

SURGEONS AND PHYSICIANS

Houston.....	DR. A. P. HOWARD.....	Chief Surgeon
Houston.....	DR. W. B. THORNING.....	Asst. Chief Surgeon
Houston.....	DR. W. A. CLARK.....	Skin Diseases
Houston.....	DR. F. F. PARRISH.....	Local Surgeon
Houston.....	DR. C. B. JOHNSON.....	Eye
Houston.....	DR. HOMER E. PRINCE.....	Local Surgeon
Houston.....	DR. R. L. ETTER.....	Local Surgeon
Houston.....	DR. W. C. SPENCER.....	Local Surgeon
Houston.....	DR. W. J. STORK.....	Local Surgeon
Houston.....	DR. N. A. KILGORE.....	Local Surgeon
Houston.....	DR. L. E. CARLTON.....	Local Surgeon
Houston.....	DR. W. M. PALM.....	Local Surgeon
Houston.....	DR. C. G. BRECKENRIDGE.....	Local Surgeon
Fort Worth.....	DR. HODGES McKNIGHT.....	Local Surgeon
Fort Worth.....	DR. R. J. WHITE.....	Local Surgeon
Dallas.....	DR. C. B. CARTER.....	Local Surgeon
Dallas.....	DR. E. DUNLAP.....	Consulting Surgeon
Waxahachie.....	DR. T. G. ESTES.....	Eye, Ear, Nose & Throat
Waxahachie.....	DR. B. C. WALLACE.....	Local Surgeon
Waxahachie.....	DR. M. E. HASTINGS.....	Local Surgeon
Bardwell.....	DR. F. L. STORY.....	Local Surgeon (Ennis, Texas)
Corsicana.....	DR. W. T. SHELL, JR.....	Local Surgeon
Corsicana.....	DR. W. B. MAYFIELD.....	Local Surgeon
Teague.....	DR. M. GAGE.....	Division Surgeon
Teague.....	DR. J. R. COX.....	Division Surgeon
Mexia.....	DR. O. T. CHRISTOFFER.....	Local Surgeon
Buffalo.....	DR. A. E. VANWEY.....	Local Surgeon
Normangee.....	DR. W. A. BILSING.....	Local Surgeon
North Zulch.....	DR. J. E. BURNEY.....	Local Surgeon
Richards.....	DR. G. C. SANDERS.....	Local Surgeon
Tomball.....	DR. A. O. YAEGE.....	Local Surgeon
Galveston.....	DR. JOHN McGIVNEY.....	Local Surgeon

OFFICIAL HOSPITALS

Place	Name	Telephone
Fort Worth, 1402 S. Main.....	St. Joseph's	ED6-2371
Houston, 1910 Crawford.....	St. Joseph's	FA-5151

EMERGENCY HOSPITALS

Dallas, 3500 Gaston.....	Baylor	Victor 5411
Dallas, 3121 Bryan.....	St. Paul	Tennison 4144

Whenever any person, other than a trespasser, sustains injuries on Company property requiring immediate medical attention, the nearest Company surgeon should be summoned by the officer or employe of highest rank present.

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

DR. A. PHILO HOWARD
Chief Surgeon
Houston, Texas

W. O. FRAME
General Manager
Fort Worth

P. R. JOHNSON
Supt. of Transportation
Fort Worth

P. F. THOMAS
Superintendent
Teague

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



TIME TABLE

JOINT TEXAS DIVISION

(F W & D Ry Operating)

No.

3

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

SUNDAY, APRIL 29, 1956

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.

M.K.T. Jct. and Teague—Subdivision No. 1
JOINT TEXAS DIVISION TIME TABLE No. 3 EFFECTIVE APRIL 29, 1956

SOUTHWARD				Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Other Tracks	Office Open Saturday and Sunday	NORTHWARD			
SECOND CLASS		FIRST CLASS									FIRST CLASS		SECOND CLASS	
75	93	3	507								4	508	76	98
Freight	Freight	Sam Houston Zephyr	Twin Star Rocket								Sam Houston Zephyr	Twin Star Rocket	Freight	Freight
Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily
PM	PM	AM	AM								PM	PM	AM	AM
		5:00	9:25								12:47	9:00		
7:20	1:00												6:00	1:20
8:30	1:58	5:38	9:59								12:05	8:20	4:32	12:28
8:33	2:01	5:40	10:01	Continuous	RY Yd	270.9			Continuous		12:03	8:18	4:30	12:25
						270.4								
8:50	2:22	5:52	10:12	9:00 a.m.-12 noon 1:00 p.m.-6:00 p.m.		258.7		110	31	Closed	11:51	8:07	4:05	11:59
9:01	2:29	5:56	10:16	No Office		253.4		42	17	No Office	11:46	8:02	3:55	11:51
9:10	2:36	6:01	10:21	No Office		248.4		51	22	No Office	11:42	7:58	3:45	11:44
9:20	2:47	6:07	10:27		Yd	241.6					11:34	7:50	3:33	11:34
9:23	2:50	6:10	10:30		Yd.	239.9		45	318		11:33	7:49	3:30	11:15
						239.7				Continuous				
9:35	3:01	6:18	10:38	No Office		231.5		50	13	No Office	11:24	7:39	3:15	11:00
9:50	3:14	6:25	10:45	9:00 a.m.-12 Noon 1:00 p.m.-6:00 p.m.		222.4								5:07
10:02	3:25	6:32	10:51	No Office		214.7		78	39	Closed	11:17	7:32	3:01	10:45
10:30	3:45	6:40	11:00	Continuous	FRTW Yd.	204.3				Continuous	11:00	7:18	2:30	10:00
PM	PM	PM	AM								AM	PM	AM	AM
3:10	2:45	1:40	1:35								1:47	1:42	3:30	3:20
30.6	35.2	58.5	61.6								84.7	57.4	27.7	28.1

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

Trains between Dallas and Endot are governed by rules and time table of U.T. Co.

Trains between Endot and MK&T Jct. are governed by rules and time table of MK&T RR.

Automatic Block System in effect between Waxahachie and Teague, Rules 350 to 356.

Between M.K.T. Jct. and North Siding Switch Waxahachie trains have no time table superiority, trains and engines must run at restricted speed.

No. 3 will stop at Waxahachie to discharge revenue passengers from Dallas or beyond and to pick up revenue passengers for Houston or beyond.

No. 4 will stop at Waxahachie to discharge revenue passengers from Houston or beyond and to pick up revenue passengers for Dallas or beyond.

At Teague, between North Fort Worth Main switch opposite Freight House and signal N 203.8, trains have no time table superiority. Trains and engines must run at restricted speed.

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.

Form Y orders are authorized.

Teague and Belt Jct.—Subdivision No. 2
JOINT TEXAS DIVISION TIME TABLE No. 3 EFFECTIVE APRIL 29, 1956

SOUTHWARD				Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Other Tracks	Office Open Saturday and Sunday	NORTHWARD				
SECOND CLASS		FIRST CLASS									FIRST CLASS		SECOND CLASS		
93	75	3	507								4	508	98	76	
Freight	Freight	Sam Houston Zephyr	Twin Star Rocket								Sam Houston Zephyr	Twin Star Rocket	Freight	Freight	
Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	
PM	AM	PM	AM								AM	PM	AM	AM	
5:00	12:01	6:41	11:00	Continuous	FRTW Yd.	204.3	TEAGUE	Yd	Yd	Continuous	10:56	7:17	7:15	12:40	
5:20	12:20	6:52	11:12	No Office		193.2	DONIE	P	53	15	No Office	10:45	7:08	6:27	12:20
5:31	12:31	7:00	11:20	7:00 pm.-11:30 pm. 12:30 am.-4:00 am.		184.6	NEWBY	TO	125	24	7:00 pm.-11:30 pm. 12:30 am.-4:00 am.	10:38	7:00	6:14	12:07
5:55	12:55	7:15	11:35	No Office		168.5	FLYNN	P	125	17	No Office	10:24	6:43	5:49	11:43
6:01	1:07	7:22	11:43	8:00 am.-12:00 n. 1:00 pm.-5:00 pm.		159.6	NORMANGEE	TO	48	26	Closed	10:17	6:36	5:35	11:31
6:30	1:20	7:28	11:49	9:00 am.-12:00 n. 4:00 pm.-9:00 pm.		151.8	NORTH ZULCH	TO	110	21	9:00 am.-12:00 n. 4:00 pm.-9:00 pm.	10:08	6:30	5:23	11:20
6:42	1:42	7:38	11:57	No Office		141.4	IOLA	P	42	8	No Office	10:00	6:22	5:08	10:59
6:56	1:56	7:46	12:05	8:00 am.-12:00 n. 1:00 pm.-5:00 pm.		130.5	SINGLETON	TO	125	26	Closed	9:52	6:13	4:53	10:45
7:03	2:05	7:50	12:10	No Office		125.3	SHIRO	P	57	20	No Office	9:48	6:09	4:45	10:35
7:12	2:15	7:55	12:15	No Office		119.0	RICHARDS	P	41	22	No Office	9:44	6:04	4:35	10:25
7:32	2:35	8:06	12:27	No Office		105.7	DOBBS	P	51	18	No Office	9:32	5:54	4:15	10:05
				No Office		105.6	GCSF CROSSING				No Office				
7:44	2:47	8:14	12:38	No Office		97.2	KAREN	P	125	10	No Office	9:24	5:46	4:03	9:52
7:52	2:54	8:19	12:42	No Office		91.7	VENTURA	P	59	10	No Office	9:19	5:41	3:55	9:45
8:24	3:04	8:24	12:48	8:30 am.-1:30 pm. 8:00 pm.-4:00 am.	Y	84.8	TOMBALL	TO	96	163	8:00 pm.-4:00 am.	9:13	5:35	3:45	9:35
8:42	3:13	8:28	12:53	No Office		78.4	LOUETTA	P	63	8	No Office	9:08	5:30	3:35	9:25
8:52	3:22	8:33	12:59	No Office		71.4	NORTH HOUSTON	P	110	3	No Office	9:02	5:24	3:22	9:15
9:05	3:31	8:38	1:04	No Office		64.9	ROSSLYN	P	67	8	No Office	8:56	5:19	3:09	9:05
9:30	3:55	8:48	1:14	Continuous	RY Yd.	57.4	BELT JCT.	TO			Continuous	8:47	5:11	2:55	8:50
		9:15	1:35	Continuous	Yard		Houston Union Station	TO	Yard	Yard	Continuous	8:35	5:00		
11:30	4:30			Continuous	Yard		New So. Yd. Houston	TO	Yard	Yard	Continuous			12:00	7:45
6:30	AM			6:50 am.-2:30 pm. 4:00 pm.-12:15 am	Yard		GALVESTON FRT. YD.	TO	Yard	Yard	6:59 am.-2:30 pm. 4:00 pm.-12:15 am			10:00	
6:30	4:59	2:34	2:35				SCHEDULE TIME				2:26	2:17	5:15	4:55	
24.3	31.7	59.2	58.8				AVERAGE MILES PER HOUR				62.9	66.5	30.1	32.2	

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

Trains between New South Yard, Houston and Galveston are governed by rules and time tables of GCSF Ry.

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

Automatic Block System in effect between MP 60.6 to MP 204.3, Rules 350 to 356.

No. 3 will stop at North Zulch to discharge revenue passengers from Dallas or beyond and to pick up revenue passengers for Houston or beyond.

No. 4 will stop at North Zulch to discharge revenue passengers from Houston or beyond and to pick up revenue passengers for Dallas or beyond.

At Teague, between North Fort Worth Main switch opposite Freight House and signal N 203.8, trains have no time table superiority. Trains and engines must run at restricted speed.

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.

Train Order Office, Galveston Freight Lard, located 59th Street.

Form Y orders are authorized.

Teague and Mexia—Subdivision No. 3
JOINT TEXAS DIVISION TIME TABLE No. 3 EFFECTIVE APRIL 29, 1956

SOUTHWARD				NORTHWARD			
Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturday and Sunday	
				Sidings	Other Tracks		
8:00 a.m.-5:00 p.m.	Y Yd.	A217.9	MEXIA	TO	Yard	52	Closed
No Office		A216.4	TNO CROSSING				No Office
Continuous	FRTW Y Yd.	204.3	TEAGUE	TO	Yard	Yard	Continuous

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. TIME TABLE RULE 14 IN EFFECT.

T&NO Crossing at MP A-216.4, Subdivision No. 3, is protected by cabin type interlocking. Instructions for operating posted in cabin.

SPEED RESTRICTIONS

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.	Engines running forward light or with only one car.....	Freight Train Speed
ALL SUBDIVISIONS			Diesel switch engines, Series 345 to 350 must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars.	
On sidings.....	Reduced Speed 10	Reduced Speed 10	When diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.	
All crossovers and turnouts, not otherwise specified.			Trains Handling Scale Test Car RI 95384.....	40
MAXIMUM ENGINE SPEEDS			Trains handling CBQ, C&S or FWD Scale Test Car.....	25
345 to 377, inclusive.....	25		Motor cars without cars approaching interlocking signals and within interlocking limits.....	10
500 to 528, inclusive.....	30		Train handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer.....	25
529 to 599; 700 to 707, inclusive.....	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.	
716 to 749; 752 to 838; 1000 to 1016, inclusive.....	50		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:	
145 to 160; 450 to 474, inclusive.....	65		SUBDIVISION 1, 2.....	30
38 to 127; 402, 404 to 411; 430 to 411, 425 to 429, inclusive, 675B, 676B, 677B.....	70		SUBDIVISION 3.....	15
1200 and 1300 Series.....	70		Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.	
400 and 401; 485 to 499; 621 to 623, inclusive.....	79		Air rail loaders must not be moved in through trains with boom up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.	
403; 601 to 606; 625 to 656, inclusive; 675A, 676A, 750, 751.....	79		Where speeds on any Subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.	
9002 and 9003.....	65			
9012.....	40			
Other Motor Cars.....	60			
CB&Q 100 Series.....	65			
FWD 700 Series.....	65			
FWD & C&S 800 Series.....	65			
E 5, 7 & 8 Series.....	79			
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			

JOINT TEXAS DIVISION TIME TABLE No. 3 EFFECTIVE APRIL 29, 1956
SPEED RESTRICTIONS (Concluded)

LOCATION	Passenger Trains MPH	Freight Trains MPH
SUBDIVISION No. 1 (except as shown below).....	79	50
MP 204-0 to MP 205-11.....	40	40
MP 220-7 to MP 220-25.....	65	.....
MP 220-7 to MP 224-32.....	75	.....
MP 239-0 to MP 241-11.....	45	45
MP 239-25 S.S.W. Crossing.....	20	20
MP 244-7 to MP 244-19.....	60	40
MP 252-5 to MP 252-18.....	65	.....
MP 261-4 to MP 261-16.....	70	.....
MP 261-16 to MP 263-0.....	75	.....
MP 263-0 to MP 263-9.....	65	40
MP 269-25 to MP 270-28.....	30	30

Between North Siding Switch Waxahachie and MK&T Jt. Restricted Speed.

LOCATION	Passenger Trains MPH	Freight Trains MPH
SUBDIVISION No. 2 (except as shown below).....	79	50
MP 57-14 to MP 60-25.....	45	45
MP 91-0 to MP 102-0 (except as shown below).....	75	.....
MP 92-21 to MP 92-34.....	60	40
MP 94-5 to MP 94-14.....	70	.....
MP 95-30 to MP 96-3.....	70	.....
MP 97-9 to MP 97-16.....	70	.....
MP 99-0 to MP 99-11.....	70	.....
MP 100-24 to 100-34.....	70	.....
MP 102-0 to MP 107-0 (except as shown below).....	60	40
MP 102-34 to MP 103-4.....	50	35
MP 107-0 to MP 129-0 (except as shown below).....	75	.....
MP 111-27 to MP 112-8.....	50	35
MP 124-1 to MP 124-11.....	70	.....
MP 126-19 to MP 126-34.....	60	40
MP 174-11 to MP 180-25 (except as shown below).....	75	.....
MP 175-27 to MP 176-13.....	50	35
MP 180-25 to MP 182-10.....	50	40
MP 182-10 to MP 199-25 (except as shown below).....	75	.....
MP 183-13 to MP 183-25.....	70	.....
MP 186-4 to MP 186-15.....	70	.....
MP 194-30 to MP 195-7.....	70	.....
MP 198-5 to MP 198-15.....	70	.....
MP 199-7 to 199-17.....	70	.....

Subdivision No. 3..... 20 20

SPECIAL INSTRUCTIONS GOVERNING ROCKET AND ZEPHYR PASSENGER TRAINS

Distinctive roadway signs indicate maximum speeds permitted.

A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with amber letter "C" and numerals thereon, located approximately 4000 feet from point of curve, will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

When using drawbridges, railroad crossings or moving thru towns or cities where speed is governed by ordinance, must not exceed speed designated for other passenger trains unless otherwise specified, and approaching train order signal displaying stop indication must sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

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			
45.....	1	20			

SPECIAL INSTRUCTIONS

Supt. Motive Power.....F. A. Smerke, Childress
 Road Foreman-Trainmaster.....L. D. Phillips, Fort Worth
 Chief Dispatcher.....H. H. Hudson, Teague

TRAIN DISPATCHERS: TEAGUE

J. L. Stover T. E. Stover J. W. Wood
 G. R. Mulcahy M. H. Scarborough W. B. Moore

1. The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below, unless otherwise instructed by officer at location of high water. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Maximum Height of Water Above Rail

Diesel engines and motor cars..... 3 inches
 RDC cars 9002-9003..... 5 inches
 Lightweight passenger cars..... 7 inches
 Conventional passenger cars..... 12 inches

2. Cadiz Street Junction is the initial station for FW&D and Rock Island trains, other than first class.

2a. Waxahachie is initial station for southward trains.
 2b. Belt Jct. is initial station for northward second-class and extra trains.

3. RULE 83:

Cadiz Street Junction. Second-class and extra trains.
 Dallas-Union Terminal Station—First-class trains.
 Houston-Union Station—Trains originating and terminating.
 Houston-New South Yard—Trains originating and terminating.
 2a. All through trains will register by Form 1643 at Waxahachie.
 3b. Second-class and extra trains will register by Form 1643 at Belt Jct.

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

Dallas.....Union Terminal Station
 Teague.....Passenger Station and Yard Office
 Houston.....Union Station and New South Yard and Enginehouse
 Galveston.....Yard Office and Freight Depot

4a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order Books at intermediate stations on a subdivision.

4b. 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.

5. Standard Clocks are located at:

Dallas.....Union Terminal Station and Cadiz Street Telegraph Office
 Waxahachie.....Passenger Station
 Teague.....Yard and Telegraph Offices
 Houston.....Union Station and New South Yard

6. "f" Flag stop to receive or discharge traffic.
 "g" Conditional stops for revenue passengers only.
 "s" Regular stop.

7. 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.

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.

8. Operation of highway crossing signals, and automatic gates is such that when an engine or cars move towards crossing on main track, the crossing signal will operate, and after crossing has been passed the operation of

signal will stop. Therefore, if a reverse movement by such engine or cars is made over the crossing without such movement having been started from outside of the signal starting circuits, which vary in length from 2,000 feet to 3,500 feet beyond the crossing, the signals or automatic gate will not operate, and before such reversed movement is made over the crossing it must be protected by a member of the crew on ground at crossing unless it is known that the signal or gate is operating for the movement involved.

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

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

10. When, for any reason, the electro-pneumatic brakes become un-serviceable, the following procedure will govern:

(1) When running and the brakes fail to apply in service position of the brake valve, the train must be stopped immediately with emergency application of the brakes by moving brake valve handle to emergency position and no other movement of the brake valve is to be made until train has stopped.

(2) When running and the brakes fail to release, the train will be stopped with service application;

after train has stopped, or when any change in the electro-pneumatic brake system occurs after leaving the initial terminal of the train, a standing test of the automatic air brakes must be made, following which the train may proceed, making a running test and operating not exceeding maximum speed of 79 MPH.

11. The emergency air brake valve located in all passenger, baggage and express cars and 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.

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

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

12. TRAIN AND ENGINEMEN MUST NOT CHANGE FROM AUTOMATIC AIR OPERATION TO ELECTRO-PNEUMATIC OPERATION ON THE ROAD.

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

14. Following rule in effect on Subdivision 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:

"C & E . . . after (time) protect against Extra . . ." Preceding trains receiving this order will, after the specified time while occupying the main track at station, 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.

15. 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:

SUBDIVISION:	MP	KIND OF STRUCTURE
1	240.57	TNO Overhead Bridge
1	251.36	Overhead Highway Bridge
1	271.05	Overhead Highway Bridge
2	88.30	I-GN Overhead Bridge
2	131.00	Overhead Highway Bridge
2	175.00	Overhead Highway Bridge
2	183.38	I-GN Overhead Bridge
2	183.42	Overhead Highway Bridge
3	A218.04	Overhead Highway Bridge

SPECIAL INSTRUCTIONS (Concluded)

16. 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	94.9	Mostyn.....	97	13
2	111.7	Dacus Spur.....	226	11
2	183.3	Koch.....	186	12
3	214.3	Halden.....	217	35
3	214.5	Halden.....		15
3	215.5	Coffield.....		32

17. Speedometers on road engines in main line service must be checked, by observing time between mile post twice on each trip. The location, speed and any variation must be shown on work report.

18. 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.

19. The following letters in "station" and "sign" column indicate:

F—Fuel Station R—Train register station
 T—Turntable W—Water station Y—Wye
 Yd.—Station where Yard Limit signs are maintained
 TO—Train Order Office P—Phone

RULES OF THE UNIFORM CODE OF OPERATING RULES ARE MODIFIED AS FOLLOWS:

Rule 20. All sections except the last will display two green lights by day and two green lights by night in the places provided for that purpose on the front of the engine.

Rule 20(a). Extra trains will display two white lights by day and two white lights by night in the places provided for that purpose on the front of the engine.

Rule 201. (First Paragraph) For movements requiring their use, train orders will be issued by authority and over the signature of the Superintendent and will contain only information or instructions essential to such movements.

Rule 209. (First paragraph) All train orders may be typewritten. If a typewriter is used the letters must be CAPITALIZED. The time, complete, and the last name of the operator must be in his own handwriting.

The following form of precautionary train order will be issued upon request of foreman in charge of work, or machine operator:

"7:01 am until 4:01 pm approach MP _____
 Pole _____ at restricted speed account drag-line working with boom swinging across track."

This form of train order supplements, without modifying, any of the flagging rules, or Form X train orders now authorized in the Uniform Code of the Operating Rules, or those authorized in Rule 60, in Rules and Instructions for Train Dispatchers.

A copy of this train order, also of all restricted speed orders, which are issued as precautionary orders to protect roadside machines (which in their work, at times, foul the main track, or tracks) will be delivered to foreman in charge of work, or to machine operators, as information.