



KIAMICHI RAILROAD COMPANY, INC.

**TIMETABLE
NO. 1**

IN EFFECT AT 0001

CENTRAL STANDARD TIME

**SUNDAY
OCTOBER 29, 1989**

**President
J. L. HADLEY**

**Vice-President Operations
C. L. HARRISON**

**Transportation Manager
C. H. GRIGGS**

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KIAMICHI RAILROAD COMPANY, INC.

SAFETY POLICY

SAFETY shall be our No. 1 goal.

Every employee will be proud of the safe and professional manner in which tasks are performed.

IF WE CANNOT DO IT SAFELY, WE WILL NOT DO IT!

Jack L. Hadley
PRESIDENT

SPECIAL INSTRUCTIONS

1. Speed Restrictions - Maximum Speeds Permitted

All speeds are subject to modification by speed restrictions indicated under Special Instructions.

Unless otherwise provided

Movements on:

Tracks other than main tracks and sidings 10 MPH

All trains and engines through turnouts, except as specified under Special Instructions 10 MPH

Except as shown in timetables, locomotives, wrecking derricks and other types of heavy work equipment must not be operated unless authorized by train dispatcher or covered by specific instructions.

2. Restrictions on Cars -

Following equipment must be placed at rear of trains, except in work train or when otherwise provided by authority of train dispatcher:

- Scale test cars
- Pile drivers
- Locomotive cranes
- Rotary snowplows, wedge plows, dozers
- Jordan spreaders
- Empty ribbon rail cars
- Rear-end only cars

Pile drivers, cranes, derricks or similar equipment being moved on their own wheels or on cars in a train must be properly secured. This requirement includes booms which, when practicable, must be trailing. Such equipment must be inspected before being moved.

3. Control of Harmonic Rocking -

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking.

Freight trains (other than coal trains) or trains consisting entirely of empty equipment which cannot maintain speed of 21 miles per hour or more, must reduce speed to 13 miles per hour or less until movement can again exceed 21 miles per hour.

4. Time -

A reliable watch that indicates hours, minutes and seconds will comply with the requirement of this instruction. Hours must be indicated in arabic numerals.

Watches must be cleaned and oiled in accordance with manufacturer's instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

Continental Time will be used for operating purposes.

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time and, therefore, only the minutes and seconds may be used.

5. Storage of Cars Within Yard Limits in Non-ABS Territory -

Except in cases of emergency, main tracks must not be used for storage within yard limits in Non-ABS territory. When it becomes necessary to leave cars on main track in such territory, they must be protected by track warrant. This does not modify requirements of Rule 93.

6. Dynamic Braking -

Dynamic Braking will not be used.

MAIN LINE STATIONS

WESTWARD	LENGTH OF SIDING IN FEET	STATION NUMBERS	MILE POST LOCATION	STATION I.D.	RULE 6(A)	EASTWARD
		08055	805.5	HP	HOPE	JY
			805.4		0.1 U.P.	MY
			773.4		32.0 G.N.A.	UY
		07733	773.3	AW	0.1 ASHDOWN	BJY
			772.9		0.4 K.C.S.	AY
		07573	757.3	FO	15.6 FOREMAN	Y
		07550	755.0	AK	1.9 ARCO	TY
		07511	751.1		4.3 ARKINDA	
		07280	728.0	BE	23.1 IDABEL	TWC
		07102	710.2	VA	17.8 VALLIANT	Y
			710.0		0.2 T.O.E.	MY
		07002	700.2	FT	9.8 FT. TOWSON	
		06964	696.8	WE	3.4 WESCO	
		06849	684.9	HU	11.9 HUGO	BJKTY
	8,310	06808	660.8	BO	24.1 BO	
	8,106	06388	638.8	PT	22.2 PIRTLE	
			632.9		5.9 U.P.	A
		06325	632.5	DU	0.4 DURANT	J
		06202	620.2	LK	12.3 LAKESIDE	J

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation, regulations applying to railroad operation, refer to tariff BOE 6000H (or subsequent issues) or B. E. Pamphlet 20.

DEFINITIONS

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the placards depicted on the reverse side of this page.

"TRAIN" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

DOCUMENTATION

§ 174.24 **Shipping Papers.** (a) Except as provided in paragraph (b) of this section, no person may accept for transportation by rail any hazardous material which is subject to this subchapter unless he has received a shipping paper prepared in the manner specified in Subpart C of Part 172 of the regulations and as outlined in 174.25 (b) and (c). (b) Paragraph (a) does not apply to a material classed as an ORM-A,B,C, or D, unless it is a:

- (1) Hazardous substance or,
- (2) Hazardous waste.

§ 174.25 **Additional Information on waybills, switching orders and other billing.**

(a) Each waybill, switching ticket, switching order or other billing used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.

(b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

- (1) The shipping description consisting of—
 - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
 - (ii) The hazard class specified for the material in the same table;
 - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
 - (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;

(2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.

(3) The placard notation.

(4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.

(c) The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words "RESIDUE: Last contained * * *", followed by the basic description of the hazardous material last contained in the tank car and the placard notation specified in the second column of the table in paragraph (a)(2) of this section followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Petroleum Naptha, Combustible liquid, UN 1255, Placarded: COMBUSTIBLE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.

§ 174.26 **Notice to train crews of placarded cars.**

(a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVE A** or **POISON GAS**. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

(b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train or switch list indicate loaded, placarded cars containing hazardous materials:

EXP — Explosive	POG — Poison Gas
RM — Radioactive	DAN — Dangerous

These codes correspond to the Placard Endorsement found near the upper left-hand corner of the waybill.

NPR — indicates a hazardous material which does not require placards or endorsement.

(c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by § 172.202 and 172.203 of this subchapter.

§ 172.205 **Hazardous waste manifest.**

(a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared in accordance with 40 CFR 262.20 and is signed, carried, and given as required of that person by this section.

(e) A copy of the manifest bearing all required dates and signatures must be:

(2) Carried during transportation in the same manner as required by this subchapter for shipping papers,

(3) Given to a person representing the designated facility receiving the waste,

(f) The requirements of paragraphs (d) and (e) of this section do not apply to a rail carrier when waste is delivered to a designated facility by railroad it:

(2) The delivering rail carrier obtains and retains a receipt for the waste that is dated by and bears the handwritten signature of the person representing the designated facility.

PLACARDING

§ 174.59 **Marking and placarding of rail cars.** No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified. For Canadian shipments, required placards lost in transit, must be replaced by those required by Part 172 of this subchapter or by those authorized under 171.12 (a).

Placards shall be displayed on each side and each end of:

(1) Each rail car, trailer or container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material labeled RADIOACTIVE YELLOW III.

(2) Each rail car, trailer or container containing 1000 lbs. or more of all other hazardous materials, and each tank car or tank container containing any amount of hazardous material.

SWITCHING AND TRAIN PLACEMENT





























Regulations for handling placarded cars in switching and placement in train are described in items 174.83 thru 174.93. These requirements are outlined by the chart on the reverse side of this form.

§ 174.8 **INSPECTION**

(b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by § 174.26(b).

(c) For inspection requirements applicable to rail cars containing Class A explosives, see § 174.10 and 174.104.

TRAIN PLACEMENT - SWITCHING R

Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113	— LOADED PLACARDED CARS —	TOFC/COFC	Bo Ho	
		  	  	   	   	       	   
				POSITION IN TRAIN RESTRICTIONS			
•	•	•	•	Must not be nearer than the sixth car from the engine, occupied caboose, or passenger car.			
•	•	•	•	When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose, or passenger car.			
•	•	•	•	Engine, occupied caboose, or passenger car			
• (1)	• (1)	• (1)	• (1)	MUST NOT BE NEXT TO:	Car occupied by guard or escort		
•	•	•	•		Loaded plain flat car		
• (2)	• (2)	• (2)	• (2)		Bulkhead flat car or open top car with shiftable load.		
• (3)	•	• (4)	• (4)		Loaded TOFC/COFC flat car		
•	•	• (5)	• (5)		Car loaded with vehicles		
•	•	•	•		Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern.		
•	•	•	•		Car placarded EXPLOSIVES A		
•	•	•	•		Car placarded POISON GAS		
•	•	•	•		Car placarded RADIOACTIVE		
•	•	•	•		Any loaded placarded car (other than COMBUSTIBLE or same placard)		
				SWITCHING RESTRICTIONS			
•	•	•	• (7)	Must not be cut off in motion, be impacted by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling.			
•				Must be separated from engine by at least one non-placarded car			
			•	Where use of hand brakes is necessary, must not be cut off in motion until preceding car is clear of lead; also, restricted car must be clear of lead before another car is allowed to follow			

RESTRICTIONS FOR PLACARDED CARS

 	<p>Box, Flat, Hopper Cars</p>	<p>Cars placarded:</p>	<p>Residue placarded tank cars:</p>	<p>Cars placarded:</p>
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(standard)

PLACARDS ARE IDENTIFIED BY:
COLOR, SYMBOL AND HAZARD CLASS NUMBER

1. EXPLOSIVES
2. GASES
3. FLAMMABLE LIQUIDS
4. FLAMMABLE SOLIDS
5. OXIDIZING MATERIALS
6. POISONOUS, INFECTIOUS
7. RADIOACTIVE MATERIALS
8. CORROSIVE MATERIALS
9. ORM (-A, -B, -C, -D, -E) (other regulated material)

(alternate)

UN/NA numbers (example 1005) are used for emergency response operations, to assist in commodity identification. They may be displayed either on an orange panel adjacent to a "standard" placard or in the center rectangle of an "alternate" placard. UN/NA numbers shown on this page are for illustration purposes, only.

CANADIAN PLACARDS

Some compressed gases are classified differently in Canada. Waybills accompanying these shipments to or from Canada will show the Canadian hazard classification "Poison Gas 2.3" or "Corrosive Gas 2.4" and the car will be placarded with the corresponding Canadian placard.

POISON GAS 2.3

CORROSIVE GAS 2.4

Tank cars placarded Canadian POISON GAS 2.3 or CORROSIVE GAS 2.4 shall be handled in accordance with the train placement and switching restrictions which apply to tank cars placarded FLAMMABLE GAS, NONFLAMMABLE GAS and CHLORINE.

NO RESTRICTIONS				
		●	●	
		●	●	
		●	●	(6)
		●	●	

- NOTES**
- Cars with same placards may be placed next to each other.**
- (1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.
 - (2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
 - (3) Does not apply when flat car also placarded EXPLOSIVE A.
 - (4) Restriction applies only to loaded flatbed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.
 - (5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.
 - (6) Cars placarded RADIOACTIVE must not be placed next to car loads of undeveloped film.
 - (7) Applies to 2 grey shaded areas. Restriction applies only to flat switching of loaded tank cars placarded FLAMMABLE GAS, NONFLAMMABLE GAS, CHLORINE, Canadian POISON GAS 2.3 and Canadian CORROSIVE GAS 2.4. In humping operation, these cars may be allowed to roll free provided:
 - a) the intended track contains one or more standing cars
 - b) the preceding car is clear of all switches before the placarded car is cut off
 - c) the placarded car is cut off singly
 - d) the placarded car is clear of all switches before the following car is cut off
 - e) the next car into the track containing the placarded car is cut off singly.

MISSING PLACARDS MUST BE REPLACED. LOCATIONS WHERE CARS ARE INSPECTED SHALL HAVE A SUPPLY FOR THIS PURPOSE. IDENTIFICATION NUMBERS SHALL BE ADDED TO ALTERNATE PLACARDS WITH A BLACK MARKING PEN. CORRECT NUMBERS SHALL BE OBTAINED FROM EXISTING PLACARDS ON CAR OR SHIPPING PAPER.

§ 174.9 Inspection of tank cars.

- (a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that it is not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

§ 174.10 Inspection of cars at interchange.

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.

IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
2. Determine status of train and promptly notify dispatcher (yardmaster in terminals). If fire or large vapor cloud is present, move to safety — generally upwind and to higher ground — and determine train's status from there. Take the shipping papers with you. Using waybills, wheel report and emergency response data, identify:
 - portion of train involved;
 - initial and number of cars involved;
 - name, hazard class, UN/NA number of commodities involved in accident;
 - any hazardous materials in proximity of accident;
 - precautions to take, to protect yourself and others.

YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fusees. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, ½" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

5. Select a safe location, accessible to arriving emergency response personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise dispatcher and all crew members of this location.
6. Cooperate with response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.

1. Speed Restrictions -

Zone - Between	Maximum Speed Permitted
Lakeside - MP 620.2 through turnout	20 MPH
MP 620.2 and MP 630.5	40 MPH
MP 630.5 and MP 633.0	25 MPH
MP 633.0 and MP 682.0	40 MPH
MP 690.0 and MP 700.0	40 MPH
MP 700.0 and MP 709.0	25 MPH
MP 712.0 and MP 726.0	25 MPH
MP 729.5 and MP 755.0	30 MPH
MP 758.0 and MP 770.6	30 MPH
MP 775.0 and MP 803.7	25 MPH
MP 803.7 and MP 805.5	10 MPH
 Static Scale - Hugo5 MPH

2. Bridge, Engine and Heavy Car Restrictions -

Cars heavier than 263,000 lbs. are not permitted. Locomotives with six axles are not permitted between Ft. Towson and Hope.

3. Clearance Provisions and Exceptions Rule 82 (A) -

Trains originating at Hugo destined for Madill will receive clearance and track bulletins, if any, for movement from Lakeside to Madill.

4. Rule 99 -

Between Hope and Ashdown, unless other wise provided, protection against following trains is not required. When required to flag, distance will be 1.5 miles.

5. Rule 93 - Yard Limits in effect between

- MP 682.0 and MP 690.0
- MP 709.0 and MP 712.0
- MP 726.0 and MP 729.5
- MP 755.0 and MP 758.0
- MP 770.6 and MP 775.0
- MP 803.7 and MP 805.5

6. TWC - In effect between Hope and Lakeside

Train location line-up will be issued by train dispatcher for track occupancy not protected by Track Warrant Authority.

7. Crew member must protect crossing from ground position at Arko - Highway 32 over both legs of wye

8. Arko -

Speed shall not exceed 5 MPH on cement plant yard tracks.

9. Wesco -

Speed shall not exceed 5 MPH on all industrial tracks.

MAIN LINE STATIONS						
S O U T H W A R D ↓	Length of Siding In Feet	Station Numbers	Mile Post Location	Station I.D.	Rule 6(A)	↑ N O R T H W A R D
		15416	541.6	AN	Antlers 17.4	Y
		06849	559.0	HU	Hugo 10.1	BJTY
		15691	569.1		Arthur City 12.1	TWC
		15812	581.2	BT	Betner 2.6	Y
		15838	583.8	PR	Paris	JY

**1. Speed Restrictions -
Zone-Between**

Maximum Speed Permitted

MP 560.0 and MP 571.5	30 MPH
MP 571.5 and MP 579.0	25 MPH

2. Bridge, Engine and Heavy Car Restrictions -

Cars heavier than 263,000 lbs. and locomotives with six axles are not permitted.

3. Rule 99 - Unless otherwise provided, protection against following train is not required. When required to flag, distance will be 1.5 miles.

4. Rule 93 - Yard limit in effect -

MP 542.4 to MP 560
MP 579.0 to MP 585.0

5. TWC in effect between Hugo and Paris -

Train location line-up will be issued by train dispatcher for track occupancy not protected by Track Warrant Authority.

6. Crew member must protect crossing from ground position -

Paris - Bonham and Graham Streets
Antlers - Main Street

**INDUSTRIAL TRACKS AND OTHER TRACKS
NOT SHOWN AS STATIONS IN TIMETABLE**

Name	Miles-Location	Capacity Cars	Switch Opens
Main Line			
07785	Bridge Spur.....12.2..... East of Ashdown....4.....		East
07433	Bokhoma.....7.3..... West of Arkinda.....7.....		East
15438	Harvey.....2.2..... South of Antlers.....40.....		North



