

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.



SANTA FE
SAFETY FIRST



The
Atchison, Topeka and Santa Fe
Railway Co.

WESTERN LINES

NORTHERN DIVISION

TIME TABLE No.

3

IN EFFECT

Sunday, October 26, 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

1
2
3
4
5
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7
8
9
10

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
 R. J. McINTIRE

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.
- Q — 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 block 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 P	CTC	517.5
51325	8297	WAYNE P		510.2
51315	8229	PAOLI <small>7.3</small> <small>7.6</small>		502.6
51300	12105	PAULS VALLEY T		495.6
51255	8804	WYNNEWOOD <small>7.0</small> <small>7.5</small>		488.1
51250	9225	DAVIS <small>10.1</small> <small>8.4</small>		478.0
51240	8599	DOUGHERTY <small>9.3</small>		469.6
51225	8443	GENE AUTRY <small>9.9</small>		460.3
51200	5731	ARDMORE QT		450.4
	6427	OVERBROOK <small>7.4</small> <small>9.9</small>		443.0
51140	10025	MARIETTA <small>10.0</small>		433.1
51120	8053	THACKERVILLE <small>11.8</small>		423.1
51100		GAINESVILLE BQ		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

3

3

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

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FIRST SUBDIVISION

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track 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
Borden Chemical	414.0	800

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	BQ	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	PO	348.8	Via M. P.
PM s 2.45 3.10	51000		FORT WORTH		346.0	PM s 3.35 3.10
			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 3.56 PM	43500		CLEBURNE	BQT	317.5	s 2.11 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
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	
	Psg.	Fr.
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
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		62.6	
48605		REINHARDT <small>6.6</small>		CTC	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	<small>S 7810 N 7550</small>	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>0.0</small> BQT	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.

At both ends siding Oak Cliff and east end of siding Hale, when letter "S" illuminated on "STOP SIGNAL", train must stop and operate switch to enter siding unless otherwise instructed by control operator.

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

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

Location	Mile Post	Industry Served
Oak Cliff	50.2	Rock Tenn
Oak Cliff	49.9	Rock Tenn
Oak Cliff	49.85	Rock Tenn
Oak Cliff	49.81	Rock Tenn
Oak Cliff	49.7	Rock Tenn
Oak Cliff	49.25	Ewing St. Team
Oak Cliff	49.2	Houston Band Mill
Oak Cliff	49.63	Wheat Lumber
Oak Cliff	47.95	Dixico
Oak Cliff	47.83	Tyler St. Team

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
..... 45 MPH.

(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, Track,	M.P. 53.7 Interlocking M.P. 53.7 to 52.7	20 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, RR Crossing,	M.P. 13.4 to 12.3 M.P. 11.4 Auto. Interlocking	25 20
5 Curves, Crossings, and Track,	M.P. 7.0 to 7.9 M.P. 3.0 to 0.3	25 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
Tetra Pak	105.5	11,000
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 T	22.0
43164	7382	WAPLES	30.7
43160		GRANBURY	36.5
43153	7202	TOLAR P	46.4
43148		BLUFFDALE 7.4	55.1
43144	7203	IMMERMERE	62.5
43140	7213	STEPHENVILLE P	72.3
43136	8154	DUBLIN 0.1	86.1
		T. C. Crossing 9.1	86.2
43132	7643	PROCTOR	95.3
43128	7391	COMANCHE 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	8100	BROWNWOOD BQT	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. 347.7, Brownwood; M.P. 348.9 and M.P. 349.0, Brownwood.

RULE 94 IN EFFECT: at Brownwood, between M.P. 347.7 and M.P. 348.9; between M.P. 349.0 and M.P. 349.4.

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

.....	45 MPH.
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(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
	D	Both ends siding	30
	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	8100	BROWNWOOD	BQT	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	BQT		459.6
		(111.2)			

CTC IN EFFECT: M.P. 349.0 to M.P. 348.9 on main track, Brownwood and 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. 349.4, 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. 349.4 and M.P. 349.0; and M.P. 348.9 and M.P. 347.7.

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	30
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 tail track	10
	D	Both end sidings	30
	S	West end outbound lead	10
	D	West end yard lead	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

(Continued)

SWEETWATER SUBDIVISION

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

Station	Type	Location	MPH
Tecific	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	BQT		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	Q	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, Stop Rule 98	M.P. Ry., M.P. 150.3	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
Paris Industrial Park	149.2	2,100
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			Mile Post
43500		CLEBURNE	BQT	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, employees 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 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.

ALL SUBDIVISIONS

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

0231. 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: Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on page 168 and preprinted pads of this form will be in the format as shown. The form for mechanical transmission is changed, with items 5 and 14 omitted, 16 revised, 18 and 19 added.

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". Employees receiving copies must assure that the correct number of track bulletins and track condition messages are received, and that "items marked" correspond with those indicated in item 19.

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: Forms for track bulletins Forms A and B have been revised. Form C will be used for mechanical transmission only, to permit issuance of additional "other conditions" when space in line 11 of Form A is insufficient.

Mechanically transmitted track bulletins must indicate, in space provided, the total number of lines used. Employees receiving copies must assure that the lines used correspond with number indicated.

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 ... 1215-1245#, 1453#, 1460#, Slug Units 120-121	90*	45
511-549##	45	45
All Other Classes	50	—
	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	<table border="0" style="width: 100%;"> <tr> <td style="width: 33%;">Pile Drivers</td> <td style="width: 33%;">Pile Driver</td> <td style="width: 33%;"></td> </tr> <tr> <td>AT-199454</td> <td>AT-199453</td> <td></td> </tr> <tr> <td>AT-199455</td> <td>AT-199454</td> <td></td> </tr> <tr> <td>AT-199457</td> <td>AT-199455</td> <td></td> </tr> <tr> <td>AT-199458</td> <td>AT-199456</td> <td></td> </tr> <tr> <td>AT-199459</td> <td>AT-199457</td> <td></td> </tr> <tr> <td>AT-199460</td> <td>AT-199458</td> <td></td> </tr> <tr> <td>AT-199461</td> <td>AT-199459</td> <td></td> </tr> <tr> <td>AT-199462</td> <td>AT-199460</td> <td>Locomotive</td> </tr> <tr> <td>AT-199463</td> <td>AT-199461</td> <td>Cranes</td> </tr> <tr> <td>AT-199464</td> <td>AT-199462</td> <td>AT-199600</td> </tr> <tr> <td>AT-199465</td> <td>AT-199463</td> <td>AT-199720</td> </tr> <tr> <td>Wrecking Derricks and Jordan Spreaders</td> <td>Other Machines</td> <td></td> </tr> <tr> <td>M.P.H.</td> <td>M.P.H.</td> <td>M.P.H.</td> </tr> </table>			Pile Drivers	Pile Driver		AT-199454	AT-199453		AT-199455	AT-199454		AT-199457	AT-199455		AT-199458	AT-199456		AT-199459	AT-199457		AT-199460	AT-199458		AT-199461	AT-199459		AT-199462	AT-199460	Locomotive	AT-199463	AT-199461	Cranes	AT-199464	AT-199462	AT-199600	AT-199465	AT-199463	AT-199720	Wrecking Derricks and Jordan Spreaders	Other Machines		M.P.H.	M.P.H.	M.P.H.
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M.P.H.	M.P.H.	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(C) TRACKSIDE WARNING DETECTORS:

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. Dragging equipment and wide or shifted loads will also actuate trackside indicators at locations so equipped.

ALL SUBDIVISIONS

9. Rule 109(C) TRACKSIDE WARNING DETECTORS (Continued)

INSTRUCTIONS APPLICABLE TO ALL TYPES

To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox, train may be rolled by a crew member on ground. If defect(s) indicated is for other than a hotbox, train must stop and crew member walk to location of such equipment.

If an overheated journal is found, the car or unit must be set out. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing is found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

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

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

When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings.

When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, 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.

Use yellow crayon marker to write the date and letter 'X' above each journal inspected, or the date and letter 'W' above each wheel inspected.

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.

When a train is stopped by detector, information required by Revised Form 1571 Standard must be transmitted verbally to train dispatcher's office.

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.

INSTRUCTIONS APPLICABLE TO RADIO (Readout) TYPE

As train approaches detector location to alert crew that system is operational, a message stating 'System Working' may be transmitted via radio.

After train passes the detector:

- A. If no defects were noted, a message stating 'No Defects' will be transmitted via radio and train may proceed at prescribed speed.
- B. If no radio message is transmitted, or if no message or audible tone (see Item 5) is received, train may proceed at prescribed speed and must be observed closely enroute.

If rotating white light is illuminated before head-end of train reaches the detector, or a message stating 'System Failure' is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see Item 5) should an alarm occur during the passage of the train.

- A. If such message or tone is not received, train may proceed at prescribed speed.
- B. If such message or tone is received, train must be governed by Item 5.

ALL SUBDIVISIONS

9. Rule 109(C) TRACKSIDE WARNING DETECTORS (Continued)

If rotating white light becomes illuminated as train passes the detector but a message or audible tone is not transmitted via radio, entire train must be inspected for defects.

If defects are noted as train passes the detector, a rotating white light will become illuminated, and:

- A. A message stating 'You Have A Defect' will be transmitted via radio; or,
- B. An audible tone will be transmitted via radio. The tone will be (a) a fast beep if on North Track, (b) a slow beep if on Middle or South Track or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

When these warnings are received, train must immediately reduce to 20 MPH. When rear end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from head-end of train, and references to 'Left' or 'Right' side are to the engineer's left or right side in the direction of travel.

If a train receives 4 defective car* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms, or one wide load alarm, remainder of train must be inspected for additional defects.

* Defective car alarm indicates more than three defects on a particular car. Inspection must be made of all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

INSTRUCTIONS APPLICABLE TO LOCATOR (Readout) TYPE

When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Trains must immediately reduce speed to not exceed 20 MPH and stop must be made with head-end 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, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, 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 enroute.

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.

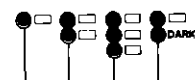
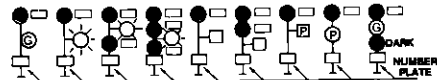
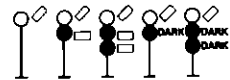
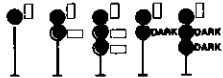
CODE	DESCRIPTION
AI	Agricultural Industries
BA	Blasting Agents
BI	Bad Order
BO	Bad Order
BT	Bare Table (No Vans/Containers). Empty TOFC/ COFC flatcars
CB	Combustible (Hazardous)
CD	Condemned (See NOTE 1)
CG	Cargill
CL	Chlorine (Hazardous)
CM	Corrosive (Hazardous)
DG	Dangerous
DH	Do Not Hump
DU	Do Not 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

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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 employes 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 employes 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.

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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.



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.

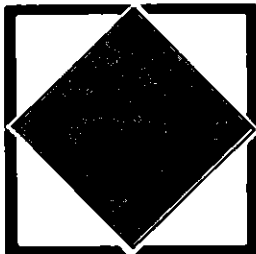
(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(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

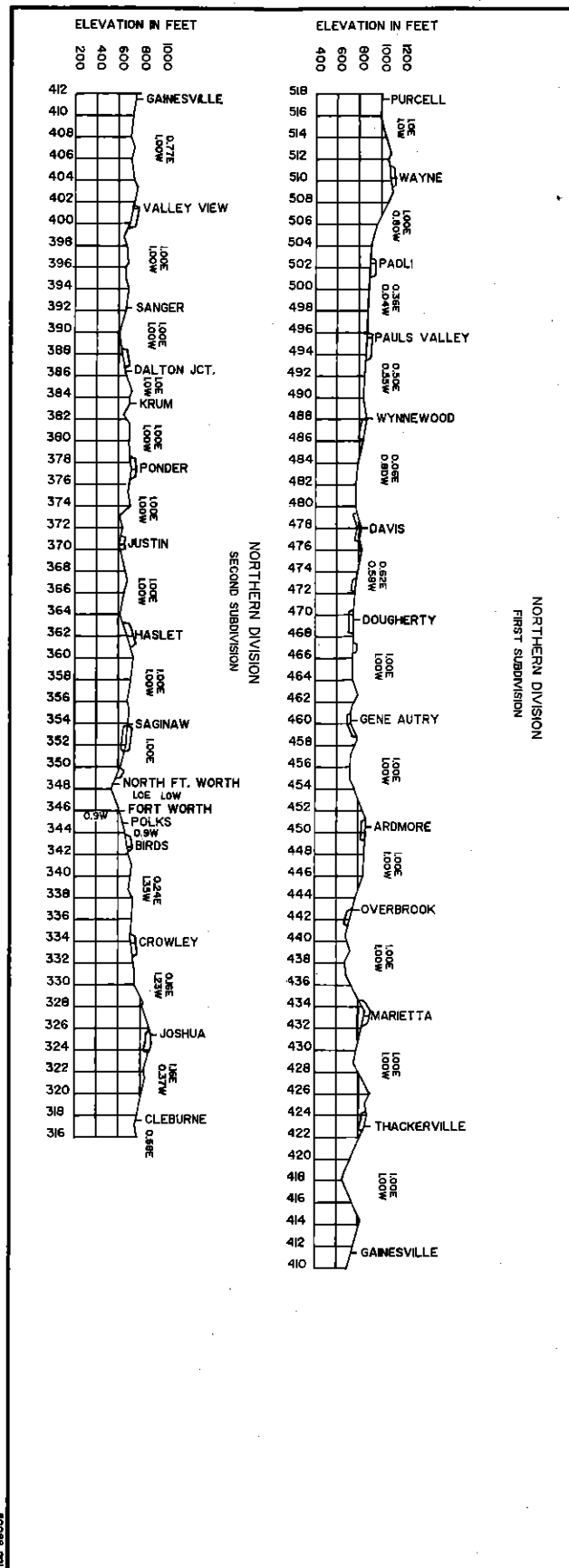


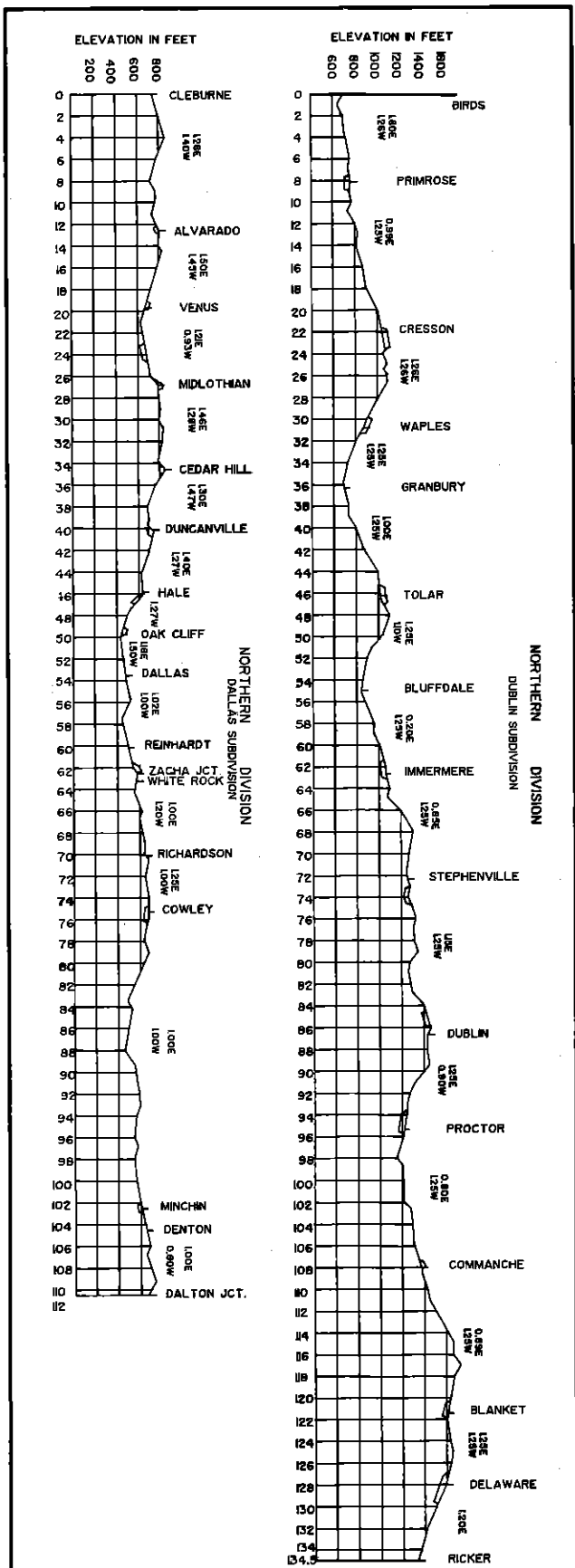
NUMBER 2
FLAMMABLE GAS



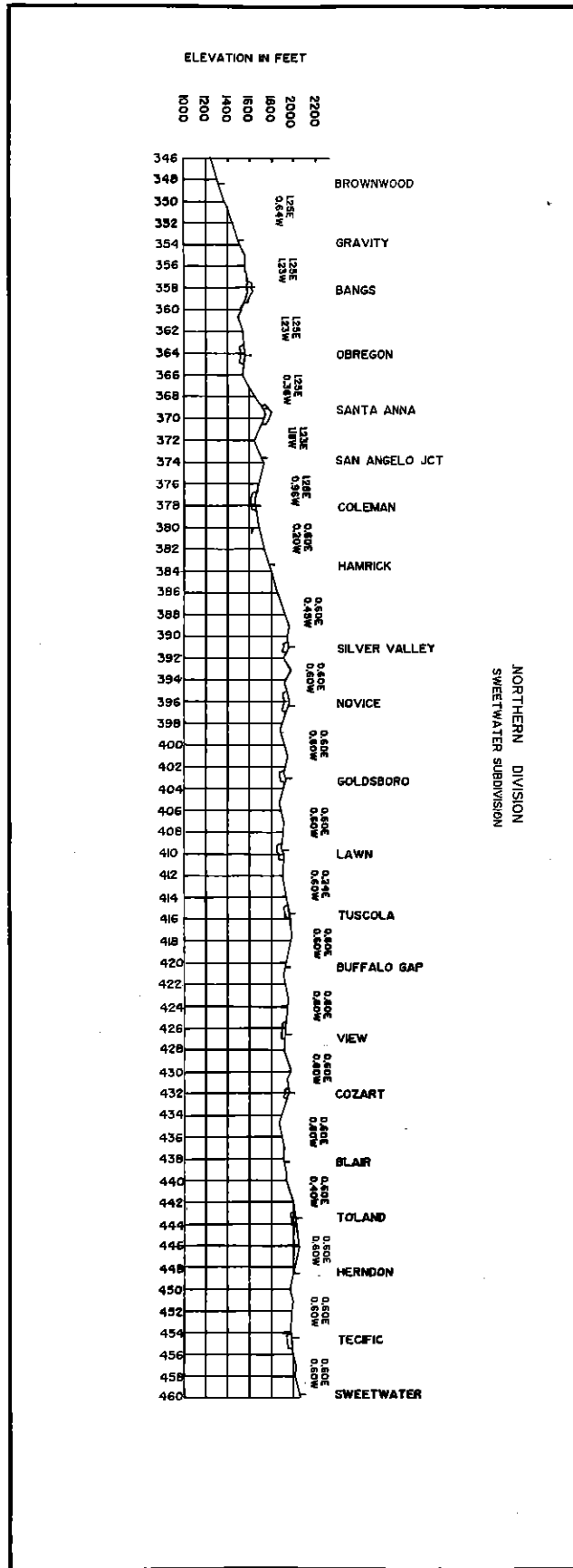
NUMBER 3
FLAMMABLE LIQUID

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

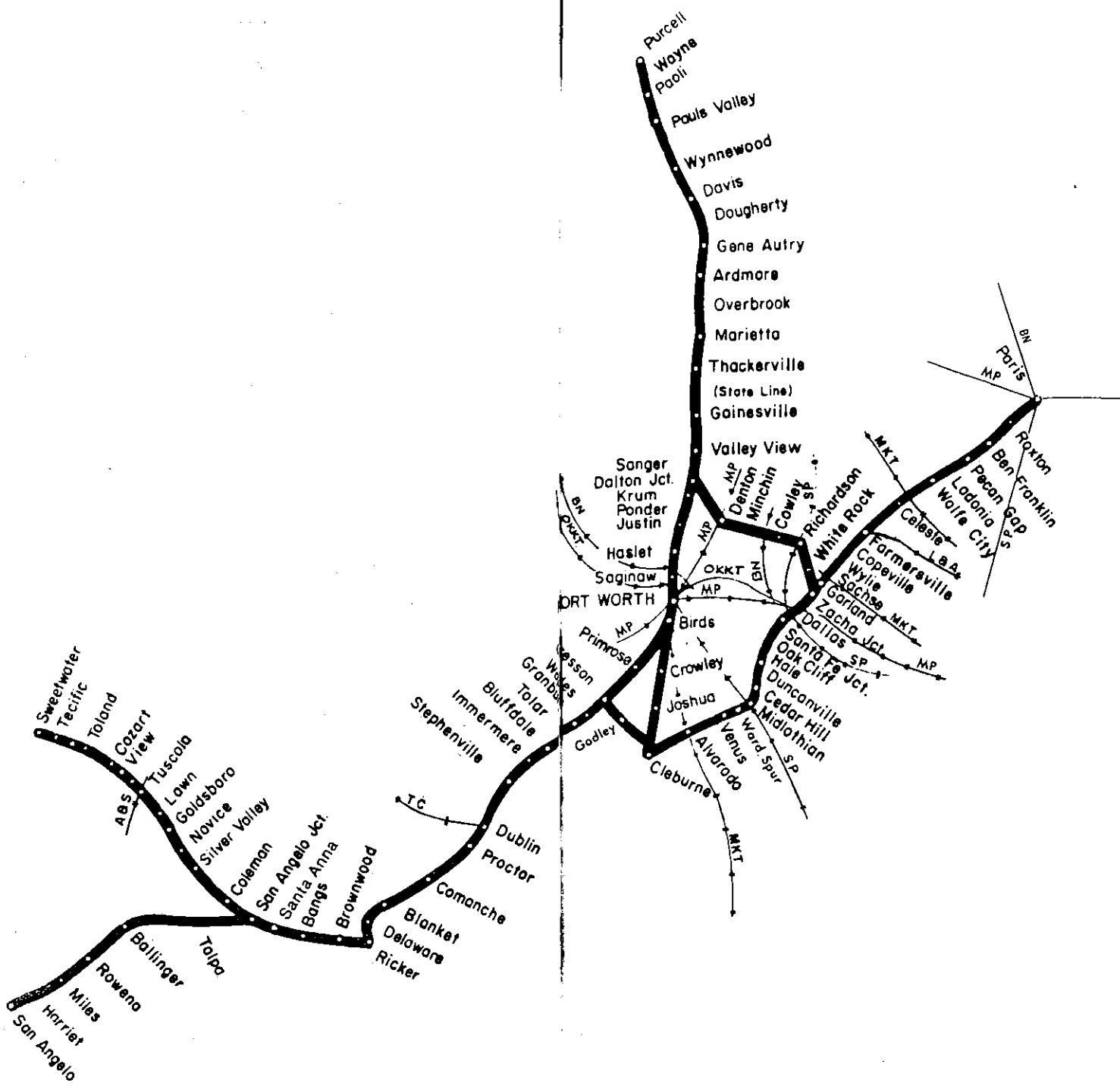




C.E. No. 50088-223



C.E. No. 50088-222



NORTHERN DIVISION