SURGEONS AND PHYSICIANS

Houston	DR. N. A. KILGORE	Chief Medical Officer
Houston	DR. W. M. PALM	Local Surgeon
Houston	DR. WM. F. SPILLER	Dermatologist
Houston	DR. R. L. ETTER	Allergist
Houston	DR. OTIS FLYNT	Genito-Urinary Disease
Houston	DR. CLAUDE C. CODY	Ear, Nose & Throat
Houston	DR. PERCY LOWE	Eye Specialist
Houston	DR. FRANK F. PARRISH	Orthopedist
Houston	DR. W. J. STORK	X-ray
Fort Worth	DR. W. P. HIGGINS	Local Surgeon
Dallas	DR. T. A. MARTIN	Local Surgeon
Waxahachie	DR. T. G. ESTES	Local Surgeon
Waxahachie	DR. WM. H. LINDSEY	Local Surgeon
Corsicana	DR. W. B. MAYFIELD	Local Surgeon
Corsicana	DR. LOUIS E. GIBSON	Local Surgeon
Corsicana	DR. ROBT. D. MERTZ	Eye Specialist
Corsicana	DR. ROBERT D. BONE	Local Surgeon
Corsicana	DR. L. E. McGARY	Local Surgeon
Ennis	DRS. E. J. and D. A. SKRIVANEK	Local Surgeon
Teague	DR. M. GAGE	Division Surgeon
Teague	DR. JACK R. COX	Division Surgeon
Teague	DR. BILL L. HALBERT	Local Surgeon
Fairfield	DR. J. H. KELLER, JR.	Local Surgeon
Fairfield	DR. L. L. BONNER	Local Surgeon
Fairfield	DR. JOE D. CROSSNO	Local Surgeon
Mexia	DR. O. T. CHRISTOFFER	Local Surgeon
Buffalo	DR. A. E. VAN WEY	Local Surgeon
Normangee	DR. W. A. BILSING	Local Surgeon
North Zulch	DR. D. P. HEATON	Local Surgeon (Madisonville, Texas)
Tomball	DR. N. E. GRAHAM	Local Surgeon
Galveston	DR. JOHN McGIVNEY	Local Surgeon

OFFICIAL HOSPITALS

Place	Telephone
Fort Worth, 1402 S. Main—St. Joseph's	ED 6-9381
Teague, 1014 N. 4th—City Hospital	RE 9-2391
Houston, 1910 Crawford—St. Joseph's	CA 8-0511

EMERGENCY HOSPITALS

Dallas, 3500 Gaston—Baylor	TA 4-5411
Dallas, 3121 Bryan—St. Paul	TA 3-4141

Fort Worth and Denver Railway Co.
Chicago, Rock Island & Pacific Railroad

Burlington Route

Rock Island

TIME TABLE

JOINT TEXAS DIVISION

No. 1

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

WED., JAN. 1, 1969

R. H. PASCHAL
General Manager-Superintendent
Fort Worth

C. N. PARKER
Superintendent of Transportation
Fort Worth

This Time Table is for the exclusive use and guidance of the employees concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

JTD JCT (WAXAHACHIE) AND TEAGUE SUBDIVISION

SOUTHWARD — MAIN LINE — NORTHWARD

FIRST CLASS 77 Freight Daily P.M.	FIRST CLASS 75 Freight Daily P.M.	FIRST CLASS 97 Freight Daily A.M.		Station Numbers	Signs	Mile Post Location	STATIONS Time Table No. 1 JAN. 1, 1969	Capacity of Sidings	Capacity of Other Tracks	TRAIN ORDER OFFICE OPEN	SECOND CLASS 98 Freight Daily A.M.	SECOND CLASS 76 Freight Daily P.M.	SECOND CLASS 78 Freight Daily A.M.
							UT DALLAS						
							0.6						
8.15 8.45	7.30	5.00 5.30		185	CK	301.3	CJ CADIZ ST. JCT.			Continuous	11.00	8.35	3.00 2.30
							1.5						
			Trains between Dallas and Endot are governed by rules and timetable of U. T. Co.										
8.50	7.35	5.35				299.8	ENDOT				10.40	8.15	1.25
							28.2						
			Trains between Endot and JTD Jct. are governed by rules and timetable of M-K-T R.R.										
9.40	8.15	6.15			I	271.6	JTD JCT.				9.59	7.04	12.35
							0.7						
9.45	8.20	6.20		184	CKPRTY	270.9	HC WAXAHACHIE	90	148	Continuous	9.53	6.56	12.30
							0.5						
					A	270.4	SP CROSSING						
							11.7						
10.05	8.34	6.34		183	P	258.7	BARDWELL	110	31		9.39	6.42	12.12 A.M.
							17.1						
10.30	8.52	6.53		180	PY	241.6	NORTH CORSICANA	125			9.15	6.21	11.47
							1.7						
10.35	8.55	6.55		179	PY	239.9	CORSICANA	45	346		9.11	6.19	11.25
							0.2						
					CIOPY	239.7	C SSW CROSSING			Continuous			
							17.3						
11.01 78	9.20	7.20		176	P	222.4	STREETMAN	78	22		8.53	5.59	11.01 77
							18.1						
A11.30 P.M.	A9.45 P.M.	A7.45 A.M.		168	BCFJKQ RTWYZ	204.3	DX TEAGUE	125	Yard	Continuous	8.30 A.M.	5.35 P.M.	10.30 P.M.
							97.6						

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

ABS IN EFFECT BETWEEN MP 204.3 TEAGUE AND MP 271.6 JTD JCT.

Between JTD Jct. and North Siding Switch Waxahachie, trains have no timetable superiority, trains and engines must run at reduced speed.

At Teague, between Yard Limit signs, trains have no timetable superiority, trains and engines must run at reduced speed.

Waxahachie is initial station for southward trains.

All through trains will register by register ticket at Waxahachie.

MEXIA SPUR
WITHIN YARD LIMITS

Station Numbers	Signs	Mile Post Location	STATIONS	Capacity of Sidings	
174	YO	A217.9	M MEXIA TO	Yard	
			1.5		
	I	A216.4	SP CROSSING See Footnote		
			2.4		
170		A214.0	HOLDEN	Yard	
			9.7		
168	YO	204.3	DX TEAGUE TO	Yard	

Maximum Speed ---------- 20 MPH

SP Crossing at MP A-216.4 is manually controlled from control box at crossing. Instructions for operating posted in control box.

Conductors and Engineers must receive a clearance at Teague.

TEAGUE AND BELT JCT (HOUSTON) SUBDIVISION

SOUTHWARD — MAIN LINE — NORTHWARD

FIRST CLASS 77 Freight Daily	FIRST CLASS 75 Freight Daily	FIRST CLASS 97 Freight Daily		Station Numbers	Signs	Mile Post Location	STATIONS Time Table No. 1 JAN. 1, 1969	Capacity of Sidings	Capacity of Other Tracks	TRAIN ORDER OFFICE OPEN	SECOND CLASS 98 Freight Daily	SECOND CLASS 76 Freight Daily	SECOND CLASS 78 Freight Daily
A.M. 1.30	P.M. 10.40	A.M. 9.00		168	BCFJKQ RTWYZ	204.3	DX TEAGUE	125	Yard	Continuous	A.M. A8.30	P.M. A4.25	P.M. A8.30
							11.1						
1.48	10.58	9.20		166	P	193.2	DONIE	53	15		8.05	4.00	7.55
							8.6						
1.58	11.08	9.30		164	P	184.6	NEWBY	125	24		7.55	3.51	7.46
							16.1						
2.18	11.26	9.48		158	P	168.5	FLYNN	125	17		7.35	3.33	7.28
							8.9						
				156	P	159.6	NORMANGEE	48	26				
							7.8						
2.38	11.44	10.04		154	OP	151.8	NZ NORTH ZULCH	110	21	8:00 AM-5:00 PM Mon.-Fri.	7.17	3.15	7.10
							10.4						
2.52	11.57	10.17		152	P	141.4	IOLA	42	8		7.06	3.03	6.58
							10.9						
3.05	A.M. 12.09	10.29		148	P	130.5	SINGLETON	125	26		6.52	2.50	6.45
							5.2						
				146	OP	125.3	SHIRO	57	32				
							6.3						
3.20	12.22	10.42		144	P	119.0	RICHARDS	41	22		6.35	2.36	6.31
							13.3						
3.37	12.37	10.57		140	P	105.7	DOBBIN	51	18		6.19	2.20	6.15
							0.1						
					AP	105.6	ATSF CROSSING						
							8.4						
3.45	12.49	11.09		138	P	97.2	KAREN	125	10		6.10	2.09	6.04
							12.4						
4.01	1.01	11.21		132	OPT	84.8	CK TOMBALL	96	163	5:30 AM-2:30 PM Mon.-Fri.	5.55	1.55	5.50
							6.4						
				128	P	78.4	LOUETTA	63	8				
							7.0						
4.15	1.16	11.37		124	P	71.4	CASEY	110	3		5.40	1.40	5.35
							6.5						
4.25	1.24	11.46		112	P	64.9	ROSSLYN	67	8		5.30	1.30	5.25
							7.5						
4.50	1.35	P.M. 12.15		108	CRTY	57.4	NX BELT JCT.			Continuous	5.15	1.15	5.10
							5.1						

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

					CK		BX Houston Union Station	Yard	Yard	Continuous			
A6.30 A.M.	A3.05 A.M.	A1.45 P.M. 4.30		104	BCFK RT		HA New So. Yd. Houston	Yard	Yard	Continuous	4.30 12.01 A.M.	12.45 P.M.	4.00 P.M.

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

		6.30 P.M.		100			GZ GALVESTON FRT. YD. 206.6	Yard	Yard		10.00 P.M.		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

ABS IN EFFECT BETWEEN MP 57.4 BELT JCT AND MP 204.3 TEAGUE.

At Teague, between Yard Limit signs, trains have no timetable superiority, trains and engines must run at reduced speed.

Belt Jct. is initial station for northward trains.

All trains will register by register ticket at Belt Jct.

SPEED RESTRICTIONS

LOCATION	All Trains M.P.H.
MAXIMUM AUTHORIZED SPEEDS ALL SUBDIVISIONS	
All crossovers and turnouts, not otherwise specified	15
MAXIMUM ENGINE SPEEDS	
RI 529-546, 1001, 1004, 1005, 1007-1009, 1011, 1014-1015	45
RI 550-563, 900-914	40
FWD 600 Series	40
Other Engines Not Specified	60
Road freight or passenger diesels, other than road switchers, backing up	40
When this being done except in switching movements or when shoving cars a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.	
Trains and engines making movement against current of traffic on two main tracks over facing point switches	30
Engines, except RDC cars, running forward light, or with only one car	50
Scale test cars moving in trains will be handled next ahead of caboose.	
Trains handling Scale Test Car RI 95384	40
Trains handling CBQ, C&S or FWD Scale Test Car	25
Trains handling Short Wheel Base Ore Hoppers	30
Trains handling steam derrick, pile driver except driver No. 95232. Spreader car except spreader No. 95319 with wings secured, locomotive crane, except crane No. 95260 burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer	25
Ditcher-Spreader 95317 when operating	25
Ditcher-Spreader dead in train with wings trailing	40
Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.	
These instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service, in such case speed restrictions will be as follows:	
MAIN LINE	40
MEXIA SPUR	15
Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.	
Trains handling Air Dump cars BRI 012, 013, 014, 015	35
Other Air Dump cars	25

MAXIMUM AUTHORIZED SPEEDS

LOCATION	All Trains M.P.H.
JTD JCT (WAXAHACHIE) AND TEAGUE	
SUBDIVISION (except as shown below)	60
MP 204.0 to MP 206.21 Yard Limits	30
MP 220.7 to MP 220.25 Curve	50
MP 238.0 to MP 242.11 (except as shown below)	30
MP 239.25 to MP 239.26 SSW Crossing	20
MP 244.7 to MP 244.19 Curve	40
MP 252.5 to MP 252.18 Curve	40
MP 261.4 to MP 262.10 Curves	40
MP 263.0 to MP 263.9 Curve	50
MP 269.25 to JTD Jct.	20
TEAGUE AND BELT JCT (HOUSTON) SUBDIVISION (except as shown below)	50
MP 57.14 to MP 67.0 Houston City Limits	45
MP 61.30 Ella Blvd.	20
MP 63 Jester Drive	20
MP 65 Pinemont Street	20
MP 92.21 to MP 102.15 Curve	40
MP 102.0 to MP 102.15 Curve	40
MP 102.30 to MP 103.4 Curve	35
MP 103.4 to MP 107.0 Curves and ATSF Crossing	40
MP 126.19 to MP 126.34 Curve	40
MP 150.28 to MP 204 (except as shown below)	60
MP 154.25 Engine of Southward Trains Passing Signal 1547	55
MP 175.27 to MP 176.13 Curve	35
MP 180.25 to MP 182.10 Curves	35
MP 183.13 to MP 183.25 Curve	50
MP 203.2 to MP 204.0 Yard Limits	30

SPEED OF TRAINS:

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

SPECIAL INSTRUCTIONS

I. Bulletin Board and General Order Books are located at:

Teague ..... Yard Office
Houston ..... New South Yard and Enginehouse
Galveston ..... Yard Office
Fort Worth ..... CRIP and FWD Yard Offices

II. 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.

III. When trains not included in lineups are cleared, between 6:30 am and 6:30 pm, conductors and enginemen must be notified, by train order, that track car operators and maintenance men have no advice of their movement.

IV. When track cars are operated during night hours, when possible, all trains and engines entering the territory in which such cars are being operated will be notified by train order.

V. All employees are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through, or under the following named bridges or viaducts:

MP	KIND OF STRUCTURE
88.30	MP Overhead Bridge
131.00	Overhead Highway Bridge
175.00	Overhead Highway Bridge
183.38	MP Overhead Bridge
183.42	Overhead Highway Bridge
238.30	Overhead Highway Bridge
240.57	SP Overhead Bridge
251.36	Overhead Highway Bridge
271.05	Overhead Highway Bridge
A218.04	Overhead Highway Bridge

VI. At stations where telephones are located, conductor should communicate with train dispatcher within fifteen minutes after arrival unless expected train is heard, or seen, approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen, or heard approaching.

VII. When diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative handbrakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.

VIII. Industrial tracks between stations are located at:

Station Numbers	M.P.	Name	Car Capacity
110	62.5	Oak Forest	27
116	66.60	North Houston	34
118	68.31	Housh Drilling Co Spur	5
122	69.66	Hudson	44
122	70.2	Chgo Br. & Iron Co	110
124	72.66	H. L. & P. Co. Spur	60
124	73.07	Chemspray Co. Spur	7
126	74.8	Deco	20
130	81.20	Orr	60
134	91.7	Ventura	69
136	94.9	Mostyn	13
142	111.7	Dacus	11
160	173.55	Margie	50
162	183.3	Koch	12
175	214.7	Kirvin	50
178	231.5	Navarro	50
181	248.4	Emhouse	50
182	253.4	Onion Creek Spur	42

IX. RULES OF THE CONSOLIDATED CODE ARE MODIFIED AS FOLLOWS:

RULE 6. (New)
c. Conditional stop as provided in footnotes.

RULE 16 (k).
One long sound—shut off train heat.

RULE 107 will not apply on Burlington Lines. The following rule governs:
When a passenger train is receiving or discharging traffic on the side toward a station, a train or engine must not pass between it and the station unless proper safeguards are provided.
Where trains operate by signal indication and the approaching train has no knowledge of a passenger train at station, trainmen in charge of passenger train at station must provide proper safeguards for passengers.

RULE 816 will not apply on Burlington Lines.

RULE 901 will not apply on Burlington Lines.

AIR BRAKE RULES AND INSTRUCTIONS

The following rules and instructions are for trainmen and engineers whose duties are connected with the operation of the air brake equipment.

1. Conductors and trainmen must familiarize themselves with the operation of the brakes on all cars in their charge and with the rules pertaining to the handling of trains with air brakes.

2. Each train must have the air brakes on all cars in effective operating condition, except in case of emergency, but at no time shall the number of operative air brakes be less than 85% of the total.

3. All trains must be given an initial terminal road train air brake inspection and test at points: (1) Where train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and the train brake system remains charged; (3) Where train is received in interchange.

SPECIAL INSTRUCTIONS – (Concluded)

INITIAL TERMINAL ROAD TRAIN AIR BRAKE TESTS

5(a). Train air brake system must be charged to required air pressure, angle cocks and cut-out cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves must be inspected and known to be in condition for service.

5(b). After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

6. When the engine used to haul the train is provided with means of maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cutout during train air brake tests.

7. Brake pipe leakage must not exceed 5 pounds per minute.

PISTON TRAVEL

8(a). At initial terminal, piston travel of body mounted brake cylinders which is less than 7 inches or more than 9 inches must be adjusted to nominally 7 inches.

8(b). Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.

8(c). Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

9. During standing test, brakes must not be applied or released until proper signal is given.

10. When train air brake system has been tested from a yard test plant as prescribed and air brake system remains charged until road motive power is coupled to train, the air brake test required is an automatic brake application and release of air brakes on rear car.

INTERMEDIATE TERMINAL ROAD TRAIN AIR BRAKE TESTS

11(a). Passenger train: Before motive power is detached or angle cocks closed, except when closing angle cock for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from the locomotive in automatic brake operation.

11(b). Freight trains: Before motive power is detached or angle cocks are closed, brakes must be applied with a full service brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose gauge and that brakes on rear car are released. In the absence of a caboose gauge, air brake test must be made as prescribed by paragraph (a).

12. At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

13. At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on a passenger train to not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release.

14. At a terminal where cars which have been previously charged and tested are added to a train, test must be made to determine that brakes on the rear car of train apply and release.

At terminals where cars which have not been previously charged and tested are added to a train, such cars must receive initial terminal road-train air brake test and it must be determined that the brakes on the rear car of the train apply and release.

15. Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

16. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes. On all other motive power units in the train the brake pipe cutout cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. In case it becomes necessary for the leading engine to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the engine taking control of the train.

RUNNING TEST

17. When motive power, engine crew or train crew has been changed, angle cocks have been closed except for cutting off one or more cars from the rear end of train, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake. Power must not be shut off unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

BACK UP MOVEMENTS

18. When back up movement is to be controlled with a standard hose or valve, the brakes must be applied from the back up hose or valve and released from the engine before movement is started.

When backing a train, the engine brake valve must be in running position.

Movement must not be started until proper signal is given. A running test must be made with the back up hose or valve before the train has moved 300 feet; if the running test is not made within 300 feet, the engineer must stop the train and ascertain the cause.

19. If the brake pipe on a passenger car is broken, pass brake pipe air through signal line on car by use of emergency hose at each end. The communicating signal will be inoperative behind this car. Engineer must be notified of this condition.

20. Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

The emergency air brake valve located in all passenger, baggage and express cars and brake valve in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

21. If it is necessary to stop a train due to inability to transmit signal to the engineer, open the brake valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep the brakes applied to the stop.

22. Hand brakes must be released on cars before leaving terminals and on cars added to the train enroute. It must be ascertained that brakes are released on both trucks before moving the car.

23. Unless otherwise specified by special instructions, the feed valve on engines will be adjusted to regulate brake pipe pressure as follows:

Passenger ---------- 110 pounds

All engines in freight service will operate with brake pipe pressure of 90 pounds.

The use of retainers on trains descending grades will be left to the judgment of conductor and engineman.

X. Within CTC Limits, trains finding a permissive indication displayed by signal, which governs facing point movement over a spring switch, will comply with Rule 104(H), and in addition a member of the crew will contact train dispatcher by telephone, located adjacent to the spring switch, when such communication is available.

In CTC territory whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits and notification to engineer.

XI. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:

(a) Close throttle to idle.
(b) Move the reversing handle to reverse position.
(c) Open throttle to No. 1 position.

XII. Air brakes must be used on occupied passenger carrying equipment when switching.

XIII. To insure against fire damage, do not permit engines to stand over or near any open flame.

XIV. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

JOINT TEXAS DIVISION
JOINT FW&D-CRI&P FREIGHT TRAINS

STATION NUMBERS FOR FREIGHT WHEEL REPORT PURPOSES

STATION	No.
Ft. Worth—FW&D Yard	200
Ft. Worth—CRI&P Yard	198
Sylvania	197
Richland Hills	196
Hart Spur	195
Hurst	194
Edd Pit	193
Tarrant	192
Dorothy—Great Southwest	191
Liggett	190
Irving	189
Brook Hollow	188
Dallas—RI New Yard	187
Perkins	186
Dallas—Cadiz St. Jct.	185
Waxahachie	184
Bardwell	183
Onion Creek	182
Emhouse	181
North Corsicana	180
Corsicana	179
Navarro	178
Streetman	176
Kirvin	175
Teague	168
Donie	166
Newby	164
Koch	162
Margie	160
Flynn	158
Normangee	156
North Zulch	154
Iola	152
Singleton Grain Co.	150
Singleton	148
Shiro	146
Richards	144

STATION	No.
Dacus	142
Dobbin	140
Karen	138
Mostyn	136
Ventura	134
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