

BE SAFE Now...

D. E. Lauer, Asst. Supt.	Teague
J. W. Wood, Trainmaster	Teague
J. R. Staven, Mechanical Supt.	Childress
C. R. Vining, Chief Engineer	Fort Worth
B. G. Gilbert, Chief Dispatcher	Fort Worth
D. S. Mondey, Asst. Chief Dispatcher	Fort Worth
Homer Anderson, Trainmaster	Fort Worth
J. W. Spivey, Trainmaster	Fort Worth

BURLINGTON NORTHERN INC. FORT WORTH AND DENVER RAILWAY COMPANY

JOINT TEXAS DIVISION

TIME TABLE AND SPECIAL INSTRUCTIONS 7

IN EFFECT AT 12:01 A.M.

Central Standard Time

Sunday, November 9, 1980

**PRESIDENT
A. E. Michon**

**GENERAL MANAGER
E. L. Phillips**

**SUPERINTENDENT
J. R. Lewis**

**SUPERINTENDENT
OF TRANSPORTATION
C. N. Parker**

2 JOINT TEXAS DIVN — 1st Subdivn

JOINT TEXAS DIVN — 2nd Subdivn

Rule 6(A) Signs	Length of Sidings in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From North Yard	MAIN LINE STATIONS OFFICE CALLS
BKRY		40841	485	6.1	0.0	FR NORTH YARD 4.1
Between North Yard and Peach Yard FW&D Ry. Rules, Timetable and Special Instructions Govern.						
		40386			4.1	PEACH YD. 33.5
Between Peach Yard and North Jct. OKT RR. Rules, Timetable and Special Instructions Govern.						
					36.5	NORTH JCT. 2.6
Between North Jct. and Endot MP RR. Rules, Timetable and Special Instructions Govern.						
		40299			39.1	ENDOT 28.2
Between Endot and JTD Jct. MK&T RR. Rules, Timetable and Special Instructions Govern.						
I		40272	492	271.6	67.3	JTD. JCT. 0.7
KRY	4,474	40271		270.9	68.0	HC WAXAHACHIE 12.5
	5,951	40259		258.7	80.5	BARDWELL 17.1
Y	6,280	40242		241.6	97.6	NORTH CORSICANA 1.7
IY	2,435	40240		239.7	99.3	C CORSICANA 17.5
	4,056	40222		222.4	116.8	STREETMAN 18.1
BKRY		40204		204.3	134.9	DO TEAGUE

Rule 6(A) Signs	Length of Sidings in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Teague	MAIN LINE STATIONS OFFICE CALLS
BKRY		40204	492	204.3	0.0	DO TEAGUE 11.1
	2,720	40193		193.2	11.1	DONIE 8.6
	6,092	40185		184.6	19.7	NEWBY 16.1
	6,360	40168		168.5	35.8	FLYNN 16.7
	6,260	40151		151.8	52.5	NZ NORTH ZULCH 21.3
	6,390	40130		130.5	73.8	SINGLETON 5.2
		40125		125.3	79.0	RO SHIRO 13.6
	7,586	40110		110.5	92.6	SIMMONS 6.0
A	2,730	40105		106.2	98.1	DOBBIN 9.4
	5,945	40096		96.8	107.5	KAREN 12.0
T	5,368	40085		84.8	119.5	CK TOMBALL 14.2
Y	9,141	40070		70.6	133.7	CASEY 5.7
Y	3,366	40064		64.9	139.4	ROSSLYN 7.5
IRTY		40061		57.4	146.9	NX BELT JCT. 11.5
Between Belt Jct. and New South Yard, Houston HB&T Ry. Rules, Timetable and Special Instructions Govern.						
BKRY		40050		158.4	HA NEW SO. YD. HOUSTON 48.2	
Between New South Yard Houston and Galveston Frt. Yd. ATSF Ry. Rules, Timetable and Special Instructions Govern.						
		40000	492		206.6	GZ GALVESTON FRT. YD.

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

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

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
First Subdivision				Second Subdivision, Cont'd.			
40214 Kirvin	10.4 miles north of Teague	6	North	40069 Manufacturers Warehouse	1.7 miles south of Casey	14	North
40225 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	40071 HL&P Co	1.4 miles north of Casey	60	South
Second Subdivision				40071 Chem Spray	1.7 miles north of Casey	7	North
40062 Oak Forrest	2.4 miles south of Rosslyn	27	Both	40072 Houston Shell	2.1 miles north of Casey	60	North
40062 Acme Brick Co.	0.2 miles north of Rosslyn	10	North	40072 Walker Kurth	2.1 miles north of Casey	5	North
40065 Ryder	1.1 miles north of Rosslyn	4	North	40075 Deco	3.4 miles north of Casey	20	Both
40065 Mabry	1.5 miles north of Rosslyn	13	North	40078 Louetta	6.4 miles south of Tomball	71	Both
40066 FW&D North Houston Ind Park	1.7 miles north of Rosslyn	84	South	40081 Orr	3.6 miles south of Tomball	60	Both
40066 CRI&P TOFC Term	1.7 miles north of Rosslyn	206	Both	40091 Ventura	5.5 miles south of Karen	69	Both
40068 Housh Drilling	3.1 miles south of Casey	5	South	40119 Richards	6.3 miles south of Shiro	41	Both
40068 Cont'l. Carbon and Coastal Fence	2.1 miles south of Casey	44	North	40125 Grimes	4.4 miles south of Singleton	12	North
				40141 Iola	10.4 miles south of North Zulch	50	South
				40141 TMPA	12.4 miles south of North Zulch	100	Both
				40159 Normangee	7.8 miles north of North Zulch	14	Both
				40183 Koch (MP Tfr)	1.3 miles south of Newby	12	South

ALL SUBDIVISIONS

1. Speed Restrictions Maximum Speeds Permitted

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision.

Freight trains up to 100 Tons/OB*49 MPH.
 Freight trains over 100 Tons/OB*40 MPH.

*Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example 85 cars with operative brakes plus two zeros equal 8500. An 85 cars train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

Unless otherwise provided—

Loaded unit ore, ballast and potash trains40 MPH.
 Loaded unit coal trains30 MPH.
 Empty unit coal trains40 MPH.
 Engines running light or with caboose only40 MPH.

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise10 MPH.

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 plow or dozer (dead in tow) ..	35 MPH.	21 MPH.
Rotary plow, 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 bearings35 MPH.
 Switcher units with roller bearings40 MPH.
 Road switcher and other units40 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 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 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: 256-259, 405-406, 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 700, 701, 703.
 C&S 150-842.

3. 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, 701, 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 coal trains, equipped entirely with Type E or F couplers cast in Grade E steel, may have up to 36 powered axles. Helpers up to 24 powered axles may shove on the rear of such trains except that helpers with twenty four powered axles must be cut in ahead of caboose.

Note—The following 100-ton coal cars are not equipped with Grade E steel, Type E or F couplers;
 BN 513900-513999 (GN 70400-70499)
 BN 514100-514199 (NP 73600-73699)
 BN 514300-514499 (CBQ 160000-160199)
 BN 520000-520599 (NP 73000-73599)
 BN 520658-520699 (NP 74958-74999)
 BN 522000-522699
 BN 523000-523399
 BN 524000-525299 (CBQ 160200-161499)
 BN 530000-530004
 BN 540000-540210 (CBQ 163000-163209)

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

3A. Diesel Unit Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.

Group	Types	Unit Numbers	Weight (000)	
A	SW-1	70, 80-97, SLSF 10.	198-201	
B	SW-1	102.	216-251	
	F-7	602-676, 702, 717, 720, 724, 725, 732-761.		
	F-9	847-853.		
	NW-5	985-993.		
	GP-5	1350-1365.		
	GP-7	1553-1556, 1558-1561, 1565, 1566, 1569, 1570, 1572, 1575, 1576, 1580, 1582, 1586, 1588, 1590, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1616, 1619, 1621, 1623, FWD 700-701, FWD 703.		
	GP-9	1723-1760, 1808-1850, 1884, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971-1972, 1979, 1980.		
	GP-18	1990-1997.		
	ARS-11	4180-4197.		
C	SW-8	98, 99, 101.		233-251
	SW-900	100.		
	SW-12	106, 162-166, 170-250, 256-259.		
	SW-7	105-134, 137-142, 75-79, SLSF 300-304.		
	SW-9	146-151, 167-169, 250-259, SLSF 305-314.		
	SW-10	375-449, 574-585.		
	NW-2	488-499, 517-573, 586-595, 405-410-425 SLSF 250-265, C&S 150-153.		
	F-9	766-845.		
	ARS-3	4056, 4064, 4068.		
	F-7	682, 684, 703-706, 708-716, 718, 722.		

D	NW-12	1, 5, 14, 19.	233-275	
	SW-7	135, 136, 143-145.		
	NW-2	406, 461-487, 500-516.		
	GP-7	1524-1552, 1557, 1562-1564, 1567, 1568, 1571, 1573, 1574, 1578, 1579, 1581, 1584, 1585, 1587, 1589, 1591, 1593-1595, 1598-1602, 1604, 1605, 1607, 1608, 1611, 1613, 1615, 1617, 1618, 1620, 1622, 1626-1643. 1761-1807, 1886, 1890, 1959, 1965, 1970. C&S 154. 4000-4004, SLSF 361-365.		
	GP-9			
	SW-7			
	MP-15			
E	SW-1500	20-65, SLSF 315-360.		255-276
	SW-15	300-324.		
	GP-15-1	1375-1399, SLSF 100-124.		
	GP-10	1400-1438.		
	GP-9	1700-1722, 1831-1883, 1892-1901, 1973-1978.		
	GP-20	2001-2071.		
	GP-38	2072-2077, 2110-2138, SLSF 633-650, SLSF 652-662.		
	GP-38-2	2078-2109, 2150-2154, 2255-2369, SLSF 400-478, SLSF 663-699.		
	GP-30	2200-2254.		
	GP-35	2500-2545, 2550-2582, SLSF 700-732.		
	GP-40	3000-3039.		
	A-415	4010, 4011.		
	A-424	4240-4246.		
	A-425	4252-4264.		
	U-25B	5400-5429, 5210-5233, SLSF 808-831.		
	U-23B	5450-5465.		
	U-30B	5470-5484, 5770-5799, SLSF 832-862.		
	F-7	707, 726.		
	B-30-7	5485-5492, SLSF 863-870.		
	GP-40-2	3040-3064, SLSF 750-774.		
F	SD-7	6048-6059.	300	
G	SD-7	6023-6047, 6070-6089.	316-326	
	SD-9	6127-6206.		
H	SD-7	6000-6022.	330-347	
	SD-9	6100-6126.		
	SD-24	6240-6255.		
	E-9	9900-9925.		
I	A-636	4360-4369.	370-421	
	C-30-7	5000-5126, 5500-5599.		
	U-23C	5200-5208.		
	U-30C	5300-5394, 5800-5944.		
	U-25C	5600-5641.		
	U-28C	5650-5677.		
	U-38C	5700-5765.		
	SD-40	6300-6324, 6394-6399.		
	SD-40-2	6325-6334, 6348-6385, 6700-8161, 6840-6847. C&S 6850, C&S 6950. SLSF 950-957.		
	SD-45	6400-6699, 6650-6696, SLSF 900-948.		
	F-45	6600-6645.		
	SD-38-2	6260-6263.		

4. Restrictions on Placing Cars in trains—

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
- FWD tank cars 15000 series, (next ahead of caboose)
- CBQ 130000 through 130049 and BN 974000 through 974049 must be handled within 10 cars of caboose.

Handling 80 Foot or Longer Cars—

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or 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 Subdivision Special Instructions.

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.

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. 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.

Note: For complete information on these regulations, consult tariff No. BOE-6000 or B. E. Pamphlet 20.

All loaded tank cars placarded "flammable gas" or "non-flammable gas" must not be cut off while in motion and no car 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.

Trains handling loaded placarded tank cars of the 112A or 114A types must not exceed 49 MPH. Where maximum authorized speed is 40 MPH or less, such trains must not exceed 30 MPH observing all other speed restrictions.

112A and 114A tank cars will be identified on wheel reports and other computer generated documents by the letters (TR) in the first two positions of the car kind column.

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) advising portion of train or cars involved. From waybills, consist or other data source, determine appropriate precautions in the event there has been a product release.
- c. Inspection of train or cars should be undertaken with caution. If a release of hazardous material is evident, the area must not be entered except by person(s) with proper protective equipment.
- d. If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.

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

f. 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.

7. 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.

8. 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.

9. Commodities insulating track in CTC and ABS—

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. Rules Changes and Modifications—

BN Safety Rule 94—

BN Safety Rule 94 is cancelled and the following rule applies:

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—

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

144(A) Manual uncoupling of air hose on passenger equipment, between locomotives, yard air lines or when changing an air hose or air hose gasket must be performed as follows:

- 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 reduce pressure in hose.
- d) Turn face away from air hose connecting as pressure is released.
- e) When practicable, keep one foot outside of rail.

144(B) When air hoses are not manually uncoupled and separation is to be made, the following applies:

- a) Close angle cock on locomotive or on car toward locomotive when cut is made between cars.
- b) Operate uncoupling lever and signal for movement.
- c) Allow air hoses to part keeping all parts of body fully in the clear.

BN Safety Rule 217—

BN Safety Rule 217 has 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."

BN Safety Rule 653 and Maintenance of Way Rule 889—

BN Safety Rule 653 is cancelled and the following new BN Safety Rule 653 is in effect, also, the following is added to Maintenance of Way Rule 889:

Employees performing maintenance or repair work to vehicular crossing at grade or who are exposed to contact with vehicular traffic during work shift, must wear a high visibility vest during time so engaged in such work.

11. Air Brake and Train Handling Rules—

BN Air Brake and Train Handling Rules, Form 15338 8-1-79, 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.

12. Automatic Cab Signals—

Cab signals on any engine unit, so equipped, must not be used on any other portion of Burlington Northern except on suburban equipment only on Chicago Division, First Subdivision.

13. 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.

14. 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.

15. 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:

- (a) "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.

16. Dimensional shipments must not be moved until clearance instructions have been issued by the office of the BN General Superintendent of Transportation C. E. Able. The Chief Train Dispatcher will supervise the movement of high-wide loads and excessive weight shipments.

Published Clearance for dimensional shipments on JTD are at follows:

Galveston- Houston	11'0" wide at 17'6" ATR down to 2'0" ATR
Houston- Teague	12'0" wide at 20'0" ATR down to 2'3" ATR
Teague- Waxahachie	12'0" wide at 20'0" ATR down to 3'0" ATR
Waxahachie- Dallas	12'0" wide at 18'0" ATR down to 2'0" ATR
Dallas- Fort Worth	12'0" wide at 19'0" ATR down to 2'0" ATR

Conductors and Yard Foremen, in making up trains, must notify Yardmasters of dimensional shipments which exceed Published Clearances that are included. Yardmasters, when on duty, or Footboard Yardmasters, Dodger Foremen, or Conductors will notify the Train Dispatcher.

The Train Dispatcher must protect by train order per item 14 Paragraph n of the Train Dispatchers Manual prior to the 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.

To afford this protection on entire JTD employees will be governed as follows:

The Train Dispatcher will be responsible for notifying the MKT through the Operator at Waxahachie. The Train Dispatcher must also notify OKT Dispatcher through Operator North Tower on loads moving North.

Yardmasters at North Yard must notify both the FW&D Dispatcher and the OKT Dispatcher of such shipments moving South.

Conductors handling dimensional shipments from Irving and Dallas must notify the Train Dispatcher of OKT, MKT and FW&D for route involved.

Conductors handling dimensional shipments Northward from Houston must notify the FW&D Dispatcher.

Conductors handling dimensional shipments between Houston and Galveston must notify ATSF Dispatcher.

Conductors are responsible to see that their trains have no dimensional and excessive weight shipments for which they have no instructions.

FIRST SUBDIVISION

1. **Speed Restrictions** **Maximum Speeds Permitted**
 Teague and Waxahachie 40 MPH.
 MP 204 to MP 206.6 Yard Limit 30 MPH.
 Bridge 236.58 25 MPH.
 MP 238 to MP 242.3 except as shown below 30 MPH.
 SSW Crossing MP 239.7 20 MPH.
 MP 269.7 to JTD Jct. 10 MPH.
 Southward Trains only, MP 271.6
 (JTD Jct.) to MP 270.9 5 MPH.
 Superrock 5 MPH.
 Dallas Union Terminal, ALL TRACKS 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 OKT must receive FW&D clearance in addition to OKT clearance at FW&D North Yard.
 Waxahachie is initial station for Southward trains.
5. **Rule 99, when flagging is required distance will be one mile.**
6. **Automatic interlocking at the SP crossing on the M-K-T** between Sterrett and BRI Junction is equipped with push-buttons in locked boxes on the Home signal masts. When pushed, these buttons act to re-clear a route which has previously been established and cancelled because the approaching train was on the approach circuits in excess of time setting. These re-clearing buttons have no effect whatever on the signals on the opposing route through the interlocking and are not a part of the time release of this crossing.
 Trains stopped by a red signal must operate the time release located adjacent to the crossing, as prescribed by Rule 344, and follow instructions contained in the time release box if signal does not clear when re-clear button on the signal mast is operated.

7. Special Conditions

Between JTD Jct 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.

8. Close Clearance—

Superrock—Material near track next to spout will not clear man on side of car.

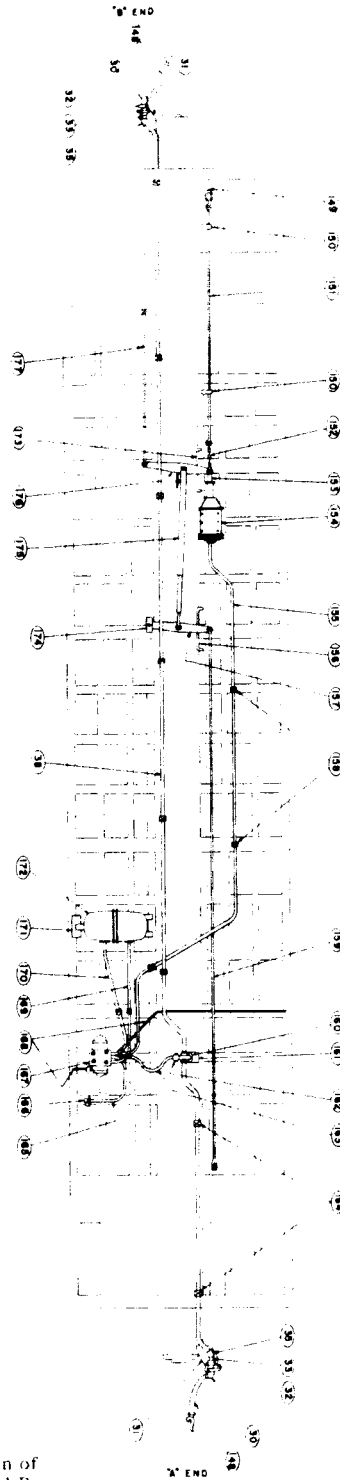
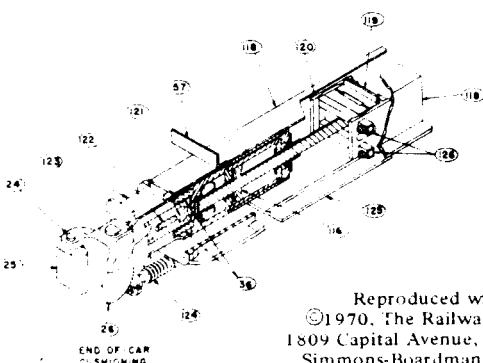
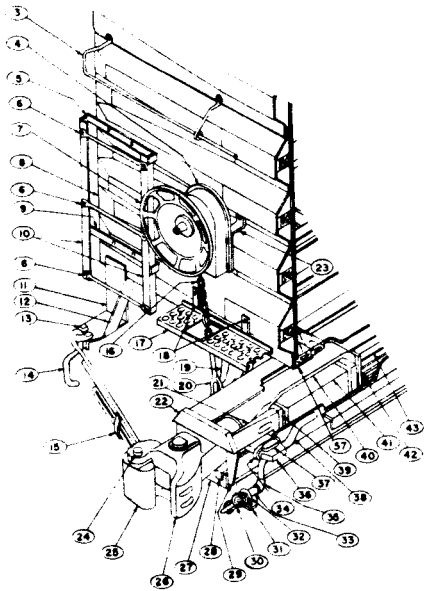
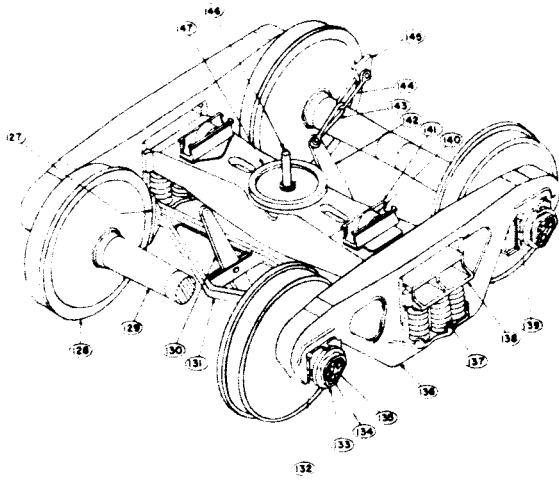
SECOND SUBDIVISION

1. **Speed Restrictions** **Maximum Speeds Permitted**
 Belt Jct. and Teague 40 MPH.
 MP 61.9 to MP 65.0 Houston City Limits 21 MPH.
 MP 65.0 to MP 85.0 30 MPH.
 MP 203.1 to MP 204 Yard Limits 30 MPH.
 Bridge 88.3 and Bridge 183.4, 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. **Rule 99, when flagging is required distance will be one mile.**
6. **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.
 Simmons—Rule 513 in effect.
7. **Close Clearance—**
 Between Main Track and TMPA industrial track Iola.

RADIO INFORMATION JOINT TEXAS DIVISION

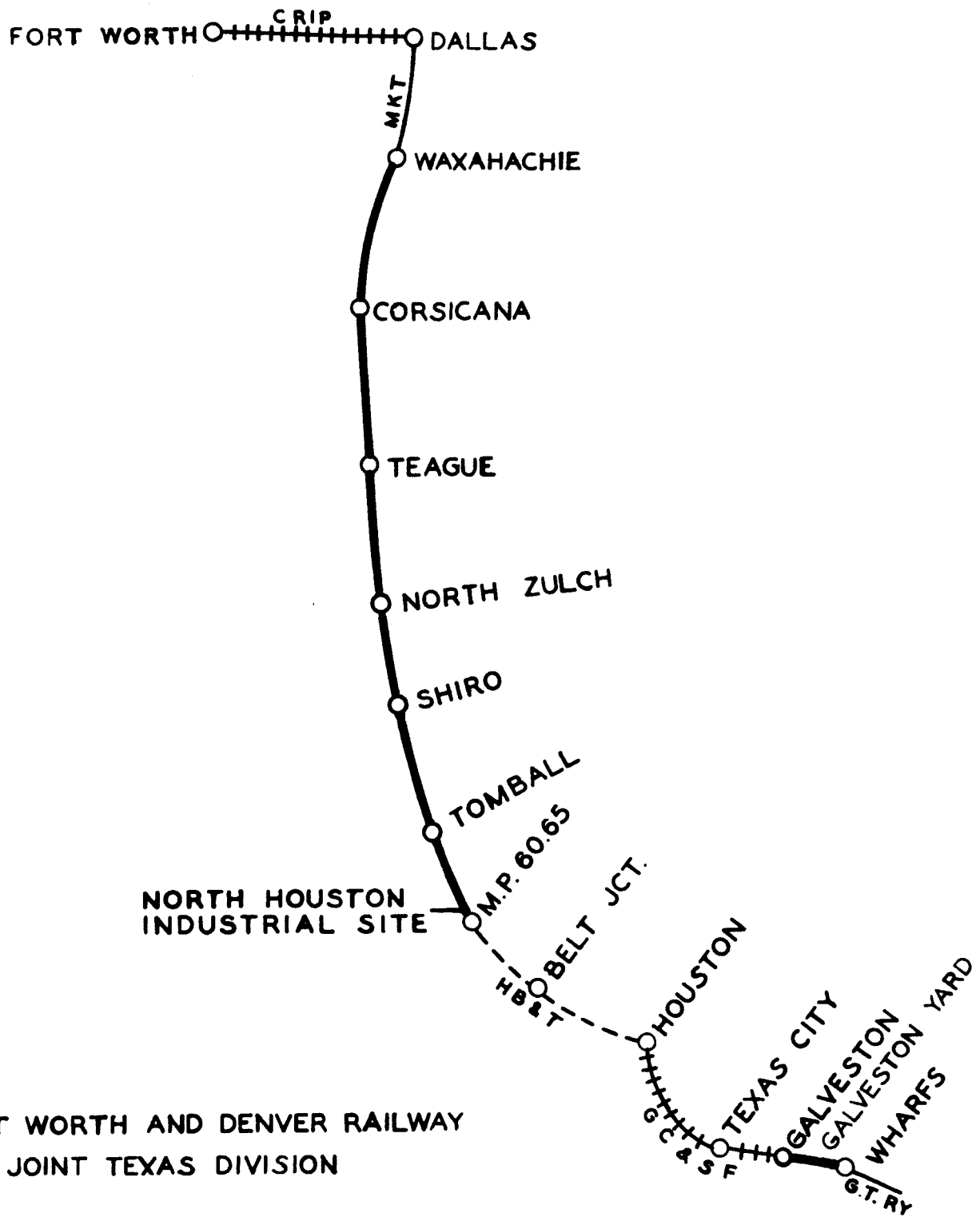
Base Station	Channel	Hours in service and attended
Ft. Worth Dispatcher's Office	1	24 hours
Wayside Stations		
Waxahachie	1 & 2	24 hours attended
Teague	1 & 2	24 hours attended
Shiro	1 & 2	9:30 AM-6:30 PM Monday thru Friday
Tomball	1 & 2	24 hours attended except 11:30 PM-7:30 AM Friday
Belt Junction	1 & 2	11:59 PM-8:59 AM daily

CAR CHART



- 3 Horizontal end handhold
- 4 Hand brake housing
- 5 End ladder support—top
- 6 End ladder tread
- 7 Hand brake wheel
- 8 Steel end—bottom
- 9 End ladder support—bottom
- 11 Uncoupling lever bracket
- 12 Uncoupling lever bracket support
- 13 Uncoupling lever support
- 14 Telescoping uncoupling rod
- 15 Uncoupling lever guide
- 16 Hand brake chain
- 17 End platform (combined crossover and brake step)
- 18 End platform support
- 19 Bell crank
- 20 Vertical hand brake rod
- 21 Front draft gear stop
- 22 Striker
- 23 Hand brake housing support
- 24 Coupler knuckle pin
- 25 Coupler knuckle
- 26 Type E coupler head
- 27 Coupler carrier
- 28 Coupler wear plate
- 29 Striker flange
- 30 Angle cock
- 31 Angle cock support
- 32 Angle cock "U" bolt
- 33 Nipple
- 34 Drafte key washer
- 35 45° elbow
- 36 Draft key
- 37 Draft key retainer
- 38 Brake pipe, 1/4" (Train line)
- 39 Follower block
- 40 Coupler yoke
- 41 Draft gear
- 42 Rear draft gear stop
- 43 Rear draft gear stop reinforcement
- 116 Hydraulic piston
- 118 Center sill
- 119 Back stop plate
- 120 Rear lug casting
- 121 Striker casting
- 122 Coupler key
- 123 Cushioning unit
- 124 Restoring mechanism
- 125 Inspection plate
- 126 Rear cross key
- 127 Brake shoe
- 128 Wheel
- 129 Axle
- 130 Truck live lever
- 131 Brake beam
- 132 Roller bearing adapter
- 133 Roller bearing end cap
- 134 End cap retaining bolt
- 135 End cap locking plate
- 136 Truck side frame
- 137 Truck spring
- 138 Truck bolster
- 139 Roller bearing assembly
- 140 Truck side bearing roller
- 141 Truck side bearing housing
- 142 Truck dead lever
- 143 Clevis at dead lever
- 144 Clevis at dead lever fulcrum
- 145 Dead lever anchor—underframe mounted
- 146 Center pin
- 147 Truck center plate cast integral with truck bolster
- 148 Air hose
- 149 Hand brake chain at bell crank
- 150 Tand brake rod guide
- 151 Hand brake rod
- 152 Hand brake chain at cylinder
- 153 Cylinder push rod
- 154 Air brake cylinder
- 155 Cylinder pipe, 3/4"
- 156 Floating lever guide
- 157 Floating lever
- 158 Pipe clamp, 3/4"
- 159 Top rod, "A" end
- 160 Branch pipe tee
- 161 Branch pipe tee support
- 162 Combined dirt collector and cut-out rock
- 163 Connection hose
- 164 Pipe clamp, 1 1/2"
- 165 Retainer pipe
- 166 Retainer valve
- 167 ABD control valve
- 168 Release rod
- 169 Auxiliary reservoir pipe, 3/4"
- 170 Emergency reservoir pipe, 3/4"
- 171 Reservoir support
- 172 Combined auxiliary and emergency reservoir
- 173 Cylinder lever guide
- 174 Brake lever fulcrum
- 175 Brake slack adjuster
- 176 Cylinder lever
- 177 Top rod, "B" end

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**FORT WORTH AND DENVER RAILWAY
JOINT TEXAS DIVISION**

FOR INFORMATION PURPOSES ONLY

LEFT BLANK INTENTIONALLY

POSITION IN FREIGHT TRAIN OF PLACARDED CARS								
PLACARD APPLIED ON CAR		EXPLOSIVES - A	POISON GAS	LOADED PLACARDED TANK CARS (EXCEPT 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	X ^①	X ^①	X	X	X		
	LOADED FLAT CARS	① X	X	X ^②				
	OPEN TOP CARS	③ X	X	X				
	CARS WITH ANY OF THE FOLLOWING OPERATING: AN ENGINE LIGHTED HEATERS STOVES OR LAMPS AUTOMATIC REFRIG- ERATION UNITS	X	X	X				
	OCCUPIED CAR	X ^①	X ^①	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 inter-

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

COMPANY DOCTORS

Dr. W. P. Higgins, Jr., Chief Surgeon, 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. Hulén P. Crumpler
Childress	Dr. Jack Fox
Clarendon	Dr. George W. Smith
Dalhart	Dr. Americo Garza
Decatur	Dr. John Valcik
Dimmitt	Dr. B. H. Lee
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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