BE SAFE NOW...

J. R. Staven, Mechanical Supt.	Childress
C. R. Vining, Chief Engineer	Fort Worth
Homer Anderson, Trainmaster	Fort Worth
B. C. Bidwell, Trainmaster	Wichita Falls
P. A. Jerome, General RFE	Wichita Falls
J. R. Lewis, Trainmaster	Amarillo
R. J. Pepper, RFE	Amarillo
J. T. Thompson, Asst. Trainmaster	Amarillo
J. W. Spivey, Asst. Trainmaster	Fort Worth
L. D. Barber, RFE	Childress
B. G. Gilbert, Chief Dispatcher	Fort Worth

BURLINGTON NORTHERN INC.

FORT WORTH AND DENVER RAILWAY COMPANY

FORT WORTH DIVISION

TIME TABLE AND SPECIAL INSTRUCTIONS

5

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

Sunday, April 15, 1979

President
G. F. DEFIEL

General Manager
W. A. THOMPSON

Superintendent of Transportation
C. N. PARKER

FORT WORTH DIVISION

WESTWARD — EASTWARD

1st Subdivn MAIN LINE

Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from T&P Jct.		STATIONS — Telegraph Offices and Calls	
Y			0.0	0.0		T&P JCT.	ABW
						0.5	
PY			0.5	0.5		NINTH STREET	
						0.4	
PY			0.9	0.9		HAMPTON	
						1.1	
PY			2.0	2.0	DT	MP 2	
						0.5	
PY			2.5	2.5	DT	RIO	
						3.6	
BCFKPQ RTWY		40341	6.1	6.1	FR	NORTH YARD	
						3.0	
CIPYZ	6,477	40345	9.1	9.1	GN	SAGINAW	
						1.9	
Y			11.0	11.0		MP 11	
						8.0	
P	6,394	40354	19.0	19.0		AVONDALE	
						15.6	
P	6,283	40370	34.6	34.6		HERMAN	
						5.7	
P	6,098	40376	40.3	40.3		DECATUR	
						11.4	
P	5,922	40387	51.7	51.7		ALVORD	
						12.1	
P	6,693	40399	63.8	63.8		FRUITLAND	
						4.7	
AOPQ	2,511	40404	68.5	68.5	BI	BOWIE	
						10.6	
P	6,390	40415	79.1	79.1		BELLEVUE	
						11.1	
P	6,301	40425	90.2	90.2		DICKWORSHAM	
						15.3	
P	6,269	40441	105.5	105.5		JOLLY	
						8.6	
BCFKPQ RTUWYZ		40449	114.1	114.1	DT W	WICHITA FALLS	
						4.3	
JP		40458	118.4	118.4		VALLEY JCT.	CRO
						5.9	
P	6,681	40460	124.3	124.3		IOWA PARK	
						11.6	
P	6,614	40471	135.9	135.9		FOWLKES	
						4.4	
P		40476	140.3	140.3		ELECTRA	
						7.8	
P	6,577	40483	148.1	148.1		HARROLD	
						15.2	
OPQ	7,844	40499	163.3	163.3	RN	VERNON	
						15.4	
IP	6,650	40514	178.7	178.7		CHILLICOTHE	
						13.1	
AOPQT	6,597	40527	191.8	191.8	Q	QUANAH	
						4.9	
AP		40532	196.7	196.7		ACME	
						3.8	
P	6,488	40536	200.5	200.5		GOODLETT	
						11.2	
P	6,575	40547	211.7	211.7		KIRKLAND	
						8.5	
BCFJKPQ RTW		40556	220.2	220.2	RS	CHILDRESS	

FORT WORTH DIVISION

WESTWARD — EASTWARD

4th Subdivn BRANCH LINE

Rule 6(A) Signs	Station Numbers	Mile Post Location	Distance from Childress		STATIONS — Telegraph Offices and Calls
BCFJKPQ RTWY	40556	220.2	0.0	RS	CHILDRESS
					31.8
Y	88530	252.0	31.8		WELLINGTON

FORT WORTH DIVISION

WESTWARD — EASTWARD

2nd Subdivn MAIN LINE

Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from Childress		STATIONS — Telegraph Offices and Calls	
BCFJKPQ RTW		40556	220.2	0.0	RS	CHILDRESS	CRO
						7.6	
P	6,499	40563	227.8	7.6		CAREY	
						8.9	
P	5,974	40572	236.7	16.5		ESTELLINE	
						0.3	
JPY		40573	237.0	16.8		PLAINS JCT.	
						14.9	
OPQ	7,528	40586	251.9	31.7	SI	MEMPHIS	
						12.0	
P	3,540	40599	263.9	43.7		HEDLEY	
						7.2	
P	3,589	40606	271.1	50.9		LELIA LAKE	
						6.8	
P	3,574	40613	277.9	57.7		CLARENDON	
						10.7	
P	7,562	40623	288.6	68.4		ASHTOLA	
						7.7	
P	3,545	40632	296.3	76.1		GOODNIGHT	
						8.2	
P	7,536	40639	304.5	84.3		MALDEN	
						3.4	
P	4,026	40643	307.9	87.7		CLAUDE	
						9.8	
P	7,586	40653	317.7	97.5		KASOTA	
						2.8	
P	3,585	40656	320.5	100.3		WASHBURN	
						8.4	
PY	3,517	40664	328.9	108.7		PULLMAN	
						6.8	
BCFIKPQ RTWYZ		40671	335.7	115.5	AR	AMARILLO	
						11.6	
P	3,992	40682	347.3	127.1		GENTRY	
						10.7	
P	4,211	40691	358.2	137.8		BODEN	
						13.6	
OP	7,493	40708	371.7	151.4	SA	TASCOSA	
						16.4	
P	7,587	40723	388.1	167.8		CHANNING	
						15.0	
P	4,034	40738	403.1	182.8		HARTLEY	
						14.4	
IOPQTY	7,536	40753	417.4	197.2	JC	DALHART	
						17.4	
P	7,562	40770	434.5	214.6		GUY	
						7.0	
P	4,050	40777	441.3	221.6		PERICO	
						11.1	
BCKPRYQ		40788	452.9	232.7	Z	TEXLINE	

FORT WORTH DIVISION

WESTWARD — EASTWARD

3rd Subdivn BRANCH LINE

Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from Plains Jct.		STATIONS — Telegraph Offices and Calls
JPY		40573	237.0	0.0		PLAINS JCT.
						21.4
	7,454	88722	258.6	21.4		TAMPICO
						10.5
		88732	268.9	31.9		TURKEY
						10.3
	6,739	88742	279.2	42.2		QUITAQUE
						27.1
JY		88769	306.4	69.3		STERLEY
						6.6
	2,547	89007	313.0	75.9		LOCKNEY
						19.7
O	2,557	89026	332.7	95.6	PG	PETERSBURG
						17.0
UY	2,541	89044	349.6	112.6		KITALOU
						10.4
BKOQ RTYZ		89054	360.0	123.0	BU	LUBBOCK

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

FORT WORTH DIVISION

WESTWARD — EASTWARD

5th Subdivn BRANCH LINE

Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from Sterley	STATIONS Telegraph Offices and Calls
JY		88769	306.4	0.0	STERLEY
					17.9
BKOQTY		88787	324.3	17.9	CG PLAINVIEW
					13.3
	2,389	88801	337.5	31.2	EDMONSON
					14.0
	2,563	88815	351.6	45.2	HART
					16.0
ORTY		88831	367.6	61.2	DM DIMMITT

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

FORT WORTH DIVISION

WESTWARD — EASTWARD

6th Subdivn BRANCH LINE

Rule 6(A) Signs	Length Of Siding In Feet	Station Numbers	Mile Post Location	Distance from Valley Jct.	STATIONS Telegraph Offices and Calls
JPY		40458	0.0	0.0	VALLEY JCT.
					25.7
	1,522	88227	27.3	25.7	DUNDEE
					24.6
	2,498	88252	51.9	50.3	SEYMOUR
					11.5
	1,796	88263	63.4	61.8	BOMARTON
					7.1
	1,045	88271	70.5	68.9	GOREE
					5.3
O	1,787	88276	75.8	74.2	M MUNDAY
					21.1
O	1,800	88297	96.9	95.3	AK HASKELL
					15.8
BKORTY		88313	112.7	111.1	S STAMFORD
					38.6
BKORTYZ		88351	151.3	149.7	A ABILENE

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

	Name	Location	Capacity Cars	Switch Opens
	First Subdivision			
40350	Hicks	2.9 miles west of MP 11	8	West
40361	Rhome	6.4 miles west of Avondale	51	Both
40395	Sunset	4.2 miles east of Fruitland	7	West
40431	Henrietta	5.8 miles west of Dickworsham	27	West
40490	Oklaunion	6.8 miles west of Harrold	12	Both
40496	Vernon Grain Inc.	3.3 miles east of Vernon	35	Both
	Second Subdivision			
40559	Moyer	3.9 miles west of Childress	90	East
40761	Bolin	8.2 miles west of Dalhart	15	Both
40767	Ware	3.7 miles east of Guy	16	East
	Third Subdivision			
88748	Edgin	5.7 miles west of Quitaque	6	East
88764	South Plains	5.1 miles east of Sterley	45	Both
89017	Barwise	10.4 miles west of Lockney	39	East
89086	Heckville	7.8 miles east of Kitalou	11	West
	Fifth Subdivision			
88777	Cereal	7.6 miles west of Sterley	16	East
88790	Occidental Chemical	3.7 miles west of Plainview	28	Both
88791	Wasson	3.8 miles west of Plainview	15	East
88795	Boone	7.4 miles west of Plainview	6	West
88796	Wright	8.4 miles west of Plainview	10	Both
	Fifth Subdivision—Cont.			
88798	Edmonson Coop	1.4 miles east of Edmonson	18	West
88808	Grisham	7.2 miles west of Edmonson	14	Both
88813	Hilburn	1.9 miles east of Hart	20	West
88816	Custom Farm Supply	8.7 miles east of Dimmitt	5	West
88822	Roy	8.1 miles east of Dimmitt	12	Both
88827	Red Barn	5.2 miles east of Dimmitt	4	West
88829	Goodpasture	2.2 miles east of Dimmitt	18	West
	Sixth Subdivision			
88214	Holliday	12.6 miles west of Valley Jct.	21	Both
88285	Weinert	9.2 miles west of Munday	34	Both
88327	Anson	14.1 miles west of Stamford	40	East
88341	Fina	10.0 miles east of Abilene	21	East
88343	North Abilene	8.3 miles east of Abilene	60	Both
88345	Lanius	5.9 miles east of Abilene	15	East

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Speed Restrictions **Maximum Speeds**

All speeds are subject to modification by speed restrictions indicated under each subdivision.

Freight trains ..... 49 MPH.

Loaded unit coal trains ..... 40 MPH.

Empty trains with remote control locomotives ..... 40 MPH.

Empty trains with all locomotives on head end ..... 49 MPH.

All trains and engines through turnouts, sidings and crossovers, except as specified in Special Instructions or where fixed signals indicate otherwise ..... 10 M.P.H.

Equipment	Main Line	Branch Line
Ore cars	40 MPH.	21 MPH.
Scale test cars	35 MPH.	21 MPH.
Air dump cars (loaded)	35 MPH.	21 MPH.
Wedge plows and dozers (dead in tow)	35 MPH.	21 MPH.
Rotary plows, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH.	13 MPH.
Ribbon rail cars (loaded)	35 MPH.	21 MPH.

Except on Main Lines as shown in timetables, diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on any subdivision unless authorized by Chief Dispatcher and Roadmaster or covered by specific instructions.

Maximum Speed Diesel Units Dead In Tow—

Switcher units with friction bearings ..... 35 MPH.

Switcher units with roller bearings ..... 40 MPH.

Road switcher and other units ..... 40 MPH.

1A. Control of Harmonic Rocking

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking of cars. Where specified by individual subdivision Special Instructions or bulletin, the following restrictions will apply: Trains other than unit coal or ore trains or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour, must reduce speed not to exceed 13 miles per hour until movement can again exceed 21 miles per hour.

2. Restrictions on Diesel Units—

The number of diesel units coupled together in train operation, either working, idle, or dead in tow, must not exceed seven. When the operating diesel units on head end of train exceed 18 powered axles, Individual Subdivision Special Instructions or bulletin must be referred to in determining if any restrictions are in effect governing trailing tonnage. Maximum tonnages expressed in Individual Subdivision Special Instructions for head end power are extreme limits under ideal conditions and superintendents will establish lower limits as required.

In the event diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed not less than 5 cars or more than 15 cars behind the lead 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.

Exception—Trains of 5 cars or less may handle not more than 3 such diesel units coupled dead in tow to the working consist.

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

Diesel units NOT equipped with alignment control couplers:
All switcher units

Road and road switcher diesel units: 600-995, 1350-1355, 1357-1365, 1524-1576, 1578-1585, 1587-1601, 1603-1612, 1614, 1616-1619, 1621, 1700-1775, 1777-1875, 1877-1936, 1938-1958, 1960-1966, 1968-1998, 4000-4197, 6000-6255, 9900-9925, FW&D 605-610, 700-703, 850-859, C&S 150-842.

Regarding "Alertors" or types of safety Control Devices on Engines, Operating Rule 707 provides: "Employees are prohibited from altering, nullifying, changing design of, or in any manner restricting or interfering with normal intended function of any device or equipment on engines, cars or other railroad property without proper authority except in case of emergency, in which case wire report must be made to proper officer". Under this rule the use of additional seat cushions on the Engineer's seat of any engine equipped with an "Alertor" or other safety control device is prohibited. If due to a malfunction of an "Alertor" or safety device it is necessary to take the device out of service, a wire report must be made to the General Manager from the first available point of communication.

Due to extreme fire danger, train speed must be controlled to insure minimum use of train automatic air brakes. Dynamic brakes must be used as much as possible, wherever possible.

3. Remote Control (RCE-1) Operation—

Locomotives not equipped with alignment control coupler or bolster stops (see Item 2) must not be operated in RCE-1 consists. Locomotive units in RCE-1 operations, which will be coupled to cars, must be equipped with alignment control couplers.

Master and remote consists in RCE-1 operation must be confined to the following classes of locomotives:

F-45, SD-40, SD-45, U-25C, U-28C, U-30C, U-33C, C-30-7

Exception—When necessary to operate other classes of locomotives in RCE-1 trains they must be confined to master consist only.

Unless otherwise provided in Individual Subdivision Special Instructions, remote controlled locomotives must be placed in train approximately two-thirds back from master consist by car count.

In all RCE-1 trains, the number of master consist powered axles must equal or exceed the number of remote consist powered axles, but in no case may the excess be greater than six powered axles. The master consist must have a minimum of twelve powered axles and a maximum of twenty-four powered axles. The remote consist must have a minimum of six powered axles and maximum of twenty-four powered axles.

Axles of cars numbered RCC 101 through RCC 112 must not be counted in determining the axle count of the remote consist.

RCE-1 equipment must not be used in trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between remote consist and such cars for that subdivision.

The control console on all radio control (LOCOTROL) equipped locomotives is equipped with a frequency Select Switch to provide for radio continuity in tunnels at designated locations. This switch has two positions, F1 and F2. It must be in F1 for normal RCE-1 operation. The F2 position must be used only at locations designated by bulletin.

3A. Manned Helper Operations—

Locomotives not equipped with alignment control couplers (See

item 2) must not be operated in manned helper consists unless equipped with bolster stops.

The following units, not equipped with alignment control couplers, are equipped with bolster stops:

602-644, 653, 675, 682, 702, 704-707, 710-714, 720, 724-735, 738-785, 788, 794-819, 824-825, 827-829, 831-847, 986-989, 1353, 1355, 1357-1360, 1362, 1365, 1524-1542, 1545, 1551-1552, 1555-1563, 1569-1571, 1573, 1575-1576, 1578, 1580-1584, 1587, 1590, 1592-1600, 1610, 1614, 1616-1618, 1621-1622, 1626-1643, 1700-1775, 1777-1799, 1802-1812, 1814, 1816-1817, 1819-1820, 1822, 1824-1833, 1835-1866, 1868-1875, 1877-1882, 1887-1889, 1892, 1894-1901, 1903-1904, 1906, 1908-1909, 1914-1926, 1928, 1930, 1932-1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1990-1997
FW&D 700-703

Exception—Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotive units including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

Where cars listed in first sentence of item 4 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of 12 powered axles or less, may be operated at rear of train ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed 24 powered axles. Head end consists in helper trains will not exceed 24 powered axles.

Head end consists in helper trains which are unit trains consisting entirely of Grade E steel couplers may have up to 36 powered axles. Helpers up to 24 powered axles may shove on the rear of trains so equipped.

Helpers of more than 12 powered axles must be cut into train.

Dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, helper may be operated on head end, providing the combined head end and helper units do not exceed seven.

Exceptions to Item 3A—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

3B. DIESEL UNIT WEIGHTS

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.
Groups VII thru X are 6 axle units.

GROUP	TYPES	UNIT NUMBERS	WEIGHT (000)
I	SW-1	80-97	198-200
II	NW-5	986-995	217
III	SW-1-12, NW-2-12	1-14, 98-250, 375-595	232-255
	SW-12, NW-2	C&S 150-153, 156-160	246-250
	SW-12, NW-2	FWD 605-610	246-250
	F7-9	602-853	232-250
	GP-5	1350-1365	243
	GP-7	1510-1623, 1633, 1643	246-250
	GP-7	FWD 700-703	246-250
	GP-9	1723-1760, 1808-1830	246-251
	GP-9	1884-1891, 1902-1972	246-251
	GP-18	1990-1998	248
IV	SW-15	300-324	255-262
V	GP-7	1625-1632, 1634-1642	254
	GP-9	1700-1722, 1761-1807	255-259
	GP-9	1831-1883, 1973-1980	255-259
	GP-10	1400-1436	257
	GP-20-30-35-38	2000-2545	257-267
	A415-424, ARS3-11	4010-4246	245-258
VI	GP-40	3000-3039	275
	A-425	4252-4264	271
	U25B-28B-30B	5400-5484	269-275
	SW-7	C&S 154	274
VII	SD-7	6048-6059	298
VIII	SD-7-9	6023-6047, 6127-6206	316-326
	SD-7-9	C&S 810-842, FWD-850-859	316-326
IX	SD-7-9-24	6000-6022, 6100-6126	344-346
	SD-7-9-24	6240-6255	344-346
X	A636	4360-4369	393
	U23C-25C-28C	5200-5208, 5600-5677	370-392
	U30C, C30-7	5300-5394, 5500-5566	410-417
	U30C, C30-7	C&S 890-893	410-417
	U30C-33C	5700-5765, 5800-5944	388-411
	SD40-45, F-45	6300-7074, 8000-8029	369-416
	SD40-45	C&S 868-887, C&S 900-996	382-416
	SD40-45	C&S 7832-7868	382-416

4. Restrictions

A. Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of Chief Dispatcher:

Outfit cars

Scale test cars (next ahead of caboose)

Pile drivers

Locomotive cranes

Rotary snowplows, wedge plows, dozers

Jordan spreaders

Rear end only cars

FW&D 70621 through FW&D 76991, Peek-a-boo rail and tie cars

FW&D tank cars 15000 series toward rear of train

Handling 80 Foot or Longer Cars—

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying those limits, the following 80 feet or longer loaded cars must be regarded the same as an 80 feet or longer empty car:

Cars weighing less than 50 tons, gross weight
Flat cars with one loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

Locations where other restrictions are in effect are listed under Individual Subdivisions.

EXCEPTION: Trains consisting entirely of cars 80 feet and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

B. Yard cabooses No. 63, 92, 93, 95, and 99 are restricted to yard service only, and Maximum speed at which these cabooses are to be moved is 15 MPH.

C. Loaded unit coal trains are restricted to the main line and will not take siding nor be operated through yard tracks or back tracks except as otherwise provided below.

Individual loaded coal cars or block of loaded coal cars which may have to be set out on line must be walked into and out of set out track and in no case shoved past the clear point. Loaded coal trains which require doubling over in a terminal will be handled at a speed not exceeding 5 miles per hour and the crew will observe the double over carefully from positions which will allow them to immediately stop the train if trouble develops. Loaded coal train will not be operated through the Cotton Belt main line between North Yard and T&P Junction. Loaded coal trains may be operated through sidings at:

1. Texline (Old main line)
2. Gentry
3. Amarillo (New track west of Lakeside Drive)
4. Channing
5. Guy
6. Other sidings in emergency when authorized by the Chief Dispatcher and be governed by his instructions.

D. OPERATION OF UNIT COAL TRAIN. When voice communication between the head end and rear end is not available and it is necessary to stop train from the caboose, the caboose valve must be moved directly to emergency position only and left there until train stops. No brake application will be made from the caboose except full emergency.

When making a cut at any location in a coal train, no train line angle cock may be turned until all air from the brake pipe is exhausted at the automatic brake valve and the engineer gives a a signal of one (1) short blast of the whistle. The angle cock on the rear portion of the train must be left in the **full open** position.

Any premature closing of the angle cock before the air is exhausted will cause a wave action in the train line and will release all brakes on the rear portion of the train when separation is made.

E. All switching movements over road crossings, including those crossings protected with lights and bells, will be made cautiously and where necessary under flag protection in order to protect against crossing accidents.

No cars will be shoved blind across road crossings and cars must not be dropped over road crossings without flag protection being provided in advance of movements.

Mechanical Department employees will not hostle engines over public road crossings unless flag protection is provided in advance of movement.

F. Rear Trainmen will inspect to the rear of their train at least once each mile, upon leaving limits of slow orders, after entering or leaving turnouts, and upon leaving stations where switching was performed, to determine if anything is derailed or dragging in your train.

G. Reference to Notification to Operating Personnel in Connection with the Movement of FRA Defective Cars for Repair. Your attention is directed to Paragraph (a) (2) of Section 215. Movement of defective cars for repair, Railroad Freight Car Safety Standards, which provides that a railroad freight car which has any components defective under FRA Regulations may be moved for repair only after:

(2) "The person in charge of the train in which the car is to be moved is notified in writing and informs all other crew members of the presence of the defective car and the maximum speed and other restrictions determined under paragraph (a) (ii) of this section".

The Operations and Maintenance Department of the AAR is in process of developing uniform recommended procedures, which may include the movement of such defective cars on a waybill detailing the particular defect(s) and operating restrictions as shown on the cards attached to the car, as well as a general notice to the crew members handling such cars.

H. When light engine is operated as a train or when helper engine is in train behind caboose of train, headlight must be displayed on dim to the rear to serve as marker.

5. **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. **Instructions For Safety Inspection—**

Each car placed in train, where personnel are not on duty for the primary purpose of inspecting freight cars, may be moved after receiving safety inspection in accordance with the following standards:

a. A freight car with any defect that makes it unsafe for movement shall be corrected or set out of train.

b. No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.

c. Open top loads, including trailers and containers on flat cars, must be safely loaded.

d. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.

e. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs can be made.

7. **HAZARDOUS MATERIALS**

Holders of the Consolidated Code of Operating Rules must have BN Form 15784, "Handling Placarded Cars In Railroad Transportation", in their possession and be familiar with its contents.

All carloads of chlorine and anhydrous ammonia must not be cut off while in motion and no cars moving under its own momentum shall be allowed to strike these cars, nor shall such cars be coupled to with more force than is necessary to complete the coupling. Employees must be informed of the presence of these cars and instructed to handle them in accordance with the above requirements.

F.R.A. EMERGENCY ORDER No. 5

(a) DOT specification tank cars 112A and 114A that are not equipped with head shields required by 49CFR179.100-23, transporting flammable gas requiring Flammable Gas placards, shall not be cut off in motion. No car moving under its own momentum shall be allowed to strike any DOT 112A or 114A tank car containing flammable gas placarded Flammable Gas, that is not equipped with head shields required by 49CFR 179.100-23, nor shall any such car be coupled into with more force than is necessary to complete the coupling.

(b) The shipping papers required by 49 CFR 172.203(g)(2), 174.25(a), for DOT specification tank cars 112A and 114A containing flammable gas, placarded Flammable Gas, and not equipped with head shields must carry the notation "DOT 112A" or "DOT 114A" and either "must be handled in accordance with FRA E.O. No. 5" or "shove to rest per E.O. No. 5".

(c) Railroad employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order.

Note: For complete information on these regulations, consult R. M. GRAZIANO'S TARIFF or B. E. PAMPHLET 20.

When derailment or incident occurs involving hazardous materials:

a. Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.

b. Notify train dispatcher (yardmaster in terminal areas) advisvising portion of train or cars involved. From waybills, consist or other documents which may be available, determine special precautions to take when making inspection, i.e., protective clothing, breathing apparatus, etc.

c. If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.

d. When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.

e. Remain at the scene, in close contact with the train dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and condition of cars. Furnish them all emergency response information available. This position should be maintained until relieved by an officer on the scene or emergency is corrected.

NOTE: Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

8. STORAGE OF CARS WITHIN YARD LIMITS NON-ABS TERRITORY

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 yard speed as required in Rule 93.

9. TRAIN INSPECTION AND FAILED EQUIPMENT DETECTOR INSTRUCTIONS—

When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made or when notified that a failed equipment detector is out of service or may be ineffective account blowing snow, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Conductors will determine frequency of inspections depending on visability conditions and/or inspections by employees on the ground. Inspection intervals must not exceed 35 miles. Crews will examine train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting on top of rails. This condition could possibly insulate the track, and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

10. SPRING SWITCHES—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Subdivision Special Instructions.

11. RAILROAD CROSSINGS AT GRADE—

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.

12. AUTOMATIC INTERLOCKING—

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, employees must be governed by instruction posted in the release box.

13. RULES CHANGES AND MODIFICATIONS—

CONSOLIDATED CODE RULE M and BN SAFETY RULE 94

BN Safety Rule 94 and the second, third, and fourth paragraphs of Consolidated Code Rule M are cancelled and the following rule applies to all employees:

Train, engine and yard service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a freight car or caboose may do so only when equipment is standing.

CONSOLIDATED CODE RULES 12 and 14

On Burlington Northern and affiliated lines, Consolidated Code Rules 12 and 14 are modified to include:

"In the absence of a green flag, when crew of train is positive that their entire train has passed the restriction as indicated in train order, unless other speed restrictions govern, normal speed may be resumed."

These instructions in no way modify the requirement for trackmen to display flags as required by maintenance of way rules.

CONSOLIDATED CODE RULE 26

BLUE SIGNAL PROTECTION OF WORKMEN

Definitions—

"Workmen" means railroad employees assigned to inspect, test, repair or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

"Rolling equipment" means engines and railroad cars.

"Blue signal" means a clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.

"Effective locking device" when used in relation to a manually operated switch or derail means a lock which may be locked and unlocked only by the class or craft of employee applying that lock.

RULE 26

A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

RULE 26(A)

Workmen may not work on, under or between rolling equipment on any track unless:

Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or

A derail capable of restricting access to that portion of a track on which such equipment is located is placed at least 150 feet from the end of the rolling equipment, and locked with an effective locking device in the derailing position. A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection, the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, or under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine. When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

RULE 26(B)

Engine Servicing Facilities—

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine or

From the controlling unit to be moved and from the service track departure switch, before the engine is removed from the track;

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

RULE 26(C)

Car Shop or Repair Track Protection—

A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employee, under the direction of the employee in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks or in car shops until it is known that all employees are clear of the track on which the movement is to be made.

RULE 26(D)

Hump Yard Tracks and Tracks with Remotely Controlled Switches—

Workmen may not work on, under or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employee in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective blocking device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

The date and time he received notification of work to be performed;

The name and craft of the employee in charge who provided the notification;

The number or other designation of the track involved;

The date and time he notified the employee in charge that protection has been provided; and

The date and time he was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26(A).

CONSOLIDATED CODE RULE 34

Employees located in the cab of engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the cab of engine maintain a vigilant lookout for signal and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

CONSOLIDATED CODE RULE 93

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

Trains must clear other trains which are superior as prescribed by rules 86 and S-87.

All trains and engines, except first class trains must move within yard limits prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employee.

In yard limits in ABS territory, protection as prescribed by Rule 99 is not required in case of failure to clear the time of first class trains. Information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

CONSOLIDATED CODE RULE 99

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

When a train stops on main track and flag protection against following trains on the same track must be provided, a crew member with flagman's signals must immediately go back at least the distance prescribed by timetable or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved. When recalled he must leave one lighted fusee, and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection the engineer must immediately sound signal 15(c) or 15(f). Inability to hear these signals does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

a) In ABS territory, when rear of train is protected by at least two block signals.

b) When rear of train is protected by an absolute block. (Absolute block means a block in which no train is permitted to enter while it is occupied by another train.)

c) When rear of train is within interlocking limits.

d) When a train order or special instructions provides that flag protection is not required.

NOTE: These provisions do not apply to any unit of equipment which does not actuate the block or cab signals or to a work extra.

Flagman's signals:

Day Signals—A red flag not less than *ten* torpedoes and *six* red fusees.

Night Signals—A white light, not less than *ten* torpedoes and *six* red fusees.

CONSOLIDATED CODE RULE 103 (C)

103(C): Cars on any track must be left clear of crossings and so as not to actuate crossing signals, and a clear passageway must be left to the station. When necessary to spot cars in the vicinity of public or private crossings they must, if practicable, be left not less than 200 feet from crossing. When it can be avoided, engines must not stand within 200 feet of public crossings.

CONSOLIDATED CODE RULE 103 (E)

103(E): Cars must not be handled ahead of engine between stations outside of yard limits except when necessary to take cars to or from 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.

CONSOLIDATED CODE RULES 200 and 83 (B)

Rules 200 and 83(B) and other rules pertaining to authority for and signature of train orders and clearances are modified to permit them to be issued by the authority and over the signature of the chief dispatcher.

CONSOLIDATED CODE RULE 211

At stations designated by the division superintendent, duplication of slow and cautionary orders may be done mechanically on copier machine.

CONSOLIDATED CODE RULE 213

A set of train orders will be furnished the rear trainman on all passenger trains.

CONSOLIDATED CODE RULE 214

The following paragraphs are added to Consolidated Code Rule 214:

When a train and/or engine crew are relieved on line account hours of service or for other reasons, if the train orders, clearances and messages can not be personally delivered to the relieving crew, unless otherwise instructed, conductor will leave all train orders, clearances and messages in envelope on caboose desk and engineer will leave same in envelope on engine. Both conductor and engineer will show correct designation of train, date, location and signature on front of envelope.

Conductor of relieving crew must compare order numbers with engineer and unless otherwise instructed, conductor must contact train dispatcher before proceeding.

If the train dispatcher annuls the train orders by operator or directly to a member of the crew of the train or trains involved, all train orders and clearances must be removed from the engine and caboose by the crew being relieved.

The train dispatcher must instruct the relieving crew, before they leave their terminal, of the location where they will pick up train orders (including slow and cautionary orders).

FORM H TRAIN ORDERS

When a work extra has been instructed to clear or protect against an extra train after a specified time and it is desired to extend such time, the following may be used:

"Work extra.....(clear or protect against) Extra.....
(direction) after.....M instead of.....M."

When a work extra has been instructed to protect against an extra train after a specified time and it is desired to extend such time, the following may also be used:

"Extra.....(direction) wait at.....
until.....M for work extra.....".

More than one train may be involved and waiting times at more than one station may be used.

When this form of order is used, identification of a work extra by a train restricted therefore must include confirmation by the conductor of the work extra that the entire train has arrived.

FORM W TRAIN ORDERS

Examples 4, 5 and 6 of Form W train order as contained in the Consolidated Code of Operating Rules are modified as follows. These examples will show the train order number as well as the date.

Examples

(4) Extra 37 West register at *C* on Order No.....of .....(Date).

(5) Extra 38 East may check register at *C* against Extra 37 West on Order No.....of.....(Date).

(6) No. 2 may check register at *C* against Extra 37 West on Order No.....of.....(Date).

When used in this manner, it will not be necessary that the train authorized to check the train register have a copy of the train order instructing an extra train to register.

The train instructed to register will insert the train order number

and date of train order in the column of train register captioned "Signals".

The train authorized to check the register will check the column captioned "Signals" for the train order number and date to ascertain that it is the same as the train order number and date shown on their train order authorizing them to check the register.

CONSOLIDATED CODE RULE 281

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

RAILROAD RADIO RULES

Consolidated Code of Operating Rules 650 through 663 and BN Safety Rules 685 through 696 are cancelled. The following Radio Rules as promulgated by the FRA are in effect:

400. The following rules and requirements cover use of railroad radio systems and govern employees using such systems.

401. All employees, except those specifically authorized by the Federal Communications Commission (FCC) are prohibited from making any internal adjustments to a railroad radio. Employees so authorized must carry their FCC operator license or verification card when on duty.

402. No employee shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communications (emergency communications excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

403. An emergency call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, collisions, storms, washouts, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communication from a station in distress, and except in answering or aiding that station shall refrain from sending any communication until there is assurance that no interference will result.

404. Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

405. The location of radio base and wayside stations, time such stations are attended, and assigned channels, will be designated by timetable or other instructions.

406. Before transmitting, an employee operating a radio must listen a sufficient interval to be sure the channel is not already in use, give required identification, listen for acknowledgement from the employee to whom he intends to transmit, and must not proceed with transmission until such acknowledgement is received.

407. Employees transmitting or receiving a radio communication must begin with the required identification, and must include the following in the order listed below:

A. BASE OR WAYSIDE STATIONS:

1. Name or initials of the railroad.
2. Name of office or other unique designation of station and location of station.

B. MOBILE UNITS

1. Name or initials of the railroad.
2. Train name (number), engine number, or words that identify the precise mobile unit.

If an exchange of communication continues without substantial interruption, identification must be repeated each 15 minutes. After positive identification has been made in connection with switching, classification and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgement.

408. An employee receiving a radio call must not delay acknowledgement; unless it would interfere with duties relating to safety.

409. An employee who receives a transmission must repeat it to the transmitting party except when the communication:

A. Relates to yard switching operations.

B. Is a recorded message from an automatic alarm device.

C. Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.

410. To indicate to the receiving employee the transmission is ended and that a response is expected, the transmitting employee must say the word "over".

411. To indicate to the receiving employee the exchange of transmissions is complete and that no response is expected, the transmitting employee must say the word "out".

412. When base and wayside stations or mobile units are manned, the radio must be turned on to the appropriate channel with volume adjusted to receive communications.

413. Radio communication must not be used to avoid compliance with any operating rule.

414. Any radio communication which is not understood or completed in accordance with these rules, must not be acted upon and must be treated as though not sent. Exception: If any information is received which would affect the safety of employees, the public, or damage to property; the safe course must be taken, and, if necessary, movement stopped until an understanding has been reached.

415. Radios used in train operation, outside yard limits, must be tested at the point where the train is originally made up.

416. Engineers and Conductors must test the radio at least once during each tour of duty to ensure the radios are working on the engine and caboose.

417. Radio tests must consist of an exchange of voice transmissions with another radio and the quality and readability of its transmission must be ascertained.

418. A malfunctioning radio must not be used, and each crew member of the train and the train dispatcher or other designated employee must be notified by any alternate means of communication available as soon as practicable.

419. Radio must not be used to give information to a train or engine crew about the position, aspect, name or indication displayed by a fixed signal, except between members of the same crew.

420. When radio is being used in lieu of hand signals both the direction and distance to be traveled must be given. Movement must be stopped in one-half the distance specified unless additional instructions are received.

421. When train orders are transmitted by radio they must be transmitted in accordance with applicable operating rules, and the following:

A. The train dispatcher or operator shall call the addressees of the train order and state his intention to transmit the train order.

B. Before the train order is transmitted the employee to receive and copy the train order shall state his name, identification or call sign, location, and that he is prepared to receive a train order. Train orders may not be received and copied by an employee operating the controls on an engine of a moving train. Train orders may not be transmitted to the crew of a moving train when, in the judgment of either the conductor, the en-

gineer, or the train dispatcher, the train order cannot be received and copied without impairing the safe operation of their train.

C. Train orders shall be copied in writing by the receiving employee in the format prescribed in the operating rules.

D. After the train order has been received and copied, it shall be immediately repeated in its entirety. After verifying the accuracy of the repeated train order, train dispatcher shall then state "Complete", the time, and the initials of the employee designated by the railroad. Employees copying train orders must then acknowledge by repeating "Complete" and the time.

E. Except as provided by Rule 414 before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that the train order is read and understood by other members of the crew.

F. Except as provided by Rule 414 a train order transmitted by radio which has not been made complete may not be acted upon and must be treated as though not sent. Rule 209 will not apply. "Complete" must not be given to a radio transmitted train order for other trains until response "Complete" has been acknowledged by the train being restricted.

G. Information contained in a train order may not be acted upon by persons other than those to whom the train order is addressed.

422. Radio transmitters must not be operated when located less than 250 feet from blasting operations.

423. The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and any employee receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

424. Citizens band radios must not be used for Railroad Operating purposes.

NOTE: If necessary for clarity, a phonetic alphabet shall be used to pronounce any letter used as an initial, except initials of railroads. A word which needs to be spelled for precision or clarity shall first be pronounced and the word shall then be spelled. If necessary, the word shall be spelled again using a phonetic alphabet.

CONSOLIDATED CODE RULE 729

Employees must familiarize themselves with the Department of Transportation regulations governing the handling and transportation of hazardous materials, and be governed thereby. When handling cars containing hazardous materials, it must be known that they are in proper place in the train.

CONSOLIDATED CODE RULE 957

At stations designated by the Division Superintendent, duplication of train location lineups may be done mechanically on copier machines.

BN SAFETY RULE 144

BN Safety Rule 144 is cancelled and new Safety Rules 144(A) and 144(B) are in effect and read as follows:

144(A): When air hoses are to be uncoupled on passenger equipment, engines, or when uncoupling air hoses from yard air supply:

a) Have both angle cocks closed. When disconnecting yard air line, valve must be closed.

b) Take firm grip on hose coupling and apply upward pressure.

c) Break connection gradually to release pressure in hose.

d) Turn face away from air hose connection as pressure is released.

e) When practicable, keep one foot outside of rail.

144(B): When air hoses are to be uncoupled on freight cars by trainmen and yardmen:

a) Have both angle cocks closed.

b) Operate uncoupling lever and signal for movement.

c) Allow air hoses to part by themselves, keeping all parts of body fully in the clear.

BN AIR BRAKE AND TRAIN HANDLING RULE 202 and BN SAFETY RULE 217 have been modified to include a second paragraph which reads:

"When necessary to work under cars in trains where inadvertent movement of the car being worked on could occur, sufficient hand brakes must be applied adjacent to the car to prevent such movement."

14. AIR BRAKE AND TRAIN HANDLING RULES

BN Air Brake and Train Handling Rules, Form 15338—11-76, 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.

Rule 101 A-3 of the Air Brake and Train Handling Rules is modified to standardize on 80 pound per square inch brake pipe pressure in all freight service except mountain grade territory. The following sections of this rule under the heading "freight service" are to be deleted:

RCE-1 (Locotrol) Trains.....90 psi

Loaded Unit Coal Trains.....90 psi

Empty Unit Coal Trains.....80 psi

Rule 441 of the Air Brake and Train Handling Rules must be referred to for the train brake requirements in mountain grade operation.

15. Signal Aspects And Indications—

Burlington Northern signal aspects and indications as contained in pamphlet Form 15307 dated Feb. 1, 1977 are in effect.

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

16. On Subdivisions 1, 2, and 3, where the maximum authorized speed is 40 miles per hour, the speed of all trains containing placarded loaded cars of the 112A and 114A types must not exceed 30 miles per hour.

112A and 114A Tank Cars will be identified on wheel reports and other computer generated documents by the letters "TR" in the first 2 positions of the car kind column.

17. *Dimensional shipments* must not be moved until clearance instructions have been issued by the office of the BN General Superintendent of Transportation, J. J. Boettner. The Chief Train Dispatcher will supervise the movement of high-wide loads and excessive weight shipments.

Published Clearance for dimensional shipments on FW&D are as follows:

1st and 2nd Subdivisions	
Fort Worth-Wichita Falls	12'0" wide at 18'9" ATR down to 2'3" ATR
Wichita Falls-Quanah	
Via Westward MT Wichita Falls	12'0" wide at 17'0" ATR down to 2'0" ATR
Via Eastward MT Wichita Falls	12'0" wide at 18'9" ATR down to 2'0" ATR
Quanah-Amarillo	12'0" wide at 20'0" ATR down to 2'0" ATR
Amarillo-Texline	12'0" wide at 18'6" ATR down to 3'0" ATR
3rd and 5th Subdivisions	12'0" wide at 18'3" ATR down to 2'0" ATR
6th Subdivision	12'0" wide at 20'0" ATR down to 2'0" ATR
4th Subdivision	12'0" wide at 20'0" ATR down to 3'0" ATR

Conductors and Yard Foremen, in making up trains, must notify Yardmasters of dimensional shipments which exceed Published

Clearance that are included. Yardmasters, when on duty, Footboard Yardmasters or Conductors will notify the Train Dispatcher to enable the dispatcher to protect by train order per Item 14 Paragraph N of the Train Dispatchers Manual prior to departure of the train from the station where the dimensional shipment is entrained.

This notification and train order protection is required at crew change points on run through trains.

FORT WORTH DIVISION
(TP Jct. - Childress)
FIRST SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**

T&P Jct and Childress	40 MPH.
Between T&P Jct and MP 8	13 MPH.
Through Spring Switches at Hampton and Rio	
Facing Point Movement	13 MPH.
Trailing Movement	10 MPH.
Bowie—Mason Street Crossing	30 MPH.
At Wichita Falls between:	
MP 113 and Seventh Street	30 MPH.
Over Seventh Street Crossing	8 MPH.
Seventh Street and MP 116	30 MPH.
MP 116 and MP 117.6	35 MPH.
Iowa Park—Between MP 124.1 and MP 126.1	13 MPH.
Electra—Between MP 139.6 and MP 140.7	30 MPH.
Vernon—Between MP 162.7 and MP 164.4	20 MPH.
Quanah—Over Main Street Crossing	30 MPH.
Childress—Between MP 219.9 and MP 222.3	25 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.
Under 40 ft. long	220,000 lbs.

At Wichita Falls—Engines heavier than Group 7 must not be operated on the following tracks:
Old WF&S freight house beyond inside switch.
Moore Richolt Spur beyond 13th Street.

3. **Train Register Exceptions—**
MK&T trains will register at FW&D North Yard and FW&D Wichita Falls when instructed to do so.

4. **Clearance Provisions and Exceptions Rule 83(B)—**
Wichita Falls and North Yard-Trains must receive clearance.
Conductors and Engineers of Westward MK&T trains originating MK&T Ney Yard operating via FW&D for Wichita Falls 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.
At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

5. **Rule 99,** when flagging is required distance will be one mile.

6. **Spring Switches—**
East end of siding Dickworsham, West end of siding Saginaw, Hampton, Rio, and MP 5.3 North Yard leading to west end Stauffer Chemical track.
A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(H).
In CTC territory when a train has been stopped by a "Stop and Proceed" indication displayed on a signal governing facing point movement over a spring switch, in addition to compliance with Rule 104(H), a member of the train crew must communicate with the control operator before train passes spring switch. When trailing movement through spring switch is not authorized by signal indication, spring switch must be operated by hand. When switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits, and notification to Engineer.
In CTC territory if signal indicates stop 501 (K) governing movement over dual control switch one end of siding and such signal also governs movement over spring switch at the opposite end of siding, in addition to complying with Rule 275 for movement over dual control switch, and train is to trail over spring switch on the main track, a member of crew must examine switch and know that points fit.
Spring switches at following locations not equipped with facing point locks: Hampton, Rio, and MP 5.3 North Yard.

7. **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.SW 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.

8. **Rule 93** in effect between T&P Jct. and MP 11 authority for movement will be issued by yardmaster.
Westward trains stopped at block signal at MP 10.7 must obtain authority for continued movement from train dispatcher as well as yardmaster as this signal governs block extending beyond yard limits.

9. **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.

10. **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.

11. **Close Clearance—**
At Wichita Falls—Close side clearances at Berend Bros. Elevator just west of Wichita River.
At Electra—National Tank Co. shed will not clear man on side of car.
At Vernon—Employees must not ride the side 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**

Childress and Texline	49 MPH.
Childress—Between MP 219.9 and MP 222.3	25 MPH.
At Amarillo between:	
MP 334.1 and MP 335.8	21 MPH.

MP 335.8 and MP 336.7 ..... 13 MPH.
MP 336.7 and MP 338 ..... 30 MPH.
At Amarillo over Inspection Pit on East end of Engine track ..... 5 MPH.
Dalhart—Over CRI&P Crossing ..... 21 MPH.

2. **Bridge, Engine, Heavy and Long Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
Over 40 ft. long ..... 263,000 lbs.
Under 40 ft. long ..... 220,000 lbs.
Between Texline and Amarillo—Handling eighty (80) feet or longer cars—See Special Instructions all Subdivisions. Item 4A.

3. **Train Register Exceptions—None.**

4. **Clearance Provisions and Exceptions—Rule 83(B)—**
Amarillo-Trains must receive clearance.
At Estelline and Carey, in CTC territory, Rule 83(B) will not apply when so authorized by Train Dispatcher. Trains departing stations on Second Subdivision enroute to Third Subdivision must secure clearance at the initial station addressed C&E_____ at Plains Jct.

5. **Rule 99,** when flagging is required distance will be one and one-fourth miles.

6. **Manual Interlocking—**
ATSF Crossing, 1 Mile East of Amarillo.
Between Pullman and Amarillo industry track leads off yard 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.
Dalhart—Train or Engine will be governed by Interlocking Rules and authority for movement is authorized by Rule 606C of the Consolidated Code of Operating Rules.

7. **Spring Switches—**
A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(H).
In CTC territory when a train has been stopped by a "Stop and Proceed" indication displayed on a signal governing facing point movement over a spring switch, in addition to compliance with Rule 104(H), a member of the train crew must communicate with the control operator before train passes spring switch. When trailing movement through spring switch is not authorized by signal indication, spring switch must be operated by hand. When switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits, and notification to Engineer.
In CTC territory if signal indicates stop 501 (K) governing movement over dual control switch one end of siding and such signal also governs movement over spring switch at the opposite end of siding, in addition to complying with Rule 275 for movement over dual control switch, and train is to trail over spring switch on the main track, a member of crew must examine switch and know that points fit.

8. **Rule 93** is in effect between Amarillo and Pullman. Authority for movement will be authorized by Yardmaster.

FORT WORTH DIVISION
(Plains Jct. - Lubbock)
THIRD SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Plains Jct. and Lubbock ..... 35 MPH.
MP 237 to MP 298 ..... 25 MPH.
MP 306 to MP 314 ..... 25 MPH.
MP 350 to Lubbock ..... 25 MPH.
Sterley—MP 306.8 ..... 13 MPH.
Between MP 357 and MP 360 ..... 13 MPH.
Kitalou—On Airport Spur Track ..... 10 MPH.

2. **Bridge, Engine, Heavy and Long Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
Over 40 ft. long ..... 263,000 lbs.
Under 40 ft. long ..... 220,000 lbs.
At Kitalou—More than 2 units must not be used on Kitalou Airport Spur Track.
Between Plains Junction and Sterley—Handling eighty (80) feet or longer cars—See Special Instructions all Subdivisions. Item 4A.

3. **Train Register Exceptions—None.**

4. **Clearance Provisions and Exceptions Rule 83(B)**—Trains departing stations on Second Subdivision enroute to Third Subdivision must secure second clearance at Childress addressed C&E_____ at Plains Jct.
Trains departing stations on Third Subdivision enroute to Second Subdivision must secure second clearance at initial station addressed to C&E_____ 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. **Rule 99,** when flagging is required distance will be one mile.

7. **Manual Interlocking—**
ATSF Crossing ..... 1.6 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.

8. **Automatic Interlocking—**
ATSF Crossing ..... 1 Mile West of Lockney.

9. **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 Lubbock Hide Company will not clear man on side of car.
At Lubbock—Plains Co-op Oil Mill—Motorized spout at the second loading chute on mill track will not clear man on side of car. Employees are prohibited from riding on side of car next to building when switching this track.

FORT WORTH DIVISION
(Sterley - Dimmitt)
FIFTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Sterley and Dimmitt ..... 25 MPH.
Between opposing absolute signals of interlockings at AT&SF crossing at Plainview and 2.7 miles east of Plainview.... 15 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.
Under 40 ft. long ..... 220,000 lbs.

3. **Train Register Exceptions—None.**

4. **Clearance Provisions and Exceptions Rule 83(B)—**
Plainview and Dimmitt—Trains must receive clearance when operator on duty.
Plainview—6:00 a.m. to 10:00 p.m. except Saturday and Sunday.
Dimmitt—9:30 a.m. to 6:30 p.m. daily except Saturday and Sunday.

5. **Rule 99,** when flagging is required distance will be one mile.

6. **Automatic Interlocking—**
ATSF Crossing 2.7 miles east of Plainview.

7. **Close Clearance—**
At Edmonson look out for close overhead and side clearances elevator track.

FORT WORTH DIVISION
FOURTH AND SIXTH SUBDIVISIONS

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Between—

Childress and Wellington	25 MPH.
Valley Jct. and Abilene	25 MPH.
Seymour—MP 50 and MP 53	10 MPH.
Stamford—MP 112.5 and MP 113.2	13 MPH.
Anson—MP 126 and MP 127.1	13 MPH.
Abilene—MP 147.3 and MP 151.1	13 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
Fourth and Sixth Subdivision over 40 ft. Long.....263,000 lbs.
Fourth and Sixth Subdivision under 40 ft. Long.....200,000 lbs.
Engines heavier than SD-7 must not operate between—
Childress and Wellington.

3. **Train Register Exceptions—None.**

4. **Clearance Provisions and Exceptions Rule 83(B)—**
Stamford—Trains must receive clearance.

5. **Fourth and Sixth Subdivision**
Rule 99, when flagging is required distance will be one mile.

6. **Yard Limits—**
Tracks between Stamford and Abilene, Childress and Wellington, will be operated as one yard.

7. **Close Clearance—**
At Goree—Close side clearance East Elevator.
At Abilene—Cars that may be on MOP 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 Company building on utility track will not clear man on side of car. Stop must be made before moving over 13th Street.
At Seymour—Compress track at Loading Dock MP 50.8 will not clear man on side of car.
At Stamford—Lookout for low overhead clearance on Oil Mill Track.

RADIO INFORMATION FORT WORTH DIVISION

Base Station	Channel	Hours in service and attended
Ft. Worth Dispatcher's Office	1	24 hours
Wayside Stations		
Decatur	1	24 hours unattended
Bowie	1	9 AM - 6 PM Mon. thru Fri.
Dickworsham	1	24 hours unattended
Wichita Falls	1	24 hours attended
Vernon	1	8 AM - 9 PM Mon. thru Fri. 8 AM - 5 PM Sat.
Quanah	1	8 AM - 5 PM Mon. thru Sat.
Childress	1	24 hours attended
Memphis	1	9:30 AM - 6:30 PM Mon. thru Fri.
Clarendon	1	24 hours unattended
Claude	1	24 hours unattended
Amarillo	1	24 hours attended
Boys Ranch	1	24 hours unattended
Dalhart	1	8 AM - 5 PM Mon. thru Sat.
Texline	1	24 hours attended
Plainview	1	5:30 AM - 1:30 PM Mon. thru Fri. 3:00 PM - 11:00 PM Mon. thru Fri.
Lubbock	1	7 AM - 11 PM Daily

POSITION IN FREIGHT TRAIN OF PLACARDED CARS

PLACARD APPLIED ON CAR		EXPLOSIVES - A	POISON GAS	LOADED PLACARDED TANK CARS (EXCEPT CARS PLACARDED POISON GAS OR COMBUSTIBLE)	EMPTY PLACARDED TANK CARS (EXCEPT COMBUSTIBLE)	RADIO ACTIVE	COMBUSTIBLE	ALL OTHER PLACARDED CARS
RESTRICTIONS								
MUST NOT BE NEARER THAN THE SIXTH CAR FROM ENGINE OR CABOOSE. HOWEVER WHEN LENGTH OF TRAIN WILL NOT PERMIT CAR TO BE SO PLACED IT MUST BE PLACED NEAR MIDDLE OF TRAIN.		X	X	X				
PLACARDED CAR MUST NOT BE PLACED NEXT TO	ENGINE	X	X	X	X	X		
	OCCUPIED CABOOSE	X④	X④	X	X	X		
	LOADED FLAT CARS ①	X	X	X②				
	OPEN TOP CARS ②	X	X	X				
	CARS WITH ANY OF THE FOLLOWING OPERATING: AN ENGINE, LIGHTED HEATERS, STOVES OR LAMPS, AUTOMATIC REFRIGERATION UNITS	X	X	X				
	OCCUPIED CAR	X④	X④	X				
	EXPLOSIVES - A		X	X		X		X
	POISON GAS	X		X		X		X
	RADIOACTIVE	X	X	X				X
	UNDEVELOPED FILM					X		
	EMPTY PLACARDED TANK CARS							
	ANY LOADED PLACARDED CAR (EXCEPT COMBUSTIBLE)	X	X			X		

Effective 1-1-77

HOW TO USE THIS CHART

To determine the type of placard applied to car—follow vertical line down, and note which lines apply by "X" shown in box

- - - NOTE - - -

Cars with same placards may be placed next to each other.

Footnotes:

① A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car.

② A loaded flatcar, other than a specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads. This exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.

③ An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

④ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

16 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 (Mile Post Location and specify track involved) 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 Minutes	Time Per Mile Seconds	Miles Per Hour	Time Per Mile Minutes	Time Per Mile Seconds	Miles Per Hour
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, Ft. Worth
Dr. James P. Lee, Division Surgeon, Wichita Falls

Abilene	Dr. Travis Smith
Amarillo	Dr. Donald A. Frank
Amarillo	Dr. Woolworth Russell
Anson	Dr. A. G. Andrus
Bowie	Dr. Hulen P. Crumpler
Childress	Dr. Jack Fox
Clarendon	Dr. George W. Smith
Dalhart	Dr. Americo Garza
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
Lubbock	Drs. English, Hunt, & Upshaw
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