Douglas Subdivision

Track Chart

MAX GROSS WEIGHT OF CAR MP185.4 TO WN JCT 143TONS REST B

Douglas sub

EAST BOUND

west

186 .53 185.7 0 TO .1 187 .52 186.9 0 187.5 188 .1 TO .4 189 .57 189.0 .60 189.6 190 .1 TO .6 190.3 191

CP 1840 CP 1853

30 30/25

52(X) DS 17 Ch 63 186.6 – 215.9

52(X) DS 17 Ch 63 186.6 – 215.9

Flash flood
190.0-191.1

186.2 188.0 190.3

M2
M1
Emporia Sub
Cluster LN
3,270
Don't block Custer Ln.

7th AVE 5th AVE Us 77 PRIVATE PRIVATE PRIVATE PRIVATE PRIVATE SW 140th st

DISPATCHERX=0
RFE X=1
MECHANICAL X=2
CUSTOMER SUPPORT X=3
RR POLICE X=4
DETECTOR DESK X=5
ARGENTINE DSF X=6
PTC DESK X=9

185.4 188.7

35 35 35 35

FRT

TOB Check your speed	UNDER 100 BTOB	100 TOB & OVER
186.6 – 215.9	55	55

Map direction to location

192 0 TO .2 193 0 TO .2 194 195 .1 TO .5 196 197 .4 198 .55

191.7 195.0 196.8 197.8

193.0

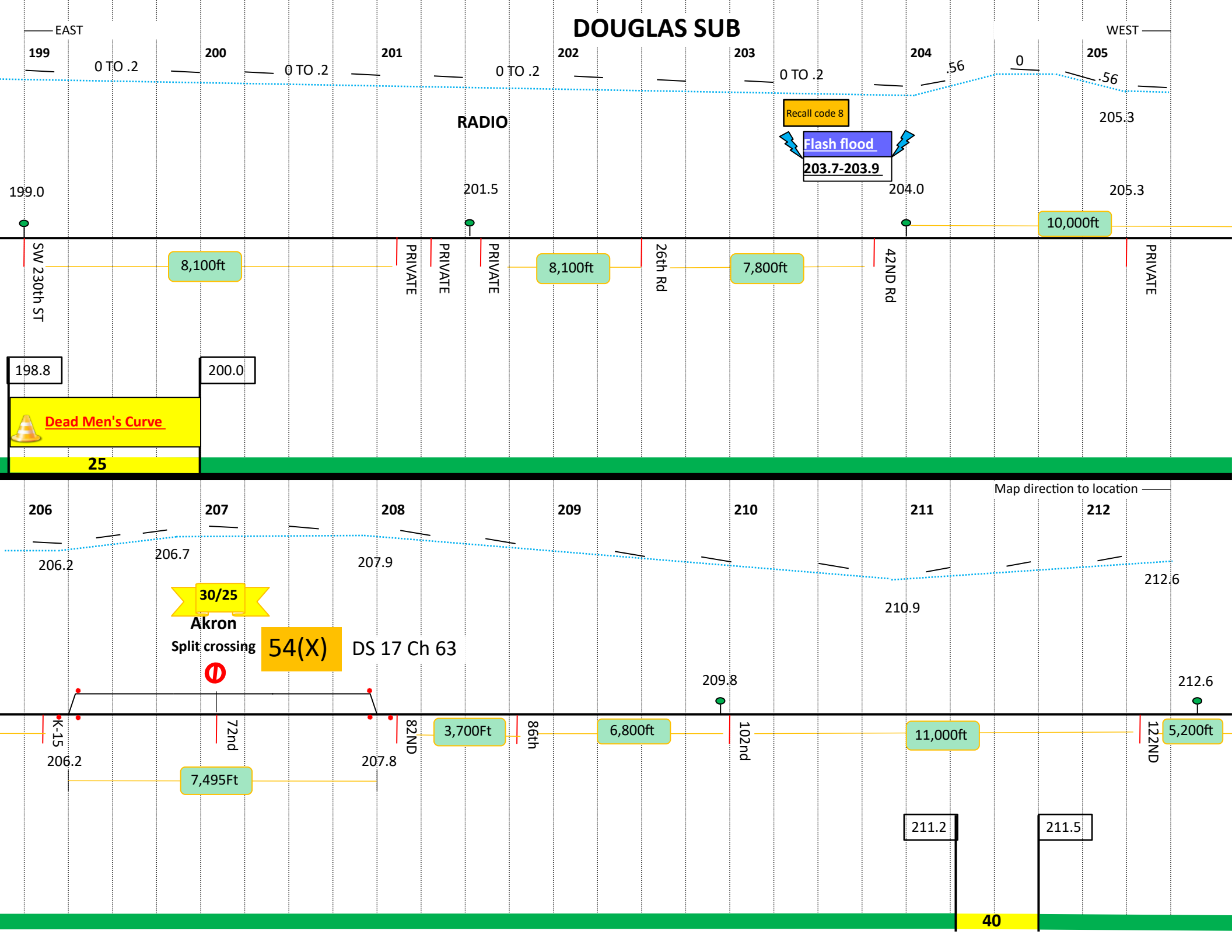
PRIVATE PRIVATE 163RD SW 166th st SW 177th ter SW 183rd ter SW 200th ST 1st 3rd 6th 8th

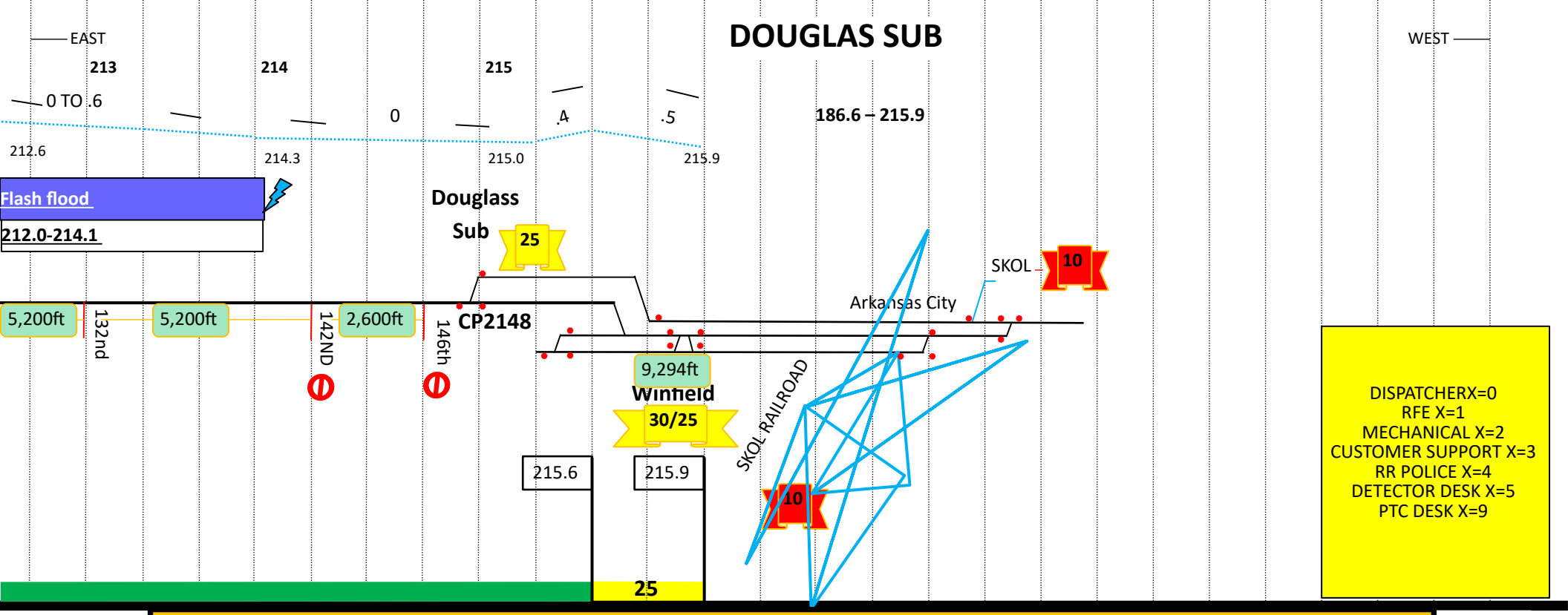
6,600Ft 9,300Ft 9,300Ft

191.7 191.8 194.8 195.3 197.4 197.5

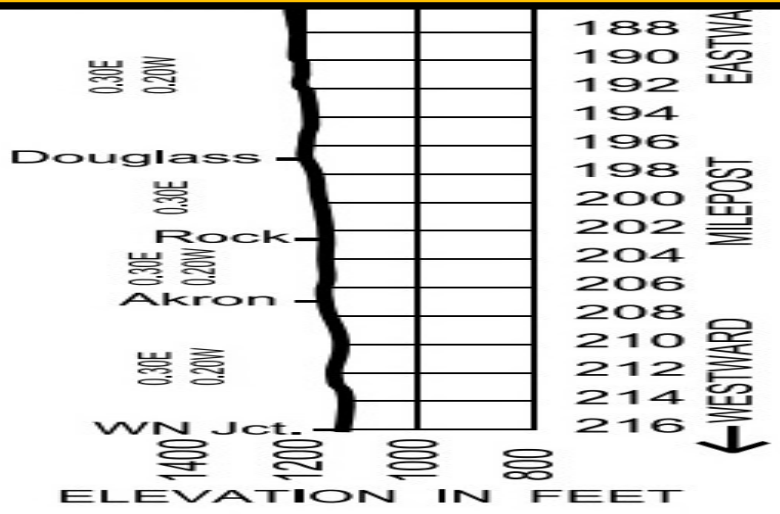
Bridge, cars over 143 ton

50 25 50


DOUGLAS SUB
EAST
WEST
199
200
201
202
203
204
205
0 TO .2
0 TO .2
0 TO .2
0 TO .2
.56
0
.56
205.3
RADIO
Recall code 8
Flash flood
203.7-203.9
199.0
201.5
204.0
205.3
10,000ft
SW 230th ST
8,100ft
PRIVATE
PRIVATE
PRIVATE
8,100ft
26th Rd
7,800ft
42ND Rd
PRIVATE
198.8
200.0
Dead Men's Curve
25
Map direction to location
206
207
208
209
210
211
212
206.2
206.7
207.9
210.9
212.6
30/25
Akron
Split crossing
54(X)
DS 17 Ch 63
209.8
212.6
K-15
72nd
82ND
86th
102nd
122ND
3,700Ft
6,800ft
11,000ft
5,200ft
206.2
207.8
7,495Ft
211.2
211.5
40



Douglass grade chart



Akron 0.30E-0.20W

Tons	Grade (%)												
	<0.25	0.25-0.49	0.50-0.74	0.75-0.99	1.00-1.24	1.25-1.49	1.50-1.74	1.75-1.99	2.00-2.24	2.25-2.49	2.50-2.74	2.75-2.99	≥3.00
<1,000	2	2	2	2	3	3	4	4	5	5	6	6	7
1,000-1,999	2	3	4	5	6	7	8	9	10	11	12	13	14
2,000-2,999	2	4	5	7	8	10	11	13	14	16	17	19	20
3,000-3,999	3	5	7	9	11	13	15	17	19	21	23	25	27
4,000-4,999	3	6	8	11	13	16	18	21	23	26	28	31	33
5,000-5,999	4	7	10	13	16	19	22	25	28	31	34	37	40
6,000-6,999	4	8	11	15	18	22	25	29	32	36	39	43	46
7,000-7,999	5	9	13	17	21	25	29	33	37	41	45	49	53
8,000-8,999	5	10	14	19	23	28	32	37	41	46	50	55	59
9,000-9,999	6	11	16	21	26	31	36	41	46	51	56	61	66
10,000-10,999	6	12	17	23	28	34	39	45	50	56	61	67	72
11,000-11,999	7	13	19	25	31	37	43	49	55	61	67	73	79
12,000-12,999	7	14	20	27	33	40	46	53	59	66	72	79	85
13,000-13,999	8	15	22	29	36	43	50	57	64	71	78	85	92
14,000-14,999	8	16	23	31	38	46	53	61	68	76	83	91	98
15,000-15,999	9	17	25	33	41	49	57	65	73	81	89	97	105
16,000-16,999	9	18	26	35	43	52	60	69	77	86	94	103	111
17,000-17,999	10	19	28	37	46	55	64	73	82	91	100	109	118
18,000-18,999	10	20	29	39	48	58	67	77	86	96	105	115	124
19,000-19,999	11	21	31	41	51	61	71	81	91	101	111	121	131
20,000-20,999	11	22	32	43	53	64	74	85	95	106	116	127	137
21,000-21,999	12	23	34	45	56	67	78	89	100	111	122	133	144
22,000-22,999	12	24	35	47	58	70	81	93	104	116	127	139	150
23,000-23,999	13	25	37	49	61	73	85	97	109	121	133	145	157
24,000-24,999	13	26	38	51	63	76	88	101	113	126	138	151	163

Tons	Grade (%)												
	<0.25	0.25-0.49	0.50-0.74	0.75-0.99	1.00-1.24	1.25-1.49	1.50-1.74	1.75-1.99	2.00-2.24	2.25-2.49	2.50-2.74	2.75-2.99	≥3.00
25,000-25,999	14	27	40	53	66	79	92	105	118	131	144	157	170
26,000-26,999	14	28	41	55	68	82	95	109	122	136	149	163	176
27,000-27,999	15	29	43	57	71	85	99	113	127	141	155	169	183
28,000-28,999	15	30	44	59	73	88	102	117	131	146	160	175	189
29,000-29,999	16	31	46	61	76	91	106	121	136	151	166	181	196
30,000-30,999	16	32	47	63	78	94	109	125	140	156	171	187	202
31,000-31,999	17	33	49	65	81	97	113	129	145	161	177	193	209
32,000-32,999	17	34	50	67	83	100	116	133	149	166	182	199	215
33,000-33,999	18	35	52	69	86	103	120	137	154	171	188	205	222
34,000-34,999	18	36	53	71	88	106	123	141	158	176	193	211	228
35,000-35,999	19	37	55	73	91	109	127	145	163	181	199	217	235
36,000-36,999	19	38	56	75	93	112	130	149	167	186	204	223	241
37,000-37,999	20	39	58	77	96	115	134	153	172	191	210	229	248
38,000-38,999	20	40	59	79	98	118	137	157	176	196	215	235	254
39,000-40,000	21	41	61	81	101	121	141	161	181	201	221	241	261

TOC Home

- All trains within or entering the tornado warning limits may proceed, prepared to stop when approaching bridges, culverts, or other points likely to be affected until relieved by the dispatcher. The train dispatcher must be advised immediately of damage or unexpected conditions.
- The train dispatcher must restrict trains as prescribed in the second bullet, until an inspection has been completed by division employees or all of the limits of the tornado warning have been traversed by a train and it is confirmed by the train crew(s) that no damage or unexpected conditions were observed.

Cold Weather Restrictions:
The correlations that exist between rail service failures, temperature, train axle load, track and equipment conditions, and train speed are complex and involve many factors including equipment and track component design and material properties, their relative wear conditions, and the rail/wheel interaction for various traffic mixes and operating conditions.

In order to maximize safety with regard to extreme temperatures and temperature changes, rail laying temperatures and weather extremities across our railroad have been considered. In that effort, the railroad has been divided into two regions as follows:

Region 1 contains the following divisions:

California	All subdivisions
Chicago	Beardstown and Yates City subdivisions
Heartland	Afton, Amory, Birmingham, Cherokee, Cuba, Ft. Scott, Hannibal, River, Thayer North, and Thayer South subdivisions
Kansas	Arkansas City, Douglass, Emporia, Hereford, La Junta, Panhandle, Strong City, and Topeka subdivisions
Montana	Kootenai River subdivision from MP 44.0 to Sandpoint Jct only
Northwest	All subdivisions
Red River	All subdivisions
Southwest	All subdivisions

Region 2 contains the following divisions:

Chicago	All subdivisions excluding Beardstown and Yates City
Heartland	Bayard, Council Bluffs, Creston, Napier, Omaha, and St. Joseph subdivisions
Kansas	Boise City, Dalhart, and Twin Peaks subdivisions
Montana	All subdivisions excluding that part of Kootenai River subdivision from MP 44.0 to Sandpoint Jct
Powder River	All subdivisions
Twin Cities	All subdivisions

Cold Weather Train Speeds:
The Engineering Department has identified two factors which require Cold Weather Train Speeds---Low Temperature Threshold and Temperature Differential Threshold, as follows:

Low Temperature Threshold:
In Region 1, this threshold is 0 degrees Fahrenheit.
In Region 2, this threshold is -20 degrees Fahrenheit.

Unless further restricted by individual subdivision Special Instructions, be governed by the following:

When ambient (air) temperature drops below the Low Temperature Threshold trains must not exceed the following speeds:

In non-signaled territory:
40 MPH for all trains.

In block signal system limits:

Trains 100 tons per operative brake and greater.	40 MPH
Key trains	
Trains less than 100 tons per operative brake.	50 MPH
Passenger trains, Z-symbol intermodal trains, or single level loaded intermodal trains.	65 MPH

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted due to this requirement.

These restrictions remain in effect until the ambient (air) temperatures rise above the Low Temperature Threshold.

Temperature Differential Threshold:
In Region 1, this is any temperature of 50 degrees Fahrenheit or warmer that falls to 10 degrees Fahrenheit or colder within 24 hours.

In Region 2, this is any temperature of 40 degrees Fahrenheit or warmer that falls to 0 degrees Fahrenheit or colder within 24 hours.

The train dispatcher will make notification to trains that temperature has exceeded the Temperature Differential Threshold. When so notified, trains must observe Cold Weather Train Speeds, by Region, as shown above. The Engineering Department will perform a track inspection, reporting results to the train dispatcher. If no further restrictions result from the track inspection, the train dispatcher will verbally notify the trains affected.

Be aware that Cold Weather Train Speeds may still be required due to Low Temperature Threshold. In other words, once track inspection is completed following a Temperature Differential Threshold, the ambient (air) temperature may still be below the Low Temperature Threshold, requiring that Cold Weather Train Speeds must still be observed.

However, if the ambient (air) temperature is above the Low Temperature Threshold and no further restrictions resulted from track inspections, observance of Cold Weather Train Speeds is not required.

Determining Ambient Temperature
When referring to a subdivision timetable for extreme air temperature operating instructions, be governed by the following:

- Ambient air temperature readings may be obtained by train crews utilizing any local means available such as field personnel, track side warning detectors, yardmasters, temperature displays from such sources as banks, etc.
- When unable to determine the ambient air temperature utilizing local methods, contact the train dispatcher who will determine ambient air temperature at the closest available location utilizing the AccuWeather website or other available means.

Earthquake Instructions
When an earthquake is reported, the train dispatcher will do the following: (See Decision Table, next column)

1. If the magnitude or epicenter are unknown, instruct all trains within 150 miles of the reporting location to “proceed at Restricted Speed due to earthquake conditions.” An acknowledgment must be obtained from each train or engine receiving these instructions.

TOC Home

1. Speeds

All speeds are subject to modification by speed restrictions indicated in timetable individual subdivision special instructions.

Passenger trains will be governed by permanent freight train speed if permanent passenger train speed is not specified under timetable individual subdivision special instructions. All temporary Form A Restrictions affecting a Passenger Train will have a speed or "NA" listed in the PSGR column. "NA" in either the PSGR or FRT column of a temporary Form A speed restriction indicates the speed restriction does not apply to that train type.

All trains consisting entirely of passenger equipment as well as locomotives without cars (light engines) will be considered passenger trains and may operate at passenger speeds where provided. This includes Amtrak, commuter trains, business cars and passenger equipment modified to serve as track inspection, track geometry or similar test cars. Refer to 1(B) regarding maximum authorized speed of engines (locomotives).

Amtrak trains operating in Cascade service may observe Talgo speeds. The consist must be entirely Horizon and/or Amfleet Single Level Passenger Equipment. If the PTC Onboard Consist does not reflect the correct train type, crews may modify their consist to "Tilt" Train Type.

Unless defined differently in the timetable individual subdivision special instruction, tons per operative brake (TOB) is defined as the gross trailing tonnage of the train divided by the total number of control valves.

	MPH
Freight trains under 100 TOB	60
Freight trains 100 TOB and over	45
Freight trains handling empty cars	55
Exception: Intermodal Equipment, see SSI 1(C)	
Empty coal trains (if train list indicates no speed restricted equipment)	60
Key trains	50
Solid consist of military equipment	55
Trains with welded rail loaded in open end gondolas	45
Non-signaled territory	49
Against the current of traffic	49
Through turnouts	10
Tracks governed by GCOR / MWOR 6.28	10
Tracks governed by GCOR / MWOR 6.28 where timetable indicates a speed greater than 20 MPH	20 HER
Within Mechanical Department limits	5
Movements on or off turntables and droptables	1

Foreign railroad locomotives - Speed restrictions posted inside the locomotive cab of foreign railroad locomotives which are less than that listed above only apply when locomotive is utilized as a lead, controlling locomotive.

Equipment	Main	Branch
Side dump ballast cars, BNSF car kind YHA and YHH, loaded	45	45
AMTK 1400-1569 (material handling cars)	60	60
Balfour Beatty machines, RKCX 103, 104, 105, 106, 467, 476, 3005	45	45
Boeing cars, loaded: BNSF 800100-800107, 800111-800113, 800115, 800117, 800119, 800124-800127, 800129, 800133 MTTX 978311, 978596, 978644, 978781, 979162, 979264, 980855, 980917, 981218 TBCX 737001-737066	45	45
Clay cars, RARW 3801-4199	45	45
Flatcars, empty, NP 580400-580739	50	50
Flatcars, empty, bulkhead wallboard: BN 616475-616674, CS 616375-616474 DJTX 9300-9398, SOU 115250-115274	45	45
Flatcars, empty, bulkhead, Picked up enroute and not on conductor's wheel report or work order	45	45
Flatcars, empty or loaded, OTTX 93561, 97852, 97861, 97914, 97920	45	45
Flatcars, loaded with track panels, ATSF 190298, 209144, 209149	35	35
Gondolas, empty, KCS 801011-802930, CR 576026-579245	45	45
Gondolas, empty, Picked up enroute and not on conductor's wheel report or work order	50	50
Gondolas, empty or loaded, PC 598500-598999 CR 598500-598990, SP 345000-345699	45	45
Herzog clip cars, HZGX 153, 154, 155	50	50
Herzog MPM Machines, designated to be placed next ahead of caboose or at rear of cabooseless trains.	55	55
Hopper cars, covered, empty, (unless no speed restriction is indicated by train documentation) ASGX 1-50, BCAX 50-149, CGLX 4200-4249, CRDX 3000-3014, CRDX 9905-9989, CRDX 9755-9904, CRDX 20100-20199, CRDX 20200-20209, CRDX 20300-20324, CRDX 20525-20724, CSXT 242000-242299, DME 29000-29324, DJLX 97300-97319, FLOX 3200-3241, FLOX 983400-983414, GACX 3000-3139, GACX 3150-3196, GACX 3202-3359, GACX 3486-3510, GACX 7959-8008, GCCX 55000-55099, LCEX 801-820, LCEX 824-898, NAHX 21000-21054, NAHX 29700-29867, NAHX 320000-320399, NCUX 20001-20050, NCUX 20106-20130, NRLX 32500-32605, NRLX 32706-32725, NVCX 9500-9619, NS 294220-294319, RGCX 650-899, RGCX 902-1067, RGCX 1069-1142, RGCX 1183-1222, SDWX 9700-9919, SDWX 10000-10333, SDWX 11000, SHPX 432118-432137, SHPX 432057-432116, WW 7001-7300	45	45

TOC Home

Equipment	Main	Branch
Hopper cars, empty, WFAX 84654-84700 TUGX 36001-36125	45	45
Loram, 400 and 300 series and Harsco rail grinder, traveling (not in work mode) as a train on its own power with a conductor or engineer pilot	50	50
Loram, 400 series and Harsco rail grinder, when controlling movement from the rear control cab in the lead.	50	50
Loram, 300 series rail grinder, when controlling movement from rear control cab in the lead	40	40
Refer to manufacturer's maximum operating speeds when operating on descending grades.		
Loram, LMIX 409, 410, 412, 414, 415, 417, KMUX 110, 750 Loram, LMIX 418, when moving coupled with MW tool cars, must remain coupled to such cars. No shoving movements are to be made with the above Loram equipment in a train consist.	50	45
Loram, LMIX 203, 204 No shoving movements are to be made with the above Loram equipment in a train consist.	55	55
Ore cars, empty, 35 ft., OLB 1000-1099	50	50
Ore cars, loaded, 35 ft., OLB 1000-1099	45	45
P811, BNSF 922999	50	50
Plasser machines,PACX 293, 2630, 2645, 3024,4656, 4657, 4774, 4775	45	45
Plasser THS 2000, tie gang consist	30	30
Plasser 08 & 09 Tampers, PTS 61, 62 & 90 Stabilizers, BDS 100 & 200 Ballast machines, MFS40 & 60 cars and ULS3000 conveyor cars (traveling in a train or under own power with a conductor or engineer pilot)	50	50
Ribbon rail cars, empty (excluding BNSF 919900 - 919905)	45	45
Ribbon rail cars, loaded (excluding BNSF 919900 - 919905)	35	25
Ribbon rail loading and unloading cars	45	45
Roadrailer equipment (empty or loaded)	60	60
Rotary plow, wrecking derrick, locomotive crane, pile driver or Jordan spreader handled in trains	30	25
Exception: Locomotive cranes/pile drivers with booms removed and secured to a leads car with the counterweight properly secured to the locomotive crane/pile drive car body, billed as empty car.	45	25
Exception: Jordan spreader, BNSF 939800 - 939804	50	50
Trains and engines handling this and similar equipment which is moving on its own running gear must operate through the curved side of turnouts at a speed not exceeding one-half the maximum authorized speed for that turnout. Locomotive cranes, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision designated as a Branch Line unless authorized by roadmaster or covered by specific instructions.		

Equipment	Main	Branch
Scale test cars Exception: cars listed below have a minimum gross weight of 100,000 lbs. and may move in any position in the train and at maximum authorized speed for which the train is qualified. BN 979020-979024, BN 979026, BNSF 979019, FGWX 100000-700000, MP 15507, MP 15510-15512, UP 167579, UP 900700, UP 903600, WWBX 199917-199919	35	25
Schnabel type cars, empty. Cars must be handled on or near the rear of trains not exceeding 100 cars in length, must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached	45	45
Exception: GEGX 21154, GEGX 21155, GEX 80000, GEX 80002, MAMX 1001	40	40
Exception: KRL 3600, KRL 3601, GEX 80003, HEPX 200, PTDX 202	25	25
Tank cars, ACFX 17451-17495, NATX 10841-10865	45	45
Tank cars, DVLX 4001-4190, UTLX 76517, 76539, 76556, 76558, 76568, 76595, 76649, 76656, 76696, 76733, 76736-76738, 76742-76745, 76747, 76748, 76750, 76751, 78256-78269, 78272, 78274, 78278, 78281, 78285, 78287-78293, 78326, 78328-78333, 78336-78340, 78343, 78344, 78347, 78348, 78350. 78353	40	40
Tank cars, empty, CORX	50	50
Tank cars, loaded, CELX 6400-6455, 10400-10443 (must not be handled nearer than 6 cars from locomotive when loaded)	45	45
Wedge plow or dozer, hauled in tow	35	25

1(A). Control of Harmonic Rocking on Jointed Rail

Under certain conditions, operation of trains between 13 MPH and 21 MPH can cause derailments due to harmonic rocking of cars. Where specified by timetable individual subdivision special instructions or general order, the following restrictions apply when operating on jointed rail:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain a minimum speed of 21 MPH, must reduce speed to 13 MPH or less until movement can again exceed 21 MPH.

1(B). Maximum Speed of Passenger Trains/Engines

	MPH
Amtrak	90*
Metrolink	90*
Metra	79*
Sounder (Sound Transit)	79*
Northstar	79*
All other classes	70

Exception:
When the controlling locomotive is a car body type or has a desktop control stand and is being operated long hood forward, maximum speed is 45 MPH.

* Engine without cars must not exceed 70 MPH.

TOC Home

GCOR 6.20 Equipment Left on Main Track—A. Portion of Train Left on Main Track

That part reading:

- Set a sufficient number of hand brakes to keep the detached portion from moving.

Is changed to read:

- Secure a sufficient number of cars to keep the detached portion from moving.

GCOR 6.21.2 Water Above Rail—is changed as follows:

The 2nd paragraph is changed to read:

Operate engines at 5 MPH or less when water is above the top of the rail. If water is more than 3 inches above the top of the rail, the NOC Mechanical Help Desk must authorize the movement.

GCOR 6.21.3 Track Obstruction / Unusual Conditions—is changed to read:

When a train is advised in the words, "Between (location) and (location) be governed by Rule 6.21.3", within the specified limits trains must:

- Not exceed 20 MPH HER,
  and
- Be prepared to stop for slides, rocks, washouts, debris or obstructions on the track.

Train crews are reminded to regulate speed where visibility is limited (ex. curvature of track, lighting, weather, etc.) and must report to the train dispatcher conditions encountered, or if none are encountered, within the limits.

GCOR 6.21.4—The following rule is added:

GCOR 6.21.4 Activation of Shifted Load or Dragging Equipment Detector

When a train or engine actuates a shifted load or dragging equipment detector, and an adjacent Main Track or controlled siding may be obstructed, immediately:

- Warn other trains by radio, stating the exact location and status of the train and repeat as necessary.
- Place lighted fusees on adjacent Main Tracks and controlled sidings.
- Notify the train dispatcher or control operator and, when possible, foreign line railroads if necessary.

Warning to other movements is no longer necessary when:

- It is known adjacent Main Tracks and controlled sidings are not obstructed.
  or
- The train dispatcher or control operator advises the crew that protection is provided on adjacent tracks.

Train on Adjacent Track
A train on an adjacent track that receives radio notification must pass the location specified at Restricted Speed and be prepared to stop for obstructions on the track. When advised that the track is clear and it is safe to proceed, this restriction no longer applies.

GCOR 6.22 Maintaining Control of Train or Engine—A new second paragraph is added:

When following a train or engine on a Main Track or controlled siding, crew members must ensure they stop at least 400 feet behind the train or engine, if length of train permits.

GCOR 6.23 Emergency Stop, Severe Slack Action, or Actuation of Shifted Load or Dragging Equipment Detector—the part titled "**Inspection of Cars and Units**" is changed to read:

Emergency Stop/Severe Slack Action:
Visual inspection must ensure no derailment or damage has occurred to cars, units, equipment or track to the end of the train.

Actuation of Shifted Load/Dragging Equipment Detector:
Shifted load or dragging equipment inspection requirements must be performed as outlined in the System Special Instructions.

If physical characteristics such as a bridge with no walkway prevent complete inspection, the train may be moved the distance necessary not exceeding 5 MPH to complete the inspection. Stop movement immediately if excessive power is required to start or keep the train moving and discontinue further inspection until a safe alternative to complete inspection is identified by either a job safety briefing or coordination through the train dispatcher.

Exception—The following trains (excluding key trains) are relieved of visual inspection required by emergency brake application if no severe slack action occurred while stopping and brake pipe pressure is restored as indicated by the caboose gauge, end-of train telemetry device (ETD) or distributed power telemetry:

- Solid loaded bulk commodity train,
- Train consisting entirely of doublestack and/or articulated spine car equipment,
- Any train where emergency application occurs above 20 MPH, or
- Any train that is 5000 tons or less.

Train types in the exception are relieved of further visual inspection after a defect is corrected, such as recoupling an air hose, and brake pipe pressure is restored as indicated by the caboose gauge, end-of-train telemetry device (ETD) or distributed power telemetry.

GCOR 6.26 Use of Multiple Main Tracks, Supplemental Instruction

Unless otherwise indicated in the individual subdivision special instructions, when using Main Tracks in westward or southward timetable direction, they will be numbered consecutively from right to left beginning from Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

GCOR 6.29.1 Inspecting Passing Trains—"Ground Inspections" is changed to read:

Conducting Inspections

When a train is stopped and is met or passed by another train, a member of the crew must inspect the passing train. All crew members must remain alert and attentive while the inspection is being conducted.

If inspecting from the ground:

- Dismount equipment on the side opposite approaching train.
- Do not cross adjacent tracks solely for the purpose of inspecting a passing train.

Table No. 1 - 8(C) Non-Alarm Message

Type Detector	Non-Alarm Message	Train Crew Action	Additional Instructions
5(A) or 5(B)	When detector announces "...no defects", or when advised by signal maintainer or train dispatcher that there are no defects.	Proceed.	None
5(A)	"Integrity Failure"	Stop the train consistent with good train handling. Perform a rolling inspection not exceeding 5 MPH on both sides of the train without entering or traversing protected structure. If unable to stop before a portion of the train has entered or traversed the protected structure, perform a walking inspection of that portion that is on or has already traversed the structure and perform a rolling inspection for the remainder of the train.	Report integrity failure to train dispatcher.
5(A)	"Train Too Slow" with no alarm or Crew is notified by train dispatcher or signal maintainer that TWD is out of service.	Proceed.	None

TOC Home

5(B)	"Train Too Slow" or "Integrity Failure" or Crew is notified by train dispatcher or signal maintainer that TWD is out of service.	Proceed.	Report "Integrity Failure" to the train dispatcher unless "Train Too Slow" is transmitted in the same message. Then, no report to the train dispatcher is required.

Table No. 2 - 8(C) Alarm Message

Type Detector	Alarm Message	Train Crew Action	Additional Instructions
5(B)	"You have a defect, dragging equipment near axle XXX" Or "You have a defect, First wide load right/left side near axle XXX" Or "You have a defect, Shifted load right/left side near axle XXX"	1. As soon as message "...you have a defect" is transmitted, begin reducing train speed in preparation to stop and provide warning to other trains. Do not reduce speed below 20 MPH. 2. A post train alarm message will be transmitted summarizing defects detected followed by "Out". Stop immediately after post train alarm message is transmitted, or after the entire train has passed the detector if no post train alarm message is transmitted. 3. Inspect the indicated axle(s). If no post train alarm message is transmitted inspect entire train. 4. If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle regardless of whether a defect is found before reaching the 12th axle. 5. Report findings to the train dispatcher. 6. When defective car(s) are set out or continue in train, notify the train dispatcher and Mechanical Help desk.	Detector post train alarm message may identify more than one defect. Inspect train for all reported defects before proceeding. If detector alarm message does not include axle designation, inspect both sides of entire train.
5(A)	"You have a defect, dragging equipment near axle XXX" Or "You have a defect, wide load right/left side near axle XXX" Or "You have a defect, shifted load right/left side near axle XXX".	1. As soon as message "...you have a defect" is transmitted, provide warning to other trains and stop immediately. 2. A post train alarm message will be transmitted summarizing defects detected followed by "Out". Inspect the indicated axle(s). If no post train alarm message is transmitted inspect entire train. 3. If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle regardless of whether a defect is found before reaching the 12th axle. 4. Report findings to the train dispatcher. 5. When the defective car(s) are set out or continue in train, notify the train dispatcher and mechanical help desk.	Detector post train alarm message may identify more than one defect. Inspect train for all reported defects before proceeding. If detector alarm message does not include axle designation, inspect both sides of entire train. If train is stopped on top of the detector, a post train alarm message will be transmitted summarizing defect(s) detected followed by "Out". Upon moving the train, defect detection will continue for the remainder of the consist. Additional defects may be identified and transmitted with invalid axle designation. Inspect both sides of the train from the last reported defect.

TOC Home

5(A)	"Hot journal right/ left side axle XXX".	1. As soon as message "You have a defect" is transmitted, provide warning to other trains and stop immediately. 2. A post train alarm message will be transmitted summarizing defects detected followed by "Out". Inspect the indicated axle(s). If no post train alarm message is transmitted inspect entire train. 3. If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle regardless of whether a defect is found before reaching the 12th axle. 4. Report findings to the train dispatcher. 5. When the defective car(s) are set out or continue in train, notify the train dispatcher and mechanical help desk.	Detector alarm message may identify more than one defect. Inspect train for all reported defects before proceeding. If detector alarm message does not include axle designation, inspect both sides of entire train. If train is stopped on top of the detector, a post train alarm message will be transmitted summarizing defect(s) detected followed by "Out". Upon moving the train, defect detection will continue for the remainder of the consist. Additional defects may be identified and transmitted with invalid axle designation. Inspect alarm side(s) of the train from the last reported defect(s).

5(B)	“Hot journal right/ left side axle XXX”	1. As soon as message "...you have a defect" is transmitted, begin reducing train speed in preparation to stop and provide warning to other trains. Do not reduce speed below 20 MPH. 2. A post train alarm message will be transmitted summarizing defects detected followed by “Out”. Stop immediately after the post train alarm message is transmitted or no alarm message is transmitted and the entire train has passed through the detector. 3. Contact NOC detector desk to initiate review of bearing profiles that caused alarm. If at any point before or during the inspection the NOC detector desk determines the stop to be invalid and releases the train, the inspection may be concluded. Otherwise: 4. Inspect the indicated axle(s). If no post train alarm message is transmitted inspect entire train 5. If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle regardless of whether a defect is found before reaching the 12th axle. 6. Report findings to the train dispatcher. 7. When defective car(s) are set out or continue in train notify the train dispatcher and Mechanical Help Desk.	Detector post train alarm message may identify more than one defect. Unless released by the NOC detector desk, inspect train for all reported defects before proceeding. If detector alarm message does not include axle designation, inspect both sides of entire train.

TOC Home

5(A) or 5(B)	"Excessive Alarms"	1. Inspect the indicated axle(s). 2. If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle regardless of whether a defect is found before reaching the 12th axle. 3. Inspect both sides of the remainder of the train from the last reported defect. 4. Report findings to the train dispatcher. 5. When defective car(s) are set out or continue in train, notify the train dispatcher and Mechanical Help desk.	Unless released by the NOC detector desk, inspect train for all reported defects before proceeding.
5(A) *Special condition, preparing to stop.	Post train alarm message with "Train Too Slow" is Transmitted.	If train slowed below 20 MPH while crossing the detector in preparation to stop, follow train crew actions for announced alarm message.	Report "Train Too Slow" with alarm to Train Dispatcher.
5(A) or 5(B)	Post train alarm message with “Train Too Slow" is transmitted.	Inspect both sides of the entire train.	Report " Train Too Slow" with alarm to Train Dispatcher.

Table No. 3 - 8(C) Other Circumstances

Type Detector	Circumstance	Train Crew Action	Additional Instructions
5(B) - with recall code	No message or Incomplete message is transmitted.	1. Enter recall code and be governed by message. 2. If still no message or incomplete message, proceed.	Report no message or incomplete message to train dispatcher.
5(A) - with recall code	No message or Incomplete message is transmitted.	1. Enter recall code and be governed by message. 2. If still no message or incomplete message, stop the train. 3. Make a walking inspection of both sides of entire train.	Report no message or incomplete message to train dispatcher.
5(B) - without recall code	No message or Incomplete message is transmitted.	Proceed	Report no message or incomplete message to train dispatcher.
5(B) - Exception Reporting	No Message	Proceed	Do Not Report "No Message" to Train Dispatcher
5(B) - with recall code Exception Reporting	Incomplete Message is Transmitted	1. Enter recall code and be governed by message. 2. If still no message or incomplete message, stop the train. 3. Make a walking inspection of both sides of train.	Report incomplete message to train dispatcher.
5(B) - without recall code Exception Reporting	Incomplete Message is Transmitted	1. Stop the train. 2. Make a walking inspection of both sides of entire train.	Report incomplete message to train dispatcher.

Note: Detector message followed by the word “Out” indicates a complete message. Total axle count is not required for a complete message. If an alarm message is transmitted and it is not followed by the word “Out”, the train will be governed by the Train Crew Action for that alarm message

KEY TRAIN BRIEFING

-TONAGE AND LENGTH OF TRAIN OR TOTAL NUMBER OF CARS LEFT UNATTENDED_____

GRADE OF TRACK LOCATION INDICATED BY TIME TABLE GRADE CHART_____

WETHER EQUIPMENT SECURED LOCATED ON CURVE OR STRAIGHT TRACK_____

CURRENT WEATHER CONDITIONS_____

TOTAL NUMBER OF HAND BRAKES APPLIED_____

BOTH CONDUCTOR AND ENGINEER AGREE SECUREMENT REQUIREMENTS HAVE BEEN MET

FORM B FORM

CALLING FOREMAN IN CHARGE FORM B . COME IN THERE FOREMAN .

(NSEW). UNDERSTANS FOREMAN IN CHARGE OF FORM B# .
ON THE DOUGLAS SUB GIVES PERMISION TO THE (NESW) TO PASS YOUR RED FLAG AT MP .WITHOUT STOPPING AND PROCEED THROUGH YOUR LIMITS AT MAXIMUM AUTHOURIZED SPEED ON Main BELLS AND WHISTLES FOR MEN AND EQUIPMENT UNLESS OTHERWISE RESTRICTED OVER!

ADDITIONAL INFO FOR SPEED REQUIREMENTS AT MILE POST IF NEEDED BY FOREMAN

MP SPEED .
MP SPEED .

Legend

Stations

00/00 Turnout, Crossover Speed under/over TOB

00,000 Siding Length

Other Locations

Important Messages

Warnings!

Miscellaneous Messages

00(X) Tone up

Track Grade

0.0 DP Independent Mode & MP

0.0 High Temp Restrictions & MP

0.0 Flash Flood Restrictions & MP

0.0 Speed Limits & MP, Green = Max

Highway Overpass

Public Crossing at Grade

Highway Underpass

Avoid Blocking

00 Switch or Crossover #

Absolute Signal

Intermediate Signal

Distant Signal

0,000 Distances Between Points. Footage based on locomotive counters, and Google Maps. Distance is total footage not train length spaces. Use this as only a reference point in determining stops.

Grade Summit

Flash flood zones

DED Dragging Equipment Detectors

TWD
B
(000)
MP 000.0
Trackside Warning Detector includes Type (A or B), direction, Recall (000), and location

Subdivision Chart Track

Other Than main or siding track

Other subdivision or Railroad track

00.0 Signal MP Location
(00) Signal Number

000.0 Signal & direction with short view (on curves)

Whistle Crossings (with names)

Private Crossings (no names)

0,000 Short/Long Miles

Derail

Last Revision: **05/01/24**
Kansas Division:
Kansas Timetable No: **5**
Dated 5-01-24
(**Updates 05/01/24)**
Douglas Subdivision:
General Order No. **95**

DISPATCHERX=0
RFE X=1
MECHANICAL X=2
CUSTOMER SUPPORT X=3
RR POLICE X=4
DETECTOR DESK X=5
ARGENTINE DSF X=6
PTC DESK X=9

DISPATCHER NUMBERS
DS3 (817)-867-7003
DS4 (817)-867-7004
DS5 (817)-867-7005
DS17 (817)-867-7017
DS104 (817)-867-7104
ACD (817)-352-2853
CHIEF TEXT LINE (817)-229-9334
CHIEF (817)-352-2511

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:

At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds

FLASH FLOOD WARNINGS: CRITICAL AREAS 20MPH

NON CRITICAL 30MPH

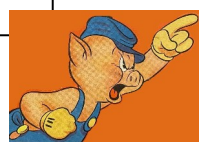
MP190.0-MP191.1
MP203.7-MP203.9
MP212.0-MP214.1

KEY TRAIN LIMITS
NONE

Heat Restrictions:

There are no heat restrictions on the Douglas Sub.

Disclaimer: Chart drawn by human hands therefore the possibility of errors exist. In any uncertainty the latest timetable and general order shall govern.
This Chart is **NOT** BNSF approved.



Created By:
The Grumpy Hogger