

**JOINT TEXAS DIVISION HOSPITAL DEPARTMENT
SURGEONS**

Dr. M. E. Hastings, Local Surgeon.....Waxahachie
 J. B. Jenkins, Local Surgeon.....Waxahachie
 Fred L. Story, Local Surgeon.....Bardwell
 (PO Ennis, Texas)
 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. P. R. Cruse, Chief Medical Consultant....."
 Dr. G. C. Farrish, Eye, Ear, Nose and Throat....."
 Dr. W. A. Clark, Consultant Dermatologist....."
 Dr. Joe B. Foster, Consultant Orthopedist....."
 Dr. Homer E. Prince, Consulting Allergist....."
 Dr. Anders P. Overgaard, Consulting Roentgenologist...."
 Dr. W. B. Thorning, Local Surgeon....."
 Dr. A. L. W. Tackaberry, Local Surgeon....."
 Dr. J. Thos. Jones, Local Surgeon....."
 Dr. F. E. McAlister, Local Surgeon....."
 Dr. W. M. Palm, Local Surgeon....."
 Dr. N. A. Kilgore, Local Physician....."
 Dr. C. F. Shaffer, Local Physician....."
 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. Ozro T. Wood, Local Surgeon....."
 Dr. J. L. Dawson, Local Surgeon....."
 Dr. O. T. Christoffer, Local Surgeon.....Mexia
 Dr. Marion M. Brown, Local Surgeon....."
 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. G. B. Coker, Local Surgeon.....Tomball
 Dr. John Q. Mc Givney, Local Surgeon.....Galveston

OFFICIAL HOSPITALS:

Name	Place	Telephone
St. Joseph's Hospital.....	Fort Worth, Tex., 1607 So. Main.....	4-1204
St. Joseph's Infirmary.....	Houston, Texas, 1910 Crawford.....	F-5151

EMERGENCY HOSPITAL:

Gaston Hospital..... Dallas, Texas, 3505 Gaston..... 8-5145

GENERAL CLAIM AGENT:

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

CLAIM AGENT:

R. E. EITEMAN, BRI, Houston, Texas

C. D. PECKENPAUGH,
 Vice President and General Manager,
 Fort Worth.

P. F. THOMAS,
 Superintendent,
 Teague.

J. L. CORBITT,
 Superintendent of Transportation,
 Fort Worth.

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



**TIME TABLE
 No. 12**

Effective 12:01 A.M.

CENTRAL STANDARD TIME

SUNDAY, MARCH 16, 1947

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. 12 EFFECTIVE MARCH 16, 1947

SOUTHWARD			Office Open Weekdays	STATIONS	Distance from Ft. Worth	Office Open Sundays and Holidays	NORTHWARD		
FIRST CLASS							FIRST CLASS		
DAILY	DAILY	DAILY					DAILY	DAILY	DAILY
3	11	507					4	12	508
Sam Houston Zephyr	Motor Passenger	Twin Star Rocket		Ft. Worth Passenger Sta.			Sam Houston Zephyr	Motor Passenger	Twin Star Rocket
P.M. L 4.00		A.M. L 8.10					P.M. A 1.55		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 Ry. and U. T. Co.

			Yard		FWDC Yard Ft. Worth.	0.0				
					CRIP Yard Ft. Worth.	2.3				
					DALLAS	35.5		1.05	P.M. A 6.50	9.00

Trains between Dallas and end of double track, Dallas, are governed by rules and timetable of U. T. Co.

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

				Yard													
5.37	12.51	9.47			CADIZ ST. JCT.	36.1					12.25	6.00	8.20				
5.39	12.56	9.49	Continuous	FKRW Y Yd.	MKT JCT.	65.8	Continuous	12.19	5.53	8.16							
					WAXAHACHIE	66.5	Continuous										
5.45	1.03	9.55			TNO CROSSING	67.0		12.18	5.45	8.10							
5.51	1.12	10.01	9:00 a.m. to 11:50 a.m. 12:30 p.m. to 5:00 p.m.		REAGOR SPRINGS	72.6	9:00 a.m. to 11:30 a.m. 12:30 p.m. to 5:00 p.m.	12.08	5.32	8.05							
5.55	1.20	10.05		W	BARDWELL	78.7		12.03	5.25	8.00							
6.00	1.28	10.10			ONION CREEK	84.0		11.58	5.19	7.56							
6.10	1.42	10.20		W Yd	EMHOUSE	89.0		11.50	5.07	7.48							
					CORSICANA	97.5											
6.18	1.55	10.28			SLSW CROSSING	97.7	Continuous										
6.25	2.07	10.35	8:00 a.m. to 12:01 p.m. 1:00 p.m. to 5:00 p.m.	W	NAVARRO	105.9		11.40	4.53	7.38							
6.31	2.19	10.41			STREETMAN	115.0	8:00 a.m. to 12:01 p.m. 1:00 p.m. to 5:00 p.m.	11.32	4.42	7.31							
6.36	2.29	10.46			KIRVIN	122.7		11.26	4.31	7.26							
6.40	2.36	10.50			SIMSBORO	129.3		11.21	4.21	7.20							
A P.M.	A P.M.	A10.50 A.M.	Continuous	FKRW Y Yd.	TEAGUE	133.1	Continuous	11.17	4.15	7.17							
DAILY	DAILY	DAILY						DAILY	DAILY	DAILY							
1:40	2:35	1:40			SCHEDULE TIME			1:46	2:35	1:43							
58.5	37.8	58.5			Average Speed Per Hour			54.7	37.8	58.8							

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD EXCEPT No. 3 and No. 507 ARE SUPERIOR TO No. 12.

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. 12 EFFECTIVE MARCH 16, 1947

SOUTHWARD			Office Open Weekdays	STATIONS	Distance from Teague	Office Open Sundays and Holidays	NORTHWARD		
FIRST CLASS							FIRST CLASS		
DAILY	DAILY	DAILY					DAILY	DAILY	DAILY
3	11	507					4	12	508
Sam Houston Zephyr	Motor Passenger	Twin Star Rocket		TEAGUE	0.0	Continuous	Sam Houston Zephyr	Motor Passenger	Twin Star Rocket
P.M.	P.M.	A.M.		FREESTONE	6.2		A.M.	P.M.	P.M.
L 6.41	L 2.45	L10.51	Continuous	DONIE	11.1		A11.15	A 4.10	A 7.16
6.47	f 2.56	10.58		NEWBY	19.7	8:00 a.m. to 12:01 p.m. 1:00 p.m. to 5:00 p.m.	11.08	f 4.03	7.10
6.51	f 3.04	11.04		CONCORD	27.7		11.04	f 3.56	7.06
6.59	s 3.16	11.12	9:00 a.m. to 12:01 p.m. 1:00 p.m. to 5:00 p.m.	FLYNN	35.8		10.57	s 3.48	6.59
7.08	f 3.30	11.19		NORMANGE	44.7	9:00 a.m. to 12:01 p.m. 1:00 p.m. to 5:00 p.m.	10.49	f 3.30	6.51
7.15	s 3.44	11.26		NORTH ZULCH	52.5	8:00 p.m. to 11:30 p.m. 12:30 a.m. to 5:00 a.m.	10.42	s 3.18	6.44
7.22	s 4.00	11.33		ZULCH	54.5		10.35	s 2.57	6.37
	s 4.12			IOLA	62.9				
7.29	4.16	11.40		GRIMES	68.2		10.28	2.37	6.30
7.36	s 4.28	11.47		SINGLETON	73.8		10.22	s 2.25	6.23
7.40	4.38	11.51		SHIRO	79.0		10.18	2.15	6.19
7.45	s 4.47	11.56		RICHARDS	85.3	9:00 a.m. to 12:01 p.m. 1:00 p.m. to 5:00 p.m.	10.14	s 2.07	6.14
7.50	s 4.56	12.01		DACUS	92.5		10.10	s 1.51	6.10
7.55	s 5.06	12.06		DOBBIN	98.6		9.59	f 1.38	5.59
8.01	f 5.17	12.12		GCSF CROSSING	98.7	Continuous	9.53	f 1.22	5.53
8.06	f 5.27	12.17		KAREN	107.1				
				VENTURA	112.6		9.45	1.09	5.45
8.14	5.45	12.26		TOMBALL	119.5	Continuous	9.40	1.02	6.40
8.19	5.54	12.31		LOUETTA	125.9		9.35	12.50	5.35
8.24	s 6.03	12.36		NORTH HOUSTON	132.9		9.30	12.41	5.30
8.29	6.10	12.41		ROSSLYN	139.4		9.25	12.30	5.25
8.34	6.18	12.46		BELT JCT	146.9	Continuous	9.20	12.23	5.20
8.39	6.25	12.51					9.13	12.15	5.13
8.47	6.32	12.59							

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

			Yard	Yard		Houston Union Station.	152.0		L 9.00 A.M.	L 12.01 P.M.	L 5.00 P.M.
A 9.00 P.M.	A 6.50 P.M.	A 1.15 P.M.				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				
DAILY	DAILY	DAILY							DAILY	DAILY	DAILY
2:19	4:05	2:24							2:15	4:09	2:16
35.6	37.2	63.3							67.6	36.7	67.0

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD EXCEPT No. 3 and No. 507 ARE SUPERIOR TO No. 12.

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. 12

EFFECTIVE MARCH 16, 1947

SOUTHWARD	Office Open Weekdays	Signs	Capacity of		Mile Post	STATIONS	Distance from Teague	Office Open Sundays and Holidays	NORTHWARD
			Other Tracks	Siding					
	8:00 a.m. to 4:00 p.m.	YYd	52	Yard	217.9	MEXIA	13.6	Closed	
					216.4	TNO CROSSING (Interlocked)	12.1		
			4		211.2	LIMESTONE	8.9		
	Continuous	FRETW 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 6.00PM	L 12.01AM	F. W. & D. C. YARD—FT. WORTH	A 10.00AM	A 9.30PM	
	6.45PM	1.01AM	C. R. I. & P. YARD—FT. WORTH	9.30AM	8.45PM	
	9.00PM	3.15AM	CADIZ STREET JCT.	6.45AM	7.20PM	
			WAXAHACHIE			
	L 12.30AM	L 11.01AM	TEAGUE	L 3.15AM	L 11.45AM	
	1.30AM	12.01PM	BELT JUNCTION	A 2.15AM	A 9.30AM	
	6.00AM	A 11.10PM	NEW SOUTH YARD—HOUSTON	8.45PM	L 2.30AM	
	A 9.30AM		GALVESTON FREIGHT YARD	L 6.30PM		

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. Near indication of block signals does not modify the requirements of 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.

LOCATION	Passenger Trains MPH	Freight Trains MPH
SUBDIVISION 1		
MAXIMUM SPEED	70	45
Around all curves unless otherwise specified	60	
SiL&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
SUBDIVISION 2		
MAXIMUM SPEED	70	45
Around all curves unless otherwise specified	60	
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
Around curve MP 188.5	45	30
SUBDIVISION 3		
MAXIMUM SPEED	20	20

LOCATION	Passenger Trains MPH	Freight Trains MPH
ALL SUBDIVISIONS		
Through crossovers, turnouts and on sidings	10	10
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 16		
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
Trains with drivers blocked up	30	30

SPEED RESTRICTIONS—Concluded

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.

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	75	Curve	60.7 to 91.0	90	75
75	60	Curve	63.4	75	60
60	50	Curve	91.0 to 102.0	60	50
50	20	*GC&SF Crossing between home signals.	92.8	50	20
75	60	Curve	102.0 to 107.0	75	60
60	60	Curve	103.0	60	60
90	75	Curve	105.6	90	75
75	75	Curve	107.0 to 129.0	75	75
60	60	Curve	112.0	60	60
90	75	Curve	126.8	90	75
75	75	Curve	129.0 to 174.3	75	75
75	75	Curve	145.0	75	75
75	75	Curve	148.9	75	75
75	75	Curve	151.4	75	75
75	75	Curve	159.9	75	75
75	75	Curve	161.7	75	75
75	75	Curve	164.4	75	75
75	50	Curve	174.3 to 180.7	75	50
50	..		176.1	50	..
75	..		180.7 to 182.3	75	..
75	60	Curve	182.3 to 199.7	75	60
90	..		188.5	90	..
40	..		199.7 to 204.0	40	..
90	..		204.0 to A205.3	90	..
75	..		A205.3 to A220.2	75	..
90	65	Curve	A220.2 to A224.9	90	65
90	75	Curve	A220.5	90	75
45	..		A224.9 to A239.0	45	..
75	..		A235.4	75	..
80	..		A239.0 to A241.3	80	..
80	20	*SiLSW Crossing between home signals.	A239.7	80	20
80	..		A241.3 to A261.1	80	..
60	..		A244.4	60	..
75	..		A245.0	75	..
65	..		A252.4	65	..
75	..		A261.1 to A263.3	75	..
60	..		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.....J. L. Roach, Childers
ROAD FOREMAN AND TRAINMASTER.....J. H. Stringer, Teague
CHIEF DISPATCHER.....J. L. Stover, Teague

TRAIN DISPATCHERS

G. R. Mulcahy
 H. H. Hudson
 T. E. Stover
 G. T. Russell

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 and No. 508 not less than 15 minutes.

2. Rule 91 of The Uniform Code of Operating Rules 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) of The Uniform Code of Operating Rules, 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 of The Uniform Code of Operating Rules, 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.....JP Passenger Station.
 Ft. Worth.....FWDC Yard Office and Roundhouse.
 Ft. Worth.....CRIP Yard Office and Roundhouse.
 Ft. Worth.....GC&SF 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 a 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

SPECIAL INSTRUCTIONS—Concluded

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 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 engineman 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 engineman 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. The standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after sunset. The fuses 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.

16. 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 visible parts properly secured and when practicable must be turned in the position in which they are normally operated.

17. 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.

18. 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.

19. 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.

20. 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 " "

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

22. 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

F—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.

23. 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	68.4	†Fortune.....	71	11
2	68.6	†Carbon Spur.....	73	19
2	69.5	†Hudson.....	74	44
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	21

†—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