

JOINT TEXAS DIVISION HOSPITAL DEPARTMENT

SURGEONS

Dr. T. G. Estes, Eye, Ear, Nose and Throat.....Waxahachie
Dr. J. B. Jenkins, Local Surgeon.....Waxahachie
Dr. M. E. Hastings, Local Surgeon.....Waxahachie
Dr. Fred L. Story, Local Surgeon (PO Ennis, Texas).....Bardwell
Dr. W. T. Shell, Sr., Local Surgeon.....Corsicana
Dr. W. T. Shell, Jr., Local Surgeon.....Corsicana
Dr. W. P. Harrison, Local Surgeon.....Teague

B-RI RR HOSPITAL DEPARTMENT

SURGEONS

Dr. A. Philo Howard, Chief Surgeon, Houston Clinic Bldg....Houston
Dr. M. B. Stokes, Asst. Chief Surgeon....."
Dr. W. B. Thorning, Asst. Chief Surgeon....."
Dr. G. C. Farrish, Eye, Ear, Nose and Throat....."
Dr. W. A. Clark, Consultant Dermatologist....."
Dr. F. F. Parrish, Consulting Orthopedist....."
Dr. Homer E. Prince, Consulting Allergist....."
Dr. W. J. Stork, Consulting Roentgenologist....."
Dr. N. A. Kilgore, Local Physician....."
Dr. L. E. Carlton, Local Surgeon....."
Dr. F. E. McAlister, Local Surgeon....."
Dr. W. M. Palm, Local Surgeon....."
Dr. A. L. W. Tackaberry, Local Surgeon....."
Dr. C. G. Breckenridge, Local Surgeon....."
Dr. W. P. Harrison, Division Surgeon.....Teague
Dr. Hodges McKnight, Local Surgeon.....Ft. Worth
Dr. R. J. White, Local Surgeon....."
Dr. C. B. Carter, Local Surgeon.....Dallas
Dr. Elbert Dunlap, Consulting Surgeon.....Dallas
Dr. O. T. Christoffer, Local Surgeon.....Mexia
Dr. L. P. Tenney, Local Surgeon, (PO Buffalo, Texas).....Newby
Dr. Joe Rogers, Local Surgeon.....Normangee
Dr. J. E. Burney, Local Surgeon.....North Zulch
Dr. G. C. Sanders, Local Surgeon.....Richards
Dr. A. O. Yaege, Local Surgeon.....Tomball
Dr. John Q. McGivney, Local Surgeon.....Galveston

PERSONAL INJURIES

If practicable, injured persons should be placed under the care of the nearest Local Surgeon. In case of death from accident, leave body in charge of a public officer or a company agent. When an accident occurs to a trespasser he should be turned over to the county authorities. When a person is killed outright the body must not be removed from the county in which the accident occurred.

OFFICIAL HOSPITALS:

Name	Place	Telephone
St. Joseph's Hospital	Fort Worth, Texas, 1401 So. Main	3-2371
St. Joseph's Infirmary	Houston, Texas, 1910 Crawford	FA-5151

EMERGENCY HOSPITALS:

Gaston Hospital.....Dallas, Texas, 3505 Gaston...Taylor 5145

GENERAL CLAIM AGENT:

O. W. PORTMAN, BRI, Fort Worth, Texas

CLAIM AGENT:

LYLE C. CAMERON, BRI, Houston, Texas

W. O. FRAME,
General Manager,
Fort Worth.

P. F. THOMAS,
Superintendent,
Teague.

E. O. WALKER,
Sup't. of Transportation,
Fort Worth.

Fort Worth & Denver City Railway Chicago, Rock Island & Pacific Railroad JOINT TEXAS DIVISION (F.W.&D.C. Operating) AND Burlington-Rock Island Railroad Company



TIME TABLE No. 16

Effective 12:01 A.M.

CENTRAL STANDARD TIME

SUNDAY, JANUARY 22, 1950

Destroy All Time Tables of Previous Date

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

FWDC — JOINT TEXAS DIVISION — BETWEEN TEAGUE AND DALLAS — CRIP

SUBDIVISION No. 1

TIME TABLE No. 16

EFFECTIVE JANUARY 22, 1950

SOUTHWARD			Office Open Weekdays Except Saturday	Signa	Capacity of		Mile Post	STATIONS	Distance from Ft. Worth	Office Open Saturdays and Sundays	NORTHWARD		
FIRST CLASS					Other Tracks	Siding					FIRST CLASS		
DAILY	DAILY EXCEPT SUNDAY	DAILY									DAILY	DAILY EXCEPT SUNDAY	DAILY
3	11	507									4	12	508
Sam Houston Zephyr	Passenger	Twin Star Rocket									Sam Houston Zephyr	Passenger	Twin Star Rocket
P.M. L 4.00		A.M. L 8.30					Ft. Worth Passenger Sta.				P.M. A 1.25		P.M. A 9.55

Trains between Ft. Worth and Dallas are governed by rules and timetables of T&P Ry., GC&SF Ry., CRI&P R.R. and U.T. Co.

				Yard		.FWDC Yard Ft. Worth.	0.0			
				Yard		...CRIP Yard Ft. Worth...	2.3			
5.00		9.25				..... DALLAS	33.2			
						0.6	35.5		12.37	9.00

Trains between Dallas and Endot, Dallas, are governed by rules and timetable of U. T. Co.

Trains between Endot, Dallas, and MK&T Jct. are governed by rules and timetable of MK&T R.R.

					Yard		...CADIZ ST. JCT....	36.1					
5.37	P.M.	10.02				.....MKT JCT.....	65.8			11.57	P.M.	8.20	
5.39	s 3.00	s10.06	Continuous	FKRW Y Yd.	121 90	A270.9	... WAXAHACHIE ...	66.5	Continuous	s11.51	A 2.37	s 8.16	
						A270.4	...TNO CROSSING...	67.0					
5.45	3.09	10.12			9	A264.8	...REAGOR SPRINGS...	72.6		11.45	2.18	8.10	
5.51	s 3.19	10.18	9:00 a.m. to 12:01 p.m. 1:00 p.m. to 6:00 p.m.		31 48	A258.7	...BARDWELL.....	78.7		11.40	s 2.08	8.05	
5.55	f 3.28	10.22		W	17 42	A253.4	...ONION CREEK....	84.0		11.35	f 1.59	8.00	
6.00	f 3.36	10.27			22 51	A248.4	...EMHOUSE.....	89.0		11.31	f 1.51	7.56	
6.09	s 3.48	s10.36		W Yd	170 45	A239.9	...CORSCANA.....	97.5		s11.23	s 1.39	s 7.48	
						A239.7	...SLSW CROSSING...	97.7	Continuous				
6.17	f 4.00	10.44			13 50	A231.5	...NAVARRO.....	105.9		11.14	f 1.25	7.38	
6.24	s 4.12	10.51	8:00 a.m. to 11:45 a.m. 12:45 p.m. to 5:00 p.m.	W	39 78	A222.4	...STREETMAN.....	115.0		11.06	s 1.11	7.31	
6.30	f 4.24	10.59			26 51	A214.7	...KIRVIN.....	122.7		10.59	f 12.59	7.25	
6.35	4.34	11.05			3	A208.1	...SIMSBORO.....	129.3		10.54	12.49	7.20	
A 6.39	A 4.40	A11.09		Continuous	FKRTW Y Yd.	Yard Yard	A204.3	...TEAGUE.....	133.1	Continuous	L10.50	L12.43	L 7.17
											A.M.	P.M.	P.M.
1:39	1:40	1:44					SCHEDULE TIME			1:47	1:54	1:43	
59.1	39.9	56.3					Average Speed Per Hour			54.7	35.0	56.8	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

Waxahachie is initial station for southward trains.
 All trains will register by ticket at Waxahachie.
 Special Instruction 9 in effect.

When first class trains meet at Teague, the train taking siding will use the old Fort Worth main track, which is the first track west of main track at passenger depot.

BURLINGTON-ROCK ISLAND RAILROAD COMPANY

TEAGUE DIVISION—BETWEEN TEAGUE, HOUSTON AND GALVESTON

SUBDIVISION No. 2

TIME TABLE No. 16

EFFECTIVE JANUARY 22, 1950

SOUTHWARD													NORTHWARD		
FIRST CLASS			Office Open Weekdays Except Saturday	Signs	Capacity of		Mile Post	STATIONS	Distance from Teague	Office Open Saturdays and Sundays	FIRST CLASS				
DAILY	DAILY EXCEPT SUNDAY	DAILY			Other Tracks	Siding					DAILY	DAILY EXCEPT SUNDAY	DAILY		
3	11	507									4	12	508		
Sam Houston Zephyr	Passenger	Twin Star Rocket									Sam Houston Zephyr	Passenger	Twin Star Rocket		
P.M.	P.M.	A.M.		FKRTW Y Yd.	Yard	Yard	204.3	..... TEAGUE	0.0	Continuous	A10.47	A12.38	A 7.16	
L 6.40	L 4.45	L 11.11	Continuous		7	53	198.1	..... FREESTONE	6.2		10.40	f 12.29	7.10	
6.46	f 4.53	11.18		W	15	53	193.2	..... DONIE	11.1		10.36	f 12.22	7.06	
6.50	s 5.00	11.24	8:30 a.m. to 12:30 p.m. 1:30 p.m. to 5:30 p.m.		24	57	184.6	..... NEWBY	19.7		10.29	s 12.10	6.59	
6.59	s 5.14	11.32			7	58	176.6	..... CONCORD	27.7		10.22	f 11.58	6.49	
7.08	f 5.26	11.39			17	47	168.5	..... FLYNN	35.8		10.15	f 11.46	6.42	
7.15	s 5.38	11.46	9:00 a.m. to 12:01 p.m. 1:00 p.m. to 6:00 p.m.		26	46	159.6	..... NORMANGEE	44.7	9:00 a.m. to 12:01 p.m. 1:00 p.m. to 6:00 p.m.	10.08	s 11.29	6.34	
7.22	s 5.51	11.53	8:00 p.m. to 11:30 p.m. 12:30 a.m. to 5:00 a.m.		21	110	151.8	..... NORTH ZULCH	52.5	8:00 p.m. to 11:30 p.m. 12:30 a.m. to 5:00 a.m.	10.02	s 11.16	6.27	
7.28	s 6.04	11.59		W			148.2	..... ZULCH TANK	56.1					
7.35	s 6.20	12.07			8	42	141.4	..... IOLA	62.9		9.55	s 11.02	6.20	
7.39	6.30	12.11			3	61	136.1	..... GRIMES	68.2		9.51	10.54	6.16	
7.43	s 6.39	12.16	8:00 a.m. to 12:45 p.m. 1:45 p.m. to 5:00 p.m.	W	26	44	130.5	..... SINGLETON	73.8		9.47	s 10.47	6.12	
7.48	s 6.48	12.21			20	57	125.3	..... SHIRO	79.0		9.43	s 10.40	6.08	
7.53	s 6.59	12.26			22	41	119.0	..... RICHARDS	85.3		9.38	s 10.31	6.03	
7.59	f 7.12	12.32		W	11	56	111.8	..... DACUS	92.5		9.32	f 10.21	5.57	
8.05	f 7.22	12.37			18	51	105.7	..... DOBBIN	98.6		9.26	f 10.13	5.51	
			Continuous				105.6	..... GCSF CROSSING	98.7	Continuous				
8.13	7.32	12.46			10	42	97.2	..... KAREN	107.1		9.18	10.02	5.43	
8.18	7.40	12.51			10	59	91.7	..... VENTURA	112.6		9.13	9.55	5.38	
8.23	s 7.54	12.56	8:00 a.m. to 12:01 a.m.	FWY	163	63	84.8	..... TOMBALL	119.5	8:00 a.m. to 12:01 a.m.	9.08	s 9.46	5.33	
8.27	8.03	1.01			8	63	78.4	..... LOUETTA	125.9		9.03	9.38	5.28	
8.32	8.10	1.06			3	110	71.4	..... NORTH HOUSTON	132.9		8.58	9.30	5.23	
8.37	8.18	1.11				67	64.9	..... ROSSLYN	139.4		8.53	9.23	5.18	
8.45	8.30	1.19	Continuous	RY Yd			57.4	..... BELT JCT	146.9	Continuous	8.46	9.15	5.11	

Trains between Belt Junction, Houston Union Station, and New South Yard, Houston, are governed by rules and timetable of HB&T Ry.

A 9.00 P.M.	A 8.47 P.M.	A 1.35 P.M.		Yard	Yard		Houston Union Station	152.0		L 8.35 A.M.	L 9.00 A.M.	L 5.00 P.M.
				Yard	Yard		New So. Yd. Houston	158.4				

Trains between New South Yard, Houston, and Galveston are governed by rules and timetable of GC&SF Ry.

				Yard	Yard	O.O	GALVESTON FRT. YD. 206.6	206.6				
2:20	4:02	2:24					SCHEDULE TIME		2:12	3:38	2:16	
65.1	37.7	63.3					Average Speed Per Hour		69.0	41.2	67.0	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

Special Instruction 9 in effect.

Belt Junction is register station for freight trains only.

When first class trains meet at Teague, the train taking siding will use the old Fort Worth main track, which is the first track west of main track at passenger depot.

BURLINGTON-ROCK ISLAND RAILROAD COMPANY

MEXIA BRANCH

SUBDIVISION No. 3

TIME TABLE No. 16

EFFECTIVE JANUARY 22, 1950

SOUTHWARD		Office Open Weekdays Except Saturday	Signs	Capacity of		Mile Post	STATIONS	Distance from Teague	Office Open Saturdays and Sundays	NORTHWARD	
				Other Tracks	Siding						
		8:00 a.m. to 4:00 p.m.	YYd	52	Yard	217.9	..... MEXIA	13.6			
						216.4	..... TNO CROSSING (Interlocked)	12.1			
				4		211.2	..... LIMESTONE	6.9			
		Continuous	FKRTW Y Yd.	Yard	Yard	204.3	..... TEAGUE	0.0	Continuous		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

Special Instruction 8 in effect.

T. & N. O. Crossing at M. P. 216.4 is protected by cabin type interlocking. Instructions for operation are posted in cabin.

FREIGHT TRAINS — (Information Only)

SOUTHWARD				STATIONS	NORTHWARD			
		75	93		76	98		
		L 2.00PM	L 6.00PM	..... F. W. & D. C. YARD—FT. WORTH.....	7.45AM	A 9.30PM		
		2.20PM	6.45PM	..... C. R. I. & P. YARD—FT. WORTH.....	7.00AM	8.45PM		
		4.15PM	9.00PM	..... CADIZ STREET JCT.....	6.00AM	7.20PM		
		5.25PM	10.45PM	..... WAXAHACHIE	4.35AM	3.30PM		
		A 8.00PM L 8.45PM	A 12.45AM L 1.45AM	..... TEAGUE	L 2.35AM A 1.20AM	L 12.30PM A 10.00AM		
		12.45AM	5.45AM	..... BELT JUNCTION.....	8.50PM	4.00AM		
		A 2.00AM	6.45AM	..... NEW SOUTH YARD—HOUSTON.....	L 7.45PM	2.45AM		
			A 11.00AM	..... GALVESTON FREIGHT YARD.....		L 11.01PM		

SPEED RESTRICTIONS

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop, and when advised by train dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in subdivision speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Gas-Electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backward on that subdivision.

3. Diesel-electric power units running light must not exceed 50 miles an hour.

4. Zephyr and Rocket train equipment handled by steam engines and steam trains operating on Zephyr or Rocket train schedules will be governed by speed restrictions applying to other passenger trains, unless modified by train order.

5. When Zephyr and Rocket type motor trains are operated with the automatic brake instead of the electric straight air, the maximum speed must not exceed 80 miles an hour.

6. To prevent damage to traction motors, when handling electrically operated power units dead in train maximum speed must not exceed:

Gas-Electric motor cars..... 60 MPH

Diesel-electric power units..... 75 MPH

Diesel-electric switch engines..... 40 MPH

When subdivision maximum speeds are less, they will govern.

Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water speed must not exceed 3 miles an hour to prevent damage to traction motors.

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains MPH	Freight Trains MPH
ALL SUBDIVISIONS		
Through crossovers, turnouts.....	10	10
On Sidings	Restricted Speed	Restricted Speed
Short scale test car (must be handled just ahead of caboose with air hose coupled)		
Main line.....	..	25
Branch line.....	..	10
Handling clamshells, pile drivers, steam shovels and similar equipment (leads and boom must be down and boom end trailing)		
Main line.....	..	25
Branch line.....	..	15
Handling steam wrecking derricks:		
Main line.....	..	30
Branch line.....	..	15
See Special Instructions 18		
Engines under steam disconnected on one side with main rod down		
Main line.....	25	25
Branch line.....	10	10
Trains hauling wholly disconnected or dead engines	20	20
Steam switch engines without engine truck, outside of switching limits, must be run forward when practicable.....	..	20
Engines with drivers blocked up.....	30	30

LOCATION	Passenger Trains MPH	Freight Trains MPH
SUBDIVISION 1		
MAXIMUM SPEED.....	70	45
Around all curves unless otherwise specified	60	..
StL&SW Crossing, MP A239.7.....	20	20
Around curve MP A240.5.....	30	20
Around curve MP A244.4.....	45	30
Around curve MP A263.1.....	55	40
Between MP A269.7 and MP A270.8.....	20	20
Between north switch of siding Waxahachie and MKT Jct.....	Restricted Speed	Restricted Speed

Wrecker should not be moved over the following tracks in Teague Yard, except in emergency, and then trackmen should be on hand to see move made:

North End Caboose Track
North End Rip Track No. 1
North End Rip Track No. 2
Old Rip Track No. 5
Old Rip Track No. 6
Old Rip Track No. 7
Store Track
Oil Sump Track

LOCATION	Passenger Trains MPH	Freight Trains MPH
SUBDIVISION 2		
MAXIMUM SPEED.....	70	45
Around all curves unless otherwise specified	60	..
Trains 11 and 12 must not exceed limit of 10 MPH over Main Street Crossing south of Station at Tomball, Texas.....	10	..
Around curve MP 92.8.....	45	30
Around curve MP 102.2.....	45	30
Around curve MP 103.0.....	40	25
GC&SF Crossing between home signals, MP 105.6.....	20	20
Around curve MP 112.0.....	45	30
Around curve MP 126.8.....	45	30
Around curve MP 176.1.....	40	25
Around curve MP 181.0.....	40	25
Around curve MP 182.0.....	40	25

LOCATION	Passenger Trains MPH	Freight Trains MPH
SUBDIVISION 3		
MAXIMUM SPEED.....	20	20

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEEDS OF ZEPHYR AND ROCKET TYPE MOTOR TRAINS

Distinctive roadway signals have been adopted to indicate maximum speeds of Zephyr and Rocket type motor trains.

A triangle type signal with reflex letter "Z" thereon indicates zone territory where maximum speed is indicated by the numerals thereon and will govern until the next zone signal is reached.

When speed restrictions are required on curves within a zone, a banjo type signal with reflex letter "C" and numerals thereon will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

The triangle and banjo type signals will be located approximately 4000 feet from point of curve, or point where zone speed changes.

Rocket trains being operated with Model F-7 Diesel locomotives must not exceed maximum speed of 80 MPH at any point.

SPEED RESTRICTIONS FOR ZEPHYR AND ROCKET TYPE MOTOR TRAINS ARE AS FOLLOWS:

Southward MPH		Condition	M. P. Location	Northward MPH	
Zone	Other			Zone	Other
45	..		57.5 to 60.7	45	..
90	..		60.7 to 91.0	90	..
..	75	Curve	63.4	..	75
75	..		91.0 to 102.0	75	..
..	60	Curve	92.8	..	60
60	..		102.0 to 107.0	60	..
..	50	Curve	103.0	..	50
..	20	*GC&SF Crossing.....	105.6	..	20
		between home signals.			
75	..		107.0 to 129.0	75	..
..	60	Curve	112.0	..	60
..	60	Curve	126.8	..	60
90	..		129.0 to 174.3	90	..
..	75	Curve	145.0	..	75
..	75	Curve	148.9	..	75
..	75	Curve	151.4	..	75
..	75	Curve	159.9	..	75
..	75	Curve	161.7	..	75
..	75	Curve	164.4	..	75
75	..		174.3 to 180.7	75	..
..	50	Curve	176.1	..	50
50	..		180.7 to 182.3	50	..
75	..		182.3 to 199.7	75	..
90	..		199.7 to 204.0	90	..
40	..		204.0 to A205.3	40	..
90	..		A205.3 to A220.2	90	..
75	..		A220.2 to A224.9	75	..
..	65	Curve	A220.5	..	65
90	..		A224.9 to A239.0	90	..
..	75	Curve	A235.4	..	75
45	..		A239.0 to A241.3	45	..
..	20	*StL&SW Crossing.....	A239.7	..	20
		between home signals.			
80	..		A241.3 to A261.1	80	..
..	60	Curve	A244.4	..	60
..	75	Curve	A245.0	..	75
..	65	Curve	A252.4	..	65
75	..		A261.1 to A263.3	75	..
..	60	Curve	A263.1	..	60
80	..		A263.3 to A269.7	80	..
30	..		A269.7 to A270.8	30	..
Restricted Speed		*Between north switch of siding Waxahachie and MKT Junction.		Restricted Speed	

*No roadway signals.

When using any turnout or cross-over not otherwise specified will not exceed speed designated for other trains.

SPECIAL INSTRUCTIONS

MASTER MECHANIC G. S. Robertson, Childress
ROAD FOREMAN AND TRAINMASTER H. G. Hippel, Teague
CHIEF DISPATCHER H. H. Hudson, Teague

TRAIN DISPATCHERS

J. L. Stover T. E. Stover
G. R. Mulcahy M. H. Scarborough
M. D. Havern

1. Between Waxahachie and Belt Junction, second class and extra trains and yard engines must clear the time of No. 3, No. 4, No. 507, No. 508, not less than 15 minutes.

2. Rule 91 is modified to read: "Unless some form of block signal is used, trains in the same direction must keep at least 10 minutes apart, except in closing up at stations."

3. Trains must reduce speed to permit positive identification at meeting or waiting point.

4. Conductors must report by wire storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

5. Under Rule 221 (a), operator will use a yellow signal as prescribed by Rule 12 c instead of calling on indication of train order signal.

6. Under Rule 201, train orders will be issued by authority and over the signature of the Superintendent.

7. When occupied outfit cars are set out of a train at a station, or on a track between stations; or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.

Trains will be notified of occupied Company service cars when such cars occupy sidings or station tracks used as sidings.

8. Following rule in effect on subdivisions where so specified in footnotes of Time Table.

Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned as follows:

"After (time) (train) protect against extra"

Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN, and thereafter proceed as the way is seen or known to be clear.

9. When a train order is received reading as "Northward extra trains except extra 405 north wait at _____ (a station in the rear) until (time)", the train excepted in the order is relieved from protecting its rear against following extra trains or extra train until the time named in the order.

10. Bulletin Boards and General Order Books are located at:

Ft. Worth TP Passenger Station.
Ft. Worth FWDC Yard Office and Roundhouse.
Ft. Worth CRIP Yard Office and Roundhouse.
Ft. Worth GCSF Yd., Office, 17th St.
Dallas Union Terminal Station.
Teague Passenger Station.
Houston HBT Union Station.
Houston HBT New South Yard and Roundhouse.
Galveston Yard Office.
Galveston Freight Depot.

Conductors and Enginemen are not required to consult Bulletin Boards and General Order Books at intermediate stations on a subdivision.

Conductors and Enginemen running over more than one division must consult Bulletin Board and General Order Book at the initial station on each division, except where they have consulted the Bulletin Board and General Order Book of such division at the initial station of run.

11. On passenger trains, at points where only the engine or train crew is changed, but no angle cock turned, the incoming engineman must apply the train brakes with a 15 pound brake pipe reduction immediately after stopping and without waiting for a signal; the outgoing engineman will release the brakes upon receiving the proper release signal. It must be known that the brakes are applied on the rear car, then signal the engineman to release with the communicating signal from the rear car; after the brakes on the rear car are seen to be released, engineman will be signaled with one blast of the communicating signal.

12. Conductors of passenger trains must know that the engineman makes a running test of the brakes after leaving an initial terminal, after engine-man or engine is changed, or after an angle cock has been turned for any reason except cutting off cars from rear of train.

Trainmen stationed on rear of train must note that brakes apply and release properly, then give engineman proceed signal with one short sound of communicating signal.

If brakes fail to apply and release properly, train must be stopped, cause ascertained and remedied.

13. The headlight of diesel and gas-electric engines must be burned dim during daylight hours when in road service.

14. EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlight will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the enginemen or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, resulting in fouling an adjacent track, engineman must immediately display the emergency red headlight.

Engineman on approaching train on adjacent track must immediately stop and will not proceed until it has been ascertained that track is clear.

This rule is in effect at all hours. The use of the emergency red headlight does not in any way relieve enginemen and trainmen from complying with the requirements of Rules 99 and 102.

EMERGENCY RED REAR END LIGHTS. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end lights will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

15. OPERATION OF ELECTRO-PNEUMATIC STRAIGHT AIR AND AUTOMATIC AIR BRAKES ON TRAINS EQUIPPED WITH BOTH

Electric connectors and straight air hose must be connected between all cars and the engine; cut-out cocks must be open in the straight air pipe and electric connectors securely fastened in the receptacles in order for the electro-pneumatic brake to function properly.

Electro-pneumatic air brake connectors must not be disconnected while train is in motion.

Complete tests of both types of brakes must be made at initial terminal of the train.

Air brake tests at initial terminals of trains will be made by mechanical department inspectors; Conductor and Engineman will be issued an Air Brake Clearance Form K by mechanical department inspector, showing the number of cars in train, and whether the brakes are to be operated with the electro-pneumatic or automatic air.

Should the electro-pneumatic brake become defective after leaving its initial terminal, the train must be stopped and a standing test made of the automatic air brake as prescribed by Time Table Rule No. 11, after which the train may proceed, making a running test and operating at speed not to exceed 80 MPH. When this change is made Conductor and Engineman will reverse their Air Brake Clearance Form K and show on form where change was made

SPECIAL INSTRUCTIONS — Concluded

and time of change with their signature. This will supersede instructions on the original Clearance Form K.

When a train leaves its initial terminal operating with automatic air brakes, or when the operation of brakes is changed enroute, Superintendents and Master Mechanics of Division over which the train will operate must be advised.

The last Air Brake Clearance Form K issued must be kept on display in engine cab until train arrives at its final terminal. Conductor must keep the last Clearance Form K issued on display until train arrives at its final terminal and will notify other members of train crew the type of brakes with which the train is being operated.

Should mechanical department inspectors be able to correct defects in the electro-pneumatic brake enroute, a standing test must be made as prescribed by Time Table Rule No. 11 and if electro-pneumatic air brake is found to be working properly, Conductor and Engineman will be advised and a new Air Brake Clearance Form K issued, after which train may proceed, making a running test, and may then operate at speed authorized for Zephyr and Rocket Trains.

TRAIN AND ENGINEMEN MUST NOT CHANGE FROM AUTOMATIC AIR OPERATION TO ELECTRO-PNEUMATIC OPERATION ON THE ROAD UNLESS AUTHORIZED BY AIR BRAKE CLEARANCE FORM K.

16. Cars with inoperative brakes must not be handled out of any point where repairs to the brake can be made.

17. The standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fuseses, six torpedoes. The lanterns to be lighted and ready for immediate use after sunset. The fuseses and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel-electric motors.

On Gas-electric motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of engine or motor, there is the prescribed flagging equipment.

18. Derricks, pile drivers, steam shovels, clamshells in other than work trains, upon their own wheels, leads must be lowered and securely fastened, booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open-top cars with booms connected and handled in trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

19. FLAGGING CHART FOR PROTECTING TEMPORARY SLOW TRACK in accordance with Rule 101 (a) is modified to read as follows:

RESTRICTING SIGNAL: Yellow signal by day and yellow light, in addition, by night, placed on the engineman's side of track not less than one (1) mile from the point where the slow track begins. Where the one (1) mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

20. Red fuseses will be used only in complying with the requirements of Rule 99 or for emergency stop signals.

Yellow fuseses will be used in giving signals as prescribed by Rules 12-a to 12-g inclusive, when weather conditions or length of train make it impracticable to pass hand or lamp signals.

21. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance, must be handled next to engine when practicable.

22. Cars containing explosives must be placed near the middle of train, two or more such cars may be placed together if desired. They must be at least 16 cars from the engine or occupied caboose, when length of train will permit.

In local freight trains, to avoid the dangers of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from the caboose or the second car from the engine.

23. The night signals to be used under Rule 712 are modified as follows:
Hot Journals Stop signal followed by lamp swung in small vertical circle.

Brakes sticking Stop signal followed by lamp in sliding movement out from body.

24. Employes must not stand upon cars while passing over, through or under the following bridges or viaducts:

Subdivision	MP	Kind of Structure
1	A240.57	TNO Overhead Bridge
1	A251.36	Overhead Highway Bridge
1	A270.85	TE Viaduct Overhead
1	A271.05	Overhead Highway Bridge
2	88.30	I-GN Overhead Bridge
2	131.00	Overhead Highway Bridge
2	175.00	Overhead " "
2	183.38	I-GN Overhead Bridge
2	183.42	Overhead Highway Bridge
3	218.04	Overhead " "

25. Lights on train order signals will not be displayed when train order offices are closed.

26. All trains must run carefully during and after heavy storms, particularly when the track is liable to be affected. When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and **INSURE ABSOLUTE SAFETY REGARDLESS OF TIME.**

The following letters in "station" and "signs" columns indicate

#—Fuel station.

K—Standard clock.

R—Train register station.

T—Turn table.

W—Water station.

Y—Wye.

Yd—Station where Yard Limit signs are maintained.

27. Industrial or spur tracks between stations are located at:

Sub-Div.	MP	Name	Station No.	Car Capacity
2	62.5	*Oak Forest	63	27
2	68.31	†Housh Drilling Co. Spur . . .	71	5
2	68.4	†Fortune	71	11
2	68.6	†Carbon Spur	73	19
2	69.5	*†Hudson	74	44
2	74.8	*†Edclauder	78	24
2	82.5	*Humble Oil Spur	86	18
2	94.9	†*Mostyn	97	13
2	132.9	*Polk	136	9
2	155.6	*†George	159	3
2	174.0	*†Cullinan	177	3
2	183.3	†Koch	186	12
3	214.3	†Holden	217	35

†—Spur connected at south end.

*—Spur connected at north end.

†—Flag stop for trains 11 and 12.

SPEED OF TRAINS:

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	50	1	12
10	6	0	55	1	5
15	4	0	60	1	0
20	3	0	65	0	55
25	2	24	70	0	51
30	2	0	75	0	48
35	1	43	80	0	45
40	1	30	85	0	42
45	1	20	90	0	40

Journal of the ...

Table with multiple columns and rows of data.

Journal of the ...

Table with multiple columns and rows of data.

Journal of the ...

Table with multiple columns and rows of data.

Journal of the ...

Table with multiple columns and rows of data.

Journal of the ...

Table with multiple columns and rows of data.

Journal of the ...

Table with multiple columns and rows of data.

Journal of the ...

Table with multiple columns and rows of data.

Journal of the ...

Table with multiple columns and rows of data.

Journal of the ...

Table with multiple columns and rows of data.