

BE SAFE Now...

D. E. Lauer, Asst. Supt. Teague
J. W. Fenton, Road Foreman/Trainmaster ... Teague
B. G. Gilbert, Chief Dispatcher Fort Worth
J. E. Spitz, Asst. to General Manager Houston
J. A. Stafford, Asst. Supt. Fort Worth

BURLINGTON NORTHERN INC.

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

(FW&D Ry Operating)

JOINT TEXAS DIVISION

TIME TABLE AND SPECIAL INSTRUCTIONS 4

IN EFFECT AT 12:01 A.M.

Central Standard Time

Sunday, June 27, 1976

President

G. F. DEFIEL

General Manager
W. A. THOMPSON

Superintendent
of Transportation
C. N. PARKER

2 JOINT TEXAS DIVISION

SOUTHWARD
NORTHWARD

Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from North Yard	1st Subdivn MAIN LINE STATIONS Telegraph Offices and Calls
BCFKPQ RWY		40341	6.1	0.0	FR NORTH YARD 4.1
Trains between North Yard and Peach Yard are governed by rules and timetable of FW&D Ry.					
BCFJKQ RTWYZ		40336		4.1	F CRI&P PEACH YD. 33.2
Trains between Peach Yd. and North Jct. are governed by rules and timetable of CRI&P Ry.					
		40302		37.3	CJ SOUTH TOWER
Trains between North Jct. and Endot are governed by rules and timetable of U. T. Co.					
		40299		39.1	ENDOT 1.8
Trains between Endot and JTD Jct. are governed by rules and timetable of MK&T Ry.					
I		40272	271.6	67.3	JTD JCT. 23.2
CKPQRY	4,474	40271	270.9	68.0	HC WAXAHACHIE 0.7
P	5,951	40269	258.7	80.5	BARDWELL 12.5
PY	6,280	40242	241.6	97.6	NORTH CORSICANA 17.1
CIPY	2,435	40240	239.7	99.3	C CORSICANA 1.7
P	4,056	40222	224.4	116.8	STREETMAN 17.5
BCFJKP QRTWYZ		40204	204.3	184.9	DO TEAGUE 18.1

A. B. S.

JOINT TEXAS DIVISION

SOUTHWARD
NORTHWARD

Rule 6(A) Signs	Station Numbers	Mile Post Location	Distance from Mexico	3rd Subdivn BRANCH LINE STATIONS Telegraph Offices and Calls
YM	88114	A217.9	0.0	MEXIA 13.6
BCFJKP QRTWYZ	40204	204.3	18.6	DO TEAGUE

JOINT TEXAS DIVISION

SOUTHWARD
NORTHWARD

Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from Teague	2nd Subdivn MAIN LINE STATIONS Telegraph Offices and Calls
BCFJKP QRTWYZ		40204	204.3	0.0	DO TEAGUE 11.1
P	2,720	40193	193.2	11.1	DONIE 8.6
P	6,092	40185	184.6	19.7	NEWBY 16.1
P	6,360	40168	168.5	35.8	FLYNN 16.7
OP	6,260	40151	151.8	52.5	NZ NORTH ZULCH 21.3
P	6,390	40130	130.5	73.8	SINGLETON 5.2
OPQ		40125	125.3	79.0	RO SHIRO 9.4
AP	2,730	40105	106.2	98.1	DOBBIN 12.0
P	5,945	40096	96.8	107.5	KAREN 14.2
OPT	5,368	40085	84.8	119.5	CK TOMBALL 5.7
PY	5,572	40070	70.6	133.7	CASEY 7.5
PY	3,366	40064	64.9	139.4	ROSSLYN
CLJOP RTYQ		40061	57.4	146.9	NX BELT JCT.
Trains between Belt Jct. and New South Yard, Houston are governed by rules and timetable of HB&T Ry.					
BCFLJ KRWY		40050		158.4	HA NEW SO. YD. HOUSTON 11.5
Trains between New South Yard, Houston and Galveston are governed by rules and timetable of ATSF Ry.					
		40000		206.6	GZ GALVESTON FRT. YD. 48.2

A. B. S.

FW&D Radio Channel No. 1 in service on these Subdivisions.

CRI&P Radio Channel No. 2 in service on these Subdivisions.

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

3

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
First Subdivision				Second Subdivision, Cont'd.			
40214 Kirvin	10.4 miles north of Teague	50	Both	40069 Manufacturers Warehouse	1.7 miles south of Casey	14	North
40235 Superock	3.3 miles north of Streetman	50	North	40069 Hudson	1.9 miles south of Casey	44	North
40231 Navarro	9.1 miles north of Streetman	25	North	40069 Chgo Br Iron	1.2 miles south of Casey	110	South
40249 Emhouse	6.8 miles north of North Corsicana	50	North	40070 Radcliff	Off M.T. at Casey	40	South
Second Subdivision				40071 HL&P Co	1.4 miles north of Casey	60	South
40062 Oak Forrest	2.4 miles south of Rosslyn	27	Both	40071 Chem Spray	1.7 miles north of Casey	7	North
40062 Acme Brick Co.	0.2 miles north of Rosslyn	10	North	40072 Houston Shell	2.1 miles north of Casey	60	North
40065 Ryder	1.1 miles north of Rosslyn	4	North	40072 Walker Kurth	2.1 miles north of Casey	5	North
40065 Mabry	1.5 miles north of Rosslyn	13	North	40075 Deco	3.4 miles north of Casey	20	Both
40066 FW&D North Houston Ind Park	1.7 miles north of Rosslyn	84	South	40078 Louetta	6.4 miles south of Tomball	71	Both
40066 CRI&P TOFC Term	1.7 miles north of Rosslyn	206	Both	40081 Orr	3.6 miles south of Tomball	69	Both
40068 Housh Drilling	3.1 miles south of Casey	5	South	40091 Ventura	5.5 miles south of Karen	69	South
40068 Cont'l. Carbon and Coastal Fence	2.1 miles south of Casey	44	North	40119 Richards	6.3 miles south of Shiro	41	Both
				40141 Iola	10.4 miles south of North Zulch	50	Both
				40159 Normangee	7.8 miles north of North Zulch	14	Both
				40183 Koch (MP Tfr)	1.3 miles south of Newby	12	South
				Third Subdivision			
				88109 Holden	3.9 miles south of Mexia	80	South

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Speed Restrictions—Maximum Speeds

Freight trains	40 MPH.
Unit coal trains	35 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.

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	40 MPH.	10 MPH.
Scale test cars	35 MPH.	10 MPH.
Air dump cars (loaded)	35 MPH.	10 MPH.
Derricks	30 MPH.	10 MPH.
Cranes	30 MPH.	10 MPH.
Pile drivers	30 MPH.	10 MPH.
Clamshells and shovels	30 MPH.	10 MPH.
Jordan spreaders	30 MPH.	10 MPH.
Wedge plows and dozers (dead in tow).....	35 MPH.	10 MPH.
Rotary plows	30 MPH.	10 MPH.

Maximum Speed Diesel Units Dead in Tow:

BN 1 through 4, 100	30 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
1955-1974 inclusive
4000-4197 inclusive
6000-6255 inclusive
9707-9794 inclusive
9900-9976 inclusive

FW&D-C&S diesel units not equipped with alignment control coupler:

FW&D 605-610 inclusive
FW&D 850-859 inclusive
C&S 150-842 inclusive

The following units, not equipped with alignment control couplers, are equipped with bolster stops (see Item 5A, All Subdivisions):

626, 668-702, 720-732, 735, 738-744, 752-758, 767-770, 774-785, 788, 790, 796, 800-819, 824, 825, 827-829, 831-840, 843, 849-853, 989, 1556-1563, 1569-1571, 1573, 1576, 1578, 1580-1584, 1587, 1592, 1593, 1595-1597, 1599, 1610, 1613-1615, 1617, 1620-1622, 1955-1965, 1967, 1971.

9707-9794.

No C&S or FW&D units not equipped with alignment control coupler have bolster stops.

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.

The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

THE MINIMUM CONTINUOUS SPEED OF ALL ROAD LOCOMOTIVES

Locomotive engineers must not operate a locomotive or locomotive consist below the minimum continuous speed of any locomotive working in a head end or helper consist.

Locomotive Minimum Continuous Speed Ratings:

Class	Unit Number	Min. Cont. Speed-MPH	Class	Unit Number	Min. Cont. Speed-MPH
BURLINGTON NORTHERN:			U-25C	5621-5629	8.2
NW-5	986- 995	10.0		5630	9.2
GP-5	1350-1365	15.0		5631-5641	8.2
F-7	600- 761	11.0	U-28B	5450-5459	13.5
GP-7	1504-1643	11.0		5460-5465	17.5
SD-7	6000-6059	6.0	U-28C	5650-5665	9.6
P-7	9700-9749	15.0		5666-5677	8.4
	9750-9760	11.0	U-30B	5470-5484	13.0
	9761-9794	15.0	U-30C	5300-5394	8.4
E-8	9967-9976	30.0		5800-5839	8.4
F-9	766- 853	12.0		5900-5944	8.4
GP-9	1700-1980	12.0	U-33C	5700-5714	12.7
SD-9	6100-6206	8.0		5715-5724	8.4
GP-10	1400-1499	12.0		5725-5734	12.7
GP-18	1990-1998	12.0		5735-5763	9.2
GP-20	2000-2071	14.0		5764-5765	11.0
GP-30	2200-2254	12.0	A-415	4010-4011	11.0
GP-35	2500-2545	12.0	ARS-3	4050-4085	10.0
GP-38	2072-2109	10.7	ARS-11	4180-4197	10.0
SD-24	6240-6255	10.0 (62:15 G.R.)	A-424	4240-4246	13.0
		11.5 (60:17 G.R.)	A-425	4250-4265	13.0
			A-636	4360-4369	14.0
GP-40	3000-3039	13.0	C&S:		
SD-40	6300-6324	9.0	SD-7	810- 819	6.0
	6325-6385	8.5	SD-9	820- 842	8.0
	6394-6399	13.0	SD-40	875- 887	13.0
	6700-6734	8.5		950- 959, 980	8.5
	6800-6836	8.5		900- 925, 996	8.5
	6900-6928	8.5	SD-45	868- 874	9.0
SD-40-2	8800-8804	8.5	U-30C	890- 893	11.4
	8900-8904	8.5	FW&D:		
SD-45	6400-6429	8.5	GP-7	700- 703	11.0
	6430-6456	13.2	SD-7	850- 859	6.0
	6457-6471	9.0	W.S.M.T.D.:		
	6472-6542	13.2	E-9	9901-9904	33.0
	6543-6567	9.0		9910-9925	33.0
	6592-6599	13.2	AMTRAK:		
F-45	6600-6613	9.0	P-7	A-100 Series	15.0
	6614-6625	13.2	E-8	9900 Series	30.0
	6626-6645	9.0		A-300 Series	30.0
U-23C	5200-5208	7.5	E-9	A-400 Series	33.0
U-25B	5400-5423	15.6	SDP-40	A-500 Series	16.4
	5424-5429	13.7		A-600 Series	16.4
U-25C	5600-5617	8.2			
	5618-5620	9.2			

Where required, train must be reduced or doubled to comply with the instructions.

Dispatchers will regulate train tonnage to avoid doubling or reducing unless such doubling or reducing is positively planned in advance.

4. Restrictions on Placing Cars in Trains—

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

Outfit cars
Scale test cars (Next ahead of caboose)
Relief Derricks
Pile Drivers
Loco Cranes
Rotary Snow Plows, Dozers, Wedge Plows
Jordan Spreaders
Air Dump Cars loaded or empty
FW&D Tank cars in 15000 series to be handled toward rear of train.

5. Remote Control Equipment (RCE-1) Operation—

Locomotives not equipped with alignment control couplers 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, SDP-40, SDP-45, U-25C, U-30C, U-28C, U-33C

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 a 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.

5A. Manned Helper Operations—

Locomotives not equipped with alignment control couplers or bolster stops (see Item 2) must not be operated in manned helper consists, except 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, All Subdivisions Special Instructions, are handled at rear of train, manned helper must be cut in ahead of such cars.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve 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 twenty-four powered axles. Head end consists in helper trains will not exceed twenty-four powered axles, except unit trains consisting entirely of Grade E steel couplers may have head end power up to thirty-six powered axles.

Helpers of more than twelve 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.

Rear end train crews are required to ride in the cab of helper locomotives when coupled behind caboose.

Helper may be cut in ahead of less than its tonnage rating if restrictions for helper at rear of train regarding buffer for empty 80 feet and longer cars are observed.

EXCEPTIONS to Item 5A—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

Helpers up to twenty-four powered axles may shove on rear of trains consisting entirely of Grade E steel couplers.

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:

1. A freight car with any defect that makes it unsafe for movement shall be corrected or set out of trains.
 2. 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.
 3. Open top loads, including trailers and containers on flat cars, must be safely loaded.
 4. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.
 5. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs are to be made.
7. When derailment, collision, fire or unforeseen occurrence takes place involving hazardous materials (such as explosives, flammable liquids, flammable compressed gasses, radioactive or fissionable materials, poisons, poison gasses or any other commodity which might be hazardous when involved in fire, released or leaking from their packages, containers or tank cars), conductor or member of the crew must check the waybills to determine what materials are involved.

If in doubt about the commodity or it is not described for a placarded car, the shippers' and consignees' names and addresses should also be noted.

A list must be made of the commodities involved with shipping names and classifications along with any emergency phone numbers, radioing or telephoning by quickest means possible to chief dispatcher and be governed by his instructions. This information must be available to any emergency agencies responding only if necessary for them to handle the situation safely.

When hazardous material is involved, crew members must keep out of the danger area and guard against people entering the area until controlled by civil agencies.

FRA Emergency Order No. 5 issued October 27, 1974, requires that DOT specifications 112A and 114A Tank Cars, not equipped with FRA approved head shields transporting *flammable compressed gasses*, must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars. Such cars must not be coupled to with more force than is necessary to complete the coupling.

Shipping papers must carry the notation "DOT 112A or DOT 114A must be handled in accordance with FRA E.O. No. 5". Employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order. All switch lists and train lists must be plainly marked to indicate when cars are loaded with *flammable compressed gas*.

8. 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.
9. 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.

10. 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.

Conductors will determine frequency of such inspection, dependent on visibility conditions, avoiding unnecessary delay to trains.

11. Spring Switches—

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.

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

13. Rules Changes and Modifications—

Rule 34 as contained in the Consolidated Code of Operating Rules does not apply; the following rule applies:

- 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 signals 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.

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

Rule 103(C) as contained in the Consolidated Code does not apply; the following rule applies:

- 103(C): Cars on any track must be left clear of crossing so as to not 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.

Rule 103(E) as contained in the Consolidated Code does not apply; the following rule applies:

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.

The second, third and fourth paragraphs of Consolidated Code Rule M, and the entire BN Safety Rule 94, referring to employees being on the roofs of cars are cancelled. 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.

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 uncoupled on passenger equipment, engines, or when uncoupling air hoses from yard air supply:

- Have both angle cocks closed. When disconnecting yard air line valve must be closed.
- Take firm grip on hose coupling and apply upward pressure.
- Break connection gradually to release pressure in hose.
- Turn face away from air hose connection as pressure is released.
- When practicable, keep one foot outside of rail.

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

- Have both angle cocks closed.
- Operate uncoupling lever and signal for movement.
- Allow air hoses to part by themselves, keeping all parts of body fully in the clear.

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

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.

14. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise chief dispatcher and be governed by his instructions.

15. Burlington Northern Signal Aspects and Indications as contained in pamphlet Form 15307 dated January 1, 1976, is in effect.

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.

That part of Rule 501G "Indication" as contained in BN Signal Aspects and Indications, Form 15307, effective Jan. 1, 1976, is modified to read Proceed at Restricted Speed.

FIRST SUBDIVISION

1. Speed Restrictions	Maximum Speeds Permitted
Maximum Speed	40 MPH.
MP 204 to MP 206.60 Yard Limit	30 MPH.

MP 238 to MP 242.32 except as shown below	30 MPH.
MP 239.72 to MP 239.74 SSW crossing	20 MPH.
MP 269.72 to JTD Jct.	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.
Under 40 ft. long	200,000 lbs.

3. Train Register Exceptions

Waxahachie—All trains will register by Register Ticket.

4. Clearance Provisions and Exceptions Rule 83(B) Conductors and Engineers of Southward trains originating at FW&D North Yard to CRI&P must receive FW&D clearance in addition to CRI&P clearance at FW&D North Yard.

Waxahachie is initial station for Southward trains.

5. Special Conditions

Between JTD Jet and North Siding Switch Waxahachie, trains have no superiority, trains and engines must run at reduced speed.

At Corsicana when cars are shoved or pulled across track scales on Foundry track maximum speed of 2 MPH must not be exceeded.

SECOND SUBDIVISION

1. Speed Restrictions	Maximum Speeds Permitted
Maximum Speed	40 MPH.
MP 65.0 to MP 85.0	30 MPH.
MP 110.0 to MP 150.8	30 MPH.
MP 61.86 to MP 65.03 Houston City Limits	20 MPH.
MP 203.06 to MP 204 Yard limits	30 MPH.
Bridge 88.3 and Bridge 183.38, trains handling any load over 20 feet 2 inches ATR	25 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	200,000 lbs.

3. Train Register Exceptions

Belt Jct.—All trains will register by Register Ticket.

4. Clearance Provisions and Exceptions Rule 83 (B) Belt Jct is initial Station for Northward trains.

5. Special Conditions

When switching the Power and Light Company Spur at Casey and in the vicinity of the Plant Proper, keep engine bell ringing constantly and do not exceed 8 MPH.

THIRD SUBDIVISION

1. **Speed Restrictions** **Maximum Speeds Permitted**
Maximum Speed10 MPH.
2. **Bridge, Engine, Heavy and Long Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
All Cars177,000 lbs.
EMD SD-40 and SD-45, GE U30C and U33C engines not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B) Conductors and Engineers must have clearance.**
5. **Yard Limits**
Track between Teague and Mexia will be operated as a continuous yard.
6. **Manual Interlocking—**
SP Crossing 1.5 miles south of Mexia is manually controlled from control box at crossing. Instructions for operating posted in control box.

8 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: "J.T.D. Railway Foreman calling Extra 232 South about Order No. (Form Y Train Order No.)"

Engineer must respond, identifying his train as: "This is J.T.D. engineer, Extra 232 South."

When engineer has answered as above, the foreman will state: "Extra 232 South 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

Houston.....	Dr. N. A. Kilgore.....	Chief Medical Officer
Houston.....	Dr. W. M. Palm.....	Local Surgeon
Houston.....	Dr. Wm. F. Spiller.....	Dermatologist
Houston.....	Dr. R. L. Etter.....	Allergist
Houston.....	Dr. Claude C. Cody.....	Ear, Nose & Throat
Houston.....	Dr. Percy Lowe.....	Eye Specialist
Houston.....	Dr. Frank F. Parrish.....	Orthopedist
Fort Worth.....	Dr. W. P. Higgins.....	Local Surgeon
Dallas.....	Dr. T. A. Martin.....	Local Surgeon
Waxahachie.....	Dr. T. G. Estes.....	Local Surgeon
Waxahachie.....	Dr. Wm. H. Lindsey.....	Local Surgeon
Corsicana.....	Dr. W. B. Mayfield.....	Local Surgeon
Corsicana.....	Dr. Louis E. Gibson.....	Local Surgeon
Corsicana.....	Dr. Robt. D. Mertz.....	Eye Specialist
Corsicana.....	Dr. Robert D. Bone.....	Local Surgeon
Corsicana.....	Dr. L. E. McGary.....	Local Surgeon
Ennis.....	Drs. E. J. and D. A. Skrivanek.....	Local Surgeons
Teague.....	Dr. M. Gage.....	Division Surgeon
Teague.....	Dr. Jack R. Cox.....	Division Surgeon
Teague.....	Dr. Bill L. Halbert.....	Local Surgeon
Fairfield.....	Dr. J. H. Keller, Jr.....	Local Surgeon
Fairfield.....	Dr. L. L. Bonner.....	Local Surgeon
Fairfield.....	Dr. Joe D. Crossno.....	Local Surgeon
Mexia.....	Dr. O. T. Christoffer.....	Local Surgeon
North Zulch.....	Dr. J. E. Reed, Jr.....	Local Surgeon (Madisonville, Texas)
North Zulch.....	Dr. B. C. Jones.....	Local Surgeon (Madisonville, Texas)
Tomball.....	Dr. N. E. Graham.....	Local Surgeon
Galveston.....	Dr. John McGivney.....	Local Surgeon

OFFICIAL HOSPITALS

Place	Telephone
Fort Worth, 1402 S. Main—St. Joseph's.....	336-9381
Teague, Teague General Hospital.....	739-2536
Houston, 1910 Crawford—St. Joseph's.....	228-0511

EMERGENCY HOSPITALS

Dallas, 3500 Gaston—Baylor.....	824-5411
Dallas, 3121 Bryan—St. Paul.....	823-4141