



WICHITA, TILLMAN & JACKSON RAILWAY COMPANY
A RIO GRANDE PACIFIC CORPORATION COMPANY

TIMETABLE NO. 307

**Effective 00:01 AM Central Standard Time
April 15, 2017**

R. D. Bertel
Chief Executive Officer

R. L. Bach
President and Chief Operating Officer

J. S. Traylor
Vice President

M. A. Cicalla
General Manager

A. A. Boswell
Manager Track & Structures

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STATEMENT OF SAFETY POLICY

It is the policy of Wichita, Tillman & Jackson Railway that its operations be conducted in a safe manner. As an integral part of this policy, the management of the railroad believes that:

All injuries can be prevented.

We are committed to provide a safe work environment for all employees.

Employees of all levels are accountable for their own safety and the safety of their co-workers, preventing injuries and accidents, and displaying safe work behavior.

No job is so important and no service so urgent that we cannot take time to perform all work safely.

EMPLOYEE DAILY SAFETY COMMITMENT

I understand that everything I do involves risk. It is my responsibility to assure that I use every means available to me to minimize the risk before proceeding with the job.

As I begin my work today, I need to remind myself of my commitment to personal safety and the safety of my co-workers.

I must ensure that I clearly understand the work to be done and what each of my team members will be doing by performing a good job briefing prior to beginning my duties.

I understand and will adhere to all applicable rules and procedures.

When I am unsure of how my actions will affect the safety of others or myself, I will STOP until I am sure.

I know that returning home today after my tour of duty in good health is the number one priority for myself, my family and loved ones, and I realize the same is true for my fellow co-workers.

I will work efficiently, smart, and never jeopardize my safety or that of others for any reason.

I will make this a SAFE and PRODUCTIVE day!

Red River Subdivision
(westward reading down)

Mile Post	Station	Station Number	Maximum Ruling Grade
0.9	BNSF Jct/ Wichita Falls	3049	0.09%
	0.5		0.09%
1.4	North Yard	2983	0.09%
	5.3		0.82%
6.7	Bacon	2910	0.44%
	7.3		0.72%
14.0	Burkburnett	2840	0.09%
	6.9		0.71%
20.9	Devol	2777	0.18%
	6.2		0.90%
27.1	Grandfield		0.40%
	7.2		0.77%
34.3	Loveland	2640	0.24%
	6.6		0.79%
40.9	Hollister	2543	0.25%
	9.4		0.84%
50.3	Frederick	2425	0.74%
	10.8		0.75%
61.1	Tipton	2359	0.39%
	6.6		0.76%
67.7	Humphries	2280	0.33%
	8.5		0.50%
76.2	Altus		0.40%
	0.6		0.40%
77.4	H&E JCT		0.17%
	1.2		0.17%
78.6	End-of-Track		0.17%

Subdivision Special Instructions

Track Classifications:

Main Track	Class I
Other Than Main Track	FRA Excepted

Restricted Limits (rule 6.14):

MP 0.9 – MP 78.6

Maximum Speeds:

Main Track	10 MPH
Other Than Main Track	5 MPH

Flagging Distance:

1 Mile

Radio Channels:

4 (077011–Road)
11 (077077–Yard)
14 (054054–BNSF)

Railroad Crossings at Grade:

GNBC	MP 50.3
BNSF	MP 74.8
FMRC	MP 76.8

Wye Tracks:

Fredrick
Altus

On-Duty Locations:

Wichita Falls
Altus

Miscellaneous:

Do not operate 6-axle locomotives west of MP 4.0.

Train consist, length, and horsepower per trailing ton ratings will be determined by the General Manager.

Contact RGPC Engineering Department to receive instructions prior to movement of excessive dimension loads (GCOR 1.36).

Maximum Gross Weight:

143 tons

MISCELLANEOUS SPECIAL INSTRUCTIONS

Governing Authority for Conduct of Operations

Each employee covered by the Federal Hours of Service Act, each employee who operates on-track equipment, each employee engaged in the maintenance of track or bridges, each employee engaged in the maintenance of locomotives or other rolling stock, or other employees whose duties may require them to foul any track, shall provide themselves with their own copy of the rules and instructions applicable to their assigned duties, and shall keep those that apply to their duties available at all times while on-duty.

Refer to the RGPC System Special Instructions for a complete list of the current rules and instructions.

Information Board and Standard Clock Locations

Wichita Falls Office

Altus Office

Reporting Trespassers or Unsafe Motorists

Whenever trespassers are observed on company property or train movements encounter a near miss at a public or private road crossing, employees are required to report the incident to the proper authority immediately by the first available means of communication. Initial notification is to be made to the manager on-duty. The manager will make the proper notification to law enforcement personnel and other company managers, as well as establishing a written record of the incident. When a manager is not on-duty, notification is to be made directly to law enforcement personnel and other company managers.

Road Crossing Conditions

All employees are responsible for monitoring the condition of all road crossings, particularly:

- Signage
- Crossing Surface
- Gates and Lights
- Impaired visibility due to vegetation, track material, or equipment on the railroad right-of-way or adjacent track(s).

Immediately report any condition that does not comply with rules and/or standards.

Whenever any of the following conditions exists, a 5 MPH speed restriction will apply for all movements over the affected crossing:

- Vegetation on the right-of-way that obstructs the view of the crossing.
- Vegetation that obstructs the view of the warning signs or signals on railroad property.
- Material placed on the right-of-way that obstructs the view of the crossing.
- Broken cross buck posts.
- Missing/damaged cross buck signs, multi-track number plates, stop signs, yield signs, whistle posts.

Note – Signs are considered damaged if they no longer fulfill their intended function.

Note – 5 MPH speed restriction applies until lead locomotive completely occupies crossing.

Note – When the crossing is protected by a properly equipped flagman, the 5 MPH speed restriction will not apply.

All employees must immediately report malfunctioning automatic crossing warning devices to the manager on duty. The manager will immediately forward the information to the dispatcher and signal maintainer.

Electrically Activated Highway Grade Crossing Signals - Indicator Lights

When white light is visible it indicates power is on. If white light is not lighted, signals are operating off standby batteries. Continued operation on batteries can affect signal operation and cause an activation failure (dark signals). Some locations have 2 additional indicator lights. Yellow light will flash on and off when signals are operating. Normally no red light is visible. If red light is lighted, grade crossing signals are not functional and no activation of the signals will occur. If a grade crossing signal failure is observed, report failure immediately to the proper authority.

Operating Between Stations

When operating between stations:

- A minimum of two (2) train crew members must occupy the control compartment of the lead locomotive when the crew consists of three (3) or more members.
- Train crew members utilizing company vehicles are required to remain within radio range of the lead locomotive at all times and must make frequent inspections of their train, reporting the results of the inspection to the engineer as soon as possible after the inspection is complete.

Response to Red Flags or Fusees

In addition to complying with the applicable rules associated with “red flags” or “fusees”, when red flags or fusees are encountered, every effort must be made to notify other crew members and to establish radio communication with the Employee-In-Charge of the red flag or fusee. Delays associated with complying with red flags or fusees must be properly reported to the Supervisor.

Locomotive Information

Unit Number	Type	HP	Fuel Capacity
WTJR 912	GP 38-3	2000	3600
WTJR 914	GP 38-3	2000	3600
WTJR 1001	GP 38-3	2000	3600
WTJR 1004	GP 38-3	2000	3600
WTJR 1008	GP 38-3	2000	3600
WTJR 1012	GP 38-3	2000	3600
WTJR 1018	GP 38-3	2000	3600
WTJR 1062	GP 38-3	2000	3600

Locomotive Fuel Readings

Engineers must report the following when taking charge of a locomotive or locomotive consist:

- Any locomotives with less than 1000 gallons of fuel.
- Any locomotive with low oil levels.

Locomotive Servicing Track Area

The Locomotive Servicing Track Area located in Wichita Falls Yard is under the exclusive control of mechanical department personnel when Blue Signal Protection is established. All movements made within the protected area must be under the direction of the authorized person in charge.

COMPANY CONTACTS

Railroad Dispatcher	682-703-8509	Customer Service	817-731-7187
WTJR Office	940-723-1852	RGPC Corporate Office	817-737-5885
Martin Cicalla General Manager	940-632-8082	Richard Bertel Chief Executive Officer	817-737-5885 Ext. 3101
Albert Boswell Manager Track & Structures	940-733-1246	Robert Bach President & Chief Operating Officer	817-737-5885 Ext. 3125
Mitch Harris Director Safety, Training, & Regulatory Compliance	208-861-7590	Scott Traylor Vice President	817-737-5885 Ext. 3107
Sam Kaiser Security Coordinator	817-713-6555	Tracy Ulm Chief Mechanical Officer	504-912-5553
BNSF Wichita Falls Yard	940-716-5701	UPRR Tower 55	817-878-4513
BNSF Dispatcher	800-666-1022	UPRR Dispatcher	888-263-4706
BNSF Dispatcher (Altus)	817-867-7092		
Crew Mobiles	940-733-2729 940-733-2502 940-733-5797 940-636-1928		

EMERGENCY CONTACTS

FIRE, POLICE, & MEDICAL	911	RAILROAD DISPATCHER	682-703-8505
National Response Center (FRA/NTSB)	800-424-0201	CHEMTREC (Hazmat spills)	800-424-9300
UPRR Hazmat Department	800-424-9300	BNSF Hazmat Department	785-435-3570
Hulcher Services	800-637-5471	Eagle-SWS Hazmat Response Services	877-742-4215
Wichita County Sherriff	940-766-8170	Jackson County Sherriff	580-482-0408
Cotton County Sherriff	580-875-3383	Jefferson County Sherriff	580-228-2375
Tillman County Sherriff	580-335-3013	Altus, Oklahoma Police & Fire Ambulance	580-477-1950 580-477-4100
Wichita Falls, Texas Police & Fire	911	Waurika, Oklahoma Police & Ambulance Fire	580-228-2324 580-228-2323
Burkburnett, Texas Police & Fire	911	Temple, Oklahoma Police Fire Ambulance	580-342-5120 580-342-5111 580-342-5120
Grandfield / Loveland, Oklahoma Police & Ambulance Fire	580-479-3133 580-479-5705	Walters, Oklahoma Police Fire & Ambulance	580-875-3343 580-875-3311
Frederick / Hollister, Oklahoma Police & Fire Ambulance	580-335-2829 580-335-5500	Hastings, Oklahoma Fire	580-963-2952 580-963-2201
Tipton, Oklahoma Police & Fire Ambulance	580-667-5234 580-667-5625		

CHARTS & TABLES

DISTANCE CONVERSION	
FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9
5,280	1.0

SPEED

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min	Sec		Min	Sec		Min	Sec	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

WIND CHILL

In using the table below, values of wind chill below -10 are considered bitterly cold. Values of wind chill below -20 are extremely cold – human flesh will begin to freeze within one minute.

Wind	Temperature												
	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25
5	32	27	22	16	11	6	0	-5	-10	-15	-21	-26	-31
10	22	16	10	3	-3	-9	-15	-22	-27	-34	-40	-46	-52
15	16	9	2	-5	-11	-18	-25	-31	-38	-45	-51	-58	-65
20	12	4	-3	-10	-17	-24	-31	-39	-46	-53	-60	-67	-74
25	8	1	-7	-15	-22	-29	-36	-44	-51	-59	-66	-74	-81
30	6	-2	-10	-18	-25	-33	-41	-49	-56	-64	-71	-79	-86
35	4	-4	-12	-20	-27	-35	-43	-52	-58	-67	-74	-82	-92
40	3	-5	-13	-21	-29	-37	-45	-53	-60	-69	-76	-84	-92

Winds speeds above 40 MPH have little additional chilling effect.

HEAT INDEX

Heat Index	Effects on Human Body
130 or above	Heat stroke highly likely with continued exposure
105 to 130	Heat stroke likely with prolonged exposure
90 to 105	Heat stroke possible with prolonged exposure

Relative Humidity	Air Temperature										
	70	75	80	85	90	95	100	105	110	115	120
30	67	73	78	84	90	96	104	113	123	135	148
35	67	73	79	85	91	98	107	118	130	143	
40	68	74	79	86	93	101	110	123	137	151	
45	68	74	80	87	95	104	115	129	143		
50	69	75	81	88	96	107	120	135	150		
55	69	75	81	89	98	110	126	142			
60	70	76	82	90	100	114	132	149			
65	70	76	83	91	102	119	138				
70	70	77	85	93	106	124	144				
75	70	77	86	95	109	130					
80	71	78	86	97	113	136					
85	71	78	87	99	117						
90	71	79	88	102	122						
95	71	79	89	105							
100	72	80	91	108							