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. F. THOMAS
Superintendent
Teague

P. R. JOHNSON
Supt. of Transportation
Fort Worth

Fort Worth & Denver Railway Co.

Chicago, Rock Island & Pacific Railroad

Burlington Route

Rock Island

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								Capacity of			NORTHWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS			Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
75	93	3	507								4	508	76	98
Freight	Freight	Sam Houston Zephyr	Twin Star Rocket					Sidings	Other Tracks		Sam Houston Zephyr	Twin Star Rocket	Freight	Freight
Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily
PM	PM	PM L 5.00	AM L 9.25				DALLAS TO				PM A 12.47	PM A 9.00	AM	PM
							0.6							
L 7.20	L 1.00					301.3	CADIZ ST. JCT. TO						A 6.00	A 1.20
							1.5							
						299.8	ENDOT							
							28.2							
8.30	1.58	5.38	9.59			271.6	MKT JCT.				12.05	8.20	4.32	12.28
							0.7							
8.33	2.01	G 5.40	S 10.01	Continuous	RY Yd	270.9	WAXAHACHIE TO	90	148	Continuous	G 12.03 PM	S 8.18	4.30	12.25 PM
							0.5							
						270.4	TNO CROSSING							
							11.7							
8.50	2.22	5.52	10.12	9:00 a.m. 12 noon 1:00 p.m.-6:00 p.m.		258.7	BARDWELL TO	110	31	Closed	11.51	8.07	4.05	11.59
							5.3							
9.01	2.29	5.56	10.16	No Office		253.4	ONION CREEK P	42	17	No Office	11.46	8.02	3.55	11.51
							5.0							
9.10	2.36	6.01	10.21	No Office		248.4	EMHOUSE P	51	22	No Office	11.42	7.58	3.45	11.44
							6.8							
9.20	2.47	6.07	10.27		Yd	241.6	NORTH CORSICANA P	125			11.34 98	7.50	3.33	11.34 4
							1.7							
9.23	2.50	S 6.10	S 10.30		Yd.	239.9	CORSICANA P	45	318		S 11.33	S 7.49	3.30	11.15
							0.2							
				Continuous		239.7	SSW CROSSING TO			Continuous				
							8.2							
9.35	3.01	6.18	10.38	No Office		231.5	NAVARRO P	50	13	No Office	11.24	7.39	3.15	11.00
							9.1							
9.50	3.14	6.25	10.45 98	9:00 a.m.-12 Noon 1:00 p.m.-6:00 p.m.		222.4	STREETMAN TO	78	39	Closed	11.17	7.32	3.01	507 10.45
							7.7							
10.02	3.25	6.32	10.51	No Office		214.7	KIRVIN P	51	16	No Office	11.10	7.26	2.50	10.15
							10.4							
A 10.30 PM	A 3.45 PM	A 6.40 PM	A 11.00 4 AM	Continuous	FRTW Y Yd.	204.3	TEAGUE TO	Yard	Yard	Continuous	507 L 11.00 AM	L 7.18 PM	L 2.30 AM	L 10.00 AM
							97.6							
3:10 30.6	2:45 35.2	1:40 58.5	1:35 61.6				SCHEDULE TIME AVERAGE MILES PER HOUR				1:47 54.7	1:42 57.4	3:30 27.7	3:20 29.1

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										NORTHWARD			
SECOND CLASS		FIRST CLASS								FIRST CLASS		SECOND CLASS	
93	75	3	507	Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	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
L PM 5.00	L AM 12.01	L PM 6.41	L AM 11.00 4	Continuous	FRTW Y Yd.	204.3	**TEAGUE** TO	Yard	Yard	Continuous	A AM 507 10.56	A PM 7.17	A AM 7.15	A AM 12.40
							11.1							
5.20	12.20 76	6.52	11.12	No Office		193.2	**DONIE** P	53	15	No Office	10.45	7.08	6.27	75 12.20
							8.6							
5.31	12.31	7.00 508	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	3 7.00	6.14	12.07 AM
							16.1							
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
							8.9							
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
							7.8							
6.30 508	1.20	G 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.	G 10.08	93 6.30	5.23	11.20
							10.2							
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
							10.9							
6.56	1.56	7.46	PM 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
							5.2							
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
							6.3							
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
							13.3							
7.32	2.35	8.06	12.27			105.7	**DOBBIN** P	51	18		9.32	5.54	4.15	10.05
							0.1							
				No Office		105.6	**GCSF CROSSING**			No Office				
							8.4							
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
							5.5							
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
							6.9							
3 8.24	3.04	93 8.24	12.48	8:30 am.-4:30 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
							6.4							
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
							7.0							
8.52	3.22 98	8.33	12.59	No Office		71.4	**NORTH HOUSTON** P	110	3	No Office	9.02	5.24	75 3.22	9.15
							6.5							
76 9.05	3.31	8.38	1.04	No Office		64.9	**ROSSLYN** P	67	8	No Office	8.56	5.19	3.09	93 9.05
							7.5							
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
							5.1							
		A 9.15 PM	A 1.35 PM	Continuous	Yard		**Houston Union Station** TO	Yard	Yard	Continuous	L 8.35 AM	L 5.00 PM		
A 11.30 4.30 PM	A 5.00			Continuous	Yard		**New So. Yd. Houston** TO	Yard	Yard	Continuous			L 2.00 12.01 AM	L 7.45 PM
A 6.30 PM	AM			6:00 am-2:00 pm 4:00 pm-12:15 am	Yard		**GALVESTON FRT. YD.** TO	Yard	Yard	6:99 am-2:00 pm 4:00 pm-12:15 am			L 10.00 PM	
							206.6							
6:30 24.3	4:59 31.7	2:34 59.2	2:35 58.8				SCHEDULE TIME AVERAGE MILES PER HOUR				2:25 62.8	2:17 66.5	5:15 30.1	4:55 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	Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	NORTHWARD
	8:00 a.m.-5:00 p.m.	Y Yd.	A217.9	**MEXIA** TO	Yard	52	Closed	
				1.5				
	No Office		A216.4	**TNO CROSSING**			No Office	
				12.1				
	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.
ALL SUBDIVISIONS		
On sidings	Reduced Speed 10	Reduced Speed 10
All crossovers and turnouts, not otherwise specified.		
MAXIMUM ENGINE SPEEDS		
345 to 377, inclusive		25
500 to 528, inclusive		30
529 to 599; 700 to 707, inclusive		40
716 to 749; 752 to 838; 1000 to 1016, inclusive		50
145 to 160; 450 to 474, inclusive		65
38 to 127; 402, 404 to 411; 430 to 411, 425 to 429, inclusive, 675B, 676B, 677B		70
1200 and 1300 Series		70
400 and 401; 485 to 499; 621 to 623, inclusive		79
403; 601 to 606; 625 to 656, inclusive; 675A, 676A, 750, 751		79
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

	Freight Train Speed
Engines running forward light or with only one car	
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.	
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.	
Trains Handling Scale Test Car RI 95384	40
Trains handling CBQ, C&S or FWD Scale Test Car	25
Motor cars without cars approaching interlocking signals and within interlocking limits	10
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
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:	
SUBDIVISION 1, 2	30
SUBDIVISION 3	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.	
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.	
Where speeds on any Subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.	

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 Jct. 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.

3a. 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 unserviceable, 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 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 employes 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	Holden	217	35
3	214.5	Holden		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 dragline 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.*