

OBSERVE SAFETY

KNOW THE RULES

TEACH TO OTHERS



**SAFETY**

IS AN ATTITUDE



**OKT**  
**RAILROAD CO.**

**SYSTEM**  
**TIMETABLE**  
**No. 1**

EFFECTIVE 12:01 a.m.

JUNE 29, 1980

FOR EMPLOYEE USE ONLY

**OFFICERS**

**T. G. TODD, VICE PRESIDENT—OPERATION**

**M. L. JANOVEC, GENERAL MANAGER**

**O. C. PUTSCHE, GENERAL SUPT. TRANSPORTATION**

**DENISON, TEXAS.**



**NO JOB IS SO IMPORTANT  
AND NO SERVICE IS SO URGENT  
THAT WE CANNOT TAKE TIME  
TO PERFORM OUR WORK SAFELY**

**EXPLANATION OF CHARACTERS**

- A → Automatic Interlocking
- B → Radio Base Station
- C → Connection
- D → Diesel Fuel Oil
- F → Radio Wayside Station
- G → Gate - Normal Position Against OKT
- H → Drawbridge
- J → Dispatcher's Phone
- M → Manual Interlocking
- N → Gate - Normal Position Against Conflicting Route
- O → Train Order Office
- P → Track Scales
- S → Stop Sign
- T → Turntable or Wye
- V → Automatic Switch
- W → Water
- X → Railroad Crossing at Grade
- Y → Yard Limits
- Z → Remote Control Switch

Register Stations are shown by symbol letter (R) immediately after station name.

**ABBREVIATIONS IN CONNECTION WITH MILE POST LOCATIONS**

- A → Atchison Subdivision
- S → Salina Subdivision
- B → Billings Subdivision
- Y → Yukon Subdivision
- L → Lawton Subdivision

**CLASSIFICATION OF ENGINES**

UNITS NUMBERED	EQUIPPED FOR MU CONTROL	TONNAGE CLASS	COOPER RATING
1 to 3 incl., 5 to 12 incl.	Yes	34	E-46
14 to 24 incl., 26 to 28 incl.	Yes	34	E-46
30, 31, 34, 43, 44.	Yes	34	E-46
50 to 55 incl.	Yes	40	E-46
70-A, 72-C, 75-E, 75-F, 78-C.	Yes	40	E-41
91 to 123 incl.	Yes	40	E-45
142, 143, 146, 152, 153, 154.	Yes	40	E-45
170 to 230 incl.	Yes	55	E-46
300 to 321 incl.	Yes	54	E-44
350 to 352 incl.	Yes	54	E-44
401-B	Yes	40	E-41
500-S	Yes	40	E-41
600 to 628 incl.*	Yes	69 *	E-56
600 to 628 incl.	Yes	72	B-56

\* Note: Tonnage Class 69 applies to SD-40-2, 3000 h.p., Series 600 diesel units when used in mixed consist with any other tonnage class units.

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## ATCHISON SUBDIVISION

STATION NUMBER	MILE POST LOCATION	BRANCH LINE		FOOTAGE CAPACITY OF	
		SOUTH	NORTH	SIDINGS	OTHER TRACKS
1498	498.3	ST. JOSEPH (R)	BOPTWY	.....	YARD
....	498.7	BN CROSSING	0.4	.....XS	.....
....	498.7	AT&SF CROSSING	0.0	.....XS	.....
....	498.8	BN CROSSING	0.1	.....XS	.....
....	499.0	TERMINAL JCT.	0.2	.....	.....
....	499.1	BN CROSSING	0.1	.....XS	.....
1514	513.7	RUSHVILLE	14.6	.....	600
....	513.9	BN CROSSING	0.2	.....CXA	.....
1518	518.3	WINTHROP (MD)	4.4	.....	.....
3800	519.4	ATCHISON (KS) (R)	1.1	.....OWY	.....YARD
			21.1	.....	.....

FLAG PROTECTION DISTANCE 3/4 MILE  
MAXIMUM SPEED 10 MPH

## SPECIAL INSTRUCTIONS

AT&SF Conductors may register by ticket at St. Joseph Terminal Railroad Office, 1901 South 6th Street, St. Joseph. St. Joseph Terminal Operator will relay information to the OKT Operator who will enter such information in the train register.

Between Winthrop and Atchison U.D., trains will be governed by rules of the Atchison and Eastern Bridge Co.

Between Atchison U.D. and Atchison Yard, trains will be governed by timetable and rules of the AT&SF Railway.

Atchison—Trains originating must secure clearances and train orders at Atchison AT&SF Freight Station.

Movement across Fourth and Tenth Streets, Atchison, crossing gates must be in lowered position before Fourth and Tenth Street crossings can be occupied. If gates do not lower automatically, or have raised due to automatic time out feature, movement must be stopped and gates lowered prior to occupying crossing by operating the lowering switch located on both sides of Fourth and Tenth Streets. These switches are marked indicating the track they serve and can be activated by the use of a switch key. Compliance with Rule 103 of the Uniform Code of Operating Rules is not altered by these instructions.

## ST. JOE SUBDIVISION

STATION NUMBER	MILE POST LOCATION	MAIN LINE		FOOTAGE CAPACITY OF	
		SOUTH	NORTH	SIDINGS	OTHER TRACKS
1498	0.0	ST. JOSEPH (MO) (R)	BOPTWY	.....	YARD
....		BN CROSSING	0.1	.....XS	.....
....		UTRR CROSSING	0.2	.....XS	.....
7001	1.1	ELWOOD (KS)	0.8	.....Y	4572
7005	5.0	WATHENA	3.9	.....Y	.....YARD
7014	13.5	TROY (R)	8.5	.....WY	910 1080
7019	19.2	BENDENA	5.7	.....	1160
7024	24.1	DENTON	4.9	.....	1000
7041	40.8	HORTON	16.7	.....	5383
7060	60.1	HOLTON	19.3	.....	1920
7069	69.4	MAYETTA	9.3	.....	1280
7076	75.8	HOYT	6.4	.....	1280
....	89.2	UP CROSSING	13.4	.....XA	.....
....	89.3	S.J. JCT.	0.1	.....	.....
7091	90.5	TOPEKA YARD (R)	1.2	.....BDOPTWY	.....YARD
			90.5	.....	.....

FLAG PROTECTION DISTANCE St. Joseph to Troy — 1-1/4 MILES  
Troy to Topeka Yard — 3/4 MILE  
MAXIMUM SPEED St. Joseph to Troy — 30 MPH  
Troy to Topeka Yard — 10 MPH

## SPEED RESTRICTIONS

MP 0 Pole 4 BN Crossing..... MPH 10  
Missouri River Bridge at St. Joseph..... 6

## SPECIAL INSTRUCTIONS

UP Conductors may register by ticket at St. Joseph Terminal Railroad Office, 1901 South 6th Street, St. Joseph. St. Joseph Terminal Operator will relay information to the OKT Operator who will enter such information in the train register.

UP trains operating over St. Joe Subdivision between Troy, KS, and St. Joseph, MO, must obtain OKT train orders and clearances at UP Train Order Office, "MS", Marysville, KS.

UP RR Jct. is located at MP 13 Pole 5 (Troy). The junction switch will be left lined for UP Main Track.

Horton—City track must not be switched with more than one diesel unit.

Topeka Interlocking extends from S.J. Jct. southward over Kaw River Bridge to MP 90.5 on two main tracks.

For northward trains at S.J. Jct. the top light on the absolute interlocking signal governs route to Kansas City and lower light governs route to St. Joseph.

Switch leading to UP transfer track north of Kaw River Bridge, Topeka, is hand-operated switch and must not be used without first securing permission from Control Operator.

Following whistle signals indicating route desired at Topeka Yard (Tower):

North Topeka — two long  
S.J. Jct. at CRIP — one long, one short, one long  
West Main — three long  
East Main — three long, one short  
East Yard lead — two long, one short  
City — three short, one long  
Roundhouse — one short, one long, one short

Six (6) axle diesel electric units are prohibited.

## MAXIMUM WEIGHTS

Gross Weight of Car and Lading:  
St. Joseph to Topeka..... 200,000 lbs.  
St. Joseph to Horton..... 263,000 lbs.  
Horton to Holton..... 200,000 lbs.  
Holton to Topeka..... 263,000 lbs.

## TOPEKA SUBDIVISION

STATION NUMBER	MILE POST LOCATION	MAIN LINE		FOOTAGE CAPACITY OF	
		SOUTH	NORTH	SIDINGS	OTHER TRACKS
7091	90.5	TWO MAIN TRACKS		....	YARD
....	101.5	TOPEKA YARD(R).....	BDPOTWY	....	....
....	133.8	VALENCIA.....	11.0	7220	....
....	171.3	VOLLAND.....	32.3	W4540	....
....	171.3	MoPac CROSSING.....	37.5	....	....
7171	171.4	HERINGTON(R).....	0.1	....	YARD
			80.9		

## SPECIAL INSTRUCTIONS

Between Topeka Yard and Herington, trains will be governed by the Rules, Timetable, and Special Instructions of the St. Louis Southwestern Railway.

## SALINA SUBDIVISION

STATION NUMBER	MILE POST LOCATION	BRANCH LINE		FOOTAGE CAPACITY OF	
		SOUTH	NORTH	SIDINGS	OTHER TRACKS
7620	220.8	SALINA(R).....	OWY	....	YARD
....	220.3	UP CROSSING.....	0.5	....	....
7598	198.4	ABILENE.....	21.9	....	1280
7593	193.1	ENTERPRISE.....	5.3	....	2400
....	192.8	AT&SF CROSSING.....	0.3	....	....
7587	186.7	PEARL.....	6.1	....	680
7580	180.3	WOODBINE.....	6.4	....	1280
7171	171.4	HERINGTON(R).....	8.9	....	YARD
			49.4		

FLAG PROTECTION DISTANCE 3/4 MILE  
MAXIMUM SPEED 10 MPH

## SPECIAL INSTRUCTIONS

Salina—No. 3 track terminal elevator cannot be used past the shed with loaded jumbo hoppers.

Southward trains will obtain UP clearance at Union Station, Salina.

Northward trains will obtain UP clearance at Abilene.

Between West Abilene and East Salina, trains will be governed by timetable and rules of the UP Railroad.

Between CRI&P Jct. and West Abilene and between East Salina and AB Jct., trains will be governed by timetable and rules of the AT&SF Railway.

Six (6) axle diesel electric units are prohibited.

## BILLINGS SUBDIVISION

STATION NUMBER	MILE POST LOCATION	BRANCH LINE		FOOTAGE CAPACITY OF	
		SOUTH	NORTH	SIDINGS	OTHER TRACKS
8626	26.1	BILLINGS.....	....	2780	2255
8616	15.7	GARBER.....	10.4	....	2785
8610	9.7	CROPPER.....	6.0	....	1215
....	7.5	SL-SF CROSSING.....	2.2	....	....
8340	0.0	NORTH ENID(R).....	7.5	6044	YARD
			26.1		

MAXIMUM SPEED 10 MPH

## SPECIAL INSTRUCTIONS

Between North Enid and Billings, trains and engines will operate under the provisions of Rule 93 without clearance or train orders, except trains originating North Enid will secure clearance at North Enid.

Six (6) axle diesel electric units are prohibited.

## LAWTON SUBDIVISION

STATION NUMBER	MILE POST LOCATION	BRANCH LINE		FOOTAGE CAPACITY OF	
		SOUTH	NORTH	SIDINGS	OTHER TRACKS
8436	0.0	CHICKASHA.....	BOY	6650	YARD
....	0.6	SL-SF CROSSING.....	0.6	....	....
8809	9.3	VERDEN.....	8.7	....	2100
8818	18.0	ANADARKO.....	8.7	....	YARD
8876	476.0	APACHE.....	15.5	....	2593
8885	485.3	RICHARDS SPUR.....	9.3	2286	YARD
			42.8		

FLAG PROTECTION DISTANCE 3/4 MILE  
MAXIMUM SPEED 10 MPH

## SPECIAL INSTRUCTIONS

Chickasha—Trains originating and terminating register as prescribed by Rule 83.

Chickasha—Osborn Elevator private industry scales are not equipped with dead rail; engines not permitted to stand on or move over these scales.

Six (6) axle diesel electric units prohibited.

STATION NUMBER	MILE-POST LOCATION	MAIN LINE		FOOTAGE CAPACITY OF	
		SOUTH	NORTH	SIDINGS	OTHER TRACKS
7171	171.4	HERINGTON(R).....	BCDOPTWY	.....	YARD
		7.1	JXA	.....	
7179	178.5	AT&SF CROSSING.....	JXA	6130	.....
		5.0			
7184	183.5	LINCOLNVILLE.....	J	.....	1220
		3.9			
7187	187.4	ANTELOPE.....	J	.....	955
		6.9			
7194	194.3	MARION.....	CJW	4660	2450
		0.2			
.....	194.5	AT&SF CROSSING.....	JXA	.....	.....
		5.9			
7200	200.4	AULNE.....	J	.....	810
		7.9			
7208	208.3	PEABODY.....	CJF	6135	1965
		0.2			
.....	208.5	AT&SF CROSSING.....	JXA	.....	.....
		7.7			
7216	216.2	ELBING.....	J	.....	2025
		6.6			
7223	222.8	WHITWATER.....	J	6320	975
		0.1			
.....	222.9	MoPac CROSSING.....	JXA	.....	.....
		6.6			
7230	229.5	FURLEY.....	J	5130	695
		6.6			
7236	236.1	KECHI.....	J	.....	870
		5.1			
7241	241.2	CLINE.....	BCDOPTW	5830	YARD
		0.4			
.....	241.6	SL-SF CROSSING.....	XA	.....	.....
		0.4			
.....	242.0	MoPac CROSSING.....	XA	.....	.....
		1.7			
.....	243.7	NORTH JCT.....	J	.....	.....
		0.9			
7245	244.6	WICHITA.....	J	.....	.....
		0.8			
.....	245.4	SOUTH JCT.....	J	.....	.....
		4.2			
7250	249.6	MIDLAND.....	J	7200	.....
		3.5			
7253	253.1	HAYSVILLE.....	J	.....	1900
		5.7			
7259	258.8	PECK.....	J	.....	1000
		7.5			
.....	266.3	MoPac CROSSING.....	JXA	.....	.....
		0.1			
7266	266.4	RIVERDALE.....	J	6220	670
		7.4			
7274	273.8	WELLINGTON.....	COW	3900	2700
		9.2			
7283	283.0	PERTH.....	J	4630	2455
		4.0			
7287	287.0	CORBIN.....	J	.....	N1895
		7.5			
7295	294.5	CALDWELL (KS).....	FJW	5780	YARD
		8.1			
8303	302.6	RENFROW (OK).....	J	4589	1640
		9.0			
.....	311.6	AT&SF CROSSING.....	JXA	.....	.....
		0.2			
8312	311.8	MEDFORD.....	J	.....	2820
		6.7			
8319	318.5	JEFFERSON.....	J	6228	2080
		3.7			
8322	322.2	POND CREEK.....	J	.....	3865
		8.5			
8331	330.7	KREMLIN.....	J	4640	2210
		8.8			
8340	339.5	NORTH ENID(R).....	BCDOPTWY	6044	YARD
		168.1			

FLAG PROTECTION DISTANCE 1-1/4 MILES  
MAXIMUM SPEED 40 MPH

## SPECIAL INSTRUCTIONS

AT&SF Crossing, Lost Springs—Trains finding signal at stop position must stop not more than 100 feet from signal.

INSTRUCTIONS FOR OPERATION OF AUTOMATIC INTERLOCKING AT AT&SF CROSSING, MP 208.5, PEABODY—

When a train or engine is stopped by a stop indication at AT&SF Crossing, Peabody, and no conflicting movement is evident, a member of the crew must immediately contact the Control Operator, and be governed by his instructions. If Control Operator advises that a conflicting movement is indicated on his control panel, wait five (5) minutes then if no conflicting movement is evident, crew member will operate time release, in accordance with Rule 344 and instructions in release box. If Control Operator advises there are no conflicting movements indicated on control panel, member of crew may operate time release in accordance with Rule 344 and instructions in release box.

If unable to communicate with Control Operator, wait five (5) minutes, then if no conflicting movement is evident, crew member may operate time release in accordance with Rule 344 and instructions in release box.

Peabody—Six(6) axle diesel electric units cannot be operated through south house track switch.

Peabody—Engines are prohibited from passing over bridge at south end house track and walkway must not be used.

Between Interlocking North Junction and Interlocking South Junction, the two west tracks are main tracks signalled in both directions. Trains and engines using these main tracks will be governed by interlocking and block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

Interlocking signals at North Junction and South Junction controlled by AT&SF Train Dispatcher located at Newton, Kansas. AT&SF signal aspect "flashing red"; indication, "Proceed at Low Speed."

Trains and engines using other than main tracks must move prepared to stop short of train, engine, obstruction, or switch not properly lined, but not exceeding 10 MPH.

Trains or engines on other than main tracks between North Junction and South Junction must secure permission from AT&SF Train Dispatcher before departing station.

Wichita—Freight cars must not be handled on tracks adjacent to train sheds.

Not more than one(1) unit at a time will be used on Old AT&SF Track, MP 293 Pole 27, and six (6) axle diesel electric locomotives are prohibited on this track.

Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 270 Pole 33	Wellington Coop	952
MP 293 Pole 27	Old AT&SF Track	2542
MP 314 Pole 24	Orin	600
MP 322 Pole 27	Cyanamid	325
MP 333 Pole 15	Great Lakes Carbon	1541

ENJD SUBDIVISION

STATION NUMBER	MILE POST LOCATION	MAIN LINE		FOOTAGE CAPACITY OF	
		SOUTH	NORTH	SIDINGS	OTHER TRACKS
8340	339.5	AUTOMATIC BLOCK SYSTEM RULES 400 TO 406 MP 343-13 TO MP 402-17	NORTH ENID(R).....BCDOPTWY	6044	YARD
....	340.5		SL-SF CROSSING.....XA	....	....
8342	341.8		ENID.....JY	8095	YARD
8350	349.5		WAUKOMIS.....J	....	2570
8355	355.4		BISON.....J	6245	1145
8361	361.4		HENNESSEY.....J	....	7035
8367	366.5		JACKS.....J	4592	....
8370	370.4		DOVER.....J	....	3940
8379	378.6		KINGFISHER.....FJ	6798	8890
8388	388.4		OKARCHE.....J	5178	1070
8396	396.1		CONCHO.....J	7302	90
....	400.8		EL RENO JCT.....J	....	....
....	400.9		CRI&P CROSSING.....JXM	....	....
....	401.0		ROCK ISLAND JCT.....J	....	....
8403	402.6		EL RENO.....BDEPWY	....	YARD
....	403.6		PACIFIC JCT.....JY	....	....
8412	412.2		UNION CITY.....J	....	1390
8418	418.0		MINCO.....J	8010	2645
8426	425.9		POCASSET.....J	....	5247
....	435.7		SL-SF CROSSING.....CJXAT	....	....
8436	436.3	CHICKASHA.....BOY	6650	YARD	
8456	456.0	RUSH SPRINGS.....F	6316	1130	
8466	465.5	MARLOW.....J	....	5215	
8476	475.5	DUNCAN(R).....BDOWY	2589	YARD	

FLAG PROTECTION DISTANCE 1-1/4 MILES  
 MAXIMUM SPEED MP 339.5 — MP 400.8 40 MPH  
 MP 400.8 — MP 475.5 25 MPH

**SPEED RESTRICTIONS** MPH

MP 360 Pole 37 to MP 362 Pole 0	....
Hennessey (Engines Only).....	35
El Reno: Oklahoma Freight Belt.....	10
El Reno: Over All Public Crossings(Except as shown below)..	25
Rogers, Woodson, Watts and Elm Streets.....	10
MP 435 Pole 21 to MP 437 Pole 0	....
Over Street Crossings (Engines Only).....	20

**SPECIAL INSTRUCTIONS**

Chickasha—Trains originating and terminating register as prescribed by Rule 83.

Rule 343(a) authorized CRI&P Crossing, MP 400.9.

Trains originating El Reno Jct. or Pacific Jct. on Enid Subdivision must obtain train orders and clearances at El Reno Yard.

Trains moved into siding at North Siding switch North Enid or South Siding switch Enid by Train Dispatcher must not foul or re-enter Main Track except on authority of Train Dispatcher.

Kingfisher—Open pit north end No. 3 track Wolfe Ready Mix Plant.

El Reno—Evergreen Mill private industry scales not equipped with dead rail; engines not permitted to stand on or move over these scales.

Chickasha—Osborn Elevator private industry scales are not equipped with dead rail; engines not permitted to stand on or move over these scales.

Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 363 Pole 4	Continental	500
MP 364 Pole 8	Humble	1650
MP 380 Pole 18	Armour	550
MP 404 Pole 4	Wagon Sales	460
MP 405 Pole 15	Jensen Spur	485
MP 409 Pole 22	Oklahoma Brick	1525
MP 439 Pole 22	Public Service	1630
MP 443 Pole 12	Ninnekah	1075

DUNCAN SUBDIVISION

STATION NUMBER	MILE POST LOCATION	MAIN LINE		FOOTAGE CAPACITY OF	
		SOUTH	NORTH	SIDINGS	OTHER TRACKS
8476	475.5	AUTOMATIC BLOCK SYSTEM	DUNCAN(R).....BDOWY	2589	YARD
8481	481.2		SUNRAY.....JY	6682	YARD
8485	485.2		COMANCHE.....J	....	1605
8494	493.7		ADDINGTON.....J	....	1060
8500	500.1		WAURIKA.....FJTWY	....	YARD
8511	510.7		RYAN (OK).....J	6297	1575
9524	524.3		RINGGOLD (TX).....J	....	1422
9536	535.5		STONEBURG.....J	4878	840
....	543.4		FW&D CROSSING.....CJXA	....	....
9544	543.8		BOWIE.....J	4585	3330
9563	563.0		CHICO.....BOPTY	4608	1085
9570	569.6		BRIDGEPORT.....TY	4585	YARD
9585	584.5		BOYD.....J	4597	1330
9599	599.2		HICKS.....JY	5301	....
9605	604.7		SAGINAW.....COY	4900	1215
....	609.6		GC&SF CROSSING.....XM	....	....
....	609.6		STLSW CROSSING.....XM	....	....
....	609.6		Ft. WORTH BELT CROSSING.....XM	....	....
....	609.6		FW&D CROSSING.....XM	....	....
....	610.0		SL-SF JCT.....C	....	....
9611	611.4	PEACH.....BCDOPTWY	....	YARD	

FLAG PROTECTION DISTANCE 1-1/4 MILES  
 MAXIMUM SPEED 40 MPH

**SPECIAL INSTRUCTIONS**

Peach—OKT trains originating and terminating register as prescribed by Rule 83.

Southward SLSF trains must secure OKT clearance at SLSF West Yard, Ft. Worth.

Southward FWD trains must secure OKT clearance at FWD North Yard, Ft. Worth.

Waurika—Not more than one locomotive unit at a time will be used on team tracks.

Ryan—Unloading spout on elevator track will not clear man on east side of car.

Chico—Engines must not go beyond clearance point west end Lone Star Main Track between load track and cleaning track.

Engines not permitted on scales Texas Industries, Inc. located approximately 20 car lengths from east switch on south track ARC Spur, MP 565 Pole 14.

Bridgeport—Wye track must not be used for meeting or passing of trains except when orally authorized or message issued by Train Dispatcher permitting use of this track only for doubling over purposes. Entire train not allowed on this track.

Not more than one locomotive unit at a time will be used in movements beyond 4000 feet from Main Track switch on Texas Electric Spur, MP 597 Pole 22.

All tracks between MP 610.0 (SL-SF Jct.) and MP 612.6 (17th St., Ft. Worth) are yard tracks.

Do not use more than one unit on Tracks 2 through 6 in North Ft. Worth Yard.

Scales Purina Elevators 1 and 3, Ft. Worth, have total capacity of 200,000 pounds; do not cross these scales while switching with a load of more than 180,000 pounds gross weight.

Movements over 1st St. Crossing between Peach and Purina Jct. must be protected by member of crew on ground at crossing.

Interlocking Rules 325 to 332 inclusive are in effect at Purina Jct. and 6th Street Jct., Ft. Worth.

Industrial or spur tracks between stations are located at:

Location	Name	Footage
MP 561 Pole 10	Cities Service	2401
MP 564 Pole 0	Lone Star	6165
MP 565 Pole 4	Crushers	900
MP 565 Pole 5	Perch Hill	11033
MP 565 Pole 14	ARC Spur	7615
MP 584 Pole 12	Lone Star	284
MP 591 Pole 22	Newark	1387
MP 591 Pole 22	Texas Electric	34523

STATION NUMBER	MILE POST LOCATION	MAIN LINE		FOOTAGE CAPACITY OF			
		SOUTH	NORTH	SIDINGS	OTHER TRACKS		
		STATIONS					
9611	611.4	AUTOMATIC BLOCK SYSTEM RULES 400 TO 406 MP 611.9 TO MP 643.8	PEACH .....	BCDOPTWY		YARD	
....	611.9		PURINA JCT. ....				
....	612.2		DALWOR JCT. ....	J			
9614	613.5		SYLVANIA .....	J	4728		YARD
9622	621.6		HURST .....	J	4983		2244
9627	627.2		TARRANT .....	J	10000		903
9628	628.4		DOROTHY .....	J			1206
....	634.6		N.C. JCT. ....	J			
9635	634.7		IRVING .....	CJ	4645		7103
....	634.9		S.C. JCT. ....	J			
9639	639.0		DALLAS .....	BDJOPW	7429		YARD
....	643.8		NORTH JCT. ....	J			
....	644.3		DALLAS .....				
....	644.6		SOUTH TOWER .....				
....	644.9	CADIZ ST. JCT. ....					
....	646.4	ENDOT .....					

FLAG PROTECTION DISTANCE 1-1/4 MILES  
MAXIMUM SPEED 40 MPH

SPEED RESTRICTIONS	MPH
Between Purina Jct. and Dalwor Jct. ....	10
MP 612 Pole 7 to MP 614 Pole 6 (Beach St.) .....	20
MP 614 Pole 6 to MP 617 Pole 2 (Minnis Drive Crossing) .....	30
MP 621 Pole 22 to MP 627 Pole 27 .....	20
Dorothy to Station 95 (Great Southwest) .....	5
MP 629 Pole 19 to MP 637 Pole 5 .....	30
MP 637 Pole 5 to MP 643 Pole 28 (North Jct.) .....	20

**SPECIAL INSTRUCTIONS**

Peach—OKT trains originating must secure clearance.  
Peach—OKT trains originating and terminating register as prescribed by Rule 83.  
SLSF trains originating N.C. Jct. or S.C. Jct. must obtain OKT clearance at SLSF Irving Station.  
Dallas (Freight Station)—OKT trains and engines originating must secure clearance.  
Southward SLSF trains must secure OKT clearance at SLSF West Yard, Ft. Worth.  
Southward FWD trains must secure OKT clearance at FWD North Yard, Ft. Worth.  
Northward FWD trains must secure OKT clearance at South Tower.  
All tracks between MP 610.0 (SL-SF Jct.) and MP 612.6 (17th St., Ft. Worth) are yard tracks.  
Movements over 1st St. Crossing between Peach and Purina Jct. must be protected by member of crew on ground at crossing.  
Scales Purina Elevators 1 and 3, Ft. Worth, have total capacity of 200,000 pounds; do not cross these scales while switching with a load of more than 180,000 pounds gross weight.  
Interlocking Rules 325 to 332 inclusive are in effect at Purina Jct. and 6th St. Jct., Ft. Worth.  
Southward SLSF trains will not occupy OKT tracks between 17th St. TP Interlocking and 6th St. Jct. without authority from OKT, Peach Yard.  
Dorothy to Station 95 (Great Southwest) — Six (6) axle diesel electric units are prohibited.  
City of Irving Ordinance No. 2518 provides:  
"A Train cannot block a crossing in Irving unless a brakeman or other employee of the railroad is at the crossing or is immediately available to uncouple the engines, and even if such employees are available, the train cannot block the crossing for more than six minutes."

Railroad cannot for any reason block certain crossings between the hours of 7:30 A.M. and 8:30 A.M. and between 5:00 P.M. and 6:00 P.M., Monday through Friday, except for national holidays. These crossings are Belt Line Road, Story Road, South Brittain Road, Nursery Road, Gauwyler Road, northgate Drive, Pioneer Lane, and Carl Road.

Neither of the above provisions apply to any trains passing over the crossing in constant forward or backward motion or to any train stopped because of an emergency, natural disaster, or an obstruction of the tracks that is beyond the control of the railroad.  
The Ordinance further provides that the person actually in control of the cars violating this Ordinance, the person having direction over the movement of the engine or cars, and the general division officer of the railroad who has the authority to give orders in relation to disposition of the cars shall be guilty of a misdemeanor in cases of violation of the Ordinance.  
Finally, the Ordinance provides that if a police officer orders the railroad employee who is in control of the train to move the train and the individual fails to do so, then he is guilty of a misdemeanor.

Between North Jct. and Endot, the following will apply:  
**SPEED RESTRICTION** MPH  
All tracks Dallas Right-Of-Way-District ..... 10  
**SPECIAL INSTRUCTIONS**

Trains have no superiority on Dallas Right-Of-Way-District tracks. Interlocking Rules are in effect and movements of trains and engines will be governed by signal indications.  
Special Instructions and General Orders of the Dallas Right-Of-Way-District will be posted in North and South Towers. Standard clock is located at North Tower. User lines will not leave cars on tracks of the Dallas Right-Of-Way-District without permission of towerman.

Hand throw switch and connecting track installed south end coach yard running track and OKT Cadiz St. Yard. This track is designated as Kelly Lead and may be used to enter and leave OKT Cadiz St. Yard after permission has been obtained from towerman.  
Account impaired overhead clearance Houston Street Viaduct, Dallas, engines and cars are restricted as follows:

Track	Maximum Height
41	17 ft. 3 in.
9-10-11	17 ft. 6 in.
Kelly Lead	18 ft. 10 in.
Northward Main Track	21 ft. 1 in.
Southward Main Track	22 ft. 3 in.

Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 618 Pole 5	Richland Park	3465
MP 620 Pole 1	Gifford Hill	1260
MP 620 Pole 9	Hart Spur	1463
MP 620 Pole 21	Hurst Warehouse	720
MP 620 Pole 27	Anchor Metal-Boyle Galvanizing	1350
MP 622 Pole 8	Bell Aircraft	1935
MP 626 Pole 12	Phillips Pipe Line	1620
MP 628 Pole 18	Great Southwest	13518
MP 629 Pole 25	Texas Gypsum Co.	2250
MP 630 Pole 10	Liggett Tex P&L	360
MP 633 Pole 24	Ratteree	225
MP 636 Pole 1	Texas Power & Light	135
MP 636 Pole 6	Wildwood	7212
MP 640 Pole 22	Perkins	4250
MP 644 Pole 33	Cadiz St.	Yard

Industrial and Yard Trackage Restrictions Account of Bridge:

Dorothy Spur .....	210,000 lbs.
Highland Industrial District .....	240,000 lbs.
Trinity Industrial District .....	240,000 lbs.

STATION NUMBER	MILE POST LOCATION	BRANCH LINE		FOOTAGE CAPACITY OF	
		WEST	EAST	SIDINGS	OTHER TRACKS
0486	485.6	HARTER (R).....	DOTWY	5532	YARD
....	485.9	MKT CROSSING.....	XN		
....	486.5	SL-SF CROSSING.....	XN		
....	486.8	SL-SF CROSSING.....	XN		
....	487.7	SL-SF CROSSING.....	XN		
0495	494.5	COUNCIL.....	Y		E300
0501	500.9	YUKON.....		7668	6850
0507	506.7	BANNER.....			5420
....	512.3	BELT JCT.....			
8402	513.3	EL RENO YARD (R).....	DOTW		YARD

FLAG PROTECTION DISTANCE MP Y-485.6 - Y-488.0 3/4 MILE  
 MP Y-488.0 - Y-512.3 1-1/4 MILES  
 MAXIMUM SPEED MP Y-485.6 - Y-488.0 10 MPH  
 MP Y-488.0 - Y-512.3 25 MPH

SPEED RESTRICTIONS MPH  
 Belt Jct. (Through Automatic Switch)..... 10  
 Rogers, Woodson and Mitchell Street Crossings..... 10

**SPECIAL INSTRUCTIONS**

Trains originating El Reno Jct. or Pacific Jct. on Enid Sub-division must obtain train orders and clearances at El Reno Yard.

No Main Track El Reno Yard between El Reno Jct.; MP Y-512.3; and Pacific Jct. on Yukon Subdivision.

Oklahoma City—Hammonds Mill, Inc., Ralston Purina Co., and Eckroat Grain Co. have track scales not equipped with dead rail and engines are not permitted on these scales.

Six (6) axle diesel electric locomotives will not be allowed on Oklahoma City industrial tracks.

Harter—High TOFC will not clear Walnut Street Viaduct when switching on K-83 Ramp track.

Employees must not step from engines or cabooses on the north side Main Track from MP Y-497 Pole 24 to Y-497 Pole 29 account insufficient amount of shoulder for walkway.

Yukon—Private industry scales are not equipped with dead rails; engines are not permitted on these scales.

Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP Y-496 Pole 0	OG&E (Two tracks)	2385
MP Y-497 Pole 33	Lacey	585
MP Y-503 Pole 24	National Feed Lot	400
MP Y-503 Pole 19	Camarron Elec	650

Industrial and Yard Trackage Restriction Account of Bridge:

Bethany Line (Oklahoma City)..... 190,000 lbs.

OPERATING RULES

The Uniform Code of Operating Rules, effective June 2, 1968, is supplemented, modified and amended as follows:

**Rule Q. Supplement to:** The possession or use of firearms while on duty or on company property is prohibited except by those so authorized by proper authority.

**Rule 1. Standard Time, Amended:** Standard time may be obtained from Radio Station WWV, Fort Collins, Colorado, or Train Dispatchers' Office, El Reno, Okla., by employee charged with the duty of maintaining standard clock with correct time.

**Rule 3. Supplement to:** The time when watches are compared as provided in the second paragraph must be registered on the prescribed form.

**Rule 19. Supplement to:** Electric markers must be illuminated continuously during the hours between one hour before sunset and one hour after sunrise, and during all other hours when weather conditions restrict visibility so that the end silhouette of a standard box car cannot be seen from one-half mile on tangent track by a person having 20/20 corrected vision.

The markers must be inspected by the train crew at each crew change point to assure that they are in proper operating condition, and any defects must be reported to the Chief Train Dispatcher.

**Rule 26. Blue Signal:** A blue signal signifies that workmen are on, under or between rolling equipment and that the equipment must not be coupled to or moved, except as provided in (A) and (B) of this rule. Rolling equipment must not pass a blue signal. Other rolling equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on designated locomotive servicing area tracks, car shop repair area tracks or when a deraill is used to divide a track into separate working areas. When a blue signal is displayed at the entrance to a track, rolling equipment must not enter that track.

Blue signals must be displayed by each craft or group of workmen who are to work on, under or between rolling equipment. They may be removed only by the same craft or group who placed them for protection.

When blue signal protection has been removed from one entrance of a track with a switch at each end or from either end of rolling equipment on a main track, that track is no longer under blue signal protection.

**Rule 26(A).** When workmen are on, under or between rolling equipment and such work subjects them to the danger of personal injury from movement of such equipment, protection must be provided as follows:

**ON A MAIN TRACK—**A blue signal must be displayed at each end of the rolling equipment.

**ON A TRACK OTHER THAN MAIN TRACK—**One of the following methods of protection or a combination thereof must be provided:

Each manually operated switch, including trailing point crossover switch, providing direct access to track on which protected equipment is standing, the switches at both ends of the crossover must be lined against entry into the protected track. The switch at the end of that crossover which connects directly to the protected track must be locked and a blue signal displayed at that locked switch. If protected equipment is standing on the switch of such a crossover so as to block other equipment from entering protected track through crossover, the switch need not be locked or blue signal displayed.

A deraill capable of restricting access to that portion of track where work will be performed must be locked in derailling position with an effective locking device and either:

—positioned at least 150 feet from the rolling equipment to be protected; or,

—positioned at least 50 feet from the end of rolling equipment on a designated locomotive servicing track or car shop repair track where speed is limited to 5 MPH.

A blue signal must be displayed at each deraill; or,

Where remotely-controlled switches provide direct access, the person in charge of the workmen must notify the employee in charge of the remotely-controlled switches of work to be performed and be informed by the employee in charge of such switches that switches involved have been lined against movement to that track and devices controlling the switches have been secured.



The employee in charge of remotely-controlled switches must not remove the locking devices unless informed by the person in charge of workmen that it is safe to do so.

The employee in charge of remotely-controlled switches must maintain for 30 days a written record of each notification, which must contain the following information:

- (1) Date and time notification received of work to be performed;
- (2) Name and craft of employee in charge requesting the protection;
- (3) The number or other designation of track involved;
- (4) Date and time person in charge of workmen notified that protection has been provided; and
- (5) Date, time, name and craft of person in charge of workmen authorizing removal of the protection.

**Rule 26(B).** In addition to protection required as prescribed in (A) of this rule, when workmen are on, under or between a locomotive or rolling equipment coupled to a locomotive, a blue signal must be attached to the controlling locomotive at a location where it is readily visible to the engineman or employee at the controls of that locomotive.

**Rule 26(C).** When emergency repair work is to be done on, under or between a locomotive or rolling equipment coupled to a locomotive, and a blue signal is not available, the engineman or employee at the controls of the locomotive must be notified and appropriate measures must be taken to protect the employees performing such work.

**Rule 26(D).** A locomotive must not enter a designated locomotive servicing area track under the exclusive control of mechanical forces unless blue signal protection governing entry is removed. The locomotive must stop short of coupling to another locomotive.

A locomotive must not leave a designated locomotive servicing area track unless blue signal protection is removed from that locomotive and from the track in the direction of movement.

Blue signal protection removed from track for the movement of such locomotives must be restored immediately after the locomotive has entered or has cleared the area.

A locomotive protected by blue signals may be moved on a track within the designated locomotive servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of workmen, after the blue signal has been removed from the controlling locomotive to be repositioned and the workmen have been warned of the movement.

**Rule 26(E).** Rolling equipment protected by blue signals on car shop repair tracks which are under exclusive control of car department forces may be repositioned with a car mover, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the workmen have been warned of the movement.

#### DEFINITIONS:

**Workmen:** Railroad employees assigned to inspect, test, repair or service railroad rolling equipment or their components, including brake systems. Train and yard crews are excluded except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they are handling or will handle.

**Note—"Servicing"** does not include supplying cabooses, locomotives or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery or flagging equipment. "Testing" does not include visual observations made by an employee positioned inside or alongside a caboose, locomotive or passenger car.

**Group of Workmen:** Two or more workmen of same or different crafts assigned to work together as a unit under a common authority and who are in communication with each other while the work is being done.

**Rolling Equipment:** Locomotives, railroad cars and one or more locomotives coupled to one or more cars.

**Blue Signal:** A clearly distinguishable blue flag or blue light by day and a blue light at night. The blue light may be displayed either steady or flashing. When attached to the operating controls of a locomotive, it need not be lighted if the inside of the cab area of the locomotive is sufficiently lighted so as to make the blue signal clearly distinguishable.

**Effective Locking Device:** When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying lock.

**Car Shop Repair Track Area:** One or more tracks within an area in which the testing, servicing, repair, inspection or rebuilding of railroad rolling equipment is under the exclusive control of mechanical department personnel.

**Locomotive Servicing Track Area:** One or more tracks within an area in which the testing, servicing, repair, inspection or rebuilding of locomotives is under the exclusive control of mechanical department personnel.

**Switch Providing Direct Access:** A switch, which if traversed by rolling equipment, could permit that rolling equipment to couple to the equipment being protected.

**Rule 34 [Rules 34 and 34(a)] Superseded:** All the members of engine and train crews located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name of each signal affecting the movement of their train or engine as soon as the signal is clearly visible. It is the responsibility of the engineer to have each member of the crew in the operating compartment of the engine comply with these requirements including himself.

It is the engineer's responsibility to have each member of the crew located in the operating compartment of the engine to maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

Should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, or if a crew member becomes aware that the engineer has become incapacitated, other members of the crew must take action necessary to insure the safety of the train or engine, including operating the emergency valve.

**Rule S-88: Meeting Points Extra Train—**Unless otherwise provided by Train Order Form S-C, at meeting points prescribed by Form S-A Train Order between Extra Trains, the train order must specify which train will hold the Main Track.

**Rule 93. Amended: Yard Limit Rule—**Within yard limits, the Main Track may be used, clearing first class trains at the time shown at the next station in direction of their approach, but not less than 5 minutes.

If not clear by the time required, train or engine must be protected at that time, as prescribed by Rule 99.

Within yard limits, the Main Track may be used without protecting against second and inferior class trains, extra trains and engines.

Within yard limits, second and inferior class trains, extra trains and engines must move prepared to stop within one-half the range of vision, short of train, engine, obstruction or switch not properly lined not exceeding 20 miles per hour unless the Main Track is known to be clear by block signal indication, per Rule 281.

**Rule D-93. Amended:** Within yard limits, movements against the current of traffic must not be made unless authorized by train order, train dispatcher, Yardmaster, or designated supervisor.

Within yard limits, when moving against the current of traffic, all trains and engines must move prepared to stop within one-half the range of vision, short of train, engine, obstruction or switch not properly lined not exceeding 20 MPH.

**Note to Rule 93.—**The provisions of this rule do not relieve a train from clearing an opposing superior train as required by Rule S-89.

**Rule 99. Amended: Flagging Rule—**When a train is moving on the Main Track at a speed less than one-half the maximum speed (including Speed Restricting Orders) for trains in that territory, flag protection against following trains on the same track must be provided by a crew member dropping off lighted fuses at intervals that do not exceed the burning time of the fuses.

When a train is moving on Main Track at or more than one-half the maximum speed for trains in that territory under circumstances in which it may be overtaken, crew members responsible for providing protection must take into consideration, grade, track curvature, weather conditions, sight distance and relative speed of his train to following trains and will be governed accordingly in the use of fuses.

When a train stops on Main Track, flag protection against following trains on the same track must be provided as follows: A member of the crew must go back immediately with flagman's signals at least the distance prescribed by timetable or other instructions for the territory, place two torpedoes on the rail not less than 150 feet apart and display a lighted fusee. He may then return one-half of the distance to rear of his train where he must remain until he has stopped a following train, is recalled or relieved. When recalled, he must leave a lighted fusee and while returning to train, must place lighted fusees at intervals not to exceed the burning time of the fusees. When train departs, a crew member must leave a lighted fusee and must continue dropping off lighted fusees at intervals not exceeding the burning time of fusees until train speed is not less than one-half maximum speed for trains in that territory.

When required by the rules, a forward crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for the territory placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee and remaining at that location until relieved or recalled.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

A crew member providing flag protection must not permit other duties to interfere with the protection of his train.

When a train requires protection, the engineer must immediately sound Signal 14(c). Inability to hear this signal does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- (a) In ABS territory, when rear of train is protected by at least two block signals; except will not apply:
  - (1) To single unit light engine;
  - (2) To Work Extras;
  - (3) To any unit of equipment which will not actuate the block; and
  - (4) Against opposing trains when required, and against following trains when making backup movement.
- (b) When rear of train is protected by an absolute block (absolute block being a block in which no train is permitted to enter while it is occupied by another train).
- (c) When rear of train is within interlocking limits.
- (d) When a train order or special instruction provides that flag protection is not required.

Rules 99(d), 99(j), 99(k) and Note to Rules 99(j) and 99(k):  
Cancelled.

Rule 103. Supplement to: When Automatic Crossing Devices at public crossings at grade are inoperative or are not operating properly, and notice is given by train order of such failure or it is otherwise known, trains and engines must stop and flagman will precede movement over crossing affording protection. At night, in addition, burning red fusees will be placed on roadway on each side of track to give warning to approaching traffic.

Rule 103(a)(7): Before coupling to or moving cars on tracks where cars are being loaded or unloaded, see that running boards, oil tank couplings, elevator spouts and similar connections are removed and clear; plug doors and swinging doors on cars are closed and secured; and persons in, on or about cars are warned and requested to vacate cars while being switched.

Rule 103(a)(13): Before making a movement of engines or cars through gates, doorways and similar openings, stop must be made and it must be ascertained that gates, doors or openings are completely open and secured. Where overhead or side clearances are doubtful, adequate protection must be provided.

Rule 103(a)(14): Bulkhead flat cars with center "A" frame dividers when loaded on one side only must not be coupled to or moved until loading or unloading is completed. This also applies to other types of cars when it is known that an unbalanced condition exists that is sufficient to cause derailment.

Rule 104(15). Amended: At Main Track switches in ABS territory, train and yard men will operate switch and wait 5 minutes at switch for train or engine movement to Main Track; except:

- (a) Where switch is equipped with an electric lock.
- (b) Where block signals governing movement to Main Track indicate proceed, or block indicator indicates block clear.

- (c) Where signals on Main Track indicate proceed.
- (d) At meeting points where switch is operated before the train met has passed its next signal.
- (e) When entering the Main Track between signals to hostile engine or switch train standing between such signals.
- (f) When entering Main Track under Rule 402.

The 5-minute wait does not relieve employees from protecting the movement, when required.

Rule 104(d): Instructions for Operation of Electrically-Locked Hand-Operated Switches.—

- (1) To occupy Main Track, obtain authority from Control Operator before operating switch.
- (2) If movement is to be made from the Main Track, occupy track in advance of switch within 150 feet to obtain quick release of lock.
- (3) To operate switch, remove padlock from Latch Pedal, step on Foot Pedal, and raise switch throw lever. If Foot Pedal cannot be fully depressed within 15 seconds, allow time relay to run for 5 minutes. At expiration of time, depress Foot Pedal and throw switch. (Leave Latch Pedal "Depress to apply padlock" in unlocked position.)
- (4) When movement is completed, restore switch to normal, depress Latch and Padlock Switch.

Rule 107(6). Supplement to: A trainman will ride in the lead unit on trains and yard engines when practicable.

Rule 110. Supplement to: When a train takes siding to be met or passed by another train, it must stop when it gets in the clear and remain stopped until the train on the Main Track has passed it entirely.

Members of crew of the train standing in siding will inspect both sides of the train moving past them on the Main Track.

Rule 110(a): High-Wide Load—A load which is contained on more than one car, or; on one car, or; equipment on its own wheels which measures in excess of 11'0" wide or 15'6" above top of rail, or; contained on a car longer than 54'6" so that the lading exceeds the width of the car.

High-wide loads which exceed published clearance for the route to be moved must not be moved until clearance instructions have been issued by the Office of the General Superintendent of Transportation. The Chief Train Dispatcher will supervise the movement of high-wide loads and excessive weight shipments.

Conductors are responsible to see that waybills are checked for high-wide loads and excessive weight shipments for which they do not have instructions. They must notify the train dispatcher immediately, when such conditions exist. Yard Conductors, in making up trains, must notify the Yardmaster of any of these cars being lined up for movement in trains. Yardmasters must notify the train dispatchers.

Conductors of trains handling high-wide or excessive weight shipments or when picking up on line these type shipments, repaired cars or equipment, or any equipment with known defects must make notation on train list of the condition and call attention of same to connecting crews or yardmaster, agent, yard forces or operator prior to or upon arrival at final terminal.

High-wide loads or excessive weight shipments must not be switched except in placing them in and taking them out of trains. In switching movements, they must not be cut off while in motion, but must be shoved to a stop; sufficient hand brakes must be set or cars properly secured to avoid rolling. They must not be stored on nor moved over yard tracks where clearance is insufficient. Employees must not ride on top, ends, or on sides of such cars. These cars must be given careful handling through turnouts, yards, sidings and interchange tracks and crews must keep a sharp lookout for close clearances. Where overhead or side clearance is doubtful, movement must be stopped and adequate protection provided.

High Value Shipment—The value of a railcar shipment exceeding \$300,000, or trailer-container shipment exceeding \$150,000.

Shiftable Load—An open top load on railcar or trailer-container that due to its configuration may shift sideways while in transit.

Rule 206(b). Amendment to: A train order may be transmitted to conductor or engineer, or member of crew, in which case such employee copying order will be governed by rules applicable to operators governing repetition and completion of train orders.

If a restricting order is sent in this manner, signature of engineer of train restricted must be received by train dispatcher before "Complete" is given to order for the other train.

**Rule 209. Supplement to:** Form X Speed Restricting Train Orders, Examples (1) and (2) only, are authorized to be duplicated mechanically on Xerox or A. B. Dick machines at offices where these machines are in use and in good condition.

**Rule 220. Supplement to:** The Conductor and Engineer of trains being tied up short of terminal, and leaving train before relief crew arrives, will secure all train orders and clearances held by their crew which have not been fulfilled. The Conductor will leave the train orders and clearances, the train consist and the delay report with the waybills. The engineer will leave the train orders and clearances for the head end with the Locomotive Inspection Reports (Forms 105B). The relieving Conductor or Yard Foreman will deliver the waybills, consist and delay report to the proper personnel at the final terminal, and will register the train's arrival on the proper form.

**Rule 223. Supplement to:** The abbreviation "MAX" may be used for the word "maximum."

**Rule 282. Superseded:** Proceed, reducing to 40 MPH before reaching next signal.

**Rule 285. Supplement to:** When emergency light illuminated, proceed, immediately reducing to 40 MPH or slower if necessary, prepared to stop before reaching next signal.

**Rule 340. Supplement to:** At Manually Controlled Interlockings, Sperry Detector Cars actually in service testing rails, and all units of Maintenance of Way Equipment That do not actuate block signals at all times, must not move into or through interlocking limits on interlocking signal indication until permission of Control Operator in charge of interlocking has also been secured and must notify Control Operator when movement through interlocking has been completed.

**Rule 343(a):** Effective only where authorized by Special Instruction or General Order.—

At manual interlockings when unable to communicate with Control Operator should a signal for route to be used indicate STOP, the following will govern:

After STOP has been made, and no conflicting movement is closely approaching, movement may be made by moving train or engine at least one car length into the interlocking limits, stopping before fouling any conflicting route or track. After the interlocking limits have been occupied, a member of the crew must observe signals on conflicting route, or routes, and know that they indicate STOP. All switches and derails in the route to be used must be examined. After waiting ten (10) minutes with the interlocking limits occupied, train or engine may proceed at Low Speed to the next signal within interlocking or if there is no other signal, through interlocking limits.

**Rule 344. Supplement to:** At Automatic Interlockings, when Absolute Signal indicates Stop indication, be governed by instructions in "Release Box" in operating release. Release must have been operated and release time interval checked and known to have expired before movement, unless absolute signal aspect changes authorizing movement. Sperry Detector Cars actually in service testing rails, and all units of Maintenance of Way equipment that do not actuate the block signals at all times, must not move into or through interlocking limits until Signal Department Signalman has actuated interlocking signals so signals display Stop indication on conflicting routes, and employee in charge of equipment is so notified; or flag protection per Rule 99 has been provided on conflicting routes if no signalman available.

**Rule 345. Amended:** Interlockings Within ABS Territory.— At interlockings within ABS territory, when a train or engine has moved within interlocking limits either on hand signals, verbal permission, or when preceded by a flagman, it must not move beyond the interlocking limits unless there is a leaving signal governing movement beyond interlocking limits, displaying other than Low, Stop and Proceed, or Stop; except:

- (a) When signal displays Stop, only as prescribed by Rule 350.
- (b) When signal displays Low, or Stop and Proceed, train or engine must be moved forward until leading wheels are 100 feet past signal, wait 10 minutes, then proceed at Low Speed to the next signal.
- (c) When there is not a leaving signal beyond the interlocking limits, train or engine must be moved forward until leading wheels are 100 feet past the absolute signals of the interlocking limits, wait 10 minutes, then proceed at Low Speed to the next signal.
- (d) When it can be ascertained under the provisions of Rule 350, from Train Dispatcher or Control Operator, "There is no opposing train in the block," or if the track ahead is seen to be clear through to the next signal displaying other than Low, Stop and Proceed, or Stop, train or engine may proceed at Low Speed without waiting 10 minutes.

**Rule 350. Modified:** Communication with Train Dispatcher is not required:

- (a) When excepted in Rules 345 and 402.
- (b) In making switch movements within yard limits under provisions of Rule 93 outside CTC territory. Exception to Rule 351 will apply.

**Rule 351. Modified:** On single track within yard limits, when the movement of a train or engine is reversed and making reverse movement, train or engine, after stopping, may proceed at Low Speed under one of the following conditions:

- (a) When a train moving in the same direction is seen in the block to be occupied and intervening track is seen to be clear.
- (b) When no movement is seen or heard approaching, train or engine must move 100 feet past signal and wait five (5) minutes before proceeding.

**Rule 401. Supplement to:** In CTC territory, an extra train originating at a station not an open train order office, may leave such station without a clearance, being governed by signal indications.

**Rule 504. Supplement to:** Any employee who may be called to report for duty before his legal rest period has expired in accordance with Federal Laws Relating to Hours of Service, must report the facts to the proper officer before going on duty.

**Rule 510(2). Supplement to:** Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

#### SAFETY RULES

**Rule 2. Supplement to:** Employees in Train, Engine, Yard, Mechanical and Maintenance of Way service will not wear high-heel cowboy, western or similar type boots while on duty. Lace-up shoes or boots with tops at least six (6) inches high are recommended, and the same type with safety steel toes provide the greatest measure of personal safety.

**Rule 14. Supplement to:** Do not stand in front of coupler to adjust coupler or knuckle, or repair air devices.

**Rule 34(x). Amended:** Employees must not: Use finger in hole at bottom of coupler to adjust lock pin or place finger in knuckle pin holes while handling knuckles.

**Rule 120(a):** Employees must not get on or off moving flat cars or tank cars, except in an emergency.

**Rule 150. Supplement to:** Brakes on sliding end sill or cushion underframe car must not be released from a standing position on ground at end of car.

#### OPERATION OF RADIO

**Radio Channel Designation.**—Channel No. 1, MKT frequency, is in use on all OKT Subdivisions.

**Identification of Trains at Meeting or Passing Points.**— Proper identification under Uniform Code of Operating Rules 24, 83(a) or S-89(a) may be accomplished by direct radio communication between crews involved. Train must approach such location at Restricted Speed until proper identification is received and acknowledged.

**Use of Radio in Connection with Form X Approach Order or Stop Order.**—Verbal permission or oral authority may be given via radio to trains and engines authorizing them to proceed through the limits of Approach Order or Stop Order. When granting such authority, the communication must be properly identified in accordance with Radio Rules, given and repeated in the following form and example:

"OKT Foreman Smith, in charge of (Extra) gang (location) to Engineer OKT Train No. 101, over." The Engineer Train No. 101 will answer, "Engineer OKT Train No. 101, Foreman Smith, over." After identification the foreman will authorize movement of No. 101 through limits of order as follows: "Train No. 101 may proceed through limits of Approach (or Stop) Order No. 501 between MP 617 and MP 619 (or over Bridge 617.7, MP 617 Pole 28). Men and machines are clear of track and track is OK, over." The Engineer of train will repeat back the instructions "Train No. 101 may proceed through limits of Approach (or Stop) Order No. 501 between MP 617 and MP 619 (or over Bridge 617.7, MP 617 Pole 28). Men and machines are clear of track and track is OK, over." The gang foreman will respond "OK, out."

This authorizes the train or engine to proceed through limits of Approach Order at speed prescribed in order, and to proceed through the limits of the Stop Order, after stopping at the Red Flag or Red Light, unless the Red Flag or Red Light has been removed, at speed not exceeding 10 MPH unless otherwise prescribed by foreman in charge. Foreman in charge may prescribe speed and train or engine will proceed through limits of Stop Order at speed prescribed by foreman.

#### RULES AND INSTRUCTIONS

##### Employees Must Provide Themselves With Current Copies Of:

1. Uniform Code of Operating Rules.
2. Uniform Code of Safety Rules.
3. Uniform Code of Rules and Instructions Governing Display of Blue Signal by Workmen When On, Under or Between Rolling Equipment.
4. Rules and Instructions Governing the Operation of a Railroad Radio Communications System.
5. Instructions on Train Handling with Diesel Electric Locomotives for Operating and Mechanical Department Employees.
6. Circular No. DP-2, reissued January 1, 1975, by Manager of Personnel, H. M. Hacker.

##### ENGINE WHISTLE OR HORN SIGNALS, INTERLOCKINGS

Main Track to Main Track.....	—	—
Main Track to Siding, or reverse.....	0	—
Main Track to industry or transfer or reverse	—	0 0 —
Main Track to Subdivision, or Main Track of another railroad, or reverse.....	0	0 —

##### MOVEMENT OF TRAINS

**1. Superiority of Trains by Direction:** Southward regular trains are superior to Northward regular trains of the same class. (See Rule S-72.)

**2. Governing Timetable and Rules:** Crews of foreign line trains operating over the Oklahoma-Kansas-Texas Railroad Co. tracks are subject to the Uniform Code of Operating Rules, Timetable and Special Instructions of this railroad, and must provide themselves with copies thereof, be conversant therewith and governed thereby. Unless otherwise provided, OKT Railroad Company trains and engines using foreign line tracks under joint track agreements or otherwise, will be governed by the rules and instructions, and subject to the jurisdiction of the officers of the railroad line being used.

**3. Restricted Speed Requirements:** Trains which have six-axle locomotive unit(s) in their engine consist are restricted to 5 MPH less than the speed shown for freight trains on curves having permanent speed restriction signs until the locomotive units are around the curve(s).

Speed limits prescribed by City Ordinance shown on schedule page for information only; except, where speed limit is less than authorized maximum speed, speed prescribed by City Ordinance will govern and will be observed until engine is over crossing(s) within city limits; speed then may be increased.

Trains and engines will not exceed 10 MPH through turnouts, unless otherwise provided.

To avoid harmonic oscillation and rocking of freight cars, train speeds of 10 MPH to 20 MPH must be avoided when possible. Acceleration or deceleration through this speed range must be accomplished on tangent track, and should be accomplished within the shortest practicable distance. Red reflective tape on speedometer faces calls attention to speed range of 12 MPH to 18 MPH. When train enters this speed range, the engineer must notify personnel on caboose via radio communication.

Trains with carloads of passenger automobiles or trucks in consist will reduce speed to 10 MPH if hailstorm is encountered.

**4. Restrictions in Operation of Locomotives and Cars:** Engines running light, with or without a caboose, must not exceed speed of 40 MPH except: Engines Nos. 1 to 44 inclusive (Tonnage Class 34) must not be operated or towed in train in excess of 30 MPH.

Engines towed in train, handle next to operating engine of through trains and behind short cars of trains setting out and picking up.

Trains handling Derricks 1040 and 1041, Pile Driver 1031 and Scale Test Car 77 must not exceed 25 MPH.

Trains handling Derrick 1042 must not exceed 10 MPH.

Derricks 1040, 1041 and 1042 and Pile Driver 1031 must be located in train not less than four cars nor more than ten cars from engine and if handled with another one of these machines, must be separated by six cars. Scale Test Car 77 must be handled next ahead of caboose.

Crane Cars MKT 100109 and MKT 100110 must be located not more than five cars ahead of caboose.

Derricks 1040, 1041 and 1042 and Pile Driver 1031 are self-propelled when gears engaged and must not be moved by engines when gears are engaged.

All flatcars of any description, loaded or empty, having eight (8) or more axles will be moved only with message instructions received from the Office of the General Superintendent of Transportation, Denison, Texas. Flatcars MKT 14002 and MKT 14003 are excepted from these instructions.

Bulkhead flat cars that are equipped with center beam (or partition) extending entire length of car requires the loading or unloading to be performed on both sides. This type of car must not be moved when one side only has been loaded or unloaded.

Empty flat cars, which are longer than 60 feet, must be handled in the rear-quarter of the train, and must not be placed ahead of heavy loads (loads exceeding 80 tons).

Diesel engines will not be operated through water, except when authorized by proper authority.

Many engines now have a protective device on them known as "Crankcase Pressure Detector." This device is located near the "Lay Shaft" on EMD motors and is identified by the words "Crankcase Pressure" embossed on the device. The following WARNING literally observed. Serious personal injury can occur if this warning is not complied with:

**WARNING:** Following an engine shutdown because the crankcase pressure detector has been actuated, DO NOT open any handhole or top deck covers to make an inspection until the engine has been stopped and allowed to cool off for at least two hours. DO NOT attempt to restart the engine until the cause of the trip has been determined and corrected. The action of the pressure detector indicates the possibility of a condition within the engine, such as an overheated bearing, that may ignite the hot oil vapors with an explosive force if air is allowed to enter. DO NOT operate the engine until the pressure detector has been replaced, since the diaphragm backup plates may be damaged.

**5. Automatic Block Signals:** Shown on schedule pages.

**6. Movements by Signal Indication (Rules 400-404):** Shown on schedule pages.

**7. Visual Inspection by Conductor:** At interchange locations where no mechanical forces are available, conductors are to make a visual inspection of cars interchanged from other roads for the purpose of detecting any mechanical defect.

Conductors are also responsible to see that a visual inspection of lading on open top cars is made and when any damage, shifting of lading or improper securement is noted, the party making the inspection will make a note to that effect and pin it on the waybill. At the next terminal, this information should be typed or written on the waybill so that this will become a permanent record and relieve our company from participating in claims paid for that damage.

**8. Train Inspections:** In addition to inspections per Rules 110 and 111 of Uniform Code of Operating Rules, trainmen or other competent employees will make train inspections of both sides of trains departing:

MP 40	MP 291	MP 519 Southward
MP 206 Northward	MP 385	MP 522 Northward
MP 210 Southward	MP 430	MP 564

When a train is stopped with emergency application of the brakes, whether from locomotive or train, following instructions must be observed:

a. If train is separated, entire train must be inspected, also observing track structure to determine if the emergency application caused track damage.

b. If train is not separated, train may be moved when proper brake pipe pressure is obtained and brakes fully released, not exceeding 10 MPH for the first train length. Crew members will closely observe train and members of crew on rear of train must observe track structure to ascertain any track damage that may have resulted from the emergency brake application.

c. Each emergency stop must be reported to the Train Dispatcher by the first available means of communication.

## 9. Standard Clocks and General Order Books:

Atchison.....	Train Order Office
St. Joseph.....	Train Order Office
Topeka Yard.....	Train Order Office
	*Enginehouse
Herington.....	Train Order Office
Salina.....	Train Order Office
Cline.....	Train Order Office
Wellington.....	Train Order Office
North Enid.....	Train Order Office
El Reno.....	Dispatcher's Office
El Reno Yard.....	Train Order Office
	*Enginehouse
Chickasha.....	Train Order Office
Duncan.....	Train Order Office
Chico.....	Train Order Office
Peach.....	Train Order Office
	*Enginehouse
Dallas(Freight Station).....	Train Order Office

\* General Order Book Only

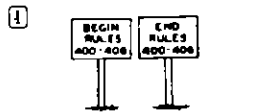
## 10. Yard Limits:

Atchison.....	A-517.0	—	A-519.4
St. Joseph.....	0.0	—	A-502.7
Troy.....	11.7	—	14.4
Topeka Yard.....	82.9	—	90.5
Herington.....	171.4	—	172.1 — S-173.6
Salina.....	S-220.8	—	AB Jct.
North Enid.....	338.3	—	345.33
El Reno.....	402.43	—	410.0 — Y-510.0
Chickasha.....	434.0	—	440.0 — L- 2.0
Duncan.....	474.0	—	485.0
Anadarko.....	L- 15.38	—	L-463.5
Richards Spur.....	L-484.25	—	L-485.3
Waurika.....	498.25	—	502.5
Chico/Bridgeport.....	562.0	—	571.0
Peach.....	596.0	—	612.6(17th St., Ft. Worth)

## 11. Maximum Weight:

Gross Weight (Car and Lading)..... 263,000 lbs.  
(Except as shown on Subdivision schedule page)

## 12. Roadway Signs:



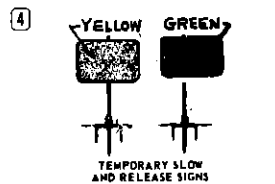
1. Indicates location where Centralized Traffic Control CTC Rules 400-406 begin and end.



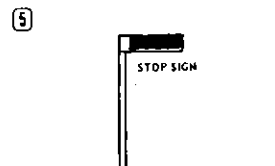
2. Indicates location where Rules governing a movement of trains and engines in the same direction by block signals begin and end.



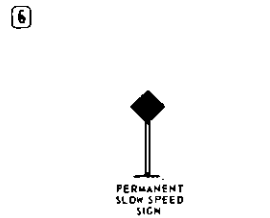
3. Indicates location of beginning and end of cab signal territory.



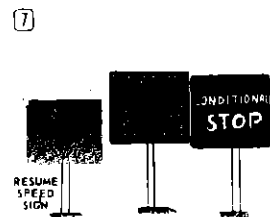
4. Temporary speed restriction sign indicates temporary speed restriction located one and one-half miles or farther from sign.  
Resume speed sign indicates end of speed restriction. Note: The prescribed speed must be maintained until entire train has passed the resume speed sign. See Rule 10(g).



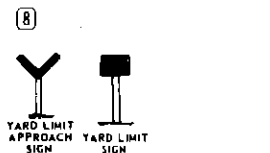
5. Indicates point where stop must be made before any part of train or engine passes such stop sign. Sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.



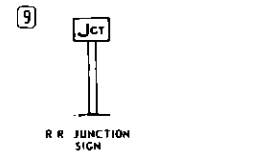
6. Permanent Speed Restriction sign indicates permanent speed restriction begins 4000 feet or farther when necessary from sign. On subdivisions where maximum speed for freight trains is in excess of 60 MPH sign to be placed 6800 feet in advance of where permanent speed restriction begins. The higher figures on signs govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown, it governs all trains and engines. Where the movement is from a lower to a higher speed, the sign will be placed at the point where speed may be increased, but the prescribed speed restriction must be maintained until entire train has passed this sign. See Rule 10(h).



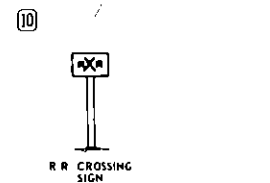
7. Yellow "PROCEED PREPARED TO STOP" sign indicates "CONDITIONAL STOP" sign will be displayed two (2) miles from "PROCEED PREPARED TO STOP" sign, (except when restricted track is less than two miles from terminal or junction point). "CONDITIONAL STOP" sign placed at point where train must be stopped unless authorized by foreman in charge of work to proceed beyond sign. Green "Resume Speed" sign will be displayed at point where restriction ends. See Rule 10(f)(1) and 10(x2).



8. Yard Limit Approach" sign indicates "Yard Limit" sign displayed approximately 1 mile ahead. "Yard Limit" sign indicates start of yard limits.



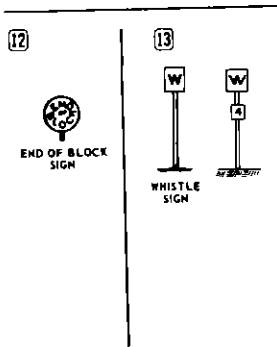
9. R.R. Jct. sign indicates R.R. jct. located 1 mile ahead.



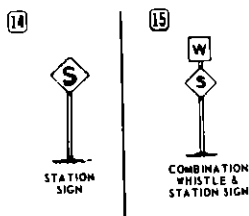
10. R.R. Crossing sign indicates R.R. Crossing located 1 mile ahead.



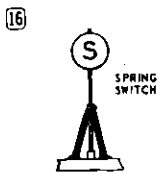
11. Overlap sign indicates the point where signal section for the block ahead begins. After track has been occupied beyond this sign, signals in opposing direction will indicate stop. See Special Instruction 9.



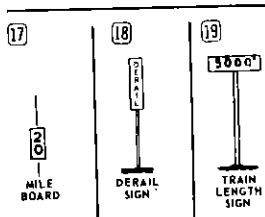
12. End of block sign indicates the point where block signal section ends.
13. Whistle sign indicates point where Rule 14 (l) whistle signal must begin. Whistle signal must be repeated or prolonged until crossing is occupied by engine or car. Whistle sign will be located at distances from crossing as follows on subdivisions where maximum speed is:  
 40 MPH or less.....1320 Ft.  
 40-60 MPH .....2000 Ft.  
 When standard crossing whistle sign bears a number plate below the "W" such sign will designate the number of crossings for which whistle signal Rule 14 (l) is to be sounded. Whistle signal Rule 14 (l) must be repeated or prolonged until all crossings protected by this sign have been occupied by engine or car.



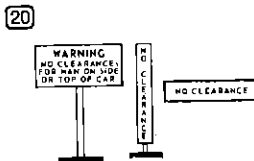
14. Station sign indicates station ahead 1 mile from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign will be located 2 miles from station. Distance to be measured from siding switch in direction of approach.
15. Combination whistle and station sign. To be placed when both signs are applicable as shown in signs 13 & 14.



16. Indicates location of spring switches.



17. Mile board indicates mile post location.
18. Derail sign indicates location of derails.
19. Train length marker signs indicate distance from leaving switch of siding or yard (or other designated point) to determine length of train by feet.



20. No clearance sign indicates point where there is insufficient clearance for a man on side or top of car.

Roadway signs facing direction of approaching trains, except temporary speed restriction signs, will be respected regardless of which side of the track signs are located. These instructions will not apply to "PROCEED PREPARED TO STOP" and "CONDITIONAL STOP" signs when displayed beyond both rails of an adjoining Main Track.

### 13. Instructions for Crew in Event of Derailment:

Check other crew members for injuries—Give FIRST AID/CALL FOR HELP if needed.

Get WAYBILLS, WHEEL REPORT (or other documents with Hazardous Material information).

Find the WAYBILLS marked in UPPER LEFT CORNER as:

EXPLOSIVE  
 DANGEROUS  
 POISON GAS  
 RADIOACTIVE MATERIAL

(The conductor should have already reviewed the waybills.) When found, KEEP waybills until full details have been reported to the dispatcher, AND FIND LOCATION of cars in TRAIN by using WHEEL REPORT.

Head-End Crew: Survey derailment for FIRST CAR derailed.  
 Rear-End Crew: Survey derailment for LAST CAR derailed.

IF HAZARDOUS MATERIALS ARE INVOLVED,  
DO NOT GO NEAR DERAILED CARS

Survey the AREA for ROADS, BUILDINGS or other PUBLIC structures.

Look for FIRES, LEAKING MATERIAL.

Call DISPATCHER (if Bell phone is used, call (214) 465-8933) and give your location.

STAY IN CONTACT WITH DISPATCHER  
WHILE HE IS GETTING INSTRUCTIONS FOR YOU TO FOLLOW

Give Dispatcher the information he requests, which will include the following from the WAYBILLS of cars containing Hazardous Materials:

1. Car Initial and Number
2. Consignee Name
3. Consignee Location
4. Shipper Name
5. Shipper Location
6. Commodity Code Number (49 )
7. Wording that Appears in Bottom Left Corner of Waybill (Description, Material Class, Placard)  
 NOTE: Spell The Names Of Chemicals.

STAY IN CONTACT WITH DISPATCHER  
WHILE HE IS GETTING FURTHER INSTRUCTIONS

Get READY for the following IF's:

IF Local Authorities Appear:  
 Give them NAME of HAZARDOUS MATERIAL and 49 CODE NUMBER: and Advise them to STAY AWAY and KEEP PUBLIC AWAY.

IF Local Authorities Insist on Taking Action Before You Receive Further Instructions:  
 Tell them to CALL CHEMTREC (800) 424-9300.

IF Dispatcher Relays Advice:  
 Give it to LOCAL AUTHORITIES.

IF Railroad Personnel Appear:  
 Warn them of DANGER; and Get them to HELP CONTROL SPECTATORS.

IF A Supervisor Arrives:  
 Explain Situation, What Has Been Done, Who Has Been Notified, and Advice Received From Dispatcher; and Follow Supervisor's Orders.

14. Hazardous Materials:

- A. When leaks, spills, derailments or fires occur in connection with the transportation of Hazardous Materials, the immediate aim of those in charge is to prevent injury or loss of life, and to minimize property damage and exposure. To do this intelligently, it is necessary to know what materials are involved, and to have some knowledge of their properties.

To enable field personnel to know how to approach one of the above situations confidently, all Road Cabooses, Yard Offices, Freight Offices, Mechanical Offices, and Officers have been furnished a copy of the Bureau of Explosives handbook, Emergency Handling of Hazardous Materials in Surface Transportation.

- B. The following precautions must be followed when switching cars placarded EXPLOSIVES A, FLAMMABLE GAS, NON-FLAMMABLE GAS, POISON GAS, DANGEROUS or EMPTY POISON GAS:

- (1) Must not be cut off in motion (kicked or dropped).
- (2) Must not have a car(s) moving under its own momentum couple into it.
- (3) Must not be coupled into with more force than is necessary to complete the coupling.

- C. HYDROCYANIC ACID cars have a red stripe around each end of the car and lengthwise around the car. Both sides and ends have a large red and white stenciled area showing the contents as "Class A Poison," and an emergency telephone number.

HYDROCYANIC ACID is a highly lethal poison as shown below:

- (1) Description of material and potential dangers:
  - a. 2700 parts per million mixed with the atmosphere is fatal to humans in 30 seconds of breathing.
  - b. Lethal amounts may be absorbed through the skin, as well as by inhalation.
  - c. Human contact with the vapor is detected by a bitter almond taste and odor, followed by a painful tingling of the lips and nostrils.
  - d. No known antidote for a lethal dose.
  - e. Conventional canister gas masks are not effective. Only a self-contained breathing apparatus is safe.
  - f. The material is flammable and will burn furiously, but is not explosive.
  - g. Material is under pressure in cars and turns from liquid to vapor at 80 degrees Fahrenheit.
- (2) Empty tank cars must be handled as carefully as loaded movements.
- (3) If one of these cars is involved in a derailment, Chief Dispatcher will be notified promptly so specially equipped and trained employees of the shipper may be flown to the scene. This must be done regardless of how slight the involvement.
- (4) In the event of trouble, the men on the ground must be advised of the danger involved so that they would not breathe any fumes that may be leaking from the car. Men should not approach the car area unless it is definitely known that the car or cars are not involved and then only with extreme caution and upwind if possible.
- (5) If one of these cars is leaking from any point and catches fire, LET IT BURN. DO NOT ATTEMPT TO PUT OUT THE FIRE AND DO NOT PERMIT LOCAL FIRE DEPARTMENTS TO ATTEMPT TO DO SO.
- (6) To further bring to the attention of yard and train crews, clerks, car inspectors and others involved in transportation, the shippers will, in addition to sticker now attached, provide an additional sticker to be attached to the top left corner of the waybill that is large enough to protrude outside the waybill so as to attract the attention of those handling. This sticker will bear a picture of the tank and direct attention to the sticker attached to the body of the bill.

- D. Union Carbide tank cars in the series UCOX 150 thru 184 require special handling. These 100-ton, 30,000-gallon tank cars contain LIQUID ETHYLENE and are placarded "FLAMMABLE." When two or more of these cars are moving together the 'A' ends of the cars must not be coupled together.

15. Hazardous Material 49 Code Definitions:

These 49 Codes are shown on waybills under Commodity Code:

01 CLASS A EXPLOSIVE

A SOLID EXPLOSIVE WHICH IS EASILY DETONATED OR OTHERWISE OF MAXIMUM HAZARD. EXAMPLE: BLACK POWDER

02 CLASS B EXPLOSIVE

EXPLOSIVES WHICH ARE GENERALLY IGNITED BY MEANS OTHER THAN DETONATION. EXAMPLE: FLASH POWDER

03 CLASS C EXPLOSIVE

MANUFACTURED ARTICLES WHICH CONTAIN CLASS A AND/OR CLASS B EXPLOSIVES IN RESTRICTED QUANTITIES. EXAMPLE: AMMUNITION

04 NONFLAMMABLE COMPRESSED GAS

A NONEXPLOSIVE OR NONFLAMMABLE GAS IN CONTAINERS OR TANK CARS UNDER PRESSURE EXCEEDING 40 PSI.

05 FLAMMABLE COMPRESSED GAS

AN EXPLOSIVE OR FLAMMABLE GAS IN CONTAINERS OR TANK CARS UNDER PRESSURE EXCEEDING 40 PSI.

06-07-08-09-10 FLAMMABLE LIQUIDS

ANY LIQUID WHICH GIVES OFF FLAMMABLE VAPORS AT OR BELOW 100 DEGREES F.

12-13-15 COMBUSTIBLE LIQUIDS

ANY LIQUID THAT HAS A FLASH POINT AT OR ABOVE 100 DEGREES F AND BELOW 200 DEGREES F.

16-17 FLAMMABLE SOLIDS

A SOLID MATERIAL, O/T ONE CLASSIFIED AS AN EXPLOSIVE WHICH IS LIABLE TO CAUSE FIRES THROUGH FRICTION, ABSORPTION OF MOISTURE, CHEMICAL CHANGES, RETAINED HEAT OR WHICH CAN BE EASILY IGNITED.

18-19 OXIDIZING MATERIALS

A SUBSTANCE THAT YIELDS OXYGEN READILY TO STIMULATE COMBUSTION OF ORGANIC MATTER.

20 POISON CLASS A

A GAS OR LIQUID OF SUCH NATURE THAT A VERY SMALL AMOUNT OF THE GAS OR VAPOR THEREOF, MIXED WITH AIR, IS DANGEROUS TO LIFE.

21-23 POISON CLASS B

POISONS O/T CLASS A WHICH MUST BE PRESUMED TO BE TOXIC TO MAN.

25 IRRITATING MATERIALS AND ETIOLOGIC AGENTS

A MATERIAL, LIQUID OR SOLID WHICH WHEN EXPOSED TO FIRE OR AIR, GIVES OFF DANGEROUS OR INTENSELY IRRITATING FUMES.

26-27-28-29 RADIOACTIVE MATERIALS

ANY MATERIAL CONTAINING PLUTONIUM OR URANIUM.

30-31-32-33-34-35-36 CORROSIVE MATERIALS

A LIQUID OR SOLID THAT WILL CAUSE IMMEDIATE DESTRUCTION IN HUMAN SKIN TISSUE OR SEVERE CORROSION ON OTHER MATERIALS.

40 OTHER RESTRICTED ARTICLES

ANY MATERIAL THAT DOES NOT MEET THE DEFINITION OF HAZARDOUS MATERIAL OTHER THAN A COMBUSTIBLE LIQUID IN PACKAGINGS HAVING A CAPACITY OF 110 GALLONS OR LESS. THESE COMMODITIES HAVE VARIOUS DESTRUCTIVE, CORROSIVE PROPERTIES OR ARE HAZARDOUS TO ONE'S HEALTH.

50 MIXED LOADS

THESE COMMODITIES WILL BE TREATED AS CLASS A EXPLOSIVES.

59 MIXED LOADS OF HAZARDOUS MATERIALS ONLY; MIXED LOADS OF HAZARDOUS AND NON-HAZARDOUS MATERIALS

THESE COMMODITIES WILL BE TREATED AS CLASS A EXPLOSIVES.

16. Identification of Hazardous Materials by Placards, and Emergency Procedures:



EXPLOSIVES "A" (EXP) are capable of exploding or detonating in mass when involved in fire or subjected to strong impacts or shocks. When involved in fires, all persons should be evacuated for a distance of one mile. When not on fire, they should be protected from being struck, crushed, exposed to fire, or contact with corrosive materials. Examples of Class A Explosives: High Explosives; Explosive Bombs; Initiating Explosives; Black Powder.



EXPLOSIVES "B" (VRP) are capable of burning rapidly, and causing sudden, violent rupture of cars or containers when involved in fires. When they are involved in fire, all persons should be evacuated for a distance of 1/2 mile. When not on fire, they should be protected from being struck, crushed, exposed to fire or contact with corrosive materials. Examples of Class B Explosives: Railway Torpedoes; Special Fireworks.



FLAMMABLE LIQUIDS (VRP, if polymerizable material, see below) are materials which when spilled give off flammable vapors that will ignite on contact with an open flame, spark or hot metal surface. Their vapors are usually heavier than air and will flow into low areas, ditches or ravines. Vapors, when ignited, burn rapidly spreading flame back to the source of the spill. Contact with corrosive materials can cause ignition and should be prevented. Personnel should evacuate areas of vapor concentration and avoid contact with the material. Action should be taken to keep ignition sources out of the area of vapor concentrations; smoking, engines, and other ignition sources must be prohibited in the area of spills. Examples of Flammable Liquids: Gasoline; Acetone; Toluene; Methyl Ethyl Ketone.

Polymerizable materials (VRP), indicated by "inhibited" or "uninhibited" in the commodity name, are subject to violent rupture when exposed to fire conditions. When such materials are involved in fires, persons should be evacuated for a distance of 1/2 mile from the scene. Examples of polymerizable Flammable Liquids: Methyl Methacrylate Monomer, inhibited or uninhibited; Vinyl Fluoride, inhibited; Ethylene Imine, inhibited.



FLAMMABLE SOLIDS are materials that can cause fires by self-ignition or spontaneous combustion if exposed to proper conditions, such as becoming wet, being exposed to air, being crushed, or coming in contact with corrosive materials or outside heat sources. They are easily ignited and burn easily. They should be isolated from other hazardous materials. (NOTE—The "Flammable" placard may be used in place of the "Flammable Solid" placard.) Examples of Flammable Solids: Railway Fuses; Phosphorus, White or Yellow, Dry or In Water.



FLAMMABLE SOLID W are materials which are strongly reactive with water. If these materials themselves are involved in a fire, the use of water must be avoided. Individual packages of these materials will bear the "Dangerous When Wet" label. Examples of Flammable Solids (Dangerous When Wet): Calcium Carbide; Potassium Metal; Phosphorus Pentasulfide.



OXIDIZING MATERIALS are materials which readily yield oxygen to greatly stimulate the burning of fuels. If mixed with fuels and ignited, rapid combustion will result. If spilled, they should be kept from coming in contact with flammable or combustible materials. Examples of Oxidizing Materials: Ammonium Nitrates; Hydrogen Peroxide Solutions; Chromic Acid, Solid; Nitric Acid (over 40% concentration).



FLAMMABLE GASES (VRP) are usually ignited immediately when punctures or serious leaks occur. If not, the gas is easily ignited, and will result in rapid combustion of the entire cloud; ignitable atmospheres may extend well beyond any visible cloud. Fires from leaks in containers that cannot be shut off should be allowed to burn. Tanks containing flammable gases that are exposed to intense fire and flame impingement are likely to rupture violently, involving the immediate area in a large fire ball. When compressed gas tank cars are involved in fires or exposed to flame impingement, all persons should be evacuated for 1/2 mile from the scene. When compressed gas cylinders are involved in fires, personnel should remain several hundred yards away. These materials may be toxic or irritating, and contact with liquefied gases will produce serious frost bite. Examples of Flammable Gases: Liquefied Petroleum Gas; Propane; Butane; Inhibited; Vinyl Chloride (See also "Cryogenics" below).



NONFLAMMABLE GASES (VRP) can cause suffocation of persons entering the gas cloud when leaks occur. Tanks containing nonflammable gases can rupture when exposed to intense fire conditions, and persons should be evacuated for 1/2 mile from the scene. These materials may be toxic or irritating, and contact with liquefied gases will produce serious frost bite. Examples of Non-Flammable Gases: Anhydrous Ammonia; Refrigerant Gases; Sulfur Dioxide; Carbon Dioxide, Liquefied (See also "Cryogenics" below).



EXPLOSIVES "C" are fire hazards. Placards are applied only to cars, trailers or freight containers carrying packages bearing the "EXPLOSIVES C" label. If material is involved in a fire, extinguish from a safe distance. When not on fire, the material should be protected from sparks and other sources of ignition. Examples of Class C Explosives: Common Fireworks; Small Arms Ammunition. (NOTE: This placard is also applied to cars, trailers or freight containers carrying Flammable Liquids or Solids, see page 5.)



CHLORINE (TOX) is a nonflammable gas with highly toxic properties; material itself will not burn, however, it will support combustion. Leakage of the material should be treated the same as "POISONS "A"."



POISONS "A" (TOX) are extremely toxic materials, and very small quantities can cause rapid illness or death. These materials, when spilled or vented, must be avoided by all persons, except protected specialists. Evacuate personnel from the immediate area, and if a gas is leaking evacuate all persons downwind as far as necessary to avoid contact with the material. If spilled material enters streams, community authorities and persons down-stream must be notified immediately. Examples of Poisons A: Hydrocyanic Acid; Phosgene; Phosphine.



OXYGEN (PRESSURIZED LIQUID) (VRP) in contact with fuels, oils and other combustible materials can cause violent, rapid combustion or explosion. Sources of ignition, sparks, impacts, friction or sudden shocks should be prevented in areas exposed to liquid oxygen spills or leakages.

Cryogenics are extremely low temperature (about -150 degrees F. and below) gaseous materials transported in a liquid state. When leaks occur, a fog or mist is caused due to the freezing of the moisture in the air. If a container is breached, the material may warm, expand and rupture the container. If liquid leaks occur and contact is made with adjacent metal containers, they will become brittle, crack and release their contents. Persons and sources of ignition should be kept out of the gas cloud area. Cryogenics may or may not be placarded, depending on the pressure within the container or tank car. When placarded, leakage should be treated the same as a Flammable Gas or Non-Flammable Gas, depending on the hazard class. Examples of Cryogenic Nitrogen, Pressurized Liquid; Hydrogen, Liquefied; Ethylene, Liquefied.





POISONS "B" are moderately toxic materials, and can cause illness or death if persons remain in contact with them or inhale or ingest them in moderate quantities. These materials, when spilled or vented, must be avoided by all persons except protected specialists. Evacuate personnel from the immediate area to avoid contact. If possible, confine spread or flow of material to the immediate area. If spilled material enters streams, community authorities and persons downstream must be notified immediately. Examples of Poisons B: Aniline Oil, Carbolic Acid, Motor Fuel Antiknock Compound, Organic Phosphate Compound Mixtures.



RADIOACTIVE MATERIALS are materials which emit various degrees of radiation that consists of energy such as gamma rays or x-rays. These emissions cannot be felt or detected without proper instruments. When these materials are involved in accidents severe enough that they may be spilled or leak from their containers, all personnel should evacuate the immediate area for several hundred yards until the area is surveyed by specialists. When the material, or its containers, are involved in fire, all persons should be evacuated from the smoke cloud areas and downwind a distance beyond the visible smoke cloud. Danger of exposure must be assumed until the area is surveyed by properly equipped specialists. There are three groups of radioactive materials, designated as "One", "Two" and "Three". Group "Three" materials are the most hazardous, and consequently are specially packaged to prevent spills. Examples of Radioactive Materials: Radioactive Material, Fissile, Uranyl Nitrate, Solid.



ORGANIC PEROXIDES (VRP) are materials which contain an excess of oxygen. In addition to the normal oxidizing material hazard, when heated or subjected to strong shocks Organic Peroxides can decompose rapidly with explosive force. If these materials are involved in fires, persons should be evacuated for a distance of 1/2 mile from the scene. Examples of Organic Peroxides: Peroxy Acid Solution; Benzoyl Peroxide.



CORROSIVE MATERIALS (Acid and Caustic) are materials, either liquid or solid, which upon contact with other materials, such as flammables, oxidizers or explosives, etc., may produce violent reactions or fires. Spills of these materials may liberate large volumes of fumes that may be toxic, and can cause eye, skin and respiratory injury. Personnel should evacuate areas of fumes and avoid contact with the materials. Most of these materials will generate heat when contacted by water, and may erupt violently endangering nearby persons. Spills should be confined, if possible, to prevent mixing with other materials or the contamination of streams and property. Persons coming in contact with corrosive materials should wash with water for at least 15 minutes, remove contaminated clothing and obtain medical attention. Examples of Corrosive Materials: Sulfuric Acid, Nitric Acid (Concentrations of 40% or less), Caustic Soda, Liquid or Dry; Hydrochloric Acid, Acetic Acid.



IRRITATING MATERIALS are less dangerous materials which upon exposure to air or heat give off dangerous and intensely irritating fumes which cause temporary irritation and discomfort to persons coming in contact with them. Irritating materials should be kept away from fires and avoided by personnel. Examples of Irritating Materials: Tear Gas Grenades or Candles.

DANGEROUS placards may also be applied to motor vehicles or rail cars containing two or more classes of hazardous materials; except Class A and Class B Explosives, Poisons A, Flammable Solid W, and Radioactive Material which require separate placards for each hazard class. A rail car utilized in TOPC or COPC service containing less than 1,000 pounds (aggregate gross weight) of hazardous materials, other than those mentioned above, need not be placarded.



COMBUSTIBLE LIQUIDS are materials which are less dangerous than flammable liquids due to their higher flash points; however, leaks, spills and fires should be treated in the same manner as flammable liquids. Examples of Combustible Liquids: Fuel Oil, certain Naphthas and Petroleum Distillates.

### 17. Switching Placarded Cars:

#### CARS OR FLAT CARS WITH TRAILERS PLACARDED "EXPLOSIVES A"



Must be separated from engine by at least one Non-placarded car.  
Must not be cut off while in motion.  
Must not be struck by any car moving under its own momentum.  
Must not be coupled to with any more force than necessary to make coupling.  
Must have doors closed before moving.  
Must not be placed or left where there is any possible danger of fire, under bridges, under overhead highway crossings or along passenger stations.

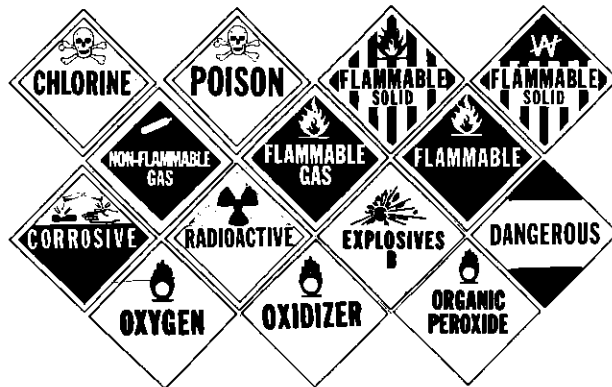


DOT 112A 114A  
Tank Cars Without  
Head Shields

Flat cars carrying placarded trailers or containers  
Placarded flat cars carrying trailers or containers  
Cars placarded POISON GAS  
DOT 112A and 114A tank cars without head shields  
placarded FLAMMABLE GAS



Must not be cut off while in motion.  
Must not be struck by any car moving under its own momentum.  
Must not be coupled to with any more force than necessary to make coupling.



Where use of hand brakes is necessary, a loaded placarded tank car or draft containing a loaded placarded tank car must not be cut off until preceding cars are clear of the lead.

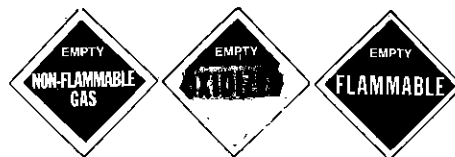
A draft containing a placarded loaded tank car must be clear of lead before releasing any cars to follow.

Where use of hand brakes is necessary, before a "loaded" placarded car or a draft containing a loaded placarded tank car is released, it must be determined by trial that the hand brake on the placarded car or the car in the draft being ridden is in proper working condition.

These restrictions do not apply to cars placarded COMBUSTIBLE.

#### PLACARDED EMPTY TANK CARS

These cars last contained a commodity whose residue could be harmful. There is no switching restrictions.



## 18. Position in Freight Train of Placarded Cars:

HOW TO USE THIS CHART		EXPLOSIVES - A	POISON GAS	LOADED PLACARDED TANK CARS (EXCEPT GAS PLACARDED POISON GAS OR COMBUSTIBLE)	EMPTY PLACARDED TANK CARS (EXCEPT COMBUSTIBLE)	RADIOACTIVE	COMBUSTIBLE	ALL OTHER PLACARDED CARS
To determine the type of placard applied to car, follow vertical line down and note which lines apply by "X" shown in box.								
PLACARD APPLIED ON CAR								
RESTRICTIONS								
MUST NOT BE NEARER THAN THE SIXTH CAR FROM ENGINE OR CABOOSE. HOWEVER WHEN LENGTH OF TRAIN WILL NOT PERMIT CAR TO BE SO PLACED IT MUST BE PLACED NEAR MIDDLE OF TRAIN.		X	X	X				
PLACARDED CAR MUST NOT BE PLACED NEXT TO	ENGINE	X	X	X	X	X		
	OCCUPIED CABOOSE	X <sup>4</sup>	X <sup>4</sup>	X	X	X		
	LOADED FLAT CARS	<sup>1</sup>	X	X	X <sup>2</sup>			
	OPEN TOP CARS	<sup>3</sup>	X	X	X			
	CARS WITH ANY OF THE FOLLOWING OPERATING: AN ENGINE LIGHTED HEATERS STOVES OR LAMPS AUTOMATIC REFRIGERATION UNITS	X	X	X				
	OCCUPIED CAR	X <sup>4</sup>	X <sup>4</sup>	X				
	EXPLOSIVES - A		X	X		X		X
	POISON GAS	X		X		X		X
	RADIOACTIVE	X	X	X				X
	UNDEVELOPED FILM					X		
	EMPTY PLACARDED TANK CARS							
	ANY LOADED PLACARDED CAR (EXCEPT COMBUSTIBLE)	X	X			X		

NOTE: CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER.

- 1 A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car.
- 2 A loaded flatcar, other than a specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads. This exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
- 3 An open-top car 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.
- 4 A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train 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 requiring "EXPLOSIVES A" placards.

## SPEED TABLE

TIME PER MILE	MILES PER HOUR
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6