



OKT
RAILROAD CO.
SYSTEM
TIMETABLE
No. 2

EFFECTIVE 12:01 A.M.

NOVEMBER 1, 1982

FOR EMPLOYEE USE ONLY

OFFICERS

T. G. TODD, VICE PRESIDENT-OPERATION

M. L. JANOVEC, GENERAL MANAGER

O. C. PUTSCHE, GENERAL SUPT. TRANSPORTATION

DENISON, TEXAS

SYSTEM OFFICERS

P. E. Jacquinet A.V.P. - Maint. of Way & Structures..Denison
 M. F. Rister A.V.P. - Mechanical.....Denison
 D. D. Doyle Superintendent - Transportation.....Denison
 R. N. Wagnon Chief Engineer.....Denison
 O. W. Smith Asst. Chief Engineer.....Denison
 W. E. Smith Engineer - Maintenance.....Denison
 B. D. Phillips Engineer - Communications & Signals..Denison
 E. G. Bowdre Asst. Engineer - Comm. & Signals.....Denison
 D. C. Joseph Supt. - Cars & Locomotives.....Denison
 L. E. Gosdin Supt. - Air Eqt. & Diesel Operation..Denison
 W. T. Grier Superintendent of Safety.....Denison
 R. E. Lee Superintendent of Rules.....Denison
 R. D. Powell Trainmaster.....Denison

DIVISION OFFICERS

B. R. Musick Superintendent.....Enid
 H. H. Lambert Assistant Superintendent.....Chickasha
 H. W. Headley Trainmaster.....Enid
 D. R. Miller Trainmaster.....Wichita
 J. J. Figura Division Engineer.....Enid
 F. Casey Assistant Division Engineer.....Chickasha
 E. L. Wiard Master Mechanic.....Enid
 C. W. Ivey Road Foreman of Engines.....Enid
 D. E. Davis Assistant Signal Engineer.....Denison

DISPATCHERS - DENISON

H. F. Carter.....Chief Dispatcher
 G. E. Canaday.....Assistant Chief Dispatcher
 W. M. Kurtz.....Assistant Chief Dispatcher
 T. W. Lightfoot.....Relief Chief Dispatcher
 R. W. Duncan.....Night Chief Dispatcher
 J. R. Nash.....Train Dispatcher
 T. E. Priester.....Train Dispatcher
 B. T. Stratton.....Train Dispatcher
 G. W. Morgan.....Train Dispatcher
 H. G. Putsche.....Train Dispatcher
 J. D. VanMeter.....Train Dispatcher
 B. T. Scally.....Train Dispatcher
 S. K. Culbertson.....Train Dispatcher
 C. P. Bailey.....Train Dispatcher
 T. F. Herzog.....Train Dispatcher
 M. E. Sears.....Train Dispatcher
 J. R. Young.....Train Dispatcher
 D. K. Short.....Train Dispatcher
 W. J. Billner, Jr.....Train Dispatcher

INDEX

SUBDIVISION	PAGE
DFW Subdivision.....	4
Duncan Subdivision.....	3
Enid Subdivision.....	2
Lawton Subdivision.....	5
Salina Subdivision.....	5
Wichita Subdivision.....	1
Yukon Subdivision.....	5

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/Control Operator/Yardmaster 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 LOCATION

L - Lawton Subdivision
 S - Salina Subdivision
 Y - Yukon Subdivision

CLASSIFICATION OF ENGINES

MKT UNITS NUMBERED	Equipped For MU Control	Tonnage Class	Cooper Rating
1 to 3 incl., 6 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 59 incl.	Yes	40	E-46
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, 351, 352	Yes	54	E-44
401-B	Yes	40	E-41
600 to 636 incl.	Yes	69 ***	E-56
600 to 636 incl.	Yes	72	E-56

Notes: * Tonnage Class 40 applies to Units 99 - 500 when combined together.

** Tonnage Class 54 applies to Units 226-501-227 when combined together.

*** 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.

SAFETY IS OF THE FIRST IMPORTANCE IN THE

DISCHARGE OF DUTY

WICHITA SUBDIVISION

Station Number	Mile Post Location	MAIN LINE		Siding Length In Feet	Other Tracks Length In Feet
		SOUTH ↓ STATIONS	NORTH ↑		
7171	171.4	HERINGTON (R).....BCDOPTWY		....	YARD
....	178.5	7.1			
7179	178.5	AT&SF.....XA		6130	....
....	178.5	LOST SPRINGS.....Y			....
7194	194.3	15.8		4660	2450
....	194.3	MARION.....CW			
....	194.5	0.2			....
....	194.5	AT&SF.....XA			....
7208	208.3	13.8		6135	1965
....	208.3	PEABODY.....CF			
....	208.5	0.2			....
....	208.5	AT&SF.....XA			....
7223	222.8	14.3		6320	975
....	222.8	WHITEWATER.....			
....	222.9	0.1			....
....	222.9	MoPac.....XA			....
7230	229.5	6.6		5130	695
....	229.5	FURLEY.....			
7241	241.2	11.7		5830	YARD
....	241.2	CLINE.....BCDOPTWY			
....	241.6	0.4			....
....	241.6	BN.....XA			....
....	242.0	0.4			....
....	242.0	MoPac.....XA			....
....	243.7	1.7			....
....	243.7	NORTH JCT.....JZ			....
7245	244.6	0.9			....
....	244.6	WICHITA.....			....
....	245.4	0.8			....
....	245.4	SOUTH JCT.....JZ			....
7250	249.6	4.2		7200	....
....	249.6	MIDLAND.....Y			
....	266.3	16.7			....
....	266.3	MoPac.....XA			....
7266	266.4	0.1		6220	670
....	266.4	RIVERDALE.....			
7274	273.8	7.4		3900	2700
....	273.8	WELLINGTON.....CW			
7283	283.0	9.2		4630	2455
....	283.0	PERTH.....			
7295	294.5	11.5		5780	YARD
....	294.5	CALDWELL (KS).....FW			
8303	302.6	8.1		4589	1640
....	302.6	RENFROW (OK).....			
....	311.6	9.0			....
....	311.6	AT&SF.....XS			....
8319	318.5	6.9		6228	2080
....	318.5	JEFFERSON.....			
8331	330.7	12.2		4640	2210
....	330.7	KREMLIN.....			
8340	339.5	8.8		6044	YARD
....	339.5	NORTH ENID (R).....BCDOPTWY			
		168.1			

FLAGGING DISTANCE.....1-1/4 Miles

MAXIMUM SPEED	MPH
MP 171.4 - MP 236.0.....	40
MP 236.0 - MP 243.7.....	25
MP 245.4 - MP 306.0.....	25
MP 306.0 - MP 320.0.....	40
MP 320.0 - MP 333.0.....	25
MP 333.0 - MP 339.5.....	10

Herington—Railroad crossing at grade, MP 171.3 (MoPac), is a manual interlocking. SSW Operator, Herington, is the Control Operator.

AT&SF Crossing, Lost Springs—Trains finding absolute signal displaying Stop indication must stop not more than 100 feet from signal.

WICHITA SUBDIVISION

Wichita

Between North Jct. and South Jct., trains and engines will be governed by the Wichita Union Terminal Railway Company Special Rules and Regulations, which provide:

"Between interlocking North Jct. and interlocking South Jct. 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 Jct. and South Jct. controlled by Santa Fe Train Dispatcher located at Newton, Kansas.

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

Except as provided above, crews on trains and engines operating over tracks of the Wichita Union Terminal Railway Company will be governed by rules and regulations of their respective company."

Train inspection per ITEM 7 of Special Instructions required for trains departing:

Herington	Caldwell
Cline	North Enid

Restrictions on Auxiliary Tracks

Peabody—Six-axle diesel locomotives are prohibited through south house track switch.

Do not use more than one unit on Old AT&SF Track, MP 293 Pole 27. Six-axle diesel locomotives are prohibited on this track.

BUSINESS TRACKS	MILE POST	STA. NO.
Lincolnton.....	183 Pole 20	7184
Antelope.....	187 Pole 16	7187
Aulne.....	200 Pole 16	7200
Elbing.....	216 Pole 8	7216
Kechi.....	236 Pole 4	7236
Haysville.....	253 Pole 4	7253
Peck.....	258 Pole 32	7259
Wellington Coop.....	270 Pole 33	7271
Corbin.....	287 Pole 0	7287
Old AT&SF Track.....	293 Pole 27	7294
Medford.....	311 Pole 32	7312
Orin.....	314 Pole 24	8315
Pond Creek.....	322 Pole 8	8322
Cyanamid.....	322 Pole 27	8323
Great Lakes Carbon.....	333 Pole 15	8333

NOTES

ENID SUBDIVISION

ENID SUBDIVISION

Station Number	Mile Post Location	MAIN LINE		Siding Length In Feet	Other Tracks Length In Feet
		SOUTH ↓ STATIONS	NORTH ↑		
8340	339.5	NORTH ENID (R).....BCDOPTWY		6044	YARD
....	340.5	BN.....XA			
8342	341.8	ENID.....JY		8095	YARD
8355	355.4	BISON.....		6245	1145
8367	366.5	JACKS.....		4592	
8379	378.6	KINGFISHER.....F		6798	8890
8388	388.4	OKARCHE.....		5178	1070
8396	396.1	CONCHO.....		7302	90
8401	400.8	EL RENO.....BDOPWY			YARD
....	400.9	CRI&P.....XN			
....	403.6	PACIFIC JCT.....JY			
8418	418.0	MINCO.....		8010	2645
....	435.7	BN.....CTAX			
8436	436.3	CHICKASHA.....BOY		6650	YARD
8456	456.0	RUSH SPRINGS.....F		6316	1130
8476	475.5	DUNCAN (R).....BDOWY		2589	YARD
		136.0			

BUSINESS TRACKS	MILE POST	STA. NO.
Waukomis.....	349 Pole 20	8350
Hennessey.....	361 Pole 16	8361
Continental.....	363 Pole 4	8363
Humble.....	364 Pole 8	8364
Dover.....	370 Pole 16	8370
Armour.....	380 Pole 18	8380
Wagon Sales.....	404 Pole 4	8404
Jensen Spur.....	405 Pole 15	8405
Oklahoma Brick.....	409 Pole 22	8410
Union City.....	412 Pole 8	8412
Pocasset.....	425 Pole 36	8426
Public Service.....	439 Pole 22	8440
Ninnekah.....	443 Pole 12	8443
Marlow.....	465 Pole 20	8466

NOTES

FLAGGING DISTANCE.....1 Mile

MAXIMUM SPEED MPH
 MP 339.5 - MP 344.0..... 10
 MP 344.0 - MP 402.0..... 30
 MP 402.0 - MP 403.6..... 10
 MP 403.6 - MP 475.5..... 25

SPEED RESTRICTIONS MPH
 El Reno, over all public crossings..... 25
 Except: Rogers, Woodson, Watts and Elm Streets..... 10
 MP 435 Pole 21 - MP 437 Pole 0, over street crossings
 (Engines Only)..... 20

Clearance and Register Requirements
 El Reno—Trains originating at El Reno or Pacific Jct. must secure clearance.

El Reno—Trains originating or terminating at El Reno or Pacific Jct. register as required by Rule 83.

Chickasha—Trains originating or terminating register as required by Rule 83.

Train inspection per ITEM 7 of Special Instructions required for trains departing:
 North Enid
 El Reno
 Duncan

Restrictions on Auxiliary Tracks
 Kingfisher—Open pit north end No. 3 Track Wolfe Ready Mix Plant.

El Reno—Evergreen Mill private industry scales are not equipped with dead rail. Engines are not permitted on these scales.

Chickasha—Osborn Elevator private industry scales are not equipped with dead rail. Engines are not permitted on these scales.

DUNCAN SUBDIVISION

Station Number	Mile Post Location	MAIN LINE		Siding Length In Feet	Other Tracks Length In Feet
		SOUTH ↓	NORTH ↑		
		STATIONS			
8476	475.5	DUNCAN (R)	BDOWY	2589	YARD
		5.7			
8481	481.2	SUNRAY	Y	6682	YARD
		18.9			
8500	500.1	WAURIKA	FJTWY	....	YARD
		10.6			
8511	510.7	RYAN (OK)		6297	1575
		24.8			
9536	635.5	STONEBURG (TX)		4878	840
		7.9			
....	543.4	FW&D	CXA	....	....
		0.4			
9544	543.8	BOWIE		4585	3330
		19.2			
9563	563.0	CHICO	BOPTY	4608	1085
		6.6			
9570	569.6	BRIDGEPORT	TY	4585	YARD
		14.9			
9585	584.5	BOYD		4597	....
		14.7			
9599	599.2	HICKS	Y	5301	....
		5.5			
9605	604.7	SAGINAW	CY	4900	1215
....	604.7	AT&SF	XM	....	....
		4.9			
....	609.6	StLSW (Tower 60)	XM	....	....
....	609.6	FT. WORTH BELT (Tower 60)	XM	....	....
....	609.6	FW&D (Tower 60)	XM	....	....
		0.4			
....	610.0	BN JCT	CZ	....	....
		1.4			
9611	611.4	PEACH	BCDOPTWY	....	YARD
		135.9			

FLAGGING DISTANCE.....1-1/4 Miles

MAXIMUM SPEED	MPH
MP 475.5 - MP 509.0	25
MP 509.0 - MP 555.0	40
MP 555.0 - MP 589.0	25
MP 589.0 - MP 604.0	40
MP 604.0 - MP 608.0	25
MP 608.0 - MP 610.0	10

Manual Interlocking between 6th Street Jct. (MP 612.4), Purina Jct. (MP 611.9) and Dalwor Jct. (MP 612.2)—Control Operator/Dispatcher at Denison, Texas. Do not exceed 10 MPH within these limits.

All tracks between MP 610.0 (BN Jct.) and MP 611.9 (Purina Jct.) and all tracks between MP 612.4 (6th Street Jct.) and MP 613.0 (17th Street) are yard tracks. Authority to occupy these tracks must be secured from Yardmaster at MKT-Ney or Operator at Peach.

Clearance and Register Requirements

Chico—OKT trains originating or terminating register as prescribed by Rule 83.

Peach—Northward OKT trains originating must secure clearance at MKT-Ney or Peach.

Peach—OKT trains originating or terminating register as prescribed by Rule 83 at MKT-Ney or Peach.

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

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

DUNCAN SUBDIVISION

Train inspection per ITEM 7 of Special Instructions required for trains departing:

- Duncan
- MP 519 Pole 0—Southward trains
- MP 522 Pole 0—Northward trains
- MP 564 Pole 0

Restrictions on Auxiliary Tracks

Waurika—Do not use more than one unit 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.

Do not use more than one unit in movements beyond 4000 feet from Main Track switch on Texas Electric Spur, MP 597 Pole 22.

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

Peach—Engines must not be operated over scales on Purina Elevator Tracks 1 and 3.

BUSINESS TRACKS	MILE POST	STA. NO.
Comanche	485 Pole 8	8485
Addington	493 Pole 28	8494
Ringgold	524 Pole 12	9524
Cities Service	561 Pole 10	9561
Lone Star Spur	564 Pole 0	9564
Crushers	565 Pole 4	9565
Perch Hill	565 Pole 5	9566
ARC Spur	565 Pole 14	9567
Lone Star	584 Pole 12	9584
Newark	591 Pole 22	9592
Texas Electric	597 Pole 22	9598

NOTES

DFW SUBDIVISION

DFW SUBDIVISION

Station Number	Mile Post Location	MAIN LINE		Siding Length In Feet	Other Tracks Length In Feet
		SOUTH ↓	NORTH ↑		
		STATIONS			
....	612.2	DALWOR JCT.....	JZ	....	....
9614	613.5	1.3	J	4728	YARD
9622	621.6	8.1	J	4983	2244
9627	627.2	5.6	J	10000	903
9998	628.4	1.2	CJ	....	1206
....	634.6	6.2	J	....	....
9635	634.7	0.1	CJ	4645	7103
....	634.9	0.2	J	....	....
9639	639.0	4.1	JOB	7429	YARD
....	642.5	3.5	J	....	YARD
....	643.8	1.3	J	....	....
....	644.1	0.3	XM	....	....
....	644.6	0.5	OB	....	....
....	644.9	0.3	Z	....	YARD
....	646.0	1.1	Z	....	....
....	646.0	0.4	XM	....	....
....	646.4	0.4	JZ	....	....
		34.2			

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 (BN Jct.) and MP 611.9 (Purina Jct.) and all tracks between MP 612.4 (6th Street Jct.) and MP 613.0 (17th Street) are yard tracks. Authority to occupy these tracks must be secured from Yardmaster at MKT-Ney or Operator at Peach.

Irving

Trains and engines will not stop and block the following street 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:

Belt Line Road	Gauwyler Road
Story Road	Northgate Drive
South Brittain Road	Pioneer Road
Nursery Road	Carl Road

Between MP 643.8 and MP 646.0, Right-Of-Way District Rules and Special Instructions govern.

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 Control Operator.

Trains have no superiority on the Right-Of-Way District tracks (MP 643.8 to MP 646.0). Interlocking Rules are in effect and movement of trains and engines will be governed by signal indication.

Hand operated switch and connecting track (Kelley Lead) at the North end of Cadiz Street Yard must not be used until permission has been obtained from Control Operator.

FLAGGING DISTANCE.....1-1/4 Miles

MAXIMUM SPEED.....40 MPH

SPEED RESTRICTIONS MPH

- Between Purina Jct., Dalwor Jct and 6th St. Jct..... 10
- MP 612 Pole 7 - MP 614 Pole 6 (Beach Street)..... 20
- MP 614 Pole 6 - MP 617 Pole 2 (Minnis Drive Crossing)... 30
- MP 621 Pole 22 - MP 627 Pole 27..... 20
- MP 629 Pole 19 - MP 637 Pole 5..... 30
- MP 637 Pole 5 - MP 643 Pole 28 (North Jct.)..... 20
- Right-Of-Way District (All tracks)..... 10

Except:

Dorothy to Station 95 (Great Southwest Railroad)..... 5

Manual Interlocking between 6th Street Jct. (MP 612.4), Purina Jct. (MP 611.9) and Dalwor Jct. (MP 612.2)—Control Operator/Dispatcher at Denison, Texas. Do not exceed 10 MPH within these limits.

CTC between MP 612.2 and MP 643.8—Control Operator/Dispatcher at Denison, Texas.

ABS between MP 643.8 and MP 646.4.

CTC between MP 646.0 and MP 646.4—Control Operator at AT&SF (Tower 19).

Two Main Tracks between MP 643.8 and MP 646.4.

Clearance and Register Requirements

Dalwor Jct.—Southward OKT and/or MKT trains originating must secure clearance at MKT-Ney or Peach.

Dalwor Jct.—OKT and/or MKT trains originating or terminating register as prescribed by Rule 83 at MKT-Ney or Peach.

BN trains originating N.C. Jct. or S.C. Jct. must secure OKT clearance at BN Irving Station.

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

Restrictions On Auxiliary Tracks

Peach—Engines must not be operated over scales on Purina Elevator Tracks 1 and 3.

Dorothy to Station 95 (Great Southwest Railroad)—Six-axle diesel locomotives are prohibited.

Account impaired overhead clearance Houston Street Viaduct, Dallas, engines and cars are restricted as follows:

<u>Track</u>	<u>Maximum Height</u>
Kelley Lead	18 Ft. 10 In.
Northward Main Track	21 Ft. 1 In.
Southward Main Track	22 Ft. 3 In.

Industrial and Yard Track Restrictions Account of Bridges:

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

BUSINESS TRACKS

	<u>MILE POST</u>	<u>STA. NO.</u>
Richland Park.....	618 Pole 5	9618
Hart Spur.....	620 Pole 9	9620
Anchor Metal-Boyle Galv.....	620 Pole 27	9621
Bell Helicopter.....	622 Pole 8	9623
Centerport.....	629 Pole 24	9629
Texas Gypsum Co.....	629 Pole 25	9630
Liggett (TP&L).....	630 Pole 10	9631
Ratteree.....	633 Pole 24	9634
Frito-Lay Lead.....	636 Pole 6	....
Brookhollow B.....	637 Pole 17	....
Brookhollow F.....	638 Pole 3	....
Brookhollow A.....	638 Pole 29	....
Record Crossing Team.....	639 Pole 27	....
Perkins.....	640 Pole 22	9641
McKinney Lead.....	643 Pole 29	....

SALINA SUBDIVISION

Station Number	Mile Post Location	BRANCH LINE		Siding Length In Feet	Other Tracks Length In Feet
		SOUTH ↓ STATIONS	NORTH ↑		
7620	220.8	SALINA.....	W	....	YARD
....	220.3	UP.....	XG	....	....
7598	198.4	ABILENE.....		....	1280
7593	193.1	ENTERPRISE.....		....	2400
....	192.8	AT&SF.....	XG	....	....
7587	186.7	PEARL.....	F	....	680
7580	180.3	WOODBINE.....		....	1280
....	171.3	MoPac.....	XM	....	....
7171	171.4	HERINGTON (R).....	BCDOPTWY	....	YARD
		49.4			

FLAGGING DISTANCE.....3/4 Mile
 MAXIMUM SPEED.....10 MPH

Between Herington (MP S-171.4) and Salina (MP S-220.8) Rule 94 is in effect.
 Southward trains will obtain UP clearance at Union Station, Salina.

Northward trains will obtain UP clearance at Abilene.
 Between East Salina and West Abilene, UP Railroad Rules and Timetable will govern.

Between OKT Jct. and West Abilene and between East Salina and AB Jct., AT&SF Railway Rules and Timetable will govern.
 Herington—Trains and engines must secure a clearance when required by Train Dispatcher.

Six-axle diesel locomotives are prohibited.
 Salina—No. 3 track terminal elevator cannot be used past the shed with loaded jumbo hoppers.

YUKON SUBDIVISION

Station Number	Mile Post Location	BRANCH LINE		Siding Length In Feet	Other Tracks Length In Feet
		WEST ↓ STATIONS	EAST ↑		
0486	485.6	HARTER (R).....	DOTWY	5532	YARD
....	486.5	BN.....	XN	....	....
....	486.8	BN.....	XN	....	....
....	487.7	BN.....	XN	....	....
0495	494.5	COUNCIL.....	Y	....	E300
0501	500.9	YUKON.....		7668	6850
0507	506.7	BANNER.....		....	5420
....	512.3	BELT JCT.....	Y	....	....
8401	.....	EL RENO (R).....	BDOPWY	....	YARD
		30.0			

FLAGGING DISTANCE.....3/4 Mile

MAXIMUM SPEED.....MPH
 MP Y-488.0 - Y-512.3.....25

YUKON SUBDIVISION

SPEED RESTRICTIONS
 El Reno, over all public crossings..... MPH 25
 Except: Rogers, Woodson and Mitchell Streets..... 10
 Belt Jct. (Through Switch)..... 10

Harter—All tracks between MP Y-485.6 and MP Y-488.0 are yard tracks.

El Reno—All tracks between El Reno (MP 400.8, Enid Subdivision) and Belt Jct. (MP Y-512.3) and between Belt Jct. (MP Y-512.3) and Pacific Jct. (MP 403.6, Enid Subdivision) are yard tracks.

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

Six-axle diesel locomotives are prohibited 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 rail. Engines are not permitted on these scales.

Industrial and Yard Track Restrictions Account of Bridge: Bethany Line (Oklahoma City).....190,000 Lbs.

BUSINESS TRACKS	MILE POST	STA. NO.
OG&E (Two Tracks).....	Y-496 Pole 0	0496
Lacey.....	Y-497 Pole 33	0498
Cimarron.....	Y-503 Pole 19	0503
National.....	Y-503 Pole 24	0504

LAWTON SUBDIVISION

Station Number	Mile Post Location	BRANCH LINE		Siding Length In Feet	Other Tracks Length In Feet
		SOUTH ↓ STATIONS	NORTH ↑		
8436	0.0	CHICKASHA.....	BOY	6650	YARD
....	0.6	BN.....	XA	....	....
8809	9.3	VERDEN.....		....	2100
8818	18.0	ANADARKO.....	Y	....	YARD
8876	476.0	APACHE.....		....	2593
8885	485.3	RICHARDS SPUR.....	Y	2286	YARD
8896	496.2	LAWTON.....	C	....	YARD
....	496.5	BN.....	XN	....	....
8915	514.7	WALTERS.....		....	3275
8922	521.8	TEMPLE.....		....	1535
8500	537.6	WAURIKA.....	FJTWY	....	YARD
		95.0			

FLAGGING DISTANCE.....3/4 Mile

MAXIMUM SPEED.....10 MPH

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

Between Richards Spur (MP L-485.3) and Waurika (MP L-537.6) Rule 94 is in effect.

Chickasha—Osborn Elevator private industry scales are not equipped with dead rail. Engines are not permitted on these scales.

Six-axle diesel locomotives are prohibited.

SPECIAL INSTRUCTIONS

OPERATING RULES

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

Rule 0 Supplement to: The possession or use of fire-arms 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, Denison, Texas, 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 10(g) Supplement to: Speed restriction specified by train order or general order must be complied with until rear of train or engine has passed green flag, or train or engine has cleared limits of the restriction when green flag is not properly displayed.

When yellow flag is displayed and speed restriction is not specified by train order or general order, speed must be reduced to not exceed 10 MPH until rear of train or engine has passed a green flag or has passed a point four (4) miles from the yellow flag.

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 (E) 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 derail 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 derail capable of restricting access to that portion of track where work will be performed must be locked in derailing 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 derail; 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 measure 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.

SPECIAL INSTRUCTIONS

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 Amended: Meeting Points Extra Trains — 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, 93(a) 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 the 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 Amended**.

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 clear by block signal indication, per Rule 281, then trains and engines may proceed at restricted speed.

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

Rule 94: (NO SUPERIORITY TRAINS:) Between designated points specified in the timetable, trains and engines may use main tracks in either direction not protecting against other trains or engines. All movements must be made at a speed that will permit stopping within one-half the range of vision short of train, engine, railroad car, other track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

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 fuses. 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 fuses 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.

SPECIAL INSTRUCTIONS

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; or
 - (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.

Note — Flagging distances for each subdivision shown on schedule page. Where Maximum Speed as shown on Timetable schedule page or General Order is less than 30 MPH, flagging distance per Rule 99 Amended, when required, is three-fourths mile.

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 fuses will be placed on roadway on each side of track to give warning to approaching traffic.

Crew members must be alert to observe "Power On" light on automatic crossing devices where provided. "Power On" light not illuminated must be reported to the train dispatcher as soon as possible.

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

- (a) When 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 the 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 105 Amendment to: Trains and engines using a siding, or any track other than Main Track, must proceed at Restricted Speed not exceeding 5 MPH, except as otherwise provided.

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.

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

When trains stop at or in sidings or other intermediate locations, walking inspections of train must be made when time will permit.

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) are authorized to be duplicated mechanically on copying 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 1058). 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 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.

SPECIAL INSTRUCTIONS

Rule 344 Supplement to: At Automatic Interlockings, when Absolute Signal displays Stop indication, be governed by instructions in the "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 must not move into or through interlocking limits until Signal Department signalman has actuated interlocking signals so signals display Stop on conflicting routes, and employee in charge of equipment is so notified; or flag protection per Rule 99 Amended has been provided on conflicting routes if no Signalman is available. When Maintenance-of-Way work equipment is working within interlocking limits, flag protection must be provided at all times or protection provided on each route by train order in the form prescribed by each railroad affected. Foreman in charge will not permit track work to be done within interlocking limits unless foreman of railroads affected is present, and information regarding train and engine movements and their approach is provided. When Maintenance of Way equipment is only to move across conflicting route through interlocking limits, equipment must stop clear of crossing. After stopping it must be ascertained that there is no train or engine closely approaching crossing on conflicting routes. Equipment may then proceed over crossing when no movement is closely approaching crossing on conflicting routes; should equipment be delayed on crossing, flag protection must be provided on conflicting route in both directions until equipment is clear of crossing.

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 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 highheel 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) Amended: Employees must not get on or off moving flat cars or tank cars, except in an emergency.

Safety Rule 142: Employees, seated in cabooses, must use seat belts and restraining harnesses when cabooses are so equipped.

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 examples:

"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, 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.

These instructions do not modify compliance with other rules or signals which restrict the movement of a train or engine.

SPECIAL INSTRUCTIONS

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 ("Red Book").
6. Rules for the Maintenance of Way and Structures for Maintenance of Way employees.
7. Circular No. DP-2, reissued January 1, 1975, by Manager of Personnel, H. M. Hacker.

MOVEMENT OF TRAINS

ITEM 1. Governing Timetable and Rules: Crews of foreign line trains operating over OKT tracks are subject to Uniform Code of Operating Rules, Timetable and Special Instructions of the OKT and must provide themselves with copies thereof, be conversant therewith and governed thereby. Unless otherwise provided, OKT 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 line being used.

ITEM 2. Restricted Speed Requirements: Engines running light, with or without a caboose, must not exceed 40 MPH except: MKT 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.

Loaded unit coal trains must not exceed 35 MPH.

Trains handling 30 or more loads of grain, rock and/or ballast must not exceed 35 MPH.

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

Trains handling Derrick MKT 1042 must not exceed 10 MPH.

All Engine Servicing Tracks — Movements must not exceed 5 MPH.

Trains handling placarded tank cars of 112-A and 114-A types loaded with anhydrous ammonia, chlorine, or any compressed flammable gas will observe the following instructions:

Where maximum authorized speed is 50 MPH, do not exceed 40 MPH.

Where maximum authorized speed is 40 MPH, do not exceed 30 MPH.

Trains having six-axle diesel locomotives 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 must 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.

Length of sidings is shown in timetable in feet. Markers showing distance in feet for measuring length of trains are located on poles along side track. When trains leave terminal, length of train will be measured by these markers, and this information communicated or relayed to train dispatcher, when practicable.

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

ITEM 3. Restrictions in Operation of Locomotives and Cars: Gross Weight (Car and Lading).....263,000 Lbs. (Except as shown on Subdivision schedule page)

Derricks MKT 1040, MKT 1041 and MKT 1042 and Pile Driver MKT 1031 must be located in train not less than 4 cars nor more than 10 cars from engine and if handled with another one of these machines, must be separated by 6 cars.

Scale Test Car MKT 77 must be handled next ahead of caboose.

Company material cars MKT 100100 through MKT 100299, MKT 100350 through MKT 100359, and GRR 10 must be handled in the rear portion of train, or in local service.

Derricks MKT 1040, MKT 1041 and MKT 1042 and Pile Driver MKT 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 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, quoted from the manufacturer's instructions, must be 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.

Supplement to Item 102, Paragraph (z), Page 72, of "RED BOOK" Instructions: When coupling into cars in a TOFC Ramp Track, or when spotting cars to a TOFC Ramp, the movement must first be stopped between 5 and 20 feet from the standing cars or TOFC Ramp.

SPECIAL INSTRUCTIONS

ITEM 4. Automatic Block Signals: Shown on schedule pages.

ITEM 5. Movements by Signal Indication(Rules 400-404): Shown on schedule page.

ITEM 6. 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.

ITEM 7. 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 where required.

When train inspection is made by crew of their train, Head Brakemen will drop off and have one-half of train pulled by and then train will stop. Head Brakeman will cross over and walk the front one-half of train. Rear Brakeman will walk the rear one-half of train and cross over. Train will then pull by to be inspected on opposite side and Rear Brakeman will board caboose.

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

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

2. 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.

3. Each emergency stop must be reported to the train dispatcher by the first available means of communication.

ITEM 8. Standard Clocks and General Order Books

Chickasha.....Train Order Office
 Chico.....Train Order Office
 Cline.....Train Order Office
 Duncan.....Train Order Office
 El Reno.....Train Order Office
 Herington.....Train Order Office
 Mockingbird.....Train Order Office
 North Enid.....Train Order Office
 Peach.....Train Order Office

ITEM 9. Yard Limits:

Anadarko.....	L- 15.38	—	L-463.5
Chickasha.....	434.0	—	440.0
	L- 0.0	—	L- 2.0
Chico/Bridgeport.....	561.0	—	571.0
Cline.....	239.0	—	251.0
Duncan/Sunray.....	473.0	—	483.0
El Reno.....	400.0	—	410.0
	Y-510.0	—	Y-512.3
Harter/Council.....	Y-488.0	—	Y-496.4
Herington.....	171.4	—	180.0
North Enid.....	333.0	—	346.0
Peach.....	596.0	—	610.0
Richards Spur.....	L-484.25	—	L-485.3
Waurika.....	498.0	—	502.5

ITEM 10. Railroad Company Medical Staff

Dr. W. D. Blassingame
 Medical Director
 Denison, Texas

Abilene, KS 67410.....Dr. J. Dennis Biggs
 Dr. Gary W. Coleman
 Dr. J. Steven Schwarting
 Abilene Family Physicians
 1405 North Cedar
 Telephone: 913/263-7190

Chickasha, OK 73018.....Dr. C. R. Gibson
 Chickasha Clinic
 2222 Iowa Street
 Telephone: 405/224-4853

El Reno, OK 73036.....Dr. K. L. Preacher
 Dr. F. W. Hollingsworth
 Dr. Margaret A. Mehle
 Dr. Jesse G. Sullivan
 Canadian Valley Clinic
 2001 Park View Drive
 Telephone: 405/262-2114

Dr. Ted E. Webb
 Dr. Malcom E. Phelps
 Dr. Clinton R. Strong
 1801 Park View Drive
 Drawer 8
 Telephone: 405/262-2262

Enid, OK 73701.....Dr. B. R. Hinson
 330 South Fifth
 Telephone: 405/233-1200

Ft. Worth, TX 76133.....Dr. C. B. Bruner
 6113 Hulen Street
 Telephone: 817/292-5000

Herington, KS 67449.....Dr. Fred Dozier
 Dr. Jonas Bustos
 1005 North "B"
 Telephone: 913/258-2215

Oklahoma City, OK 73102.....Dr. Lorance M. White
 Adams Clinic
 1015 North Shartel
 Telephone: 405/232-6144

Wichita, KS 67214.....Dr. Rolland K. Enoch
 315 North Hillside
 Telephone: 316/681-0423

SPECIAL INSTRUCTIONS

ITEM 11. 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. 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 DEPARTMENT 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.

- C. 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.

ITEM 12. 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 and/or LEAKING MATERIAL.

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

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.

SPECIAL INSTRUCTIONS

ITEM 13. 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 that has a flash point 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, other than 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 other than 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 packaging 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

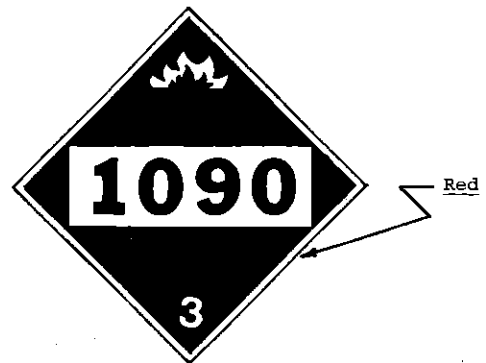
These commodities will be treated as Class A Explosives.

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

These commodities will be treated as Class A Explosives.

HAZARDOUS MATERIALS PLACARDS ON TANK CARS MAY HAVE UNITED NATIONS (UN) IDENTIFICATION NUMBERS INSTEAD OF THE HAZARD CLASS NAME. THESE PLACARDS HAVE THE SAME MEANING AND TRAIN PLACEMENT RESTRICTIONS AS PLACARDS WITH HAZARD CLASS NAME. IF MORE THAN ONE OF THESE PLACARDS ARE MISSING FROM A TANK CAR, TRAINMEN MUST BE ALERT TO NOTIFY PROPER OFFICER AS SOON AS PRACTICABLE.

Example:



(FLAMMABLE)

ITEM 14. 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 polymerizeable 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.

Polymerizeable 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 polymerizeable 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 readily. 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 purges 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; Butadiene, 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 or 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 Cryogenics: Nitrogen, Pressurized Liquid; Hydrogen, Liquefied; Ethylene, Liquefied.

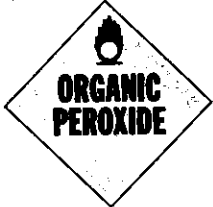
SPECIAL INSTRUCTIONS



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 specifically 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: Peracetic Acid Solution; Benzoyl Peroxide.



CORROSIVE MATERIALS (Acid and Caustics) 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 COFC 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 Naphthalms and Petroleum Distillates.

Item 15. Switching Placarded Cars

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.

The following precautions must be followed when switching cars placarded EXPLOSIVES A, FLAMMABLE GAS, NONFLAMMABLE GAS, POISON GAS, DANGEROUS, OR EMPTY POISON GAS:

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

CAR 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.

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



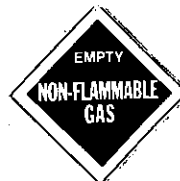
Must not be cut off while in motion. Must not be struck by any car moving under its own momentum. Must not be coupled into with any more force than necessary to make coupling.



DOT 112A 114A
Tank Cars
Without
Head Shields

PLACARDED EMPTY TANK CARS

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



SPECIAL INSTRUCTIONS

ITEM 16. Position in Freight Train of Placarded Cars

HOW TO USE THIS CHART		EXPLOSIVES - A	POISON GAS	LOADED PLACARDED TANK CARS (EXCEPT CARS 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 ⁴	X ⁴	X	X	X		
	LOADED FLAT CARS ¹	X	X	X ²				
	OPEN TOP CARS ³	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 ⁴	X ⁴	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.

DERAILMENT/ACCIDENT - RAIL/HIGHWAY
GRADE CROSSING ACCIDENT REPORT

In the event of a derailment/accident and/or rail/highway grade crossing accident, the Conductor, or other member of the crew if the Conductor is not present, must secure the applicable information required below and make a telephone report to the Chief Dispatcher as soon as practicable.

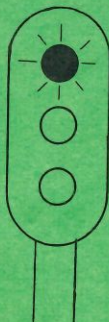
1. Train/Engine No.: _____ Approx. Speed: _____ MPH
2. Nearest Mile Post: _____ Highway Name/No.: _____
3. Date & Time: Mo. _____ Day _____ Year _____ AM PM _____
4. Weather: _____ Visibility: _____
5. Hwy. Vehicle Involved: Type _____ Model _____ License _____
Name of Driver: _____ Address: _____
Passenger(s): _____ Address: _____
6. Circumstances: _____

7. Type Crossing Warning Device:
Gates: _____ Flashers: _____ Working: _____
Crossbuck(s): _____ Placement: _____
Other: _____
8. Headlight Burning: _____ Whistle Sounded: _____ Bell Ringing: _____
9. Train/Engine Crew: _____
10. Name/Address of Witnesses: _____
11. Rail Equipment Involved If Derailed or Damaged:

Car Initial & No.	Load/Mty	Placarded	Position of Derailed Car
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

TABLE OF TRAIN SPEED

Mins. Per Mile	Secs. Per Mile	Miles Per Hour	Mins. Per Mile	Secs. Per Mile	Miles Per Hour
			1	19	45.6
			1	20	45.0
			1	21	44.4
			1	22	43.9
			1	23	43.4
			1	24	42.9
0	45	80.0	1	25	42.4
0	48	75.0	1	26	41.9
0	50	72.0	1	27	41.4
0	52	69.2	1	28	40.9
0	54	66.6	1	29	40.4
0	56	64.2	1	30	40.0
0	58	62.0	1	31	39.6
1	0	60.0	1	32	39.1
1	1	59.0	1	33	38.7
1	2	58.0	1	34	38.2
1	3	57.1	1	35	37.9
1	4	56.2	1	40	36.0
1	5	55.3	1	45	34.3
1	6	54.5	1	50	32.7
1	7	53.7	1	55	31.3
1	8	52.9	2	0	30.0
1	10	51.4	2	5	28.8
1	11	50.7	2	10	27.7
1	12	50.0	2	15	26.7
1	13	49.3	2	20	25.7
1	14	48.6	2	25	24.8
1	15	48.0	3	0	20.0
1	16	47.4	4	0	15.0
1	17	46.7	6	0	10.0
1	18	46.1			



"Go"
for safety



ROADWAY SIGNS

PERMANENT ADVANCE WARNING SIGN
LOCATED APPROXIMATELY ONE MILE FROM POINT SPEED RESTRICTION EFFECTIVE.
RULE 10 (h)

PERMANENT SPEED RESTRICTION SIGN
LOCATED AT BEGINNING OF RESTRICTION.

PERMANENT RESUME SPEED SIGNS
AUTHORIZED SPEED MAY BE RESUMED WHEN ENTIRE TRAIN HAS PASSED RESUME SPEED SIGN.
RULE 10 (i)

WHISTLE SIGNS
RULES 14, 14(1), TIMETABLE STATE STATUTES SIGN WILL BE PLACED ONE-FOURTH MILE FROM CROSSING WHEN PRACTICAL.

SWITCHING LIMIT SIGN
INDICATES LIMITS OF YARD ENGINE OPERATION.

YARD LIMIT SIGN
RULE 93 TIMETABLE SPECIAL INSTRUCTIONS.

FRACTIONAL MILE MARKER
BLACK WITH WHITE STRIPES
1-STRIPES = 10 POLES

STOP SIGN
RULES 10 (j) AND 10 (k)

TEMPORARY SPEED RESTRICTION SIGN
RULE 10 (g)
RESTRICTION 10 MPH UNLESS OTHERWISE DIRECTED BY TRAIN ORDER OR GENERAL ORDER.

TEMPORARY RESUME SPEED SIGN
RULE 10 (g)
PLACED AT END OF RESTRICTION

BEGIN
CTC

END
CTC

BEGIN
ABS

END
ABS

WHITE WITH BLACK LETTERS

SIGNAL TERRITORY SIGNS