

Location	Type	Signals or indicators affected
M.P. 390.7	Dragging equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Light and Radio Readout
M.P. 351.4	Dragging equipment	Rotating White Light located at: M.P. 351.4 and M.P. 349.9
M.P. 323.6	Dragging equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Light and Radio Readout

When DRAGGING EQUIPMENT DETECTOR indicator light is illuminated an immediate stop must be made, thorough inspection made of both sides of train or cut of cars being handled, track inspected and control station notified.

When actuated, comply with Special Rule 9 of this time table.

WEST-WARD ↓		DALLAS SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
51045	8179	DALTON JCT. <small>6.5</small>	TWC	111.2	
48640		DENTON <small>2.3</small>		104.7	
48635	3878	MINCHIN <small>27.1</small> P		102.4	
48625	6651	COWLEY <small>5.0</small> P		75.3	
48620		RICHARDSON <small>0.2</small>		70.3	
		S.P. Crossing <small>6.4</small>		70.1	
48615		WHITE ROCK <small>1.1</small>		63.7	
48610	5426	ZACHA JCT. <small>2.3</small> BQ		CTC	62.6
48605		REINHARDT <small>6.6</small>			60.3
		M. P. Crossing <small>0.5</small>			53.7
48600		DALLAS <small>0.7</small> BQ	CTC	53.2	
		S. P. Crossing <small>0.6</small>		52.5	
		St. L.S.W. Crossing <small>0.1</small>		51.9	
		SANTA FE JCT. <small>0.1</small> T		51.8	
		M-K-T Crossing <small>0.1</small>		51.7	
		TERMINAL JCT. <small>2.0</small> T		51.6	
44472	2010	OAK CLIFF <small>3.9</small>		49.6	
44468	1866	HALE <small>5.6</small>		TWC	45.7
44450	1901	DUNCANVILLE <small>5.5</small>			40.1
44440	670	CEDAR HILL <small>7.3</small>			34.6
		S. P. Crossing <small>0.4</small>	27.3		
44435	2528	MIDLOTHIAN <small>3.2</small>	26.9		
43556	S 7810 N 7550	WARD SPUR <small>4.1</small>	23.7		
43554	1880	VENUS <small>6.9</small>	19.6		
43550	1348	ALVARADO <small>1.3</small> P	12.7		
		M-K-T Crossing <small>11.4</small>	11.4		
43500		CLEBURNE <small>11.4</small> BQRT	0.0		
		(111.2)			

CTC IN EFFECT: On main track between east end siding Hale and westward controlled signal at Southern Pacific crossing, M.P. 52.5; on main track between eastward controlled signals, M.P. 53.7, and Zacha Jct. and on siding Zacha Jct.

At Dallas, CTC in effect on Southern Pacific main track between M.P. 52.7 and 51.7.

TWC IN EFFECT: Dallas Subdivision between CTC Dalton Jct., M.P. 111.0 and CTC Zacha Jct., M.P. 62.6; and between CTC east end Hale, M.P. 45.8 and Cleburne M.P. 0.0.

Signals on the industrial lead and connecting tracks between the Southern Pacific connection at Santa Fe Jct. and west end Dallas yard at Good-Latimer Expressway, M.P. 52.6, govern movements over Dual Control Switches only. Movements on the industrial lead are governed by Rule 105.

Rule 315(A). At Dallas Tower 19, when crank operated power switches are used in hand position (cranked over), switches must not be returned to power or motor position until movement is clear of switches.

DALLAS SUBDIVISION

FOOTNOTES (Continued)

At Cleburne, Second Subdivision time table rules will govern.

Booth phone located at M.P. 91.0

Average Poles Per Mile:

Dallas to Dalton Jct. 35 poles/mile

YARD LIMITS—Following stations have yard limits: (Rule 93)

Cowley—Zacha Jct., inclusive, M.P. 78.0 to 62.6

Dallas, M.P. 53.7 to 52.5

Hale—Duncanville, inclusive, M.P. 45.8 to 39.5

Cleburne, M.P. 3.0 to 0.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

Dalton Jct. and Mile Post 41.6	25 MPH
Mile Post 41.6 and Cleburne	35 MPH

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 7,000 tons

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
	Crossings, M.P. 82.7 to 79.4	20
*	Crossings, M.P. 73.5 to 70.1	20
	RR Crossings, M.P. 70.1 Auto. Interlocking	20
*	Crossings, M.P. 70.1 to 68.4	20
6	Curves, and Track, M.P. 66.9 to 61.4	20
	Curve, M.P. 54.1 to 53.7	20
**	RR Crossing, M.P. 53.7 Interlocking	20
	Track, M.P. 53.7 to 52.7	20
	RR Crossings, and Curve, M.P. 52.7 to 51.5 Interlocking	20
	Crossings, Curves, and Track, M.P. 45.8 to 39.5	20
*	Crossings, M.P. 39.5 to 38.2	25
*	Crossings, M.P. 29.0 to 27.3	25
	RR Crossing, M.P. 27.3 Auto. Interlocking	20
*	Crossings, M.P. 27.3 to 23.5	25
2	Curves, M.P. 13.4 to 12.3	25
	RR Crossing, M.P. 11.4 Auto. Interlocking	20
5	Curves, M.P. 7.0 to 7.9	25
	Crossings, and Track, M.P. 3.0 to 0.3	20
	Curve, M.P. 0.3 to 0.0	10

* Speed Restriction applies only while head-end of train is passing crossings.

** At Missouri Pacific crossing, M.P. 53.7, if controlled signal governing movement over crossing is in stop position, communicate with control station. If authorized to pass stop signal, before proceeding, a member of crew must go to control box at crossing and follow instructions therein.

DALLAS SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

(D) SPEED RESTRICTIONS—SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches, except those listed below, 10 MPH.

"D"—Dual Control Switch

Station	Type	Location	MPH
Zacha Jct.	D	Paris Subdivision Jct.	30
	D	Both ends siding	20
Dallas	D	Santa Fe Jct.	10
	D	Terminal Jct.	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Lewisville Team Track	90.8	500
Han-Dee-Pack	88.8	550
Dallas Morning News	74.7	1,860
Vent-A-Hood	70.4	1,500
Arapaho Team Track	70.2	600
Buell Lumber	67.1	1,530
Northgate Industrial Lead	66.4	2,750
Niagra Envelope	65.4	1,500
Jupiter Road Industrial Lead	64.4	1,960
Gaylord Container	64.3	1,860
White Rock Industrial Lead	63.7	15,000
Hale Cement Line (8.9 Miles)	45.8	
Red Bird Industrial Lead	42.2	46,990
Box-Crow Track	29.5	9,300
Southwest Railroad Car Parts Company ...	19.9	970

WEST-WARD ↓		DUBLIN SUBDIVISION	↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post
43535	6054	BIRDS 0.9		342.8
		BELT JCT. 7.5		0.9
43174	7218	PRIMROSE 13.6		8.4
43168	7187	CRESSON 8.7	T	22.0
43164	7382	WAPLES 5.8		30.7
43160		GRANBURY 9.9		36.5
43153	7202	TOLAR 8.7	P	46.4
43148		BLUFFDALE 7.4		55.1
43144	7203	IMMERMERE 9.8		62.5
43140	7213	STEPHENVILLE 13.8	P	72.3
43136	8154	DUBLIN 0.1		86.1
		T. C. Crossing 9.1		86.2
43132	7643	PROCTOR 12.8		95.3
43128	7391	COMANCHE 13.6	P	108.1
43124	7206	BLANKET 6.3		121.7
43120	7496	DELAWARE 7.1		128.0
43105	5403	RICKER 4.0		344.4
43100		BROWNWOOD	BQRT	348.4
		(141.8)		

At Birds, Second Subdivision timetable rules will govern.

CTC IN EFFECT: On main track and sidings between Birds and eastward controlled signal M.P. 347.9, Brownwood.

RULE 94 IN EFFECT: at Brownwood, between M.P. 347.9 and M.P. 349.6.

Average Poles Per Mile:

Birds to Brownwood 30 poles/mile

Rule 350(B). Hand throw switches not electrically locked on Dublin Subdivision.

LOCATION	MILE POST	INDUSTRY SERVED
De Cordova Spur	42.3	Texas Power & Light Co.
Stephenville	71.9	Stephenville Compress Co.
Stephenville	72.1	Texaco Oil Co. - Nix Hdwe. Co.
Stephenville	73.5	Celebrity Home Corp.
Stephenville	73.6	Cook Bros. Lbr. Co.
Stephenville	73.8	Caporal Forging, Inc.
Dublin	86.1	T.C. Interchange
Dublin	86.5	Dublin Warehouse Co.
Proctor	95.2	House Track
Comanche	108.0	Gore Bros.
Comanche	108.1	Turkey Dressing Plant, City Warehouse & Supply, and Texas Highway Department
Comanche	109.4	Moorman Mfg. Co.
Centex	110.8	American Plant Food
Blanket	121.5	Team Track

DUBLIN SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

Mile Post 0.0 and Mile Post 1.7	20 MPH
Mile Post 1.7 and Mile Post 5.9	40 MPH
Mile Post 5.9 and Brownwood	49 MPH

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 7,000 tons

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
2 Curves,	M.P. 0.0 to 0.9	10
3 Curves,	M.P. 5.5 to 6.6	40
Curve,	M.P. 21.3 to 21.7	45
8 Curves,	M.P. 25.0 to 28.5	40
3 Curves,	M.P. 29.4 to 30.0	30
Curve,	M.P. 34.7 to 35.1	40
Crossings,	M.P. 35.3 to 37.3 (continuous)	30
2 Curves,	M.P. 39.0 to 39.5	30
4 Curves,	M.P. 39.7 to 41.0	40
5 Curves,	M.P. 41.0 to 43.4	30
2 Curves,	M.P. 43.5 to 44.1	45
Curve,	M.P. 45.6 to 45.8	40
Curve,	M.P. 48.3 to 48.6	40
6 Curves,	M.P. 48.9 to 50.5	30
Curve,	M.P. 52.3 to 52.9	35
Curve, and Paluxy Creek Bridge,	M.P. 53.6 to 53.8	40
6 Curves, and South Paluxy Creek Bridge	M.P. 55.3 to 57.4	40
10 Curves,	M.P. 60.3 to 66.2	40
2 Curves, and Bosque River Bridge,	M.P. 71.0 to 71.9	30
Curve,	M.P. 72.4 to 72.6	30
Curve,	M.P. 73.4 to 73.6	45
Curve,	M.P. 75.1 to 75.3	45
4 Curves,	M.P. 75.6 to 76.8	40
Curve,	M.P. 79.1 to 79.4	45
17 Curves,	M.P. 79.6 to 85.5	40
* Crossings,	M.P. 85.4 to 86.4	30
2 Curves,	M.P. 85.7 to 86.2	30
RR Crossing,	M.P. 86.2 Auto. Interlocking	30
Curve,	M.P. 86.7 to 86.9	45
7 Curves,	M.P. 89.0 to 91.8	40
8 Curves,	M.P. 95.9 to 98.4	35
3 Curves,	M.P. 98.6 to 99.8	40
Curve,	M.P. 100.3 to 100.4	45
4 Curves,	M.P. 101.1 to 102.4	40
* Crossings,	M.P. 107.2 to 108.6	20
13 Curves,	M.P. 111.1 to 115.1	40
Curve,	M.P. 118.1 to 118.4	45
13 Curves,	M.P. 122.0 to 126.9	40
Curve,	M.P. 134.5 to 134.6	40
2 Curves,	M.P. 345.7 to 346.2	40
2 Curves,	M.P. 347.7 to 348.2	30
* Crossings,	M.P. 348.8 to 349.0	20

* Speed Restriction applies only while head-end of train is passing crossings.

DUBLIN SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

(D) SPEED RESTRICTIONS— SWITCHES AND AUXILIARY TRACKS

Switches each end of sidings between Birds and Brownwood are Dual Control; maximum speed permitted through turnouts 30 MPH; all others, except those listed below, 10 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"D"—Dual Control Switch

"S"—Spring Switch

Station	Type	Location	MPH
Birds	D	Dublin Subdivision Jct.	10
Belt Jct.	S	East wye switch	10
Cresson	D	Cresson Subdivision Jct.	30
Ricker	D	Both ends pocket track	30
	D	Lampasas Subdivision Jct.	40
Brownwood	D	East end tail track	10
	S	West end outbound lead	10
	D	West end yard lead M.P. 349	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
DeCordova Spur	42.3	1,490
Moorman Mfg. Co.	109.4	1,330
Centex	110.8	500

3. TRACK SIDE WARNING DEVICES

Location	Type	Signals or indicators affected
Bridge 64.1	High Water	Eastward-Block Signal 652 Westward-Controlled signals west end siding Immermere
Bridge 80.6	High Water	Eastward-Controlled signals east end siding Dublin Westward-Controlled signals west end siding Stephenville

When HIGH WATER DETECTOR is actuated, signals will display most restrictive indication. Trains receiving verbal permission to pass controlled signals in stop position and trains passing stop and proceed Block Signal 652 must stop and make inspection of bridge and track to be sure safe before passing over, unless otherwise instructed by train dispatcher. Report must be made to dispatcher by first means of communication.

WEST-WARD ↓		SWEETWATER SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
43100		BROWNWOOD	BQRT	ABS TWC	348.4
43020	7333	BANGS			357.9
43015	6708	OBREGON			364.2
43010	3989	SANTA ANNA			369.7
43005		SAN ANGELO JCT.	PT		373.5
42994	8697	COLEMAN	P		378.3
42990	5639	SILVER VALLEY	P		391.0
42986	9149	NOVICE	P		396.5
42982	4010	GOLDSBORO			402.9
42978	4039	LAWN	P		409.5
42974	5261	TUSCOLA	P		415.4
		A. & S. Crossing			416.0
42966	7012	VIEW	P		426.6
42962	4144	COZART	P		432.0
42958	6512	TOLAND	P		443.3
42950	6738	TECIFIC		CTC	454.5
42900		SWEETWATER	BQRT		459.6
		(111.2)			

CTC IN EFFECT: On main track between Orient Jct., on Plains Division, and M.P. 454.2, Sweetwater Subdivision and on siding Tecific.

TWC IN EFFECT: On the Sweetwater Subdivision between Brownwood, M.P. 349.6, and beginning of CTC at Tecific, M.P. 454.2.

At San Angelo Jct., San Angelo Subdivision Jct. switch normally lined for Sweetwater Subdivision.

RULE 94 IN EFFECT: At Brownwood, between M.P. 349.0 and M.P. 349.3.

Average Poles Per Mile:
Brownwood to Sweetwater 31 poles/mile

YARD LIMITS—Following stations have yard limits: (Rule 93)
Sweetwater, M.P. 636.3 to 642.3 (Sayard Subdivision)
Tecific, M.P. 453 to end CTC M.P. 454.2

SWEETWATER SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Sweetwater Subdivision 55 MPH

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 7,000 tons 45 MPH.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
* Crossings,	M.P. 348.8 to 349.0	20
Curve,	M.P. 349.8 to 350.1	35
4 Curves,	M.P. 350.8 to 353.2	30
* Crossings,	M.P. 357.1 to 358.7	40
Curve,	M.P. 362.3 to 362.7	50
2 Curves,	M.P. 369.4 to 370.8	30
* Crossings,	M.P. 369.5 to 370.2	30
* Crossings,	M.P. 378.3 to 379.5	30
3 Curves,	M.P. 380.2 to 381.9	45
2 Curves,	M.P. 383.4 to 383.8	50
Curve,	M.P. 386.3 to 386.6	40
Curve,	M.P. 391.3 to 391.7	45
2 Curves,	M.P. 397.6 to 398.3	45
Curve,	M.P. 399.6 to 400.1	45
2 Curves,	M.P. 410.7 to 411.3	50
RR Crossing,	M.P. 416.0 Manual Interlocking	40
2 Curves,	M.P. 455.7 to 457.1	45
3 Curves,	M.P. 458.0 to 460.6	40
* Crossings,	M.P. 1.3, Sweetwater Yard, to M.P. 641.6, Sayard Subdivision	10

* Speed Restriction applies only while head-end of train is passing crossings.

(D) SPEED RESTRICTIONS—SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches, except those listed below, 10 MPH.

"D"—Dual Control Switch

"S"—Spring Switch

Station	Type	Location	MPH
Brownwood	D	West end yard lead	10
	S	West end outbound lead	10
	D	East end tail track	10
Bangs	S	Both ends siding	20
Obregon	S	Both ends siding	20
Santa Anna	S	Both ends siding	20
San Angelo Jct.	S	East leg Wye	20
Coleman	S	Both ends siding	20
Silver Valley	S	Both ends siding	20
Novice	S	Both ends siding	20
Goldsboro	S	Both ends siding	20
Lawn	S	Both ends siding	20
Tuscola	S	Both ends siding	20
View	S	Both ends siding	20
Cozart	S	Both ends siding	20
Toland	S	Both ends siding	20

SWEETWATER SUBDIVISION

(D) SPEED RESTRICTIONS—SWITCHES AND AUXILIARY TRACKS (Continued)

Station	Type	Location	MPH
Tefic	D	Both ends siding	30
	D	Turnout from siding to M.P. Ry. ...	30
Sweetwater	D	Tail Track	10
	D	East end Track 0201	10
	D	Turn out from Main Track to west end Track 0201	10
	D	East and West legs of Wye	10
	D	Orient Jct.	10

3. TRACK SIDE WARNING DEVICES

Sweetwater Subdivision		
Location	Type	Signal and Indicator Affected
M.P. 372.0	Dragging Equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Light and Radio Readout (Identification approach message to train is eliminated)
M.P. 400.9	Dragging Equipment Hot Box (Dual Purpose Detector)	Rotating White Light and Radio Readout
M.P. 429.4	Dragging Equipment Hot Box (Dual Purpose Detector)	Rotating White Light — Eastward-M.P. 429.4 and at locator at west end siding View. Westward-M.P. 429.4 and at locator at east end siding Cozart.

When actuated comply with Special Rule 9 of this time table.

WEST-WARD ↓		SAN ANGELO SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
43005	2604	SAN ANGELO JCT.	PT	TWC	0.0
30530	5252	TALPA			20.9
30525	1585	BALLINGER	P		36.9
30520	2615	ROWENA			45.6
30515	2544	MILES			54.2
30510	2623	HARRIET			63.1
30500		SAN ANGELO	BQRT		69.6
(69.6)					

TWC IN EFFECT: On the San Angelo Subdivision, between San Angelo Jct., M.P. 0.0 and San Angelo, M.P. 69.6.

At San Angelo Jct., Sweetwater Subdivision Jct. switch normally lined for Sweetwater Subdivision.

At San Angelo, switches on east and west legs of wye, Northern Division Jct., San Angelo Subdivision, normally lined for Plains Division, Fort Stockton Subdivision.

Average Poles Per Mile:

San Angelo Jct., to San Angelo 30 poles/mile

YARD LIMITS—Following Stations have yard limits: (Rule 93)

San Angelo Jct., M.P. 0.0 to 2.0

San Angelo, M.P. 67.0 to San Angelo

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Angelo Subdivision 30 MPH

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 7,000 tons 45 MPH.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Curve,	M.P. 0.0 to M.P. 2.0	20
Curve,	M.P. 10.5 to 10.7	25
* Crossings,	M.P. 36.7 to 38.4	20
Curve, and Colorado River Bridge	M.P. 37.4 to 37.7	20
* Crossings,	M.P. 68.9 to 69.6 (continuous)	15

* Speed Restriction applies only while head-end of train is passing crossings, except applies to entire train M.P. 68.9 to 69.6.

(D) SPEED RESTRICTIONS—SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches, except those listed below, 10 MPH.

"S"—Spring Switch

Station	Type	Location	MPH
San Angelo Jct.	S	East leg Wye	20

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Spur Track Valera	11.3	600
San Angelo Feed Yard	57.2	850

WEST-WARD ↓		PARIS SUBDIVISION		↑ EAST-WARD		
Station Numbers	Siding Feet	STATIONS			Mile Post	
48700		PARIS	QR	TWC	151.1	
		M. P. Crossing			150.3	
48695	1860	ROXTON			138.5	
48692	1655	BEN FRANKLIN			133.0	
48688		PECAN GAP			127.6	
48685	1440	LADONIA			121.6	
48682	1628	WOLFE CITY			113.3	
		M-K-T Crossing			104.4	
48679	1706	CELESTE			104.3	
		L. & A. Jct.	P		91.1	
48676	1770	FARMERSVILLE			91.0	
48673	1942	COPEVILLE			84.3	
48670	1889	WYLIE			75.8	
48655	1944	SACHSE			71.6	
		M-K-T Crossing			66.8	
48650		GARLAND			66.4	
48610	5426	ZACHA JCT.	Q		62.6	
(88.5)						

TWC IN EFFECT: On the Paris Subdivision between Paris M.P. 151.1 and CTC Zacha Jct. M.P. 62.6.

At Farmersville, L&A Jct. switch normally lined for L&A.

At Zacha Jct., Dallas Subdivision time table rules will govern.

Average Poles Per Mile:

Paris to Zacha Jct. 35 poles/mile

YARD LIMITS—Following Stations have yard limits: (Rule 93)

Paris—Roxton, inclusive, M.P. 151.1 to 137.1

Farmersville, M.P. 93.4 to 90.0

Garland—Zacha Jct., inclusive, M.P. 67.7 to 62.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

Paris and Mile Post 90.0	20 MPH
Mile Post 90.0 and Mile Post 67.7	30 MPH
Mile Post 67.7 and Zacha Jct.	20 MPH

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 7,000 tons 45 MPH.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
RR Crossing,	M.P. Ry., Stop Rule 98	6
* Crossings,	M.P. 113.6 to 112.7	10
RR Crossing,	M.P. 104.4 Auto. Interlocking	20
RR Crossing,	M.P. 66.8 Auto. Interlocking	20

* Speed Restriction applies only while head-end of train is passing crossings, except M.P. 104.4 applies to entire train.

PARIS SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

(D) SPEED RESTRICTIONS—

SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Inter-Continental, 5 tracks	67.4	4,500
Team track	64.9	300
Texas Industries	63.0	250
Team track	63.0	950

WEST-WARD ↓		CRESSON SUBDIVISION	↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS	TWC	Mile Post
43500		CLEBURNE BQRT	TWC	317.5
43172	1036	^{11.3} GODLEY		10.3
43168	7185	^{8.1} CRESSON		18.4
		(19.4)		

TWC IN EFFECT: On the Cresson Subdivision between Cleburne, M.P. 0.0 and CTC Cresson, M.P. 18.4.

At Cleburne, Second Subdivision time table rules will govern.

At Cresson, Dublin Subdivision time table rules will govern.

YARD LIMITS—Following station has yard limits: (Rule 93)
Cleburne, M.P. 0.0 to 3.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

Cleburne and Mile Post 14.0	40 MPH
Mile Post 14.0 and Cresson	30 MPH

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 7,000 tons
..... 45 MPH.

(C) SPEED RESTRICTIONS—VARIOUS

Location	MPH
Curve, M.P. 0.0 to 0.1	10
Crossings, and Track, M.P. 0.1 to 3.0	20
Track, and Bridges, M.P. 5.4 to 8.0	30

(D) SPEED RESTRICTIONS—SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches 10 MPH.

ALL SUBDIVISIONS

Special Instructions

4. The General Code of Operating Rules, effective October 27, 1985, is supplemented, modified or amended as follows:

Rule 1 supplemented by adding: When electric standard clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

Rule 2 supplemented by adding: While on duty, employes governed by the General Code of Operating Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

Rule 3 supplemented by adding: Time may be compared by dialing extension 600, Topeka.

Rule 15 supplemented by adding: Radio may be used in lieu of whistle signals to convey information, EXCEPT when using signals 15(a), 15(1) and 15(n).

Rule 24 amended to read:

"Trains will be identified as follows:

1. Regular trains — by schedule number and engine number;
2. Extras — by engine number and direction; and,
3. Work Extras — by engine number.

The engine number must be illuminated on engines equipped with number lights. When an engine consists of more than one unit, or when two or more engines are coupled, the number of one unit only will be illuminated and will be the identifying number. When practicable, the number of the leading unit must be used."

Rule 97(4) amended to read: Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

Rule 99 supplemented by adding: When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized

Timetable Speed is	Distance
35 MPH or less	1 mile
36 MPH to 49 MPH	1½ miles
50 MPH or over	2 miles

Rule 102(2) amended to read: The train involved must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brake pipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test. Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed or brake pipe pressure has been restored.

Rule 103(A) supplemented by adding: When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

Rule 104(M) first paragraph amended to read: Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for the movement.

Rule 104(Q) new rule added to read: VARIABLE SWITCHES: Trailing movement may be made over switch from either track regardless of position of switch points.

When making a trailing movement and switch points are not lined for such movement, all wheels of a car or unit must clear switch points before reverse movement is commenced.

During snow storms, ice storms or other conditions that may prevent a variable switch from functioning properly, a trailing movement must not be made through variable switch until it has been lined by hand for the movement.

Rule 104(R) new rule added to read: SWITCH POINT INDICATOR:

Aspect	Indication
Green	Switch points fit properly for normal movement.
Yellow	Switch points fit properly for reverse movement.
Red or Dark	Stop and inspect switch.

ALL SUBDIVISIONS

Rule 153 supplemented by adding: Where two or more main tracks are in service, they will be designated as follows:

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

Rules 230 through 242 modified as follows: Aspects and indications as shown will not apply. Aspects and indications as shown in Special Instructions, page No. 31 and No. 32, will apply.

Rule 317(2) does not apply.

Rule 404 first paragraph amended to read: In track warrants and track bulletins, regular trains will be designated by number, as No. 10 adding engine number when necessary; extras by engine number and direction.

Rule 405 supplemented by adding: Prescribed form for track warrant is shown on page 158. Pre-printed pads of this form will be in the new format as shown. The form for mechanical transmission is revised as depicted below, with items (5) and (14) omitted intentionally.

Mechanically transmitted track warrants must indicate total number of track bulletins (item 16), track condition messages (item 18) and items checked (item 19). In items 16 and 18, if none show "No". Employes receiving copies must assume that the correct number of track bulletins and track condition messages are received, and that "items marked" correspond with those indicated in item 19.

TRACK WARRANT	
NO. _____	19
TO _____	AT _____
1. TRACK WARRANT NO. _____ IS VOID.	
2. PROCEED FROM _____	
TO _____	ON _____ TRACK
3. PROCEED FROM _____	
TO _____	ON _____ TRACK
4. WORK BETWEEN _____	
AND _____	ON _____ TRACK
5. THIS AUTHORITY EXPIRES AT _____ M.	
7. NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____	
8. HOLD MAIN TRACK AT LAST NAMED POINT.	
9. DO NOT FOUL LIMITS AHEAD OF _____	
10. CLEAR MAIN TRACK AT LAST NAMED POINT.	
11. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN OR ENGINE.	
12. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.	
13. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____	
15. PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED.	
16. TRACK BULLETINS IN EFFECT _____	
17. OTHER SPECIFIC INSTRUCTIONS _____	
18. TRACK CONDITION MESSAGES IN EFFECT _____	
19. ITEMS CHECKED _____	
OK _____	M _____ DISPATCHER

Rule 450 second paragraph amended to read: When track bulletins are authorized, trains must receive a track warrant or a clearance at their initial station unless otherwise instructed by the train dispatcher. All track bulletins which affect their movement must be listed on the track warrant or clearance. The conductor and engineer must have copies of all track bulletins listed.

Rule 450 is also supplemented by adding: Prescribed form for track bulletins, Forms A and B, are shown on pages 174 and 175. Pre-printed pads of these forms will be, and the form for mechanical transmission are, revised as depicted below.

Mechanically transmitted track bulletins must indicate, in space provided, the total number of lines used. Employees receiving copies must assure that the lines used corresponds with number indicated. Track Bulletin Form C has been devised for mechanical transmission only to permit handling additional other conditions when space in Item 11 of Track Bulletin Form A is insufficient. Total lines used will indicate lines filled in.

TRACK BULLETIN FORM A

NO. _____ ON _____ SUBDIV. _____ 19

TO _____ AT _____

BETWEEN POINTS SHOWN IN LINES 1 THROUGH 10 BELOW DO NOT EXCEED SPEED GIVEN. USE LAST COLUMN WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE	LINE NO.	LIMITS	SPEED	TRACK(S)	FLAGS AT M. P.
VOID	NO.	MP TO MP	MPH		
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11	OTHER CONDITIONS:				

TOTAL LINES USED _____

OK _____ M COPIED BY _____ DISPATCHER _____

RELAYED TO _____

TRACK BULLETIN FORM B

NO. _____ ON _____ SUBDIV. _____ 19

TO _____ AT _____

ON _____ (DATE) _____ BE GOVERNED BY RULE 455 WITHIN _____

FOLLOWING LIMITS:

USE COLUMN WITH ASTERISK (*) WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE	LINE NO.	LIMITS	FRONT	UNTIL	TRACK(S)	FOREMAN	ESTOP
VOID	NO.	MP TO MP			(BY) FLAGS AT M. P. AND GANG NO.		
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							

TOTAL LINES USED _____

OK _____ M COPIED BY _____ DISPATCHER _____

RELAYED TO _____

Rule 607 supplemented by adding: Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employees in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employees whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 925. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

ALL SUBDIVISIONS

5. (a) Trains or engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Instruction 1(A).
- (b) Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

6. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	When not Controlled From Leading Unit (MPH)
Amtrak 100-799; 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug Units 120-121	45	45
511-549##	50	—
All Other Classes	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

* Engine without cars must not exceed 70 MPH.

When used as controlling unit, maximum authorized speed is 20 MPH.

May be used as trailing units only.

7. Rule 101(B): Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINE MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes, except Amtrak ...	3	5
Amtrak	2	2

8. Derricks, cranes, pile drivers, spreaders and similar machinery moving on their own running gear must not be moved in trains except on authority of trainmaster, and trains handling such equipment must not exceed speeds indicated below:

Subdivision	Wrecking Derricks M.P.H.	and Jordan Spreaders M.P.H.	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 AT-199465 and Jordan Spreaders M.P.H.	Pile Driver AT-199453	Locomotive Cranes AT-199600 AT-199720	Other Machines M.P.H.
First, Second and Sweetwater	40	45				30
Dublin	40	45				20
Other Subdivisions ...	20	20				20

Locomotive crane AT-199720 and pile drivers must be handled in trains next to engine.

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

All foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

9. Rule 109 TRACK SIDE WARNING DEVICES:

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with high water indicator, bridge and track must be inspected before proceeding over bridge.

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate track side indicators. Dragging equipment will also actuate track side indicators at locations so equipped.

ALL SUBDIVISIONS

9. Rule 109 TRACK SIDE WARNING DEVICES (Continued)

LOCATOR (Read out) TYPE

When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with headend at locator, if possible; readout observed and instructions in the locator cabinet complied with. Counters will indicate accumulated axle count between defective car and rear of train.

If counters fail to show location of defective equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted or counters have not registered, train may proceed at prescribed speed and must be observed closely en route.

RADIO READOUT (Reporter Type)

As train approaches the detector location, to alert crew that system is operational the following message may be transmitted via radio:

"SANTA FE RAILROAD (Site Identification), North or South Track, SYSTEM WORKING."

As train passes the detector location, if defect(s) in the train are detected, a rotating white light will be illuminated. In addition, a message stating "You Have a Defect", or an audible beeping tone will be transmitted via radio. If detector is on North Track the audible tone will be a fast beep; if on South Track it will be a slow beep. If two trains are passing detector at same time and defect(s) are noted in each train, the beeping tone will revert to a continuous tone. When any of these warnings are observed, train(s) must be stopped with rear end at least 300 feet beyond the detector, then identification of defect(s) noted, by type and location in the train will be transmitted via radio. This transmission will be repeated once to insure information is correctly copied. All references to defect location will be from front of train, and reference to "Left" or "Right" side are to the engineer's left or right in the direction of travel. The following are typical of what transmissions crews can expect to hear:

- (1) "Santa Fe Railroad (Site Identification) North or South Track, First Hotbox Right Side, one seven eight."
- (2) "....., Second Hotbox Left Side, one four three."
- (3) "....., First Defective Car,* Axle one two five."
- (4) "....., First Dragging Equipment near Axle zero six eight."

* Defective Car alarm indicates there is more than 2 defects on a particular car. When such alarm(s) received, close inspection must be made of all journals and wheels on car indicated and on 3 cars (or units) on either side of indicated equipment.

Anytime a train receives (4) defective car alarms (3) or more hotbox alarms, or (2) or more dragging equipment alarms, crew must inspect the remainder of their train for additional defects.

If, after head-end of train passes detector, the rotating white light becomes illuminated but no message or audible tone is received, train must be stopped with rear-end at least 300 feet beyond the detector and entire train inspected for defects.

If the rotating white light is illuminated before head-end of train reaches detector, and/or the following message is transmitted via radio: "Santa Fe Railroad (Site Identification) North or South Track, System Failure", crew must be alert for the possible transmission of a message or an audible tone should an alarm occur during passage of the train. If no such tone or message is received, train may proceed at prescribed speed and must be observed closely enroute.

If, after entire train has passed the detector, no defects were noted, the following message will be transmitted via radio: "Santa Fe Railroad (Site Identification) North or South Track, No Defects."

If, as train approaches and passes detector, the rotating white light does not illuminate, and no message or audible tone is received, train may proceed at prescribed speed and must be observed closely enroute.

ALL SUBDIVISIONS

9. Rule 109 TRACK SIDE WARNING DEVICES (Continued)

INSTRUCTIONS APPLICABLE TO ALL TYPES HOTBOX AND DRAGGING EQUIPMENT DETECTORS

To locate defect indicated by a hot box detector, crew must actually count axles. When making inspection, give particular attention to heat of journals and hub of wheels. If the bare hand cannot be held on a roller bearing housing for a few seconds, the bearing should be considered overheated. Warning, caution and good judgment should be exercised as defective components can become extremely hot and could cause personal injury. Observe for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearing.

After each inspection use yellow crayon marker to write the date and letter 'B' above a roller bearing journal, the date and the letter 'J' above a friction bearing journal or the date and letter 'W' on wheel.

If an overheated condition is found, the car or unit must be set out. If heat caused by sticking brakes and condition corrected, train may proceed at precaution speed. If an overheated condition is not found, make close inspection of three cars or units on either side of such indicated equipment; then, if nothing found wrong (or entire train has been inspected), train may proceed at prescribed speed but must stop after 30 miles for an identical inspection unless train was checked by an intervening hot box detector or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change point where mechanical inspection is not made, must be informed of existing conditions.

If abnormal heat is detected on same unit or car by intervening detector, or during a stop for inspection, unit or car must then be set out.

Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

- (a) it is snowing or sleeting; or
- (b) there is snow on ground which can be agitated by a moving train.

10. JOINT TRACK FACILITIES. Rule N.

L&A trains use AT&SF tracks between Farmersville and Dallas governed by AT&SF Northern Division current time table and Special Instructions and Kansas City Southern Co. Operating Rules and General Orders.

AT&SF trains and engines, at Dallas, use M.P. tracks between Tower 19 and Browder Yard (M.P. 216.1) will be governed by AT&SF General Orders and General Code of Operating Rules.

M.P. Ry. trains use AT&SF tracks between Tecific and Sweetwater.

Southern Pacific trains and engines use AT&SF tracks at Fort Worth between M.P. 344.3 and M.P. 345.7 governed by General Code of Operating Rules and Southern Pacific Special Instructions.

Burlington Northern trains and engines use AT&SF tracks between Birds and Belt Jct. and Santa Fe Jct. and Dallas governed by General Code of Operating Rules and B.N. Special Instructions.

AT&SF trains use B.N. tracks between B.N. North Yard and M.P. Tower 55 at Fort Worth governed by AT&SF General Orders and General Code of Operating Rules.

11. Rule 104(L): All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

12. Rule 82A: Clearances not required on Northern Division.

13. Rule 405: On Northern Division Track Warrants and Track Bulletins may be transmitted mechanically.

14. Rule 450: Track Bulletins will be used on Northern Division.

ALL SUBDIVISIONS

15. When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used. Below is a list showing the weight, tractive effort and horsepower rating of units by class:

CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE-POWER
*200	EMD	F40PH	259,500	38,240	3000
*500	EMD	SDP40F	396,000	57,300	3000
1215	EMD	SSB1200	246,000	36,000	1200
1242	ALCO	SW12	246,000	47,000	1200
1310	EMD	GP7	249,000	41,300	1500
1450	EMD	SW	248,000	28,000	900
1460	EMD	SW7	262,500	41,300	1500
2000	EMD	GP7	249,000	41,300	1500
2244	EMD	GP9	249,000	45,200	1750
2417	EMD	CF7	249,000	41,300	1500
2700	EMD	GP30	262,900	51,400	2500
2800	EMD	GP35	266,000	51,400	2500
3000	EMD	GP20	265,000	44,800	2000
3500	EMD	GP35	262,500	46,720	2000
3600	EMD	GP39-2	264,400	55,400	2300
3800	EMD	GP40X	264,000	62,500	3500
3810	EMD	GP50	264,000	64,200	3500
4000	EMD	SD39	391,500	82,284	2300
4600	EMD	SD26	387,000	74,152	2625
5000	EMD	SD40	391,500	82,100	3000
5020	EMD	SD40-2	391,500	83,100	3000
5071	EMD	SD40-2	390,500	83,100	3000
5200	EMD	SD40-2	391,500	90,475	3000
5250	EMD	SDF40-2	388,000	83,100	3000
5300	EMD	SD45	391,500	72,286	3600
5426	EMD	SD45	391,500	72,286	3500
5490	EMD	SD45	391,888	72,286	3600
5500	EMD	SD45	391,500	72,286	3600
5625	EMD	SD45-2	395,500	73,650	3600
5662	EMD	SD45-2	391,500	73,650	3600
5950	EWD	SDF45	395,000	72,290	3600
5990	EMD	SDFP45	399,000	68,006	3600
6300	GE	U23B	262,500	60,400	2250
6350	GE	B23-7	268,000	61,000	2250
6364	GE	B23-7	265,000	60,400	2250
6390	GE	B23-7	264,000	61,000	2250
7400	GE	B39-8	285,940	68,100	3900
7484	GE	B36-7	274,500	64,600	3600
8010	GE	C30-7	398,800	90,600	3000
8064	GE	C30-7	392,500	90,600	3000
8099	GE	C30-7	395,000	91,500	3000
8700	GE	U36C	391,500	90,600	3600

* Amtrack passenger units.

ALL SUBDIVISIONS

SPECIAL CAR HANDLING INSTRUCTIONS

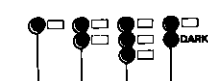
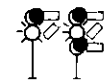
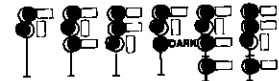
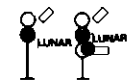
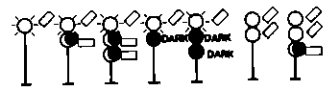
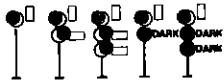
16. One or any combination of two of the following codes may be shown in the SCIII (Formerly referred to as PPSI) field of wheel reports to designate special car handling requirements. These same codes may also appear in the Special Instruction Column of switch lists and yard inventories.

CODE	DESCRIPTION
AI	Agricultural Industries
BA	Blasting Agents
BI	Bad Order
BO	Bad Order
BT	Bare Table (No Vans/Containers). Empty TOFC/COFC flatcars
CB	Combustible (Hazardous)
CD	Condemned (See NOTE 1)
CG	Cargill
CL	Chlorine (Hazardous)
CM	Corrosive (Hazardous)
DG	Dangerous
DH	Do Not Hump
DU	Do Not Uncouple
EQ	Union Equity Elevator or Equity Export, Houston
FG	Flammable Gas (Hazardous)
FL	Flammable (Hazardous)
FS	Flammable Solid (Hazardous)
FW	Flammable Solid 'W' (Dangerous When Wet)
HE	Head End Only
HL	High Wide Load
HV	High Value
IP	Interchange Prohibited (See NOTE 1)
IPSW	Intracant Switch (Respot Car)
MRXX	Mechanical Refrigeration Maintain 'XX' Degrees
MCNR	Mechanical Car or Trailer-No Refrigeration Required
ND	Work Indicated Not Done
NG	Nonflammable Gas (Hazardous)
NIT	Car Not in Train or Not on Track
NP	No Placards Required
OM	Oxidizer (Hazardous)
OP	Organic Peroxide (Hazardous)
OR	Other Regulated Material
OTCC	Car on Track Carriers Convenience
OTNP	Car on Track Not Placed
OX	Oxygen
PA	Poison Gas (Hazardous)
PB	Poison
PE	Houston Public Elevator
PULL	Car Pulled, Time and Date
RE	Rear End Only
REJT	Car Rejected by Shipper
RM	Radio active Material
RSPT	Respot Due to Railroad Error
SPOT	Car Spotted, Time and Date
TURN	Turn car and Respot
WH	Weigh Heavy
WI	Waive Inspection - Set Direct
WL	Weigh Light
XA	Explosive 'A'
XB	Explosive 'B'
XX	Do Not Move This Car
ZZ	Do Not Hump or Cut Off While in Motion

NOTE 1. The 'CD' Condemned and 'IP' Interchange Prohibited codes will be inserted by the computer when the car is so registered in UMLER (Universal Machine Language Register). This does not relieve employees of the responsibility of reporting these codes when appropriate.

NOTE 2. Report numeric MPH speed restriction only, e.g., 25 for a car restricted to 25 MPH. Certain series of cars which have a permanent speed restriction will have the speed restriction code inserted by the computer. This does not relieve employees of the responsibility of reporting the proper code on wheel reports on all cars which for any reason have restricted speeds.

**ASPECTS OF
COLOR LIGHT
AND SEMAPHORE SIGNALS**



RULE	NAME	INDICATION
230	CLEAR	Proceed
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
235	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
237	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238	DIVERGING APPROACH	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop

ALL SUBDIVISIONS

HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (817) 878-1395. Tell him:
 - (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
 - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
 - (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Description of hazardous materials from shipping papers.
 - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (6) Location of nearby stream, river, pond, lake or other body of water.
 - (7) Location of access roads.
 - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

(Left Blank Intentionally)

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.

Loaded cars placarded:



Loaded cars placarded:



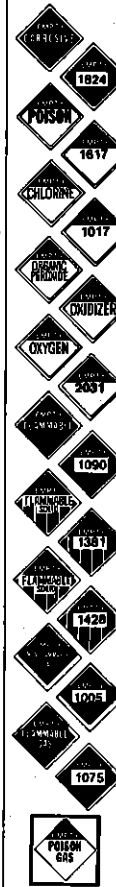
Loaded cars placarded:



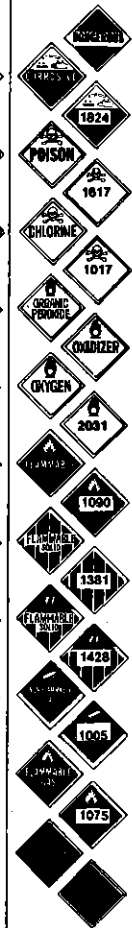
Loaded tank cars placarded:



Empty tank cars placarded:



Loaded cars other than tank cars placarded:



Loaded cars placarded:



RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

MUST NOT BE NEXT TO:

Engine, occupied caboose or passenger car	X	X	X	X	X
Car occupied by guard or escort	X (1)	X (1)		X (1)	
Loaded plain flat car	X	X		X	
Loaded bulkhead flat car	X (2)	X (2)		X (2)	
Loaded TOFC/COFC flat car	X	X (3)		X (4)	
Flat Car loaded with vehicles	X	X		X (5)	
Open top car with shiftable load	X (2)	X (2)		X (2)	
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X	
Car placarded EXPLOSIVES A	X		X	X	X
Car placarded POISON GAS		X	X	X	X
Car placarded RADIOACTIVE	X	X		X	X
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X		

NO RESTRICTIONS

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

SWITCHING RESTRICTIONS

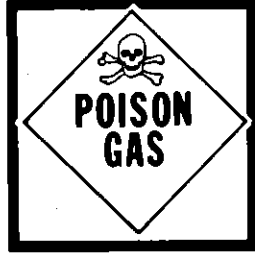
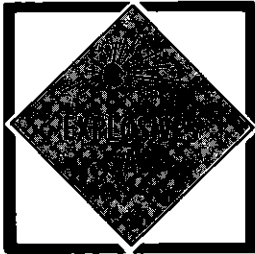
THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED

EXPLOSIVES A

OR

POISON GAS



OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

DOT CLASS 113
TANK CAR LOAD OF FLAMMABLE GAS

USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE

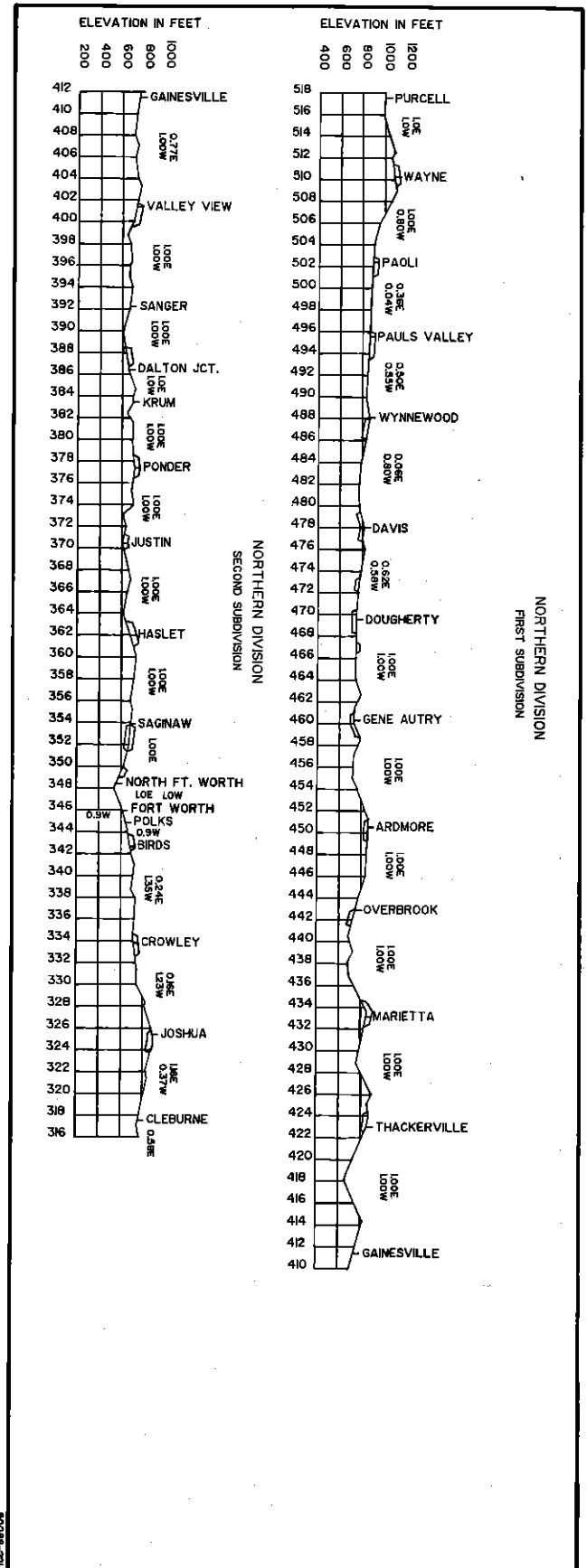


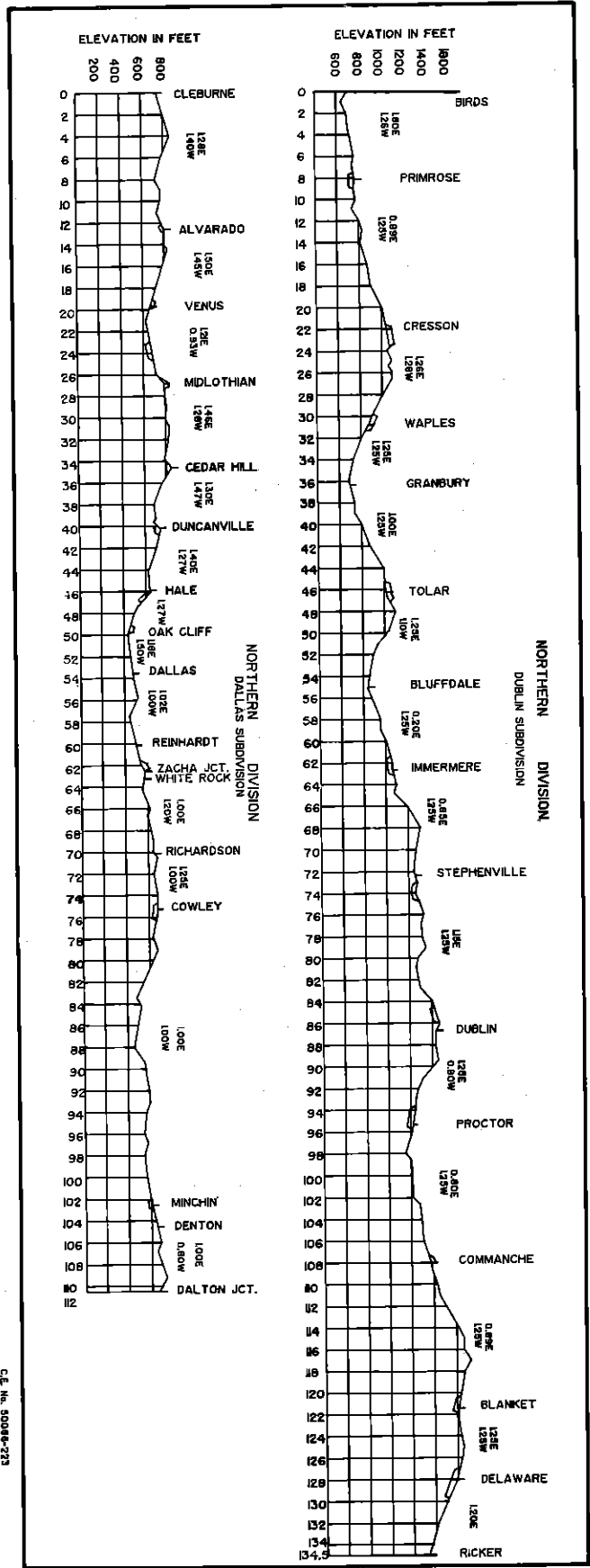
NUMBER 2
FLAMMABLE GAS



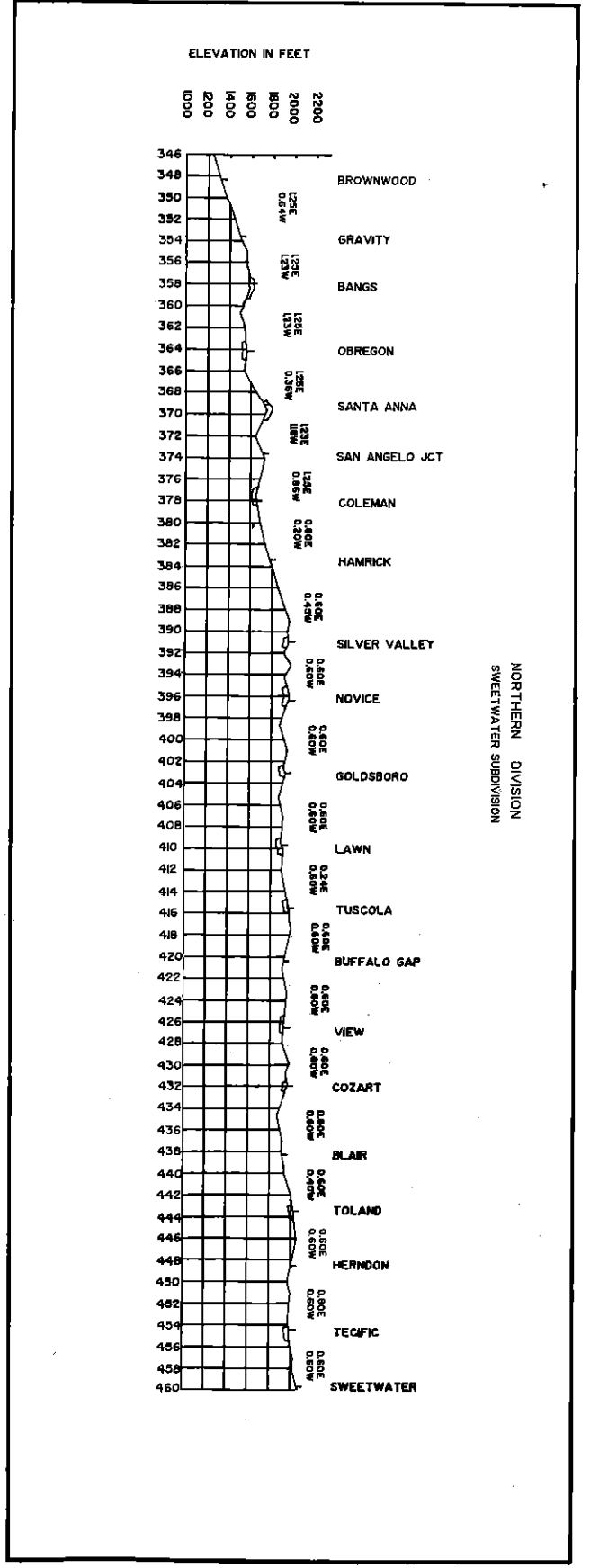
NUMBER 3
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY

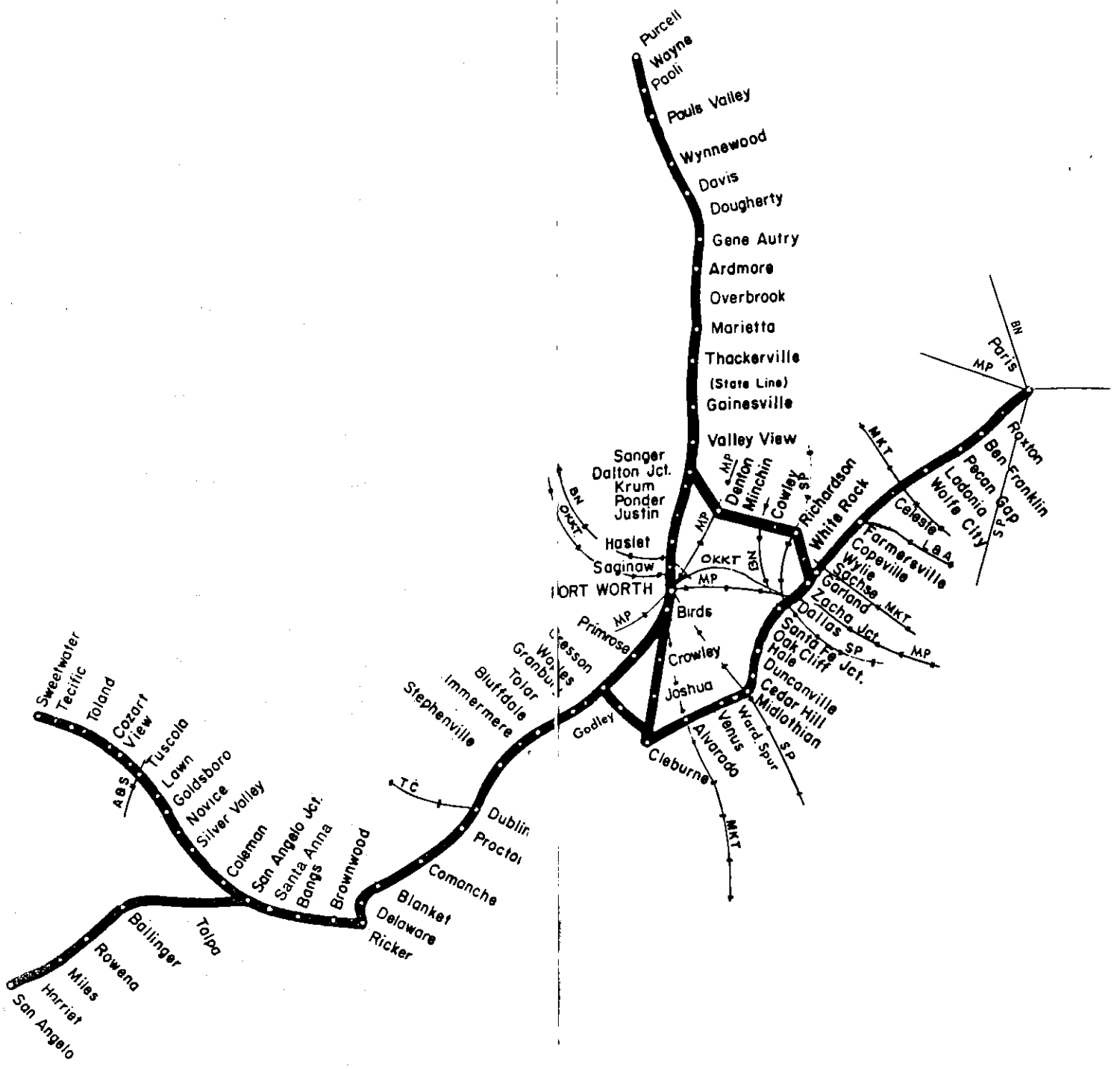




C.E. No. 50086-222



C.E. No. 50086-222



NORTHERN DIVISION