

BE SAFE
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**BURLINGTON
NORTHERN
INC.**

**FORT WORTH AND DENVER
RAILWAY COMPANY**

FORT WORTH DIVISION

**TIME TABLE
AND
SPECIAL
INSTRUCTIONS
2**

**IN EFFECT AT 12:01 A.M.
Central Standard Time**

Sunday, June 10, 1973

**President
P. F. CRUIKSHANK**

**General
Superintendent
A. D. POWERS**

**Superintendent
of Transportation
C. N. PARKER**

2 FORT WORTH DIVISION WESTWARD EASTWARD

Rule 6 A Signs	Capacity Of Siding	Station Numbers	Mile Post Location	Distance from T&P Jct.	1st Subdivn MAIN LINE	
					STATIONS	Telegraph Offices and Calls
Y			0.0	0.0		T&P JCT. 6.1
BCFKPQ RWYZ		40341	6.1	6.1	DT	NORTH YARD
CPIY	119	40345	9.1	9.1	FR	SAGINAW
P	120	40354	19.0	19.0	GN	AVONDALE
P	116	40370	34.6	34.6		HERMAN
P	111	40376	40.3	40.3		DECATUR
P	107	40387	51.7	51.7		ALVORD
P	125	40399	63.8	63.8		FRUITLAND
AOPQ	37	40404	68.5	68.5	BI	BOWIE
P	115	40415	79.1	79.1		BELLEVUE
P	118	40425	90.2	90.2		DICKWORSHAM
P	115	40441	105.5	105.5		JOLLY
BFKCPQ RTUWYZ		40449	114.1	114.1	DT	W WICHITA FALLS
JP		40458	118.4	118.4		VALLEY JCT.
P	118	40460	124.3	124.3		IOWA PARK
P	122	40471	135.9	135.9		FOWLKES
P		40476	140.3	140.3		ELECTRA
P	119	40483	148.1	148.1		HARROLD
OPQ	139	40499	163.3	163.3	RN	VERNON
IP	111	40514	178.7	178.7		CHILLICOTHE
AOPQT	119	40527	191.8	191.8	Q	QUANAH
AP		40532	196.7	196.7		ACME
P	117	40536	200.5	200.5		GOODLETT
P	116	40547	211.7	211.7		KIRKLAND
BFJKCPQ RTW		40556	220.2	220.2	RS	CHILDRESS

FORT WORTH DIVISION WESTWARD EASTWARD

Rule 6 A Signs	Capacity Of Siding	Station Numbers	Mile Post Location	Distance from Childress	2nd Subdivn MAIN LINE	
					STATIONS	Telegraph Offices and Calls
BFJKCPQ RTW		40556	220.2	0.0	RS	CHILDRESS
P	116	40563	227.3	7.6		CAREY
P	108	40572	236.7	16.2		ESTELLINE
JP		40573	237.0	16.8		PLAINS JCT.
OPQ	63	40586	250.8	30.7	SI	MEMPHIS
P	62	40599	263.9	43.5		HEDLEY
P	64	40606	271.1	50.9		LELIA LAKE
P	65	40613	277.9	57.7		CLARENDON
P	61	40623	288.2	68.0		ASHTOLA
P	61	40632	296.3	76.1		GOODRIGHT
P	67	40643	307.9	87.7		CLAUDE
P	61	40656	320.5	100.3		WASHBURN
P	62	40664	328.8	108.7		PULLMAN
BFIKCPQ RTWYZ		40671	335.7	115.5	AR	AMARILLO
P	42	40682	347.1	127.0		GENTRY
P	74	40691	358.1	138.0		BODEN
P	140	40708	372.3	151.9		TASCOSA
P	66	40712	378.2	156.1		BOYS RANCH
P	66	40723	388.0	163.2		CHANNING
OP	69	40738	403.0	183.0	HN	HARTLEY
IOTYPQ	150	40753	417.4	197.4	JC	DALHART
P	69	40777	441.8	221.6		PERICO
BKOPRY		40788	452.9	232.7	Z	TEXLINE

FORT WORTH DIVISION WESTWARD EASTWARD

Rule 6 A Signs	Capacity Of Siding	Station Numbers	Mile Post Location	Distance from Plains Jct.	3rd Subdivn BRANCH LINE	
					STATIONS	Telegraph Offices and Calls
JPY		40573	237.0	0.0		PLAINS JCT.
	132	88722	258.6	21.4		TAMPICO
O		88732	268.9	31.9	HW	TURKEY
O	132	88742	279.2	42.2	WJ	QUITAQUE
BJORY		88769	306.4	69.3	SP	STERLEY
A	42	89007	313.0	75.9		LOCKNEY
O	42	89026	332.7	95.6	PG	PETERSBURG
UY	46	89044	349.6	112.6		KITALOU
BKQQ RTYZ		89054	360.0	123.0	BU	LUBBOCK

FORT WORTH DIVISION WESTWARD EASTWARD

Rule 6 A Signs	Capacity Of Siding	Station Numbers	Mile Post Location	Distance from Sterley	4th Subdivn BRANCH LINE	
					STATIONS	Telegraph Offices and Calls
BJORY		88769	306.4	0.0	SP	STERLEY
BKOTYQ		88787	324.3	17.9	CG	PLAINVIEW
	41	88801	337.5	31.2		EDMONSON
O	45	88815	351.6	45.2	HF	HART
ORTY		88831	367.6	61.2	DM	DIMMITT

FWD Radio Channel No. 1 in service on these Subdivisions.

**FORT WORTH DIVISION
WESTWARD EASTWARD**

Rule 6 A Signs	Station Numbers	Mile Post Location	Distance from Sterley	5th Subdivn BRANCH LINE	
				STATIONS	
				Telegraph Offices and Calls	
BJORY	88769	306.4	0.0	SP	STERLEY 19.2
Y	88919	325.6	19.2		SILVERTON

**FORT WORTH DIVISION
WESTWARD EASTWARD**

Rule 6 A Signs	Station Numbers	Mile Post Location	Distance from Childress	7th Subdivn BRANCH LINE	
				STATIONS	
				Telegraph Offices and Calls	
BFJKCPQ RTWY	40556	220.2	0.0	RS	CHILDRESS 31.8
Y	88530	252.0	31.8		WELLINGTON

**FORT WORTH DIVISION
WESTWARD EASTWARD**

Rule 6 A Signs	Capacity Of Siding	Station Numbers	Mile Post Location	Distance from Valley Jct.	6th Subdivn BRANCH LINE	
					STATIONS	
					Telegraph Offices and Calls	
JPY		40458	0.0	0.0		VALLEY JCT. 23.7
	28	88227	27.3	25.7		DUNDEE 24.6
	47	88252	51.9	50.3		SEYMOUR 11.5
	31	88263	63.4	61.8		BOMARTON 7.1
	18	88271	70.5	68.9		GOREE 5.3
O	28	88276	75.8	74.2	M	MUNDAY 21.1
O	29	88297	96.9	95.3	AK	HASKELL 15.8
BKORTYJ		88313	112.7	111.1	S	STAMFORD 38.6
BKORTYZ		88351	151.3	149.7	A	ABILENE

**FORT WORTH DIVISION
WESTWARD EASTWARD**

Rule 6 A Signs	Station Numbers	Mile Post Location	Distance from Stamford	8th Subdivn BRANCH LINE	
				STATIONS	
				Telegraph Offices and Calls	
BKORTYJ	88313	0.2	0.0	S	STAMFORD 20.0
Y	88420	20.3	20.0		HAMLIN 22.4
Y	88442	42.3	42.4		ROTAN

FWD Radio Channel No. 1 in service on these Subdivisions.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIME TABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
First Subdivision				Fourth Subdivision—Cont.			
40350	Hicks	4.8 miles west of Saginaw	8 West	88777	Cereal	7.6 miles west of Sterley	50 Both
40361	Rhome	6.4 miles west of Avondale	51 Both	88798	Industry Track	2.9 miles east of Edmonson	13 West
40388	Sunset	4.2 miles east of Fruitland	7 West	88808	Grisham	7.2 miles west of Edmonson	14 Both
40402	McDonald	1.9 miles east of Bowie	16 East	88813	Hilburn	1.9 miles east of Hart	20 West
40431	Henrietta	5.8 miles west of Dickworsham	27 West	88822	Roy	8.1 miles east of Dimmitt	12 Both
40490	Oklauion	6.8 miles west of Harrold	12 Both	88826	Industry Track	5.2 miles east of Dimmitt	4 West
40499	Vernon Grain Inc.	3.3 miles east of Vernon	35 Both	88829	Industry Track	2.2 miles east of Dimmitt	18 West
Second Subdivision				Fifth Subdivision			
40559	Moyer	3.9 miles west of Childress	90 East	88911	Whiteley	10.3 miles west of Sterley	27 East
40761	Bolin	8.2 miles west of Dalhart	15 Both	Sixth Subdivision			
40767	Ware	10.7 miles east of Perico	16 East	88207	Howard	4.9 miles west of Valley Jct.	10 West
Third Subdivision				88214	Holliday	12.6 miles west of Valley Jct.	21 Both
88748	Edgin	5.7 miles west of Quitaque	6 East	88285	Weinert	9.2 miles west of Munday	28 Both
88764	South Plains	5.1 miles east of Sterley	45 Both	88327	Anson	14.1 miles west of Stamford	43 Both
89017	Barwise	10.4 miles west of Lockney	39 East	88337	Hawley	13.8 miles east of Abilene	4 East
89036	Heckville	7.8 miles east of Kitalou	11 West	88341	Industry Track	10.0 miles east of Abilene	21 East
Fourth Subdivision				88343	North Abilene	8.3 miles east of Abilene	19 West
88790	Industry Track	3.7 miles west of Plainview	23 Both	88345	Lanius	5.9 miles east of Abilene	15 East
88791	Wasson	3.8 miles west of Plainview	15 East	Eighth Subdivision			
88795	Boone	7.4 miles west of Plainview	6 West	88409	Tuxedo	9.2 miles west of Stamford	16 Both
88796	Wright	8.4 miles west of Plainview	10 Both	88424	Celotex	4.2 miles west of Hamlin	23 East
				88437	North Roby	5.3 miles east of Rotan	10 Both

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Speed Restrictions—	Maximum Speeds
Freight trains	50 MPH.
Unit coal trains.....	45 MPH.
Trains handled with FWD 600 Series engines.....	40 MPH.

The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions or by wayside speed signs. All trains and engines through turnouts, crossovers and gantlets except as specified in special instructions or where fixed signals indicate otherwise..... 10 MPH. Engines running light or with caboose only 50 MPH unless otherwise provided.

Unit trains and trains handling loaded 100-ton hopper cars, where speed of train cannot be maintained in excess of 21 MPH, immediately reduce speed to not exceed 13 MPH and do not exceed this speed until movement can again get up to exceed 21 MPH.

Equipment	Main Line	Branch Line
Ore cars	45 MPH.	20 MPH.
Scale test cars	35 MPH.	20 MPH.
Air dump cars (loaded).....	35 MPH.	20 MPH.
Derricks	30 MPH.	15 MPH.
Cranes	30 MPH.	15 MPH.
Pile drivers	30 MPH.	15 MPH.
Clamshells and shovels.....	30 MPH.	15 MPH.
Jordan spreaders	30 MPH.	15 MPH.
Wedge plows and dozers (dead in tow)	35 MPH.	20 MPH.
Rotary plows	30 MPH.	20 MPH.

Maximum Speed Diesel Units Dead in Tow:

1 through 4, 100.....	30 MPH.
605 through 610	40 MPH.
Road switchers and other units.....	50 MPH.

2. Movement of Diesel Units—

Diesel units not equipped with alignment control couplers when dead in tow in freight trains must be handled singly, not in groups and not less than 5 cars or more than 15 cars from the road engine.

When a locomotive consist of more than 3 units in service includes diesel unit or units not equipped with alignment control couplers, only the three rear units will be allowed to work power when the train is to make a back-up movement. Other units must be isolated.

BN Diesel units not equipped with alignment control coupler:

All switcher units
 Road and Road Switcher Diesel units
 600- 995 inclusive
 1556-1623 inclusive
 4000-4197 inclusive
 6000-6255 inclusive
 9700-9800 inclusive
 9804-9807 inclusive
 9818-9830 inclusive
 9911-9995 inclusive
 All FW&D and C&S Diesel units 150-842 inclusive.

3. At no time can more than seven high-horsepower units be coupled together as one consist (high-horsepower units include those with 3,000 horsepower or over).

On units with less than 3,000 horsepower, the number of units in any one consist will not exceed eight.

In the event Diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed at least five cars, but no further than 15 cars, behind the lead units.

When road passenger units 9762 through 9794 are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

4. Following equipment loaded or empty, must be handled on rear of trains unless otherwise provided:

Outfit cars
 Tie flats (GN X4800 to X4975, X4410)
 Scale test cars (next ahead of caboose)
 Wrecking derricks
 Pile drivers
 Loco cranes
 Rotary snow plows, dozers, wedge plows
 Jordan spreaders
 Air dump cars loaded or empty
 Log flats—NP 117002 to 117892 (BN 631661 through 631680)

Handling 80 foot or longer cars—

Trailing tonnage may cause lateral forces on 80 foot or longer cars that could result in derailing such cars where the combination of grade and curvature exceed certain limits. Equipment listed below must be handled in the rear 50 cars and as near the caboose as practicable where such limits exist, except that where helper is used on rear of the train a buffer of 10 or more cars of less than 80 foot ahead of the caboose must be maintained.

When remotely controlled units or helper units are in operation, such cars must be placed behind remotely controlled units and as near the caboose as practicable.

80 foot or longer flat cars empty or handling either a single loaded trailer, or empty trailers. 80 foot or longer flat cars handling container type units either loaded or empty. 80 foot or longer empty auto racks. Territory where such restrictions are in effect, are listed under each individual subdivision.

5. Remote Control Unit Operation—

When remote controlled units are used in trains, they must be placed in train approximately two-thirds back from head-end of train. Train tonnage will be limited by number of cars which may be handled over the various districts and tonnage ratings of the locomotive units used.

Repeater Relay Air Car Operation—

When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

6. When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, or when notified that a hot box detector is out of service, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Train crews will avail themselves of service stops to comply with the foregoing. Conductors will determine frequency of such inspection, dependent on visibility conditions, avoiding unnecessary delay to trains.

When a hot box detector is out of service, the requirements of Operating Rules or instructions will be suspended for defective equipment indicator associated with such hot box detector.

7. When derailment, collision, fire, or unforeseen occurrence takes place involving hazardous materials (such as explosives, flammable liquids, liquid petroleum gases, radioactive or fissionable material, poisons or chemicals). Conductor or other member of crew must check consist and/or waybills to determine if any such material is involved. If such material is involved crew members must stay out of the danger area and guard against people entering the area. Call Chief Dispatcher immediately and advise him of the materials and conditions. Be governed by his instructions.

8. At a railroad crossing at grade protected by signals, trains, engines or cars must not be left standing between opposing absolute signals unless coupled to other equipment that extends beyond one of the absolute signals.

When a train or engine is stopped by a stop indication of an automatic interlocking signal and no immediate conflicting train or engine movement is evident, in addition to complying with Consolidated Code Rule 613, employes must be governed by instructions posted in the release box.

9. Burlington Northern Signal Aspects and Indications as contained in pamphlet Form 15307 dated July 1st, 1971 is in effect.

Block and Interlocking Signal Aspects and Indications shown on pages 94 through 117 also on page 124 of the Consolidated Code do not apply.

Special signal aspects as shown for Burlington Lines on pages 118, 119, 120 and 121 of the Consolidated Code of Operating Rules remain in effect.

10. Rules 200 and 83(B) and other rules pertaining to authority for, and signatures on, train orders and clearances are modified to permit train orders and clearances to be issued by authority and over signature of the Chief Dispatcher.

11. If radios are provided, a voice test of the radio in the control unit and caboose must be made to determine if the radio is working properly before a train leaves its starting point.

If the radio is working properly, it must be turned on during entire trip with volume adjusted so calls may be received. Defective radio equipment must be reported to the chief dispatcher at first point of communication. The conductor and engineer will be equally responsible to see that these instructions are complied with.

12. In CTC territory, before using any electrically locked switch, permission must be obtained from the Control operator. Rule 281 is amended accordingly.

13. Consolidated Code Rule 103(E), as contained in the 1967 edition, does not apply on Burlington Northern. The following rule applies:

103(E) Cars must not be handled ahead of the engine between stations outside of yard limits except when necessary to take cars to or from a spur track, or in work train service, or when it is necessary for a train to make a back-up movement. Such movements must be for no greater distance than necessary, and air brakes on such cars must be cut in and operative.

14. Within yard limits in non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move at reduced speed as required in Rule 93.

15. Burlington Northern Air Brake and Train Handling Rules Form 15338 are in effect. Employees whose duties are in any way affected by these rules must have a copy of this book available while on duty.

Rules 226, 414A and 414B of Air Brake and Train Handling Rules do not apply: all employees will be governed by the following Rules 226 and 414:

Rule 226

Freight trains arriving at terminals where facilities are available, and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20 pound service reduction has been made. After locomotive is detached or cut is made, **ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING.** Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

Rule 414

Before motive power is detached or angle cocks are closed on cars or trains which are to be left standing, engineer must make a full service brake pipe reduction. When reduction is completed and brake valve exhaust ceases, engineer will signal with one short blast of the whistle and the angle cocks may then be closed where cut is to be made. After cut is made, **ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING.** When required, a sufficient number of hand brakes must be applied in accordance with Rule 401.

FORT WORTH DIVISION

(TP Jct. - Childress)

FIRST SUBDIVISION

1. **Speed Restrictions**

	Maximum Speeds Permitted
Between T&P Jct. and MP 3.24.....	30 MPH.
Between MP 3.24 to MP 8.....	20 MPH.
Through Spring Switches at Hampton and Rio	
Facing Point Movement.....	20 MPH.
Trailing Movement	10 MPH.
Hampton and St.L.S.W. Crossing Jct.....	20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

Over 40 ft. long.....263,000 lbs.

Between T&P Jct. and North Yard: SD type or heavier engines must not be operated on Riverside Lumber Company track-Hodge.

At Wichita Falls—SD type or heavier engines must not be operated on the following tracks:

Old WF&S freight house beyond inside switch.
Moore Richolt Spur beyond 13th Street.
Old Mansion Track beyond clearance points.
Wichita Ice Company.
3. **Train Register Exceptions—**

MK&T trains will register at FW&D North Yard and FW&D Wichita Falls when instructed to do so.

Through trains operating between Wichita Falls and Amarillo may register at Childress by ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**

No train order signal at Wichita Falls and North Yard; Conductors and Engineers must have clearance.

Conductors and Engineers of Westward MK&T trains originating MK&T Ney Yard operating via FW&D must receive FW&D clearance at MK&T Ney Yard and FW&D North Yard.

Conductors and Engineers of eastward trains originating at North Yard enroute to CRI&P must receive FW&D clearance in addition to CRI&P clearance at FW&D North Yard.

Rule 83(B) does not apply at Valley Jct.

5. **Switches—****Dual-control switches:**

East end of siding Iowa Park, Vernon, Chillicothe, Goodlett and Kirkland.

East end of Yard Childress MP 219.9.

End of double track Wichita Falls MP 116.2.

West end of siding Fowlkes, Harrold, Vernon, Chillicothe and Quanah.

Spring switches:

End of double track Hampton and Rio.

East end of siding Dickworsham, Fowlkes, Harrold and Quanah.

West end of siding Saginaw, Iowa Park, Goodlett and Kirkland.

Spring switch derail on tail track at Hampton. Normal position for Eastward trains.

6. **Automatic Interlocking not Indicated at Station—**

Quanah, MP 191.7 and Acme, MP 196.9 are automatic interlocking and signals are a part of Centralized Traffic Control system. Rules 269, 605(A) and 613 are in effect.

Manual Interlocking not Indicated at Station—

St.L.S.W. Crossing-Jct.....3.2 Miles West of T&P Jct.

Ft.W. Belt-C.R.I.&P. Crossing.....3.1 Miles West of T&P Jct.

St.L.&S.F. Crossing.....2.8 Miles West of T&P Jct.

Chillicothe, MP 179 interlocking is remotely controlled from Ft. Worth and signals are a part of Centralized Traffic Control system. Rules 269, 275 and 605(A) are in effect.

MKT Railway crossing at Wichita Falls not protected by standard interlocking or any other signal device. All trains must come to a full stop.

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

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

8. **At Bowie**—Siding must not be used by a train to meet or be passed by another train unless siding will contain the entire train.
9. **At Wichita Falls**—Trains or engines passing over North Beverly Drive crossing, MP 116.9, on Sunshine Yard Lead must flag the crossing as the signal will not operate except when engine or cars are upon highway crossing.

10. **Close Clearance—**

At North Yard—Look out for close side and overhead clearances at Hawes spur team track.

At Wichita Falls—Look out for close side and overhead clearances at Berend Bros. Elevator just west of Wichita River.

At Electra—National Tank Co. shed will not clear man on top or side.

At Vernon—Because of close clearances, employes must not ride the side or top of cars or engines while switching former St.L.&S.F. team tracks, former St.L.&S.F. house track and tracks serving Waples-Platter Company.

FORT WORTH DIVISION

(Childress - Texline)

SECOND SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
Plains Jct. and Texline..... 49 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
Over 40 ft. long.....263,000 lbs.
3. **Train Register Exceptions—**
Through trains operating between Wichita Falls and Amarillo may register at Childress by ticket.
4. **Clearance Provisions and Exceptions—Rule 83(B)—**
No train order signal at Amarillo; Conductors and Engineers must have clearance.
Rule 83(B) does not apply at Plains Jct.
5. **Manual Interlocking—**
ATSF Crossing, 1 Mile East of Amarillo.
Between Pullman and Amarillo industry track leads off main track at MP 331.1 CRI&P crossing on this track protected by automatic electrically locked gate, normally set against FW&D movements. Trains and engines using this track must remain clear of "STOP" signs and operate the crossing gate in accordance with instructions posted in the case located at the crossing.
6. **Switches—**
Dual Control Switches—
Childress MP 222.2, east end of siding Carey, west end siding Estelline and Plains Jct.
Spring Switches—
West end of siding Carey and East end of siding Estelline.
7. Within CTC limits, trains finding a permissive indication displayed by a signal, which governs facing point movement over a spring switch, will comply with Rule 104(H) and in addition a member of the crew will contact control operator by telephone, located adjacent to the spring switch, when such communication is available.

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

FORT WORTH DIVISION
(Plains Jct. - Lubbock)

THIRD SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
Between Plains Jct. and Lubbock..... 40 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority
of Superintendent:
Over 40 ft. long..... 263,000 lbs.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
No train order signal at Sterley; Conductors and Engineers
must have clearance when operator on duty. Operator on duty
7:00 a.m. to 4:00 p.m. daily except Sunday. Rule 83(B) does not
apply at Plains Jct.
5. **At Sterley—**Normal position of the switch at each end of the
cross-over west of the depot will be for movement through
the cross-over and all trains to and from Lubbock will leave
and enter Plainview main track through this cross-over.
6. **Manual Interlocking—**
ATSF Crossing1.6 miles East of Lubbock.
Between Kitalou and Lubbock ATSF Crossing MP 358.5
controlled by Santa Fe dispatchers. Trains stopped by absolute
signal will be governed by instructions posted in telephone and
release boxes.
7. **Automatic Interlocking—**
ATSF Crossing.....1 Mile West of Lockney.
8. **Close Clearance—**
At Lubbock utility poles in north and south alley tracks will not
clear man on side of car, also structures near track at Lub-
bock Hide Company will not clear man on side of car.

FORT WORTH DIVISION
(Sterley - Dimmitt)

FOURTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
Between Sterley and Dimmitt..... 30 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority
of Superintendent:
Over 40 ft. long..... 263,000 lbs.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
No train order signal at Sterley, Plainview, and Dimmitt; Con-
ductors and Engineers must have clearance when operator on
duty.
Sterley—7 a.m. to 4:00 p.m. daily except Sunday.
Plainview—7 a.m. to 3:00 p.m.—4 p.m. to 11:59 p.m. daily
except Saturday and Sunday.
Dimmitt—9:30 a.m. to 6:30 p.m. daily except Saturday and
Sunday.
5. **Automatic Interlocking—**
ATSF Crossing 2.7 miles east of Plainview.
6. **Close Clearance—**
At Edmonson look out for close overhead and side clearances
elevator track.

FORT WORTH DIVISION

**FIFTH, SIXTH, SEVENTH & EIGHTH
SUBDIVISIONS**

1. **Speed Restrictions—** Maximum Speeds Permitted
Between—
Sterley and Silverton 15 MPH.
Wichita Falls and Abilene..... 35 MPH.
Childress and Wellington 30 MPH.
Stamford and Rotan..... 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority
of Superintendent:
Over 40 ft. long..... 263,000 lbs.
Engines heavier than SD-7 must not operate between—
Sterley and Silverton
Stamford and Rotan
Childress and Wellington
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Stamford (Sixth Subdivision)—No train order signal Conductors
and Engineers must have clearance when Operators on duty.
Operator on duty 10:00 a.m. to 7:00 p.m. daily except Sunday.
Rule 83(B) does not apply at Valley Jct. (Sixth Subdivision).
5. **Yard Limits—**
Tracks between Sterley and Silverton, Stamford and Abilene,
Childress and Wellington, Stamford and Rotan will be operated
as one yard.
6. **Manual Interlocking—**
ATSF Railroad Crossing 1.1 mile east of Hamlin is protected by
gates against FWD.
7. **Close Clearance—**
At Goree—Close side clearance East Elevator.
At Abilene—Cars that may be on T&P industry tracks will not
clear man on side of car spotted at extreme west end of spur
track serving Abilene Plumbing Company. Ben E. Keith Com-
pany building on utility track will not clear man on side of car.
Stop must be made before moving over 13th Street.

PERFORM SWITCHING IN A MANNER WHICH WILL AVOID DAMAGE TO CONTENTS OF CARS AND EQUIPMENT

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

**MAINTENANCE OF WAY
CONDITIONAL STOP**

Form Y Train Order

The following forms of oral authorization by the Foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "FW&D Railway Foreman calling Extra 232 East about Order No. (Form Y Train Order No.)"

Engineer must respond, identifying his train as: "This is FW&D engineer, Extra 232 East."

When engineer has answered as above, the foreman will state: "Extra 232 East may pass red signal at (Location) without stopping."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed at _____ MPH," or "Proceed at normal speed."

The engineer must repeat back to the foreman the instructions that are given him.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
1	12	50	2	40	22.5
1	15	48	2	45	21.8
1	20	45	2	50	21.2
1	25	42.3	3	—	20
1	30	40	3	9	19
1	40	36	3	20	18
1	45	34.3	3	31	17
1	50	32.7	3	45	16
2	—	30	4	—	15
2	10	27.6	5	—	12
2	15	26.6	6	—	10
2	20	25.7	7	30	8
2	30	24	10	—	6

COMPANY DOCTORS

Dr. W. P. Higgins, Jr., Chief Surgeon, Fort Worth

Abilene.....	Dr. Travis Smith
Amarillo.....	Dr. Woolworth Russell
Anson.....	Dr. A. G. Andrus
Bowie.....	Dr. Hulen P. Crumpler
Childress.....	Fox Clinic
Chillicothe.....	Dr. Wade Nicholas
Clarendon.....	Dr. George W. Smith
Dalhart.....	Dr. Donald A. Frank
Dallas.....	Dr. T. A. Martin, Jr.
Decatur.....	Dr. W. T. Inabnett
Dimmitt.....	Dr. B. H. Lee
Electra.....	Dr. John G. Thompson
Fort Worth.....	Dr. O. J. Emery
Fort Worth.....	Dr. Carl M. Austin
Henrietta.....	Dr. Robert E. Hurn
Houston.....	Dr. N. A. Kilgore
Iowa Park.....	Dr. Gordon Clark
Lockney.....	Dr. W. J. Mangold
Lockney.....	Dr. T. L. Glenn
Lubbock.....	Dr. Allen T. Stewart
Lubbock.....	Dr. Paul Stewart
Memphis.....	Dr. O. R. Goodall
Memphis.....	Dr. H. R. Stevenson
Memphis.....	Dr. Robert E. Clark
Munday.....	Dr. R. L. Newsom
Plainview.....	Medical Center Clinic
Quanah.....	Dr. Walter A. Brooks
Stamford.....	Stamford Clinic
Vernon.....	Dr. John B. Hardin
Wellington.....	Dr. C. B. Jones
Wichita Falls.....	Wichita Falls Clinic-Hospital