

SURGEONS AND PHYSICIANS

Houston.....	DR. A. P. HOWARD.....	Chief Surgeon
Houston.....	DR. W. B. THORNING.....	Asst. Chief Surgeon
Houston.....	DR. W. A. CLARK.....	Dermatologist
Houston.....	DR. R. L. ETTER.....	Allergist
Houston.....	DR. OTIS FLYNT.....	Genito-urinary Disease
Houston.....	DR. C. B. JOHNSON.....	Eye
Houston.....	DR. N. A. KILGORE.....	Internist
Houston.....	DR. F. F. PARRISH.....	Orthopedist
Houston.....	DR. W. C. SPENCER.....	Eye, Ear, Nose & Throat
Houston.....	DR. W. J. STORK.....	X-ray
Houston.....	DR. L. E. CARLTON.....	Local Surgeon
Houston.....	DR. C. G. BRECKENRIDGE.....	Local Surgeon
Houston.....	DR. W. M. PALM.....	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.....	Local Surgeon
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
Corsicana.....	DR. LOUIS E. GIBSON.....	Local Surgeon
Teague.....	DR. M. GAGE.....	Division Surgeon
Teague.....	DR. J. R. COX.....	Division Surgeon
Teague.....	DR. BILL L. HALBERT.....	Local 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. REED, JR.....	Local Surgeon (Madisonville, Texas)
Tomball.....	DR. A. O. YAEGE.....	Local Surgeon
Tomball.....	DR. R. T. PATTERSON.....	Local Surgeon
Galveston.....	DR. JOHN McGIVNEY.....	Local Surgeon

OFFICIAL HOSPITALS

Place	Name	Telephone
Fort Worth, 1402 S. Main.....	St. Joseph's	ED6-2371
Teague, 1014 N. 4th.....	City Hospital	79
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

M. G. MONAGHAN
General Manager
Fort Worth

P. F. THOMAS
Superintendent
Teague

P. R. JOHNSON
Supt. of Transportation
Fort Worth

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



TIME TABLE

JOINT TEXAS DIVISION

(F W & D Ry Operating)

No.

4

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

SUNDAY, APRIL 26, 1959

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. 4

EFFECTIVE APRIL 26, 1959

SOUTHWARD				Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturday and Sunday	NORTHWARD					
SECOND CLASS		FIRST CLASS						Siding			Other Tracks		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	PM	AM	PM	PM	AM	PM									
L 6.50	L 12.50	L 5.00	L 9.55			301.3	DALLAS TO				A 12.47	A 8.50	A 4.00	A 4.50		
Trains between Dallas and Endot are governed by rules and timetable of U. T. Co.																
						289.8	ENDOT TO									
Trains between Endot and M-K-T Jct. are governed by rules and timetable of M-K-T R.R.																
7.50	1.58	5.35	10.29			271.6	MKT JCT. TO				12.07	8.11	3.06	3.46		
508 8.09	2.01	5.38	10.31	Continuous	RY Yd	270.9	WAXAHACHIE TO	90	148	Continuous	12.05 PM	75 8.09	3.01	3.41		
						270.4	TNO CROSSING									
				9:00 a.m.-1:00 p.m. 2:00 p.m.-6:00 p.m.		258.7	BARDWELL TO	110	31	Closed	11.54	7.57	2.41	3.11		
8.27	2.26	5.54	10.46	No Office		253.4	ONION CREEK P	42	17	No Office	11.49	7.52	2.33	3.03		
8.42	2.34	5.59	10.51	No Office		248.4	EMHOUSE P	51	22	No Office	11.44	7.48	2.25	2.55		
8.51	2.43	6.05	10.57		Yd	241.6	NORTH CORSICANA P	125			11.36	7.40	2.13	2.43		
8.54	2.46	6.09	11.01		Yd.	239.9	CORSICANA P	45	346		11.34	7.39	2.10	2.25		
				Continuous		239.7	SSW CROSSING (Interlocked) TO			Continuous						
9.06	2.58	6.17	11.09	No Office		231.5	NAVARRO P	50	13	No Office	11.23	7.28	1.58	2.10		
9.19	3.11	6.24	11.16	9:00 a.m.-12 Noon 1:00 p.m.-6:00 p.m.		222.4	STREETMAN TO	78	39	Closed	507 11.16	7.21	1.45	1.56		
9.21	3.23	6.30	11.22	No Office		214.7	KIRVIN P	51	16	No Office	11.07	7.15	1.35	1.45		
A 10.00 PM	A 3.45 PM	A 6.39 PM	A 11.32 AM	Continuous	FRTW Y Yd.	204.3	TEAGUE TO	Yard	Yard	Continuous	L 10.57 AM	L 7.06 PM	L 1.15 AM	L 1.30 PM		
3:10 30.6	2:55 33.2	1:39 59.1	1:37 59.9				SCHEDULE TIME AVERAGE MILES PER HOUR				1:50 53.2	1:44 56.3	2:45 35.2	3:20 29.1		

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

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.

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. 4

EFFECTIVE APRIL 26, 1959

SOUTHWARD				Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS		Capacity of		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 4:55	AM 12:01	PM 6:41	AM 11:34	Continuous	FRTW Y Yd.	204.3	TEAGUE 11.1	TO	Yard	Yard	Continuous	AM 10:55	PM 7:04	AM 11:20	PM 11:10
5:14	12:20	⁵⁰⁸ 6:54	11:45	No Office		193.2	DONIE 8.6	P	53	15	No Office	10:45	³ 6:54	10:55	10:43
5:25	12:31	7:01	11:52	6:45 am.-11:45 am. 12:45 pm.-3:45 pm.		184.6	NEWBY 16.1	TO	125	24	Closed	10:38	6:47	10:43	10:31
5:49	12:56	7:16	PM 12:07	No Office		168.5	FLYNN 8.9	P	125	17	No Office	⁹⁸ 10:23	6:32	⁴ 10:23	10:07
6:01	1:08	7:23	12:14	9:00 am.-12:00 n. 1:00 pm.-6:00 pm.		159.6	NORMANGEE 7.8	TO	48	26	Closed	10:16	6:25	10:02	9:55
⁶⁰⁸ 6:19	1:20	7:31	12:20	7:00 am.-3:00 pm. 5:30 pm.-1:30 am.		151.8	NORTH ZULCH 10.4	TO	110	21	7:00 am.-3:00 pm. 5:30 pm.-1:30 am.	10:08	⁹³ 6:19	9:51	9:44
6:33	1:34	7:41	12:29	No Office		141.4	IOLA 10.9	P	42	8	No Office	9:58	6:11	9:37	9:30
6:47	1:49	7:49	12:37	9:00 pm.-12:00 am. 1:00 am.-6:00 am.		130.5	SINGLETON	TO	125	26	Closed	9:50	6:03	9:23	9:16
6:55	1:59	7:54	12:42	No Office		125.3	SHIRO 6.3	P	57	20	No Office	9:45	5:59	9:14	9:07
7:03	2:07	7:59	12:47	6:00 am.-10:30 am. 11:30 am.-3:00 pm.		119.0	RICHARDS	P	41	22	Closed	9:40	5:54	9:05	8:58
7:19	2:25	8:09	12:57	No Office		105.7	DOBBIN 0.1	P	51	18	No Office	9:30	5:44	8:47	8:40
				No Office		105.6	GCSF CROSSING (Auto Interl) 8.4				No Office				
7:31	2:37	⁷⁶ 8:20	1:08	No Office		97.2	KAREN 5.5	P ₁	125	10	No Office	9:22	5:36	8:34	³ 8:20
7:38	2:44	8:25	1:13	No Office		91.7	VENTURA 6.9	P	59	10	No Office	9:17	5:31	8:26	8:06
⁷⁶ 7:58	2:54	8:30	1:19	8:30 am.-4:30 pm. 3:00 pm.-4:00 am.	Y	84.8	TOMBALL 6.4	TO	96	163	8:00 pm.-4:00 am.	9:12	5:25	8:17	⁹³ 7:58
8:12	3:03	8:35	1:24	No Office		78.4	LOUETTA 7.0	P	63	8	No Office	9:07	5:20	8:08	7:50
8:23	3:12	8:40	1:29	No Office		71.4	CASEY 6.5	P	110	50	No Office	9:02	5:15	7:59	7:41
8:33	3:22	8:45	1:35	No Office		64.9	ROSSLYN 7.5	P	67	8	No Office	8:56	5:10	7:50	7:33
8:50	3:42	8:58	1:48	Continuous	RY Yd.	57.4	BELT JCT. 5.1	TO			Continuous	8:44	4:58	7:35	7:19

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

		A 9:25 PM	A 2:15 PM	Continuous	Yard		Houston Union Station	TO	Yard	Yard	Continuous	L 8:30 AM	L 4:45 PM		
A 11:59 PM	A 5:00 AM			Continuous	Yard		New So. Yd. Houston	TO	Yard	Yard	Continuous			L 6:45 AM	L 6:30 PM
	L 4:30 PM													A 12:01 AM	

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

	A 6:30 PM			6:00 am.-2:00 pm. 4:00 pm.-12:15 am.	Yard		GALVESTON FRT. YD. 206.6	TO	Yard	Yard	6:00 am.-2:00 pm. 4:00 pm.-12:15 am.			L 10:00 PM	
7:04 22.3	4:59 31.7	2:44 55.6	2:41 56.6				SCHEDULE TIME					2:25 82.9	2:19 65.6	4:35 34.4	4:40 33.8
							AVERAGE MILES PER HOUR								

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

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

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 Yard, located 59th Street.

Form Y orders are authorized.

Teague and Mexia—Subdivision No. 3

JOINT TEXAS DIVISION

TIME TABLE No. 4

EFFECTIVE APRIL 26, 1959

SOUTHWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS				Capacity of	Office Open Saturday and Sunday	NORTHWARD			
							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 See Footnote 1.5 12.1				No Office					
				Continuous	FRTW Y Yd.	204.3	TEAGUE	TO	Yard	Yard	Continuous					

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
RULE 11 OF SPECIAL INSTRUCTIONS 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				
On sidings.....	Reduced Speed 10	Reduced Speed 10		
All crossovers and turnouts, not otherwise specified.				
MAXIMUM ENGINE SPEEDS				
345 to 377, inclusive.....		25	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.	
500 to 528, inclusive.....		30	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.	
529 to 599; 700 to 707, inclusive.....		40	Trains Handling Scale Test Car RI 95384.....	40
716 to 749; 752 to 838; 1000 to 1016, inclusive.....		50	Trains handling CBQ, C&S or FWD Scale Test Car.....	25
145 to 160; 450 to 474, inclusive.....		65	Motor cars without cars approaching interlocking signals and within interlocking limits.....	10
38 to 127; 402, 404 to 411; 430 to 411, 425 to 429, inclusive, 675B, 676B, 677B.....		70	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
1200 and 1300 Series.....		70	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.	
400 and 401; 485 to 499; 621 to 623, inclusive.....		79	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:	
403; 601 to 606; 625 to 656, inclusive; 675A, 676A, 750, 751.....		79	SUBDIVISION 1, 2.....	30
9002 and 9003.....		65	SUBDIVISION 3.....	15
9012.....		40	Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.	
Other Motor Cars.....		60	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.	
CB&Q 100 Series.....		65	Where speeds on any Subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.	
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		

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 220-25 to MP 224-32.....	75	.....
MP 239-0 to MP 240-11.....	45	45
MP 239-25 S.S.W. Crossing.....	20	20
MP 240-11 to MP 240-18.....	40	30
MP 240-18 to MP 241-11.....	45	45
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 M-K-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 65-0.....	45	45
MP 65-0 to MP 67-0.....	60	.....
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 MP 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 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	35
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 MP 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	3
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

Asst. General Supt. Motive Power..... C. A. Moody, Childress
 Road Foreman and Asst. Trainmaster..... R. E. Visney, 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 D. G. Stilce

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.

9. 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.

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

11. 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.

12. 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

13. Industrial tracks between stations are located at:

Sub. Div.	MP	Name	Car Capacity
2	62.5	Oak Forest.....	27
2	68.31	†Housh Drilling Co. Spur.....	5
2	68.4	†Fortune.....	11
2	68.6	†Carbon Spur.....	19
2	69.5	Hudson.....	44
2	74.8	Deco.....	52
2	81.5	†Orr.....	30
2	94.9	†Mostyn.....	13
2	111.7	†Dacus.....	11
2	183.3	†Koch.....	12
3	A-214.0	Holden.....	263
3	A-215.5	†Coffield.....	54

† Connected at Southend.

SPECIAL INSTRUCTIONS (Concluded)

14. 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.

15. 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.

16. 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

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

Rule 3. (Last paragraph) When practicable, conductors or engine foremen, and engineers will also compare time with each other, and with other members of their crew before commencing each day's work or trip.

Rule 12(i). (Last paragraph) When backing or shoving a train, engine or cars, except where movement is being controlled by an employee operating the back-up hose or pipe, the disappearance from view of the employee or light by which the signals are given, or failure to keep in contact, by radio when instructions are given by radio, must be construed as a stop signal.

Rule 12(j). When signals given by hand, flag or lamp cannot be plainly seen due to distance signal is to be conveyed, adverse weather or other conditions, 5 minute green or yellow fuses may be used for giving hand signals prescribed by this rule.

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 26. (Second paragraph) When emergency work is to be done under or about cars in a train and a blue signal is not available, the engineer and other members of the crew on the engine will be notified and protection must be given those engaged in making the repairs.

Rule 34(a). Engineers and other members of crew in cab of engine, must keep a constant and vigilant lookout for signals or any condition that may affect the movement of their train or engine.

Rule 107(6). (First paragraph) All members of crew after carefully reading train orders, must keep them in mind and assist in their observance, call attention of conductor or engineer immediately to any apparent failure to observe train orders, or to clear the time of superior trains, or to comply with rules and instructions.

Rule 107(6). (Second paragraph) When safety of trains and observance of rules or train orders are involved, all members of crew are responsible to extent of their ability to prevent accidents or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

Rule 107(6). (Third paragraph) When the conductor or engineer fails to take action to stop the train, and an emergency requires, all members of the crew must take immediate action to stop the train.

Rule 111. (Third paragraph) Engineers and other members of the crew on the engine must frequently look back and rear trainmen must frequently look ahead, especially when moving around curves, and approaching and passing stations, to observe signals and to note condition of train.

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. (Second 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.

Rule 215. (First paragraph) Conductors, engineers and other members of the crew must read train orders and clearances, check the correctness thereof, see that the orders and clearances are addressed to their train, and that the order numbers shown on clearance corresponds with the numbers of the orders received.

Rule 215. (Second paragraph) Engineers must show train orders and clearances to other members of crew on engine, using the extra copy furnished engineer for this purpose. Conductors, when practicable, will show train orders and clearances to trainmen, except rear trainmen, who must be provided with a copy.

Rule 215. (Fourth paragraph) If necessary other members of the crew must ask the conductor or engineer for train orders and clearances.

18. 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.