

## DIVISION OFFICERS

T. E. Griswold	Superintendent	Ft. Worth, Tex.
T. E. Albright	Asst. Superintendent	Fort Worth, Tex.
D. L. Ringler	Master Mechanic	Ft. Worth, Tex.
S. H. Newberg	Asst. Master Mechanic	Marshall, Tex.
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R. L. Riggs	Terminal Trainmaster	Ft. Worth and Lancaster Yards
G. A. Alford	Terminal Trainmaster	Texarkana, Tex.
K. D. Hestes	Trainmaster	Mineola, Tex.
W. R. Swaidner	Trainmaster	Marshall, Tex.
C. T. Barrett	Road Foreman of Engines	Mineola, Tex.
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K. R. Woodford	Chief Dispatcher	Ft. Worth, Tex.
W. H. Robinson	Asst. Chief Dispatcher	Ft. Worth, Tex.
A. C. Ogg	Asst. Chief Dispatcher	Ft. Worth, Tex.
J. G. Brannon	Asst. Chief Dispatcher	Ft. Worth, Tex.
D. Flanigan	Dispatcher	Ft. Worth, Tex.
F. W. Ford	Dispatcher	Ft. Worth, Tex.
D. Handy	Dispatcher	Ft. Worth, Tex.
P. E. Harris	Dispatcher	Ft. Worth, Tex.
J. A. Lowe	Dispatcher	Ft. Worth, Tex.
I. S. McIntosh	Dispatcher	Ft. Worth, Tex.
R. N. Page	Dispatcher	Ft. Worth, Tex.
R. L. Rice	Dispatcher	Ft. Worth, Tex.
R. Tucker	Dispatcher	Ft. Worth, Tex.
A. M. Underwood	Dispatcher	Ft. Worth, Tex.

### SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

Miles per Hour	1 Mile in Mins. Sec.	Miles per Hour	1 Mile in Mins. Sec.	Miles per Hour	1 Mile in Mins. Sec.
6	10 0	32	1 52	53	1 7
8	7 30	33	1 49	54	1 6
10	6 0	34	1 45	55	1 5
12	5 0	35	1 42	56	1 4
15	4 0	36	1 40	57	1 3
18	3 45	37	1 37	58	1 2
17	3 31	38	1 34	59	1 1
18	3 20	39	1 33	60	1 0
19	3 9	40	1 30	61	0 59
20	3 0	41	1 27	62	0 58
21	2 51	42	1 25	63	0 57
22	2 43	43	1 23	64	0 56
23	2 36	44	1 21	65	0 55
24	2 30	45	1 20	67	0 54
25	2 24	46	1 18	68	0 53
26	2 18	47	1 16	69	0 52
27	2 13	48	1 15	70	0 51
28	2 8	49	1 13	72	0 50
29	2 4	50	1 12	73	0 49
30	2 0	51	1 10	75	0 48
31	1 56	52	1 9		



## The Texas and Pacific Railway Company

### EASTERN DIVISION

# TIME TABLE NO. 41

Effective 12:01 a. m., Monday, May 1, 1950

### CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

FOR THE INFORMATION AND GOVERNMENT  
OF EMPLOYEES ONLY

The Railway Company Reserves the Right to Vary Therefrom as  
Circumstances May Require

L. C. PORTER, Vice-President—Operation,  
R. C. PARKER, Assistant Vice-President—Operation,  
W. T. LONG, JR., General Sup't Transportation  
C. F. ADAMS, Superintendent of Rules

## DALLAS SUB-DIVISION--Westward

Station Numbers	Car Capacity Passing Station	Time Table No. 41 EFFECTIVE 12:01 A. M. MAY 1, 1950	FIRST CLASS								
			15	221	1	21	231	7	501	237	
		<b>STATIONS</b>	The Texan Passenger Daily	South Texas Eagle Passenger Daily	West Texas Eagle Passenger Daily	Louisiana Eagle Passenger Daily	Sunshine Special Passenger Daily	The Westerner Passenger Daily	Santa Fe Passenger Daily	Passenger Daily	
0	Yard	CTO.. TEXARKANA.....	L 2 00AM	L 3 10AM	L 3 25AM		L 5 15AM	L 3 00PM		L 4 15PM	
2	104	..... NATIONAL.....	2 05	3 14	3 29		5 18	3 04		4 20	
8	123	..... SULPHUR.....	2 13	3 20	3 35		5 25	3 11		4 28	
15	104	..... SPRINGDALE.....	2 20	3 26	3 41		5 32	3 18		4 36	
21	98	..... QUEEN CITY.....	2 27	3 32	3 47		5 38	3 24		4 43	
24	100	LTO... ATLANTA.....	2 32	3 35	3 50		5 42	3 28		4 50	
31	104	..... BIVINS.....	2 43	3 42	3 57		5 49	3 36		4 59	
37	108	..... KILDARE.....	2 52	3 49	4 04		5 56	3 43		5 08	
44	105	..... PAYNE.....	3 00	3 55	4 10		6 02	3 50		5 16	
51	112	..... JEFFERSON.....	3 09	4 03	4 18		6 09	4 00		5 28	
58	102	..... WOODLAWN.....	3 17	4 10	4 25		6 17	4 09		5 38	
67	141	CTO.. MARSHALL.....	3 25	4 19	4 35	L 5 50AM	6 30	4 20		5 50	
70	100	..... QUINCY.....	3 35	4 24	4 40		6 36	4 25		6 10 <sup>232</sup>	
75	99	..... KEOKUK.....	3 41	4 24	4 40		6 36	4 41		6 17	
80	100	..... HALLSVILLE.....	3 46	4 28	4 44		6 42	4 46		6 23	
88	100	..... LANSING.....	3 51	4 32	4 48		6 48	4 51		6 30	
90	Yard	CTO.. LONGVIEW.....	3 55	4 35	4 51		6 51	4 54		6 35	
94	126	..... GREGGTON.....	4 10	4 45AM	5 01	6 25	7 00AM	5 10		6 50PM	
103	106	..... GLADEWATER.....	4 17		5 08	6 32		5 16			
107	100	..... WILKINS.....	4 26		5 16	6 41		5 25			
113	104	CTO.. BIG SANDY.....	4 35		5 23	6 50		5 34			
119	29	LTO... HAWKINS.....	4 42		5 29	6 56		5 41			
124	103	..... FADA.....	4 49		5 34	7 01		5 48			
130	101	..... HOARD.....	4 55		5 40	7 06		5 55			
136	Yard	..... MINEOLA.....	5 01		5 45	7 11		6 00			
188	100	CTO.. MINEOLA YARD.....	5 15		5 55	7 21		6 12			
143	100	..... SILVER LAKE.....	5 18		5 58	7 24		6 15			
149	89	CTO.. GRAND SALINE.....	5 23		6 02	7 28		6 19			
155	100	..... FRUITVALE.....	5 32		6 09	7 36		6 29			
160	107	LTO... EDGEWOOD.....	5 39		6 14	7 41		6 36			
163	74	..... RUSSELL.....	5 45		6 19	7 45		6 41			
167	104	LTO... WILLS POINT.....	5 49		6 22	7 49		6 48			
172	70	..... COBBS.....	6 00		6 27	7 59		6 55 <sup>22</sup>			
176	100	..... ELMO.....	6 07		6 33	8 06		7 11 <sup>2</sup>			
183	97	CTO... TERRELL.....	6 12		6 37	8 13 <sup>8</sup>		7 20			
187	100	..... LAWRENCE.....	6 20		6 43	8 21		7 27			
194	74	LTO... FORNEY.....	6 26		6 48	8 28		7 39			
199	100	..... MARITH.....	6 34		6 55	8 36		7 46			
202	27	LTO... MESQUITE.....	6 40		7 01	8 43		7 53			
207	100	..... SCOTSDALE.....	6 43		7 04	8 47		7 56			
210	64	CTO... T. & P. JCT.....	6 49		7 09	8 55		8 02			
215	NS	..... DALLAS Union Terminal.....	A 6 55AM		A 7 13AM	A 9 02AM		A 8 07PM			
216	108	..... BROWDER.....	7 15		7 30	9 25		8 30	L 8 15PM		
220	NS	..... EAGLE FORD.....	7 30		7 55	9 40		8 00			
227	94	..... GRAND PRAIRIE.....	L 7 31AM		L 7 56AM	L 9 41AM		L 9 01PM	L 8 16PM		
233	97	..... ARLINGTON.....	7 34		7 58	9 44		9 04	8 19		
239	NS	..... HANDLEY.....	7 38		8 01	9 49		9 09	8 23		
246	YARD	CTO.. FORT WORTH... (Passenger Station)	7 46		8 07	9 56		9 16	8 31		
251	YARD	..... LANCASTER YARD.....	7 53		8 13	10 03		9 23	8 38		
			8 00		8 20	10 10		9 30	8 45		
			A 8 15AM		A 8 30AM L 8 00AM	A 10 25AM		A 9 45PM L 10 15PM	A 9 00PM		
					A 9 10AM			A 10 25PM			
		248.1	15	221	1	21	231	7	501	237	
		Time Over Sub-Division	Daily 6.15	Daily 1.35	Daily 5.05	Daily 4.35	Daily 1.45	Daily 6.45	Daily .45	Daily 2.35	

See Page 9  
For Dallas  
Sub-Division  
Special  
Instructions

Eastward trains are superior to trains of the same class in opposite direction.

# DALLAS SUB-DIVISION--Eastward

Location—Water, Fuel, Turn-table, Wye, etc.		Miles from Texarkana	Time Table No. 41 EFFECTIVE 12:01 A. M. MAY 1, 1950	FIRST CLASS									
				238	8	502	232	22	2	222			4
				Passenger Daily	The Western Passenger Daily	Santa Fe Passenger Daily	Sunshine Special Passenger Daily	Louisiana Eagle Passenger Daily	West Texas Eagle Passenger Daily	South Texas Eagle Passenger Daily			Passenger Daily
STATIONS													
FWT DW-DO	.0	CTO . TEXARKANA.....	A 11 30AM	A 11 45AM		A 7 35PM		A 10 30PM	A 10 40PM	A 3 40AM			
	1.3	..... NATIONAL.....	11 15	11 41		7 28		10 24	10 36	3 29			
	8.0	..... SULPHUR.....	11 02	11 34		7 20		10 17	10 30	3 20 <sup>221</sup>			
	14.8	..... SPRINGDALE.....	10 49	11 28		7 12		10 11	10 24	3 07			
	20.7	..... QUEEN CITY.....	10 37	11 22		7 05		10 05	10 18	3 00			
	23.6	LTO . ATLANTA.....	10 30	11 18		7 01		10 01	10 15	2 55			
W MP 32.7	30.9	..... BIVINS.....	10 12	11 10		6 53		9 54	10 08	2 43 <sup>15</sup>			
	37.5	..... KILDARE.....	10 01	11 03		6 46		9 47	10 01	2 35			
	43.8	..... PAYNE.....	9 48	10 56		6 38		9 40	9 54	2 24			
W	50.7	..... JEFFERSON.....	9 37	10 49		6 29		9 33	9 46	2 15			
	58.5	..... WOODLAWN.....	9 21	10 41		6 20		9 24	9 39	2 05			
FWT DW-DO	66.5	CTO . MARSHALL.....	9 10	10 32		6 10 <sup>237</sup>	A 9 10PM	9 15	9 30	1 55			
	70.5	..... QUINCY.....	8 53	10 15		5 58	8 59	9 05	9 26	1 24			
	75.5	..... KEOKUK.....	8 48	10 11		5 53	8 54	9 01	9 21	1 19			
	80.5	..... HALLSVILLE.....	8 43	10 06		5 48	8 49	8 56	9 17	1 14			
	83.1	..... LANSING.....	8 40	10 03		5 43	8 46	8 53	9 14	1 10			
FWT DW-DO	89.6	CTO . LONGVIEW.....	L 8 30AM	9 55		L 5 30PM	8 37	8 45	L 9 05PM	1 00			
	93.9	..... GREGGTON.....		9 44			8 25	8 36		12 35			
	102.4	..... GLADEWATER.....		9 34			8 15	8 26		12 26			
	106.8	..... WILKINS.....		9 28			8 06	8 21		12 12			
W	113.5	CTO . BIG SANDY.....		9 21			7 59	8 14		12 04AM			
	118.6	LTO . HAWKINS.....		9 16			7 53	8 09		11 58			
	124.4	..... FADA.....		9 11			7 47	8 04		11 52			
	130.0	..... HOARD.....		9 06			7 41	7 59		11 46			
	136.1	..... MINEOLA.....		8 58			7 33	7 51		11 38			
FWT DW-DO	138.1	CTO . MINEOLA YARD.....		8 53			7 28	7 46		11 30			
	142.2	..... SILVER LAKE.....		8 49			7 24	7 42		11 25			
	149.4	CTO . GRAND SALINE.....		8 42			7 16	7 35		11 16			
	154.4	..... FRUITVALE.....		8 36			7 09	7 29		11 05			
	159.0	LTO . EDGEWOOD.....		8 31			7 04	7 25		10 59			
	163.1	..... RUSSELL.....		8 27			7 00	7 21		10 55			
W	167.2	LTO . WILLS POINT.....		8 22			6 55 <sup>7</sup>	7 16		10 50			
	171.8	..... COBBS.....		8 17			6 44	7 11 <sup>7</sup>		10 39			
	176.2	..... ELMO.....		8 13 <sup>21</sup>			6 40	7 06		10 34			
	181.9	CTO . TERRELL.....		8 06			6 33	7 01		10 25			
	186.7	..... LAWRENCE.....		8 01			6 28	6 56		10 16			
	193.7	LTO . FORNEY.....		7 54			6 21	6 49		10 08			
	199.4	..... MARITH.....		7 48			6 14	6 43		10 00			
W MP 203	202.2	LTO . MESQUITE.....		7 45			6 11	6 40		9 56			
	207.0	..... SCOTSDALE.....		7 40			6 06	6 35		9 51			
FY	209.9	CTO . T. & P. JCT.....	L 7 35AM				L 6 00PM	L 6 30PM		L 9 45PM			
		..... DALLAS Union Terminal	7 20	A 8 00AM		5 45	6 15		9 30				
		..... U. T. JOT.....	7 05	A 7 55AM		5 30	8 00		8 50				
W	214.8	..... BROWDER.....	A 6 53AM	A 7 52		A 5 24PM	A 5 54PM		A 8 45PM				
	216.1	..... EAGLE FORD.....	6 50	7 49		5 21	5 50		8 39				
	220.2	..... GRAND PRAIRIE.....	6 45	7 41		5 16	5 45		8 33				
	226.4	..... ARLINGTON.....	6 39	7 33		5 09	5 39		8 26				
	232.7	..... HANDLEY.....	6 32	7 25		5 02	5 32		8 18				
WY DW-DO	239.3	CTO . FORT WORTH (Passenger Station)	L 6 15AM	L 7 15AM		L 4 45PM	L 5 15PM		L 8 00PM				
FWT DW-DO	245.9	..... LANCASTER YARD.....	A 5 40AM				A 4 15PM						
	251.1	..... LANCASTER YARD.....	L 5 25AM				L 4 00PM						
		248.1	<b>238</b> Daily	<b>8</b> Daily	<b>502</b> Daily	<b>232</b> Daily	<b>22</b> Daily	<b>2</b> Daily	<b>222</b> Daily	<b>4</b> Daily			
		Time Over Sub-Division	3.00	5.30	.45	2.05	4.25	5.15	1.35	7.40			

**See Page 9  
For Dallas  
Sub-Division  
Special  
Instructions**

# WHITESBORO SUB-DIVISION--Southward

Station Numbers	Car Capacity Passing Slidings	Time Table No. 41 EFFECTIVE 12:01 A. M. MAY 1, 1950		FIRST CLASS				SECOND CLASS											
				327	323	31	325	375	381										
				M-K-T Passenger Daily	M-K-T Passenger Daily	Passenger Daily	M-K-T Passenger Daily	M-K-T Freight Daily	M-K-T Freight Daily										
		STATIONS																	
A 128	YARD	LTO	BONHAM			L 5 40PM													
A 184	NS		EOTOR			f 5 50													
A 189	NS		SAVOY			f 6 00													
A 140	86		ANTLEERS			6 03													
A 142	NS	CTO	BELLS			s 6 10													
A 151	102		SHERMAN JOT			6 26													
A 155	NS	CTO	SHERMAN			s 6 45													
A 160	108		GRACO			6 54													
A 165	20		SOUTH MAYDE			f 7 03													
A 166	108		THORNE			7 06													
A 173	YARD	CTO	WHITESBORO	L 7 00AM	L 10 50AM	s 7 25	L 8 20PM			L 11 45AM	L 4 00PM								
A 179	87	LTO	COLLINSVILLE	7 08	f 10 58	f 7 35	8 30			11 55	4 10								
A 186	87	LTO	TIOGA	7 15	f 11 06	f 7 43	8 37			12 04PM	4 19								
A 191	85	LTO	PILOT POINT	s 7 21 <sup>372</sup>	s 11 13	s 7 53	8 44			12 11	4 27								
A 198	72		AUBREY	7 29	f 11 22	f 8 02	8 52			12 20	4 37								
A 204	85		MINGO	7 35	11 30	8 10	9 00 <sup>374</sup>			12 30	4 46								
A 209	N-88 S-50	CTO	DENTON	s 7 45	s 11 42	s 8 25 <sup>374</sup>	s 9 13 <sup>376</sup>			12 45	4 59								
A 216	86		ARGYLE	7 54	11 52	f 8 35 <sup>376</sup>	9 23			1 00	5 10								
A 220	65		SMOOTS	7 59	11 57	8 40	9 37 <sup>328</sup>			1 07	5 16								
A 225	87	LTO	ROANOKE	8 08 <sup>(326)</sup> 8 18 <sup>(32)</sup>	f 12 04PM	f 8 47	9 47			1 15	5 36 <sup>312</sup>								
A 230	104		KELLER	8 25	f 12 11	f 8 55	9 53			1 23	5 46								
A 235	54		WATAUGA	8 30	12 18	9 03	9 59			1 31	5 53								
A 240	114	CTO	HODGE	8 35	12 23	9 15 <sup>328</sup>	10 05			1 40	6 00								
A 241	YARD		BELT JOT	8 37	12 25	9 19	10 08			1 43	6 04								
			FORT WORTH Peach Street	8 40	12 28	9 24	10 12			A 2 00PM	A 6 15PM								
A 244		CTO	FORT WORTH Passenger Station	A 8 45AM	A 12 35PM	A 9 30PM	A 10 20PM												
			116.3	<b>327</b>	<b>323</b>	<b>31</b>	<b>325</b>			<b>375</b>	<b>381</b>								
				Daily	Daily	Daily	Daily			Daily	Daily								
			Time Over Sub-Division	1.45	1.45	3.50	2.00			2.15	2.15								

## NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

1. Time of M-K-T trains Whitesboro applies at T&P-MKT Junction switch Whitesboro.

2. First class trains must run at restricted speed between 17th Street and Peach Street, Ft. Worth.

Second class and inferior trains and engines may run ahead of overdue first class trains between Ft. Worth (Passenger Station) and Ft. Worth (Peach Street) without train order authority, but will not occupy the main track within these limits when it is known a first class train will be delayed.

3. Two main tracks in service between 17th Street and Peach Street, Ft. Worth.

South switch at end Two Main Tracks 17th Street, 200 feet north of Interlocking Tower, power-operated; switch and signals controlled by Towerman, Ft. Worth Interlocking.

3. (a) Two tracks around wye in service between Passenger Station tracks and Whitesboro Subdivision main tracks 17th Street, Ft. Worth; power-operated switches and signals in connection therewith controlled by Towerman, Ft. Worth Interlocking.

Passenger trains and engines entering or leaving Passenger Station will, unless otherwise routed by interlocking signals, use the right hand track in direction moving.

Freight trains and engines moving between 17th Street and Lancaster Yard via route to Passenger Station will, unless otherwise routed by interlocking signals, use Outbound Track between end of Two Main Tracks 17th Street and connection to Dallas Subdivision main tracks, west of South Main Street subway.

Southward trains or engines enroute to West Yard or Lancaster Yard will, unless otherwise routed by interlocking signals, use crossover from Southward to Northward Main Track 17th Street, thence Outbound Track around wye to connection with Dallas Subdivision main tracks, west of South Main Street subway.

# WHITESBORO SUB-DIVISION—Northward

5

Location Water, Fuel, Turbine, Wye, etc.	Miles from Texarkana	Time Table No. 41 EFFECTIVE 12:01 A. M. MAY 1, 1950	FIRST CLASS				SECOND CLASS						
			326	32	312	328	372	374	376				
			M-K-T Passenger Daily	Passenger Daily	M-K-T Passenger Daily	M-K-T Passenger Daily	M-K-T Freight Daily	M-K-T Freight Daily	M-K-T Freight Daily				
STATIONS													
FWT	128.1	LTO ... BONHAM .....		A 11 35AM									
	133.6	..... ECTOR .....		f 11 20									
	139.2	..... SAVOY .....		f 11 10									
	140.4	..... ANTLERS .....		11 08									
	141.6	CTO ... BELLS .....		s 11 05									
Y	151.2	..... SHERMAN JOT .....		10 45									
	154.6	CTO ... SHERMAN .....		s 10 35									
	159.6	..... GRACO .....		10 14									
	165.0	..... SOUTHMAYDE .....		f 10 05									
	166.3	..... THEORNE .....		10 03									
WY	173.1	CTO ... WHITESBORO .....	A 9 35AM	s 9 45	A 7 00PM	A 10 40PM		A 7 50AM	A 10 30PM	A 11 00PM			
	179.5	LTO ... COLLINSVILLE .....	f 9 20	f 9 30	6 45	10 30 <sup>376</sup>		7 40	10 05	10 30 <sup>328</sup>			
	186.1	LTO ... TIOGA .....	f 9 08	f 9 22	6 35	10 23		7 31	9 50	10 02			
	191.5	LTO ... PILOT POINT .....	s 9 00	s 9 15	f 6 27	f 10 16		7 21 <sup>327</sup>	9 40	9 55			
	198.4	..... AUBREY .....	f 8 50	f 9 05	6 15	10 08		7 00	9 25	9 45			
W	204.5	..... MINGO .....	8 42	8 57	6 07	10 01		6 45	9 00 <sup>325</sup>	9 30			
Y	209.1	CTO ... DENTON .....	s 8 35	s 8 50	s 6 00	s 9 55		6 25	8 25 <sup>31</sup>	9 13 <sup>325</sup>			
	216.3	..... ARCYLE .....	8 21	f 8 32	5 46	9 42		6 05	7 59	8 35 <sup>31</sup>			
	220.4	..... SMOOTS .....	8 17	8 27	5 41	9 37 <sup>325</sup>		5 58	7 53	8 10			
W	225.4	LTO ... ROANOKE .....	f 8 08 <sup>327</sup>	f 8 18 <sup>327</sup>	5 36 <sup>381</sup>	9 31		5 49	7 46	8 03			
	230.3	..... KELLER .....	f 8 01	f 8 11	5 31	9 26		5 41	7 39	7 55			
	235.5	..... WATAUGA .....	7 55	8 05	5 25	9 20		5 33	7 32	7 47			
	240.0	CTO ... HODGE .....	7 50	8 00	5 20	9 15 <sup>31</sup>		5 25	7 25	7 40			
	241.2	..... BELT JOT .....	7 47	7 57	5 17	9 12		5 20	7 21	7 37			
	243.2	..... FORT WORTH .....	7 43	7 53	5 13	9 08		L 5 16 AM	L 7 15 PM	L 7 30 PM			
WY DW-DO	244.4	CTO ... FORT WORTH .....	L 7 40AM	L 7 50AM	L 5 10PM	L 9 05PM							
		Passenger Station											
		116.3	<b>326</b>	<b>32</b>	<b>312</b>	<b>328</b>		<b>372</b>	<b>374</b>	<b>376</b>			
			Daily	Daily	Daily	Daily		Daily	Daily	Daily			
		Time Over Sub-Division	1.55	3.45	1.50	1.35		2.35	3.15	3.30			

## NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

4. Between Ft. Worth and Hodge, extra trains may be run without train orders, as provided by rules D-88, 88(a), and 401.

5. Rule 99 (j) is effective on the Whitesboro Subdivision between Ft. Worth and T&P-MKT junction switch, Whitesboro.

The use of train order form Y is authorized on the Whitesboro Subdivision Between Bonham and Sherman Jet.

6. All trains will register at Hodge by Register ticket.

M-K-T Nos. 312, 327 and 328 will register at Whitesboro by register ticket.

7. Both switches of crossover between Two Main Tracks north of 9th Street Crossing Ft. Worth electrically locked.

North switch No. 4 track, just north 9th Street, Ft. Worth electrically locked; derails opposite each other on No. 4 and North Lead Tracks, located approximately 160 feet south of this switch, are pipe connected and operated by switch lever.

Both switches of crossover, M.P. 240.6, just south depot Hodge, electrically locked and electric locks controlled by Operator Hodge.

Normal position main track switch, south end Sherman Jet, siding, M.P. 152.0, lined and locked for movement to and from siding; target will display RED when lined for siding, GREEN when lined for main track.

8. Employees of Missouri Kansas Texas Railroad are subject to the Rules, Timetable and Special Instructions of the Texas and Pacific Railway while occupying its tracks

9. Standard Clocks: Ft. Worth (Passenger Station), Hodge, Whitesboro and Bonham.

## OTHER PASSENGER TRAIN FLAG STOPS

**Train**                      **Stations**  
 No. 325.....Collinsville, Tioiga and Aubrey to discharge passengers from north of Denton and to receive passengers for regular stops of Nos. 5 and 25 south of Ft. Worth.  
 Pilot Point: to discharge passengers from Whitesboro and beyond and receive passengers for Denton, Ft. Worth and beyond.  
 Any station: to discharge passengers from north of Denton.

**Train**                      **Stations**  
 No. 326.....Any station to receive revenue passengers for Kansas City or stations St. Louis to South Mound, inclusive.  
 Any station to load and unload parcel post.



Westward

## MARSHALL SUB-DIVISION

Eastward

7

FIRST CLASS				Station Numbers	Car Capacity Passing Sidings	Time Table No. 41 EFFECTIVE 12:01 A. M. MAY 1, 1950	Location Water, Fuel, Turn-table, Wys, etc.	Mile Post Location	FIRST CLASS			
27		21							28		22	
Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily	Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily						Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily		
L 3 10PM	L 4 35AM	S 327	YARD	SHREVEPORT Passenger Station	327.0	A 11 50AM	A 10 35PM					
3 17	4 42	S 324	YARD	SHREVEPORT JCT. <small>2.9</small>	324.8	11 35	10 20					
3 21	4 47	S 322	YARD	HOLLYWOOD YARD <small>1.1</small>	321.9	11 30	10 15					
L 3 23PM	L 4 49AM	S 320	YARD	CTO..CUT OFF JCT. <small>2.3</small>	320.8	A 11 28AM	A 10 13PM					
3 28	4 53	B 317		REISOR <small>4.6</small>	318.0	11 23	10 09					
3 32	4 58	B 321	86	LAKE HAYES <small>4.6</small>	321.3	11 18	10 04					
3 37	5 03	B 325	83	GREENWOOD <small>4.5</small>	325.8	11 14	9 59					
f 3 44	5 09	B 331	113	LTO..WASKOM <small>5.7</small>	331.5	f 11 06	9 53					
3 49	5 12	B 334	56	JONESVILLE <small>3.2</small>	334.7	11 01	9 49					
f 3 59	5 20	B 342	80	LTO..SCOTTSTVILLE <small>7.4</small>	342.1	f 10 52	9 42					
A 4 15PM	A 5 35AM	67	YARD	CTO..MARSHALL <small>8.5</small>	350.4	L 10 40AM	L 9 30PM					
27 Daily	21 Daily			36.5		28 Daily	22 Daily					
.52	.46			Time Over Sub-Division		.48	.43					

Eastward trains are superior to trains of the same class in opposite direction; except:  
No. 21 is superior to all trains;

Time at Hollywood Yard, Shreveport Jct. and Shreveport (Passenger Station) for information only.

Exception to Rule 83(a): Eastward trains departing Reisor on Marshall Sub-Division may leave Reisor without ascertaining whether all trains due, which are superior, have arrived or left.

The use of train order form Y is authorized on the Marshall Subdivision.

L&A main track switches breaking out of T&P main track, Mile Post B-330.6 electrically locked. Operating instructions inside of electric lock case.

Employees of the Texas and Pacific Railway performing service on L&A track in Lorraine yard limits, east of Waskom, will be governed by the Rules, Time Table and Special Instructions of the L&A. Ry. while occupying its tracks, protecting movement as required by rules.

Standard Clocks: Marshall, Cut Off Jet. Hollywood Yard.

	SECOND CLASS		Station Numbers	Car Capacity Passing Siding	Time Table No. 41 EFFECTIVE 12:01 A. M. MAY 1, 1950		Miles From T. S. & N. Jct.	Location Water, Fuel, Turn-table, Wye, etc.	SECOND CLASS	
	49				STATIONS				48	
	Local Monday Wednesday Friday								Local Tuesday Thursday Saturday	
Between T&P-StLSW Interlocking Texarkana and Texarkana (passenger station and freight yard) there is no superiority of trains and all trains and engines within these limits must move at restricted speed, not exceeding 10 miles per hour. Within these limits freight trains, yard engines and other engines must, immediately upon the approach of scheduled passenger trains, clear route for their movement; yard engines and other engines must give way to freight trains as promptly as possible.	L	8 00AM	0	YARD	CTO . TEXARKANA . . . . .	71.8	FWTY	A	1 30PM	
		8 30	T 62	11	BOYD . . . . .	61.9			1 00	
		9 00	T 55	18	LTO . FOUKE . . . . .	55.4			12 35PM	
		9 40	T 43	17	LTO . DODDRIDGE . . . . .	42.8			11 55	
		10 00	T 37	28	IDA . . . . .	36.8			11 35	
		10 20	T 32	NS	MIRA . . . . .	32.3	W		11 15	
		10 45	T 28	35	LTO . HOUSTON . . . . .	28.0			10 50	
		11 05	T 23	40	LTO . GILLIAM . . . . .	23.3			10 25	
		11 30	T 18	20	LTO . BELCHER . . . . .	18.1			10 00	
		11 50	T 14	15	LTO . DIXIE . . . . .	14.0			9 40	
		12 15PM	T 7	12	OASH POINT . . . . .	7.3			9 15	
		A 1 00PM			YARD . T. S. & N. JOT . . . . .		Y	L	8 30AM	
		1 15	S 324	YARD	SHREVEPORT JOT . . . . .				8 15	
		A 1 30PM	S 322	YARD	HOLLYWOOD YARD . . . . .		FWT	L	8 00AM	
		49			76.4				48	
	Monday Wednesday Friday							Tuesday Thursday Saturday		
	5.30			Time Over Sub-Division				5.30		

The use of train order form Y is authorized on the Texarkana Sub-division.

Employees of the St. L.-S. W. Ry. and H. C. S. Ry. are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway while occupying its tracks.

Time shown at Shreveport Junction and Hollywood Yard for information only.

Nos. 48 and 49 will register at Hollywood Yard.

STANDARD CLOCKS:  
Texarkana  
Hollywood Yard

Northward trains are superior to trains of the same class in opposite direction.

### HOSPITAL

DR. CARL McCURDY, Chief Surgeon

Marshall, Texas

### LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. A. A. Herold	Shreveport	Dr. O. W. Gibbons	Dallas
Dr. A. A. Herold, Jr. (Assoc.)	"	Dr. R. A. Trumbull	Dallas
Dr. J. E. Heard (Assoc.)	"	Dr. S. M. Hill	Dallas
Dr. N. Judson Bender (Assoc.)	"	Dr. H. V. Copeland	Grand Prairie
Dr. Paul D. Abramson (Assoc.)	"	Dr. Sidney Gaines	Grand Prairie
Dr. I. R. Fowler	Waskom	Dr. F. L. Harvey	Arlington
Dr. H. E. Murry	Texarkana	Dr. Alden Coffey	Fort Worth
Dr. Charles A. Smith	Texarkana	Dr. J. F. McVeigh	Fort Worth
Dr. J. D. Nichols	Atlanta	Dr. A. D. Ladd	Fort Worth
Dr. E. W. Grumbles	Atlanta	Dr. W. D. Marrs	Fort Worth
Dr. T. K. Nichols (Assoc.)	Atlanta	Dr. E. C. Stow	Fort Worth
Dr. Wm. S. Terry	Jefferson	Dr. H. B. Snyder	Fort Worth
Dr. J. T. McEee	Longview	Dr. J. W. Shoemaker	
Dr. L. N. Markham	Longview	(Associate)	North Fort Worth
Dr. J. C. McKean	Gladewater	Dr. E. B. McGee	New Boston
Dr. Carl Nichols (Assoc.)	Gladewater	Dr. C. S. Crew	DeKalb
Dr. E. R. Moser (Assoc.)	Gladewater	Dr. E. W. Payne	Clarksville
Dr. J. C. McKean	Hawkins	Dr. B. J. Parnell	Detroit
Dr. Carl Nichols (Associate)	Hawkins	Dr. M. A. Walker	Paris
Dr. A. P. Buchanan	Mineola	Dr. J. J. Cappleman	Honey Grove
Dr. V. B. Cosby	Grand Saline	Dr. J. M. Donaldson	Bonham
Dr. R. W. Cosby	(Associate)	Dr. Jack Saunders	Bonham
	Grand Saline	Dr. H. I. Stouff	Sherman
Dr. B. B. Brandon	Edgewood	Dr. D. C. Enloe (Assoc.)	Sherman
Dr. H. T. Fry	Wills Point	Dr. Paul Pierce	Denison
Dr. G. H. Alexander	Terrell	Dr. J. D. Harvey	Tioga
Dr. O. S. Leinart, Jr.	Terrell	Dr. W. C. Kimbrough	Denton
Dr. D. H. Hudgins	Forney	Dr. H. V. Norgaard (Assoc.)	Denton
Dr. F. C. Shands	Mesquite	Dr. A. H. Bugg	Belcher
Dr. A. E. Thomason	Dallas	Dr. T. B. Tooke	Belcher
		Dr. N. C. Dupree, Jr.	Ida

### OCULISTS

Dr. J. A. Wilkinson	Shreveport
Dr. A. W. Roberts	Texarkana
Dr. V. R. Hurst	Longview
Dr. O. M. Marchman, Jr. (Assoc.)	Longview
Dr. S. F. Harrington	Dallas
Dr. W. M. Knowles	Dallas
Dr. T. P. Walsh	Fort Worth
Dr. Wm. H. Shofstall (Associate)	Sherman
Dr. Henry R. Scates	Bonham
Dr. Thomas E. Hunt	Paris

### TIME SERVICE

### NATIONAL RAILWAY TIME SERVICE COMPANY

Chicago, Ill.

### LOCAL WATCH INSPECTORS

NAME	HEADQUARTERS	TERRITORY
G. W. Haltom	Ft. Worth	Ft. Worth to Reisor and to Texarkana.
G. W. Haltom	Ft. Worth	Ft. Worth to Sherman.
J. B. Rockwell	Denison	Sherman to Texarkana.
Parks Credit Jewelers	Texarkana	Local.
J. F. Lents	Marshall	Marshall.
McCarley's Jewelry Store	Longview	Longview.
A. C. Flynt	Mineola	Mineola.
Dallas Watch Co.	Dallas	Local.
Johnny Clingsmith	Dallas	Local.
Ed Garrison	Denton	Denton.
Brannon's	Bonham	Bonham.
Bryan's Jewelry	Shreveport	Texarkana Sub-Division.
Youngblood Jewelry Co.	Shreveport	Local.



## SPECIAL INSTRUCTIONS

### DALLAS SUB-DIVISION

Rule 99 (j) is effective on the Dallas subdivision.

Time of westward first class trains at Marshall applies at Marshall Subdivision junction switch.

Time at Dallas is shown for information only.

Time of Nos. 501 and 502 at Ft. Worth applies at G.C.&S.F. passenger station.

Times of departure Ft. Worth and arrival Lancaster Yard Nos. 1 and 7, and departure Lancaster Yard and arrival Ft. Worth Nos. 2 and 8, are shown for information only.

Marshall is a register station for Nos. 21 and 22 only.

Longview is a register station for Nos. 221, 222, 231, 232, 237, and 238 only.

Mineola Yard is a train order office and register station for second class and inferior trains only.

Dallas (Union Terminal) is a register station for Nos. 501 and 502 only. No. 501 and other westward trains originating there must secure a clearance at Dallas (Union Terminal) train order office.

Ft. Worth is a register station for first class trains and other trains originating or terminating at that station, and is a train order office for first class trains and other trains originating at that station only; other trains may leave Ft. Worth without a clearance.

Santa Fe trains between Dallas and Ft. Worth may display at night markers with red and yellow lights, instead of red and green. The yellow lights so displayed have the same meaning as do the green lights prescribed by rule 19.

Between T&P-StLSW Interlocking Texarkana and Texarkana (passenger station and freight yard) there is no superiority of trains and all trains and engines within these limits must move at restricted speed, not exceeding 10 miles per hour. Within these limits, freight trains, yard engines and other engines must, immediately upon the approach of scheduled passenger trains, clear route for their movement; yard engines and other engines must give way to freight trains as promptly as possible.

Freight trains and yard engines with freight cars will not use passenger track Marshall and No. 1 passenger track Longview.

First class trains must run at restricted speed between the east switch of water track and Fredonia Street, Longview; and between the east end of siding and passenger station, Ft. Worth.

Second class and inferior trains, yard and other engines may run ahead of overdue eastward first class trains between MP 250, Lancaster Yard, and crossovers at MP 245.6 just east of interlocking limits Ft. Worth, without train order authority, but will not occupy main track within these limits when it is known a first class train will be delayed.

Second class and inferior trains may run ahead of overdue westward first class trains between crossovers at MP 245.6 just east of interlocking limits Ft. Worth, and MP 250 Lancaster Yard, without train order authority.

Yard and other engines may run ahead of overdue westward first class trains between crossovers at MP 245.6 just east of interlocking limits, Ft. Worth, and MP 250 Lancaster Yard, without train order authority, but will not occupy main track within these limits when it is known a first class train will be delayed.

Employees of the FW&DC, GC&SF, I-GN, KCS, MKT, SLSF&T, and T&NO Railways are subject to the rules, time-table, and special instructions of the Texas and Pacific Railway while occupying its tracks.

Between U.T. Jct. and T&P Jct., employes of the Texas and Pacific Railway are subject to the rules, time-table, and special instruction of the T&NO RR and to rules and special instructions of the Union Terminal Co., Dallas, while occupying their tracks.

Standard Clocks: Texarkana Dallas Yard  
Marshall Dallas Union Terminal  
Longview Ft. Worth (Passenger Station)  
Mineola Yard

### OTHER PASSENGER TRAIN FLAG STOPS

Train	Stations
No. 1	Atlanta: to receive passengers for Dallas and beyond. Jefferson and Mineola: to discharge passengers from Texarkana and beyond and receive passengers for Dallas and beyond. Grand Saline: to discharge passengers from St. Louis and beyond. Terrell and Grand Prairie: to discharge passengers from Texarkana and beyond.
No. 2	Grand Prairie: to receive passengers for Texarkana and beyond. Terrell: to discharge passengers from El Paso and beyond and receive passengers for Texarkana and beyond. Grand Saline: to receive passengers for St. Louis and beyond. Mineola and Jefferson: to discharge passengers from Dallas and beyond and receive passengers for Texarkana and beyond. Atlanta: to discharge passengers from Dallas and beyond and to receive passengers for north of Texarkana.
No. 4	Edgewood to discharge passengers from Dallas and beyond and to receive passengers for Marshall and beyond. Hawkins: to discharge passengers from El Paso and beyond and to receive passengers for St. Louis, Memphis and beyond. Angler: to discharge passengers from Dallas and beyond. Queen City: to discharge passengers from Longview and points west.
No. 7	Hallsville: to receive passengers for west of Longview. Jarvis College: to receive or discharge passengers to or from Texarkana, Shreveport, Dallas and beyond. Angler: On Saturdays, Sundays and Mondays to receive passengers for Dallas and beyond. Mesquite: on Thursdays for mail. Grand Prairie to discharge passengers from Texarkana and east or from Shreveport and east.
No. 8	Grand Prairie: to discharge passengers from Abilene and beyond. Terrell, Willis Point and Mineola: to discharge passengers and to receive passengers destined points scheduled to stop. Jefferson: to discharge passengers from west of Ft. Worth and to receive passengers for Texarkana and points beyond.
No. 21	Hawkins: to discharge passengers from New Orleans and beyond and to receive passengers for El Paso and beyond. Angler: Mondays only to receive passengers Dallas and beyond. Grand Saline: to discharge passengers from Shreveport and beyond and to receive passengers for Dallas and beyond. Forney: to discharge passengers from Shreveport and beyond and to receive passengers for Fort Worth and beyond. Arlington: to discharge passengers from Shreveport and beyond, and to receive passengers for points west of Ft. Worth. Grand Prairie: to receive passengers destined beyond Ft. Worth and to discharge passengers from Shreveport and east.
No. 15	Stop on flag at all points between Texarkana and Dallas to discharge passengers from Texarkana, Shreveport and beyond. Atlanta, Big Sandy and Grand Saline: to receive passengers for Dallas and beyond. Grand Prairie: To discharge passengers from points east of Dallas and from connections at Dallas. Arlington: to discharge passengers ticketed to Arlington from connecting lines and originating Texarkana and Shreveport and points east thereof.
No. 22	Forney and Hawkins: to discharge passengers and to receive passengers destined to points scheduled to stop or flag. Grand Saline: to discharge passengers from Dallas and beyond and to receive passengers for Marshall and beyond where scheduled to stop. Big Sandy: to receive passengers for Shreveport and beyond.
No. 381	Atlanta and Jefferson: to discharge passengers from points north of Texarkana and pick up passengers for Marshall, Longview and I-GN points.
No. 337	Lodi and Domino: to receive and discharge passengers. Queen City, Bivins, Kildare, and Lodi: to load or unload mail, parcel post or express.
No. 338	Hallsville: to discharge passengers from points on I-GN south of Longview and to receive passengers for points north of Marshall. Lodi and Domino: to receive and discharge passengers. Lodi, Kildare, Bivins and Queen City: to load or unload mail, parcel post or express.

# EASTERN DIVISION

## SPECIAL INSTRUCTIONS

### ALL SUB-DIVISIONS

Road Foreman of Engines has the authority of Trainmaster.

Where flag stops are shown train will stop for revenue passengers only.

Air brakes must be coupled and working on pile drivers, derricks, or other such machines and locomotives while being handled in trains, or by yard engines, and must not be switched with when it can be avoided.

When necessary to handle such machines or locomotives while switching, kick or drop must not be made, and they must otherwise be handled carefully to avoid damage.

Train and yardmen must not switch with locomotives without first ascertaining that air brakes are released, reverse lever in proper position and cylinder cocks open.

Outfit and wooden underframe cars, loaded or empty, must be handled in rear of all trains.

Deadhead passenger equipment when moving in freight trains must be handled on rear end of train next ahead of caboose.

Pipe and poles loaded on open-top cars must not be handled in trains next to engine or caboose.

Engines must not be put on live rail of track scales.

Water and fuel oil cranes equipped with switch locks must be kept locked when not in use.

### OPERATING RULES

Rule 20 (a). Extra trains handled by diesel engines will display two white lights only, by day and by night, in the places provided for that purpose on the front of the engine. The display of two white flags in addition is not required.

Exception to Rule 104 (c): Any member of train or engine crew may examine a remote control switch, see that switch is properly lined and that switch points fit properly; such member of crew must remain at switch until leading wheels pass over switch.

Train Order, Form S-E. The following form is authorized:

No. 2 Eng 900 wait at C until 8:30 A.M.

for Extra 600 West

No. 2 take siding C for Extra 600 West

Special rules governing:

When a superior train is directed by train order form S-E (wait order) to take siding for another train, such instructions, unless annulled by a subsequent train order, are in effect after the time stated in the order has expired and the superior train must approach the designated point at restricted speed prepared to stop, expecting to find the inferior train on the main track between the siding switches without flag protection and must take the siding if the inferior train is at the designated point.

If the superior train arrives at the designated point after the time stated in the order has expired and the expected train has not arrived, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding.

This form of train order must not be combined with any other form of order and contain only the one waiting point.

### AUTOMATIC BLOCK SYSTEM

Automatic Block Signal Rules are effective on the Marshall and Dallas Subdivisions, and between Whitesboro and Ft. Worth on the Whitesboro Subdivision.

### SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS

1. In the following designated territory, trains and engines will be governed by block signals, whose indications will supersede the superiority of trains for both opposing and following movements on the same track, as provided for by rules 400 to 406, inclusive. Between:

Cut Off Jct. and junction switch Reisor;  
T&P-SLSW Interlocking, Texarkana, and west end siding Big Sandy;  
East end siding Scottdale and T&P Jct;  
U.T. Jct. and east interlocking limits Ft. Worth MP 245.6;  
Peach Street Ft. Worth and north end siding Hodge.

2. Rule 425 is in effect between east and west ends siding Terrell.

3. Between:

T&P-SLSW Interlocking, Texarkana, and west end siding National;  
West end water track Longview and MP 90.1 Longview;  
U.T. Jct. and west end siding Browder;

Yard engines and other engines may enter the main track at a hand-operated switch without authority from the control operator. Engines entering the main track within these limits without authority from the control operator, or having entered these limits on signal indication at other than a hand-operated switch, must not occupy the main track when it is known a first class train will be delayed and must give way to other trains promptly.

4. Yard engines leaving the main track at M&ET Connection or at Darco Plant, Marshall, must report clear of the main track and must have authority from the control operator at Marshall before again entering the main track.

5. The two main tracks between east interlocking limits, Ft. Worth, MP 245.6, and crossovers just east of interlocking limits may be entered at a hand-operated switch without authority from the train dispatcher. Trains, yard engines, and other engines having entered either of the main tracks at or between limits specified without authority from the train dispatcher, or on signal indication at other than a hand-operated switch, must not occupy a main track within these limits when it is known a first class train will be delayed. Yard engines must give way to road freight trains as promptly as possible.

6. Yard engines must not enter the main track at Hodge, Peach Street Ft. Worth, or any point between, until control operator has been notified by engine foreman of the move to be made and proper signal indication displayed. Yard engines doing work on main track at Hodge, Belt Jct., or compress track north of Peach Street Ft. Worth, must not occupy main track until authorized by control operator Hodge, with track and time limits as prescribed by rule 402.

7. Authority to enter the main track at a hand-operated switch, not authorized by signal indication, as provided in 3, 4, 5, and 6, does not modify compliance of rule 104 (15).

8. Extra trains may be run without train orders as provided for by rules 88 (a) and 401, between:  
Texarkana and Big Sandy;  
Cut Off Jct. and Reisor;  
U.T. Jct. and Ft. Worth.

(Continued on page 11)

## SPECIAL INSTRUCTIONS

## ALL SUB-DIVISIONS

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS—Continued

Clearance at initial station as prescribed by rule 401 and supplement thereto will authorize the movement and identify the train as an extra.

A westward train authorized to run extra from a Marshall Subdivision station to a Dallas Subdivision station west of Marshall may leave Marshall without a clearance when the westward train order signal at Marshall indicates proceed.

9. Ballast discers, rail oilers, weed burners, weed mowers, and other uninsulated roadway work machines must not occupy, work, or make movements on main track on authority of block signal indications alone when within territory where block signal indications, superseding the superiority of trains, govern the movement of trains and engines. Such machines may only occupy, work, or make movements on main track within the above territory when granted working limits on track or tracks to be used, and a time limit, as prescribed by Rules Governing Movement of Trains and Engines by Block Signals.

10. Annunciator system, of the miniature semaphore type, governing trains leaving Texarkana located on train shed post immediately west of stairway tracks 4, 5, and 6 for Passenger Trains and on post at extreme west end Passenger Track 6 for freight trains. Conductor will push button located on miniature signal case which will indicate to Towerman Texarkana that train is ready to depart; and the train must wait until miniature semaphore signal clears. If miniature signal does not clear promptly, notify Towerman Texarkana and be governed by his instructions.

11. When a train announces ready to leave Texarkana, the Towerman will notify Train Dispatcher and be governed by his instructions.

12. The signalman at North Tower, Dallas Union Terminal, will report to the train dispatcher Fort Worth the departure of westward trains, also the westward movement of yard engines when such movements are to Browder or beyond.

13. When necessary to use train order in connection with movements between U. T. Jct. and Fort Worth the following station names will refer to crossovers located as follows:

<u>Station</u>	<u>Location</u>
Handley	M.P. 239.1
Cloudy	M.P. 222.0
Eagle Ford	M.P. 220.0
Harrys	M.P. 217.5
Harrys	M.P. 217.3

SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATEDSWITCHES

## Dallas Sub-Division

Spring switch at west end National; power-operated switch at east end National; switch and signals east end National controlled by Towerman Texarkana; signals at west end National controlled by Operator Marshall.

Power-operated switches at each end passing sidings Sulphur to Lansing, inclusive, and Greggton to Wilkins inclusive and signals in connection therewith controlled by Operator Marshall.

All power-operated switches Longview and the signals in connection therewith controlled by Operator Longview.

Power-operated switch at west end siding Big Sandy and the signals in connection therewith controlled by Operator Big Sandy.

Power-operated switch west end siding Scottdale and signals in connection therewith controlled by Towerman, T&P Jct.

Power-operated switch east end siding T&P Jct., and signals in connection therewith are a part of and are included in the Interlocking T&P Jct.

Power-operated switches between Browder and Dallas Union Terminal and the signals in connection therewith are controlled by Signalman at North Tower, Dallas Union Terminal, and form a part of the Dallas Union Terminal Interlocking.

Power-Operated switches at east end siding Fort Worth and at each end of sidings, Arlington Grand Prairie and Browder and east end drill track Browder and the signals in connection therewith controlled by Train Dispatcher Fort Worth.

## Whitesboro Sub-Division

Power-operated switch and derail south end Drill Track Belt Jct., and at south end siding Hodge; Switches, derail and signals in connection therewith controlled by operator, Hodge.

Power-operated switch at Junction of the T&P and MK&T main tracks at Whitesboro and signals in connection therewith controlled by operator Whitesboro.

Should a train or engine approach a power-operated switch and find it not lined for the movement to be made, a member of crew must communicate with train dispatcher or operator.

SPECIAL INSTRUCTIONS GOVERNING ELECTRICALLYLOCKED HAND-OPERATED SWITCHES

1. To Leave Main Track: Necessary for engine or car occupy short track section directly ahead of switch points; remove switch lock from main track switch, and when indicator lamp on top of electric lock mechanism lights, press foot pedal to release throw lever, and then the switch stand operating switch and the stand operating the derail may be operated the same as any ground-throw switch stand.

2. To Enter Main Track From a Track Equipped with an Electrically-locked Derail: Remove switch lock from derail stand and with lock removed wait approximately three minutes for lamp in top of electric lock mechanism to light; when lighted, press foot pedal to release throw lever and throw derail off rail, then the main track switch stand may be operated the same as any other ground-throw switch stand.

When entering the main track, the derail must be thrown from rail before attempting to operate the main track switch stand.

3. To Enter Main Track From Passing Siding Not Protected by Derails: Remove switch lock from stand, and if no train is approaching, the indicator lamp in top of electric lock mechanism should light; and switch may be operated at once. If indicator lamp does not light when lock is removed, wait at least three minutes for an approaching train to pass.

4. To enter main track at a crossover equipped with electric locks, the inside switch of the crossover must be operated first, or in the same manner as an electrically locked derail.

5. Switch locks must be replaced in hasps of electrically locked switches and derails when not in use.

6. If after waiting three minutes by watch for an indicator lamp to light as provided in paragraphs 2 and 3, and lamp does not light, try foot pedal to ascertain if indicator lamp is burned out and the switch is unlocked.

# EASTERN DIVISION

## SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

### SPRING SWITCHES

Station	Mile Post	Track	Facing Point Direction	Normal Position
<b>Texarkana Sub-Division</b>				
			Eastward	For movement to Texarkana Sub-Division Main track.
TS&N Jct. .... T-0.6	North Wye		Southward	Must be lined as necessary for facing point movements. May be left as used and trailed through from either leg of wye.
TS&N Jct. .... 126.5	West Wye			
<b>Marshall Sub-Division</b>				
Relsor .....	313.0	Junction switch	Westward	Main track
Scottsville .....	241.9	East End Siding	Westward	Main Track
Scottsville .....	242.7	West End Siding	Eastward	Main Track
<b>Dallas Sub-Division</b>				
National .....	1.8	West End Siding	Eastward	Main track
Marshall .....	66.2	East End Crossover	Westward	Main track
Hoard .....	139.8	West End Siding	Eastward	Main track
Mineola Yard .....	137.5	Cross-over East End Yard	Westward	Main track
Mineola Yard .....	138.9	West End Pull-out	Eastward	Main track
Silver Lake .....	141.7	East End Siding	Westward	Main track
Grand Saline .....	143.9	East End Siding	Westward	Main track
Grand Saline .....	149.8	West End Siding	Eastward	Main track
Edgewood .....	159.6	West End Siding	Eastward	Main track
Wills Point .....	166.7	East End Siding	Westward	Main track
Wills Point .....	167.3	West End Siding	Eastward	Main track
Elmo .....	175.7	East End Siding	Westward	Main track
Elmo .....	176.7	West End Siding	Eastward	Main track
Terrell .....	181.3	East End Siding	Westward	Main track
Forney .....	193.3	East End Siding	Westward	Main track
Marith .....	199.3	West End Siding	Eastward	Main track
Scottdale .....	206.6	East End Siding	Westward	Main track

### Whitesboro Sub-Division

Fort Worth .... A-243.2	End of two main tracks, Peach Street	Southward	Southward Main track
Hodge .....	239.3	North End Siding	Main Track
Denton .....	209.5	South end Sou. Siding	Main track

### MAXIMUM SPEEDS

#### All Subdivisions

	Miles per hour	
	Maximum freight train speed	Maximum freight train speed
Trains of mixed freight and passenger equipment. (Caboose are freight equipment).....		
Trains of deadhead passenger equipment.....		
Trains handling scale test cars; conductor will keep engineer advised when such cars in train.....	45	
Trains handling cars equipped with arch-bar trucks, or wooden underframes (except cabooses), and not otherwise restricted.....	45	
Light engines in road movement, freight or passenger, and engines handling cabooses, or rider cars, and not otherwise restricted.....	40	
Trailing through points of a spring switch; not otherwise restricted.....	30	
Yard and/or road engines shoving cars ahead of engine: All subdivisions except Texarkana and D&PS. Texarkana Subdivision and D&PS RR.....	20	
Yard engines, running backward or forward, and/or road engines running backward, with or without cars, and not otherwise restricted:	Main track	All other tracks
All Subdivisions except Texarkana and D&PS:		
Steam yard and road engines.....	20	20
Diesel yard engines.....	40	20
Texarkana Subdivision and D&PS RR:		
All yard and road engines.....	15	15
Trains handling steam wrecking derricks, boom in trailing position, not otherwise restricted:	Straight track	Curves
Dallas and Marshall Subdivisions.....	40	30
Bonham and Whitesboro Subdivisions, except between M.P. A-83 and Whitesboro.....	40	30
Between M.P. A-83 and Whitesboro.....	25	25
Texarkana Subdivision and D&PS RR.....	18	12
Trains handling steam wrecking derricks, boom in forward position; self-propelled pile drivers, ladderwoods, brown-hoists and other machinery of similar description; also steam pile drivers moving under own power; not otherwise restricted.....	30	18

### MAXIMUM SPEEDS—Continued

#### Marshall Sub-Division

Between	Passenger	Freight
Cut Off Jct.—Marshall .....	70	60
Except:		
D-5 and D-9 Engines .....	30	30
D-10 Engines .....	50	50
H-2, I-1 and I-2 Engines.....	60	

#### Dallas Sub-Division

Texarkana-Fort Worth .....	70	60
Except:		
Over Shreveport Sub-Division junction switch and on main track around curve Marshall passenger station .....	15	15
Around curve on siding Marshall passenger station .....	30	30
Diesel Passenger Engines (See Note).....	75	
D-5 and D-9 Engines .....	30	30
D-10 Engines .....	50	50
H-2, I-1 and I-2 Engines.....	60	
Mo. Pac Engines 1101 to 1125, inclusive.....	45	45
Pa. Pac. 1200 class engines.....	45	45
Mo. Pac. 1400 and 1500 engines.....	40	40

Note: Passenger trains handling box cars converted for passenger service, either system or foreign lines, equipped with freight trucks and steel wheels must not exceed a maximum speed of 70 Miles per Hour.

#### Bonham Sub-Division

Texarkana—M. P. A-83.....	45	35
Except:		
D-5 and D-9 Engines.....	30	30
D-10 Engines .....	40	
M. P. A-83-Bonham.....	40	30
Except:		
D-5 and D-9 Engines.....	30	

#### Whitesboro Sub-Division

Bonham—M. P. A-173 .....	40	25
Except:		
D-5 and D-9 Engines.....	30	
Mile Post A-173—Ft. Worth.....	65	55
Except:		
D-5 and D-9 Engines.....	30	30
D-10 Engines .....	50	50
H-2, I-1 and I-2 Engines.....	60	
MKT freight Diesel Engines .....	55	55
MKT 700, 800 and 900 Engines.....	35	35

#### Texarkana Sub-Division

T. S. & N. Jct.—Texarkana.....	25	25
Except:		
D-10 Engines .....	20	20

#### D. & P. S. R. R.

Sherman Jct.—Denison .....	40	40
Except:		
Around and through turnouts Sherman Jct. wye.....	15	15

### RAILROAD GRADE CROSSINGS

#### Dallas Sub-Division

Location	Intersection Railroad	Miles per hour	
		Passenger	Freight
Texarkana Yard.....	St. L.-S. W. Ry. (Interlocked)		
M.P. 2.4.....	K. C. S. Ry.—I. C. C. Co. (Automatic Interlocked)	30	30
M.P. 51.2.....	L. & A. Ry. (Interlocked) (All signals controlled by Operator, Marshall)		
Big Sandy.....	St. L.-S. W. Ry. (Interlocked)		
M.P. 186.9.....	M. K. T. R. R. (Interlocked)		
Terrell.....	T. & N. O. R. R. (Interlocked)	35	35
M.P. 209.9.....	T. & N. O. R. R. (Interlocked)		
M.P. 212.1.....	G. C. & S. F. Ry. (Automatic Interlocked)	30	30
West Dallas.....	{ M. K. T. R. R. } { St. L.-S. W. Ry. } (Interlocked)		
Fort Worth.....	{ C. R. I. & G. Ry. } { M. K. & T. R. R. } (Interlocked)		
Yard.....	{ G. C. & S. F. Ry. } { T. & N. O. R. R. } (Interlocked)	10	10

#### Marshall Sub-Division

M.P. B-323.2.....	L. & A. Ry. (Automatic Interlocked)		
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(Continued on page 13)

## SPECIAL INSTRUCTIONS

### ALL SUB-DIVISIONS

#### RAILROAD GRADE CROSSINGS—Continued

Location	Intersection Railroad	Miles per hour	
		Passenger	Freight
<b>Bonham Sub-Division</b>			
Texarkana	St. L.-S. W. Ry. South End Yd. (Interlocked)		
Texarkana	St. L.-S. W. Ry. (Gate)		
Texarkana	K. C. S. Ry. (Interlocked)		
M.P. A-91.7	{ G. C. & S. F. Ry. (Automatic) T. & N. O. Ry. (Interlocked)	30	30

<b>Whitesboro Sub-Division</b>			
Bella	M. K. T. R. R. (Interlocked)		
Sherman	T. & N. O. R. R. (Interlocked)		
Sherman	M. K. T. R. R. (Not Protected)		
M.P. A-238.1	St. L.-S. W. Ry. (Automatic Interlocked)	30	30
Fort Worth Yard	{ M. K. T. R. R. (Interlocked) G. C. & S. F. Ry. T. & N. O. R. R. }	10	10

#### LOCATIONS DESIGNATED BY MILE POST NUMBERS AND

#### PROTECTED BY PERMANENT SLOW SIGNALS

Note: The designation "Mile Post—Poles" refer to Mile Post location and number of poles beyond in the direction of next higher Mile Post.

Miles per Hour		Restriction Begins		Restriction Ends	
Psg.	Other	Mile Post	Poles	Mile Post	Poles

Dallas Sub-Division					
50	50	30	28	31	13
45	45	36	15	38	0
50	50	42	30	43	9
30	30	50	8	51	17
65		52	33	54	1
65		59	0	59	9
65		62	0	62	9
55	55	67	14	67	30
65		84	28	85	1
60		112	32	113	0
50	50	193	8	193	23
50	50	194	23	196	13
65		198	36	199	4
40	40	207	34	208	31
45	45	244	3	244	19

Bonham Sub-Division					
40	30	88	11	88	19
30	30	90	16	90	18

Whitesboro Sub-Division					
30	30	173	8	173	24
50	50	186	8	186	17
50	50	188	22	189	2
45	35	203	10	203	20
20	20	207	33	210	4
55		221	8	222	3
55		228	20	228	30

D. & P. S. R.R.					
15	15	1	11	1	15

#### TURN-OUTS

Kind	Miles per Hour
No. 16	30
All other turn-outs	15

#### Location of No. 16 Turn-outs

Station	Mile Post	Number of Turn-Outs	Description
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#### Dallas Sub-Division

National	0.7	1	East End Siding
National	1.8	1	West End Siding
Sulphur	7.4	1	East End Siding
Sulphur	8.8	1	West End Siding
Springdale	14.3	1	East End Siding
Springdale	15.3	1	West End Siding
Queen City	20.2	1	East End Siding
Queen City	21.2	1	West End Siding
Atlanta	22.1	1	East End Siding
Atlanta	23.1	1	West End Siding
Bivins	20.4	1	East End Siding
Bivins	21.4	1	West End Siding
Kildare	26.9	1	East End Siding
Kildare	28.0	1	West End Siding
Payne	42.2	1	East End Siding
Payne	44.2	1	West End Siding
Jefferson	50.1	1	East End Siding
Jefferson	51.2	1	West End Siding
Woodlawn	57.9	1	East End Siding
Woodlawn	58.9	1	West End Siding
Marshall	65.6	1	East End Siding
Marshall	66.9	1	West End Siding
Quincy	70.0	1	East End Siding
Quincy	71.0	1	West End Siding
Keokuk	75.1	1	East End Siding
Keokuk	76.1	1	West End Siding
Hallsville	80.1	1	East End Siding
Hallsville	82.6	1	West End Siding
Lansing	82.6	1	East End Siding
Lansing	83.6	1	West End Siding
Longview	88.4	1	East End Water Track
Greggton	93.2	1	East End Siding
Greggton	94.8	1	West End Siding
Gladewater	101.7	1	East End Siding
Wilkins	108.2	1	East End Siding
Wilkins	107.3	1	West End Siding
Big Sandy	114.0	1	East End Siding
Scottdale	206.5	1	East End Siding
Scottdale	207.5	1	West End Siding
T. & P. Jct.	209.2	1	East End Siding
T. & P. Jct.	209.9	1	Belt Line Connections
Browder	215.6	2	East End Siding
Browder	216.0	4	West End Siding
Grand Prairie	224.6	2	East End Siding
Grand Prairie	225.5	2	West End Siding
Arlington	233.1	2	East End Siding
Arlington	234.1	2	West End Siding
Ft. Worth	244.2	1	East End Siding Westward Main

#### Marshall Sub-Division

Cut Off Jct.	B-320.8	1	West Entrance to Interlocker Hollywood yard
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#### CITY SPEED ORDINANCES

##### Dallas Sub-Division

Station	Miles per hour	Station	Miles per hour
Atlanta	35	Terrell	40
Longview to Court St.	40	Dallas	12
Gladewater	40	Arlington	40
Mineola	40	Grand Prairie	20
Grand Saline	40	Ft. Worth	40
Wills Point	35		

##### Whitesboro-Bonham-Texarkana Sub-Divisions

Clarksville	20	Pilot Point	20
Honey Grove	25	Denton	20
Bonham	25	Ft. Worth	40
Sherman	30		

Do not exceed speed of 10 miles per hour over Church Street Crossing, Paris. Passenger trains moving over Church Street Crossing, Paris, between hours 7:00 a.m. and 3:45 p.m. will come to a stop and protect movement over this crossing when not protected by flagman.

# EASTERN DIVISION

## SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

### YARD LIMITS

#### Dallas Sub-Division

Texarkana } One Yard	Mineola } One Yard	T.&P. Jct. } One Yard
National } One Yard	Mineola Yard } One Yard	Dallas } One Yard
Marshall } One Yard	Grand Saline } One Yard	U. T. Jct. } One Yard
Longview } One Yard	Terrell } One Yard	Browder } One Yard
Greggton } One Yard	Fort Worth } One Yard	Eagle Ford } One Yard
Camps } One Yard	Lancaster Yard } One Yard	

#### Whitesboro-Bonham-Texarkana Sub-Divisions

Texarkana } One Yard	Whitesboro } One Yard	
Argo } One Yard	Denton } One Yard	
Paris } One Yard	Hodge } One Yard	
Bonham } One Yard	Belt Jct. } One Yard	
Denison } One Yard	Fort Worth } One Yard	
Sherman Jct. } One Yard	Lancaster Yard } One Yard	
Sherman } One Yard		

### INTERLOCKING WHISTLE SIGNAL CODE

#### Cut Off Jct.

Route to inbound main track and to Marshall	0000
Route to main track towards Natchitoches	00
Route to Yard	0

#### Texarkana

Dallas Sub-Division, Main Track	00
Bonham Sub-Division	00
Texarkana Sub-Division	00

#### Big Sandy

Main Track	00
Passing Siding	00
Transfer Track	00

#### Terrell

Main Track	00
Passing Siding	00

#### T. & P. Junction

T. & P. Main track, either direction, eastward or westward	00
Wye track entering or leaving T. & P.	00
Yard west of T. & N. O. crossing	00
Crossover from old T. & P. main track to Passing siding in either direction	00
Storage Track	00
T. & P. Track B-1	00
T. & P. Track B-2	00
T. & P. Track B-3	00
T. & P. Track B-4	00

#### Bells

M. K. T. Crossing	00
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#### Sherman

T. & N. O. crossing from main track	00
T. & N. O. crossing for passing siding	00

### FIRE PROTECTION

1. Loose fire-bricks removed from fire pan must be retained in the boot underneath the fire pan while engine is running and when removed must be cooled to avoid fire.
2. Engines standing without fire must have safety valve in oil tank closed and oil not allowed to run into the pan or underneath the engine.

### STRUCTURES THAT WILL NOT CLEAR A MAN ON TOP OR

#### SIDE OF CAR

Sub-Division	Location	Structure
Dallas	M.P. 66.31	Overhead—Road
Dallas	M.P. 66.46	Overhead—Road
Dallas	Dallas U. T.	Oak Cliff Viaduct
Dallas	Ft. Worth	Street Car Viaduct
D. & P. S. R. R.	Passenger Station	Shed over platforms between tracks
	Denison:	
	Texas St.	Overhead Bridge
	Hull St.	Overhead Bridge
	M-K-T Crossing	Overhead Bridge
	Munson St.	Overhead Bridge

All employes are cautioned when switching cotton platforms, station platforms and industry tracks as a number of platforms and buildings at various places will not clear a man on top or side of cars.

### SPECIAL SAFETY RULES

The Company requires that every precaution be taken to prevent injuries to employes or others

Special attention is called to Uniform Code of Operating Rules No. 510, and in addition the following is prohibited:

- (1) (a) Giving signal to move an engine or cars and then crossing track in front of movement.
- (b) Giving signal to move an engine or cars without first placing switch in proper position.
- (c) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
- (d) Enginemmen drifting down too close to switches that are to be thrown.
- (2) Staking or poling out cars when practicable to avoid it. When done, employe should follow the push pole.
- (3) Permitting any car with a defective or missing hand hold to be moved or set out without first notifying all employes on the train and making wire report to the Superintendent.
- (4) Leaving cars standing on tracks too near street or highway crossings. Cars must be left at least seventy-five (75) feet away from crossings where possible.
- (5) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.
- (6) Hanging squirt hose over or through locomotive hand holds, or in gangways between engine and tender, except where brackets have been provided to retain in such a position it will not be mistaken for a hand hold.
- (7) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- (8) Opening blow off or cylinder cocks near a building, street, highway, or in any location where escaping steam and water may cause injury or inconvenience to persons or damage to property. Starting and shutting off injectors on engines which have overflow pipes outside of ash pan without first ascertaining that no one is near or liable to injury.
- (9) Riding on locomotive (footboards, pilots, or elsewhere) or on cars or trains in yards by employes whose duties do not require them to do so unless authorized by proper authority.
- (10) Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

## SPECIAL INSTRUCTIONS

### ALL SUB-DIVISIONS

#### ABBREVIATIONS

The following letters placed before the figures of a schedule indicate:

- s—Regular stop
- f—Flag stop to receive or discharge traffic

The following letters placed to left in station column of time-table indicate:

- CTO—Continuous day and night train order office
- LTO—Train order office of limited hours

The following letters placed in column provided in time-table indicate:

- NS—No siding
- W—Water station
- DW—Diesel water station
- F—Fuel oil station
- DO—Diesel oil station
- T—Turn-table
- Y—Wye

#### TRAIN ORDER OFFICES

Continuous day and night train order offices, designated CTO on the time-table, are open seven days per week.

Train order offices of limited hours, designated LTO on the time-table, are open from 8:00 A.M. to 5:00 P.M. Monday to Friday, inclusive, except:

- Wills Point 8:00 A.M. to 11:59 P.M. daily
- Pilot Point 7:00 A.M. to 11:00 P.M. daily
- Atlanta 8:00 A.M. to 5:00 P.M. daily
- Bonham 9:00 A.M. to 6:00 P.M. daily
- Paris 9:00 A.M. to 6:00 P.M. daily except Sunday
- Clarksville 8:00 A.M. to 5:00 P.M. daily except Sunday

#### GENERAL ORDER STATIONS

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>Lancaster Yard Hump Office</li> <li>Lancaster Yard Sub Yard Office</li> <li>Lancaster Yard Round House</li> <li>Ft. Worth Passenger Station</li> <li>Ft. Worth East Yard</li> <li>Ft. Worth West Yard</li> <li>Ft. Worth Coach Yard</li> <li>Dallas Union Terminal</li> <li>Dallas Down-Town Yard Office</li> <li>Dallas Round House</li> <li>East Dallas Yard Office</li> <li>Grand Saline</li> <li>Mineola Yard</li> </ul> | <ul style="list-style-type: none"> <li>Mineola Round House</li> <li>Longview Telegraph Office</li> <li>Longview Round House</li> <li>Marshall</li> <li>Cut Off Jct.</li> <li>Hollywood Yard</li> <li>Hollywood Round House</li> <li>Texarkana Yard Office</li> <li>Texarkana Round House</li> <li>Bonham</li> <li>Denison</li> <li>Whitesboro</li> </ul> |
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## EASTERN DIVISION

RED BALL FREIGHT TRAINS DAILY							EFFECTIVE 12:01 A. M. MAY 1, 1950	RED BALL FREIGHT TRAINS DAILY					
SOUTHWARD		WESTWARD						STATIONS	EASTWARD				NORTHWARD
167	175	55	265	267	65	67	60		72	266	54	176	170
A 1 30 PM	L 4 30 AM						DENISON					A 3 30 PM	A 4 00 AM
		L 8 30 PM					HOLLYWOOD YARD				A 4 00 AM		
		L 10 40 PM	L 3 00 PM	L 9 30 PM	L 2 30 PM		TEXARKANA	A 2 55 PM	A 4 40 AM	A 1 30 PM			
		10 00 PM	12 50 AM	5 00 PM	11 35 PM	4 40 PM	MARSHALL	11 35 AM	2 00 AM	10 40 AM	2 30 AM		
		10 35 PM	A 2 30 AM	A 6 00 PM	12 15 AM	5 20 PM	LONGVIEW	10 40 AM	1 10 AM	L 9 30 AM	1 25 AM		
		{ 1 15 AM 1 45 AM			{ 2 25 AM 2 55 AM	{ 7 00 PM 7 50 PM	MINEOLA YARD	{ 9 15 AM 8 30 AM	{ 11 40 PM 11 15 PM		{ 12 01 AM 11 25 PM		
		4 30 AM			5 00 AM	12 30 AM	T. P. JCT.	5 30 AM	9 20 PM		9 30 PM		
A 5 30 PM	A 8 30 AM	A 6 30 AM			7 00 AM	A 3 00 AM	FT. WORTH	L 4 00 AM	L 8 10 PM		L 8 15 PM	L 11 30 AM	L 12 01 AM
<b>167</b>	<b>175</b>	<b>55</b>	<b>265</b>	<b>267</b>	<b>65</b>	<b>67</b>		<b>60</b>	<b>72</b>	<b>266</b>	<b>54</b>	<b>176</b>	<b>170</b>

Trains shown on this page have no timetable authority.