

DIVISION OFFICERS

W. T. Alexander	Superintendent	Ft. Worth, Tex.
K. D. Hestes	Asst. Superintendent	Fort Worth, Tex.
E. E. Long	Master Mechanic	Ft. Worth, Tex.
A. J. Bailiff	Asst. Master Mechanic	Ft. Worth, Tex.
J. H. Judd	Asst. Master Mechanic	Marshall, Tex.
R. L. Riggs	Terminal Trainmaster	Ft. Worth and Lancaster Yards
G. A. Alford	Terminal Trainmaster	Texarkana, Tex.
C. T. Barrett	Trainmaster	Mineola, Tex.
L. B. Griffin	Trainmaster	Marshall, Tex.
E. R. Chaney	Road Foreman of Engines	Mineola, Tex.
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.
A. M. Underwood	Asst. Chief Dispatcher	Ft. Worth, Tex.
D. Flanagan	Dispatcher	Ft. Worth, Tex.
F. W. Ford	Dispatcher	Ft. Worth, Tex.
D. Handy	Dispatcher	Ft. Worth, Tex.
J. J. Haptonstall	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.

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	6	0	35	1	42	56	1	4
15	4	0	36	1	40	57	1	3
16	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. 45

Effective 12:01 a. m., Sunday, December 7, 1952

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 Sidling	Time Table No. 45 EFFECTIVE 12:01 A. M. DECEMBER 7, 1952	FIRST CLASS										
			225 The Texan Passenger Daily	221 South Texas Eagle Passenger Daily	1 West Texas Eagle Passenger Daily	21 Louisiana Eagle Passenger Daily	3 Sunshine Special Passenger Daily	5 Passenger Daily	501 Saults Fe Passenger Daily	7 The Western Passenger Daily	237 Passenger Daily		
0	Yard	CTO. TEXARKANA..... 1.3	L 1 10AM	L 3 25 AM	L 3 40AM		L 4 20AM			L 3 00PM	L 4 15PM		
2	104	NATIONAL..... 6.7	1 14	3 29	3 44		4 24			3 04	4 20		
8	153	SULPHUR..... 6.8	1 21	3 36	3 51		4 31			3 11	4 27		
15	104	SPRINGDALE..... 5.9	1 27	3 42	3 57		4 37			3 18	4 35		
21	153	QUEEN CITY..... 2.9	1 33	3 47	4 02		4 43			3 24	f 4 42		
24	100	LTO. ATLANTA..... 7.3	1 37	3 50	4 05		4 47			s 3 29	s 4 49		
31	156	BIVINS..... 6.6	1 44	3 57	4 12		4 54			f 4 58			
37	108	KILDARE..... 6.3	1 51	4 04	4 19		5 01			f 5 06			
44	161	PAYNE..... 6.9	1 57	4 10	4 25		5 08			5 15			
51	112	JEFFERSON..... 7.8	2 04 ²²⁶	4 17	4 32		s 5 20			s 5 25			
58	154	WOODLAWN..... 8.0	2 14	4 24	4 39		5 29			f 5 34			
67	141	CTO. MARSHALL..... 4.0	s 2 35 ⁴	s 4 37	s 4 52	L 5 10AM	s 5 40 5 55			s 4 25 5 05	s 5 45 6 00		
70	100	QUINNOY..... 4.7	2 40	4 42	4 57	5 15	6 00			5 11	6 05		
75	154	KEOKUK..... 5.0	2 46	4 46	5 01	5 19	6 04			5 16	6 10		
80	100	HALLSVILLE..... 2.6	2 52	4 50	5 05	5 23	6 08			f 6 16			
83	152	LANSING..... 6.5	2 56	4 53	5 08	5 26	6 11			5 24	6 20		
90	Yard	CTO. LONGVIEW..... 4.3	A 3 10AM	A 5 05AM	s 5 20	s 5 38	s 6 35			s 5 38	A 6 35PM		
94	126	GREGGTON..... 8.5			5 26	5 44	6 41			5 44			
103	106	GLADEWATER..... 4.4			s 5 34	s 5 52	s 6 49			s 5 52			
107	100	WILKINS..... 7.0			5 41	5 59	6 59			6 06			
113	152	CTO. BIG SANDY..... 4.8			5 48	6 06	7 06			s 6 14			
119	NS	HAWKINS..... 5.6			5 53	6 11	7 10			s 6 21			
124	153	FADA..... 5.8			5 58	6 16	7 15			6 28			
130	101	HOARD..... 6.1			6 03	6 21	7 20			6 33			
138		MINEOLA..... 0.8			6 10	s 6 30	s 7 34			s 6 45			
	Yard	MW CROSSOVER..... 1.2			6 11	6 32	7 36			6 46			
138		CTO. MINEOLA YARD..... 4.1			6 13	6 34	7 38			6 48			
143	100	SILVER LAKE..... 7.2			6 17	6 38	7 42			6 52			
149	89	CTO. GRAND SALINE..... 5.0			6 24	6 45	7 51			s 7 02			
155	100	FRUITVALE..... 4.6			6 29	6 51	7 56			7 10 ²²			
160	107	LTO. EDGEWOOD..... 4.1			6 33	6 55	8 00			s 7 25 ²			
163	74	RUSSELL..... 4.1			6 37	6 59	8 05			7 35			
167	104	LTO. WILLS POINT..... 4.6			f 6 42	s 7 04	s 8 10			s 7 43			
172	70	COBBS..... 4.4			6 47	7 10	8 23 ⁸			7 50			
176	100	ELMO..... 5.7			6 51	7 14	8 35			7 54			
183	97	CTO. TERRELL..... 4.8			6 57	f 7 20	s 8 40			s 8 00			
187	100	LAWRENCE..... 7.0			7 02	7 26	8 50			8 10			
194	74	LTO. FORNEY..... 5.7			7 09	7 33	8 57			8 17			
199	100	MARITH..... 2.8			7 15	7 39	9 03			8 24			
202	NS	LTO. MESQUITE..... 4.8			7 18	7 42	9 06			8 27			
207	100	SCOTTDALE..... 2.9			7 23	7 47 ⁸	9 12			8 32			
210	64	CTO. T. & P. JCT..... 7.2			A 7 27AM	A 7 52AM	A 9 17AM			A 8 37PM			
215		DALLAS Union Terminal..... 0.2			s 7 45 8 00	s 8 15 8 35	s 9 40 10 00	L 11 00AM	L 8 15PM	s 9 00 9 40			
	NS	U. T. JCT..... 1.3			L 8 01AM	L 8 36AM	L 10 01AM	L 11 01AM	L 8 16PM	L 9 41PM			
216	108	BROWDER..... 10.3			8 04	8 39	10 04	11 04	8 19	9 44			
227	94	GRAND PRAIRIE..... 6.3			8 16	8 51	10 16	f 11 16	8 31	9 56			
235	97	ARLINGTON..... 6.6			8 23	8 58	10 23	f 11 23	8 38	10 03			
239	NS	HANDLEY..... 5.6			8 30	9 05	10 30	11 30	8 45	10 10			
246	YARD	CTO. FORT WORTH..... (Passenger Station) 5.2			A 8 45AM 9 30AM	A 9 20AM	A 10 45AM	A 11 45AM	A 9 00PM	A 10 25PM 11 00PM			
251	YARD	LANCASTER YARD..... 248.1			A 9 40AM					A 11 10PM			
		Time Over Sub-Division	2.00	1.40	5.05	4.10	6.25	.45	.45	7.25	2.20		

See Page 14 &
15 For Dallas
Sub-Division
Special
Instructions

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

DALLAS SUB-DIVISION--Eastward

Time Table No. 45
EFFECTIVE 12:01 A. M.
DECEMBER 7, 1952

FIRST CLASS

STATIONS

Location—Water, Fuel, Turn-table, Wye, etc.	Miles from Texarkana	STATIONS	226 The Texan Passenger Daily	238 Passenger Daily	8 The Southerner Passenger Daily	502 Santa Fe Passenger Daily	6 The Westerner Passenger Daily	22 Louisiana Eagle Passenger Daily	2 West Texas Eagle Passenger Daily	222 South Texas Eagle Passenger Daily	4 Passenger Daily
FWT DW-DO	.0	CTO. TEXARKANA.....	A 3 00AM	A 11 30AM	A 12 01PM				A 10 30PM	A 10 40PM	A 4 15AM
	1.3	NATIONAL.....	2 55	11 15	11 48				10 24	10 36	4 00
	8.0	SULPHUR.....	2 48	11 02	11 41				10 17	10 30	3 51 1
	14.8	SPRINGDALE.....	2 42	10 49	11 35				10 11	10 24	3 42 221
	20.7	QUEEN CITY.....	2 36	10 37	11 29				10 05	10 18	3 29
	23.6	LTO. ATLANTA.....	s 2 33	s 10 30	11 25				10 01	10 15	s 3 25
W MP 32.7	30.9	BIVINS.....	2 26	10 12	11 16				9 54	10 08	3 17
	37.5	KILDARE.....	2 19	10 01	11 09				9 47	10 01	3 10
	43.8	PAYNE.....	2 12	9 48	11 02				9 40	9 54	3 04
W	50.7	JEFFERSON.....	2 04 225	s 9 37	10 55				9 33	9 46	s 2 55
	58.5	WOODLAWN.....	1 55	t 9 21	10 47				9 24	9 39	2 44
FWT DW-DO	66.6	CTO. MARSHALL.....	s 1 45	s 9 10	s 10 38			A 9 10PM	s 9 15	s 9 30	s 2 35 225
	70.5	QUINCY.....	1 36	8 53	10 21			8 59	9 05	9 24	2 08
	75.5	KEOKUK.....	1 32	8 48	10 17			8 54	9 01	9 20	2 03
	80.5	HALLSVILLE.....	1 27	8 43	10 12			8 49	8 56	9 16	1 58
	83.1	LANSING.....	1 24	8 40	10 09			8 46	8 53	9 13	1 55
FWT DW-DO	89.6	CTO. LONGVIEW.....	L 1 15AM	L 8 30AM	s 10 01			s 8 37	s 8 45	L 9 05PM	s 1 45
	93.9	GREGGTON.....			9 50			8 25	8 36		1 15
	102.4	GLADEWATER.....			s 9 40			s 8 15	s 8 26		s 1 05
	106.8	WILKINS.....			9 33			8 07	8 21		12 55
W	113.8	CTO. BIG SANDY.....			9 26			8 00	8 14		s 12 46
	113.6	HAWKINS.....			9 21			7 54	8 09		12 40
	124.2	FADA.....			9 16			7 48	8 04		12 34
	130.0	HOARD.....			9 11			7 43	7 59		12 28
	136.1	MINEOLA.....			9 03			s 7 35	7 51		s 12 20
	136.9	MW CROSSOVER.....			8 59			7 30	7 47		12 11
WY DW-DO	138.1	CTO. MINEOLA YARD.....			8 58			7 29	7 46		12 10
	142.2	SILVER LAKE.....			8 54			7 25	7 42		12 06AM
	149.4	CTO. GRAND SALINE.....			8 47			7 17	7 35		s 11 57
	154.4	FRUITVALE.....			8 41			7 10 7	7 29		11 46
	159.0	LTO. EDGEWOOD.....			8 37			6 58	7 25 7		11 41
	163.1	RUSSELL.....			8 33			6 54	7 21		11 37
	167.2	LTO. WILLS POINT.....			8 28			s 6 48	t 7 16		s 11 32
	171.8	COBBS.....			8 23 3			6 43	7 11		11 22
	176.2	ELMO.....			8 19			6 39	7 06		11 18
	181.9	CTO. TERRELL.....			8 13			s 6 32	7 01		s 11 10
	186.7	LAWRENCE.....			8 08			6 27	6 56		11 00
	193.7	LTO. FORNEY.....			8 01			6 20	6 49		t 10 52
	199.4	MARITH.....			7 55			6 13	6 43		10 44
	202.2	LTO. MESQUITE.....			7 52			6 10	6 40		10 41
	207.0	SCOTTDALE.....			7 47 21			6 05	6 35		10 36
DO-Y	209.9	CTO. T. & P. JCT. DALLAS Union Terminal			L 7 37AM			L 6 00PM	L 6 30PM		L 10 30PM
		U. T. JCT.			s 7 20 7 05	A 8 00AM	A 8 45AM	s 5 45 5 30	s 6 15 6 00		s 10 15 9 20
	214.8	BROWDER.....			A 6 53AM	A 7 55AM	A 8 40AM	A 5 24PM	A 5 54PM		A 9 15PM
	226.4	GRAND PRAIRIE.....			6 50	7 52	8 37	5 21	5 50		9 09
	232.7	ARLINGTON.....			6 39	7 41	8 26	5 09	5 39		8 56
	239.3	HANDLEY.....			6 32	7 33	8 18	5 02	5 32		s 8 48
WY DW-DO	245.9	CTO. FORT WORTH (Passenger Station)			L 6 15AM	L 7 15AM	L 8 00AM 7 30AM	L 4 45PM	L 5 15PM 3 55PM		L 8 30PM
FWT DW-DO	251.1	LANCASTER YARD.....					L 7 15AM	L 3 40PM			
	248.1		226 Daily	238 Daily	8 Daily	502 Daily	6 Daily	22 Daily	2 Daily	222 Daily	4 Daily
		Time Over Sub-Division	1.45	3.00	5.48	.45	.45	4.25	5.15	1.35	7.45

**See Page 14 &
 15 For Dallas
 Sub-Division
 Special
 Instructions**

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

Westward

BONHAM SUB-DIVISION

Eastward

SECOND CLASS				Station Numbers	Car Capacity Passing Sidings	Time Table No. 45 EFFECTIVE 12:01 A. M. DECEMBER 7, 1952		Miles from Texarkana	Location, Water, Fuel, Turn-table, Wye, etc.	SECOND CLASS	
57 Red Ball Freight Daily Except Sunday						STATIONS				50 Red Ball Freight Daily Except Sunday	
L	4	00AM		0	YARD	CTO . TEXARKANA . . . . .	.0		FWTY DW-DO	A	1 00PM
	4	30		A 5	87 NASH	5.1				
				A 12	NS	. . . . . LONE STAR	11.8				
	5	05		A 15	86	LTO HOOKS	14.8				12 20PM
				A 17	NS	. . . . . RED RIVER	16.9				
	5	40		A 22	86	LTO . NEW BOSTON	22.0	W			11 55
	6	35		A 24	86	LTO . . DE KALB	24.2				11 20
				A 44	86	LTO AVERY	44.4				10 50
	7	35		A 53	96	LTO ANNONA	52.5	W			10 25
	8	05		A 61	106	LTO . CLARKSVILLE	61.0				10 05
	8	40		A 68	NS	. . . . . BAGWELLS	68.1	W			9 37
	9	22	30	A 74	86	LTO DETROIT	74.2				9 22 30
	9	45		A 81	70	. . . . . BLOSSOM	81.0				8 40
	10	45		A 91	YARD	LTO PARIS	91.0	W			7 55
	11	20		A 100	86	LTO . BROOKSTON	99.7	WMP&A			7 00
	11	35		A 108	NS	. . . . . PEETTY	106.1				6 35
	12	07PM		A 112	86	LTO . HONEY GROVE	112.0				6 20
	12	25		A 117	NS	. . . . . WINDOM	117.2				6 01
	12	40		A 122	86	. . . . . DODDS	121.8				5 50
A	1	00PM		A 128	YARD	LTO BONHAM	128.1	WT			1 5 30AM
							128.1				50 Daily Except Sunday
											7.30
											57 Daily Except Sunday
											9.00
											Time Over Sub-Division

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

Between T&P-KCS 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.

The use of train order form Y is authorized on the Bonham sub-division.

Standard Clocks: Texarkana
Bonham

Southward THE DENISON & PACIFIC SUBURBAN RAILROAD Northward

				Station Numbers	Car Capacity Passing Sidings	Time Table No. 45 EFFECTIVE 12:01 A. M. DECEMBER 7, 1952		Miles from Texarkana	Location, Water, Fuel, Turn-table, Wye, etc.		
						STATIONS					
	F	7	YARD	7	YARD	CTO DENISON	7.3		WY		
	A	151		108		. . . . . SHERMAN JOT			Y		
							7.3				
											Time Over Sub-Division

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

Employees of the Texas and Pacific Railway will be governed by the Rules, Time Table and Special Instructions of the K. O. and G. Ry. while operating within yard limits, Denison.

STANDARD CLOCK:
Denison

Form Y train orders authorized on D&PS RR.

Westward

MARSHALL SUB-DIVISION

Eastward

FIRST CLASS				Station Number	Car Capacity Passing Sliding	Time Table No. 45 EFFECTIVE 12:01 A. M. DECEMBER 7, 1952	Location Water, Fuel, Turn-table, Wye, etc.	Mile Post Location	FIRST CLASS				
	27	21							28	22			
	Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily				STATIONS			Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily			
	L 3 45PM	L 3 50AM		S 327	YARD	SHREVEPORT Passenger Station 2.2		327.0	A 11 50AM	A 10 35PM			
	3 51	3 56		S 324	YARD	SHREVEPORT JCT. 2.9	FWT	324.8	11 35	10 20			
	3 56	4 01		S 322	YARD	HOLLYWOOD YARD 1.1	DW-DO	321.9	11 30	10 15			
	L 3 58PM	L 4 03AM		S 320	YARD	CTO. CUT OFF JCT. 2.8	WY	320.8	A 11 28AM	A 10 13PM			
	4 02	4 07		B 317		REISOR 4.6		318.0	11 24	10 09			
	4 06	4 11		B 321	86	LAKE HAYES 4.5		321.8	11 20	10 04			
	4 10	4 15		B 325	89	GREENWOOD 5.7		325.8	11 16	9 59			
	f 4 16	4 20		B 331	118	LTO. WASKOM 3.2		331.5	f 11 09	9 53			
	4 21	4 23		B 334	56	JONESVILLE 7.4		334.7	11 04	9 49			
	f 4 30	4 30		B 342	80	LTO. SCOTTSVILLE 8.3		342.1	f 10 56	9 42			
	A 4 45PM	A 4 45AM		67	YARD	CTO. MARSHALL 36.5	FWTY DW-DO	350.4	L 10 45AM	L 9 30PM			
	27 Daily	21 Daily				36.5			28 Daily	22 Daily			
	.47	.42				Time Over Sub-Division			.43	.43			

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

Time at Hollywood Yard, Shreveport Jet. and Shreveport (Pgr. 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 Marshall Subdivision.

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

Employees of the Texas and Pacific Railway performing service on L&A tracks 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 Jct. Hollywood Yard.

Southward

TEXARKANA SUB-DIVISION

Northward

	SECOND CLASS		Station Number	Car Capacity Passing Sliding	Time Table No. 45 EFFECTIVE 12:01 A. M. DECEMBER 7, 1952	Miles From T. B. & N. Jct.	Location Water, Fuel, Turn-table, Wye, etc.	SECOND CLASS	
		49						48	
		Local Monday Wednesday Friday			STATIONS			Local Tuesday Thursday Saturday	
	L 8 00AM		0	YARD	CTO. TEXARKANA 9.9	71.8	FWTY	A 1 30PM	
	8 30		T 62	NS	BOYD 8.5	61.9		1 00	
	9 00		T 55	18	LTO. FOUKE 12.6	55.4		12 35PM	
	9 40		T 43	17	DODDRIDGE 8.0	42.8		11 55	
	10 00		T 37	28	IDA 4.5	36.8		11 35	
	10 20		T 32	NS	MIRA 4.3	32.3		11 15	
	10 45		T 28	35	LTO. HOSSTON 4.7	28.0		10 50	
	11 05		T 23	40	LTO. GILLIAM 5.2	23.3		10 25	
	11 30		T 18	20	LTO. BELOHER 4.1	18.1		10 00	
	11 50		T 14	15	LTO. DIXIE 7.3	14.0		9 40	
	12 15PM		T 7	12	CASH POINT 2.1	7.3		9 15	
	A 1 00PM			YARD	T. S. & N. JOT 2.1		Y	L 8 30AM	
	1 15		S 324	YARD	SHREVEPORT JOT 2.5			8 15	
	A 1 30PM		S 322	YARD	HOLLYWOOD YARD 76.4		FWT	L 8 00AM	
	49 Monday Wednesday Friday				76.4			48 Tuesday Thursday Saturday	
	5.30				Time Over Sub-Division			6.30	

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

Employees of the St. L.-S. W. Ry. and K. 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.

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.

EASTERN DIVISION

7

HOSPITAL

DR. CARL McCURDY, Chief Surgeon

Marshall, Texas

LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. A. A. Herold	Shreveport	Dr. P. C. Shands	Mesquite
Dr. A. A. Herold, Jr. (Assoc.)	"	The Samuel Clinic	Dallas
Dr. Paul D. Abramson (Assoc.)	"	Dr. H. V. Copeland	Grand Prairie
Dr. I. R. Fowler	Waskom	Dr. Sidney Gaines	Grand Prairie
Dr. E. E. Murry	Texarkana	Dr. F. L. Harvey	Arlington
Dr. Charles A. Smith	Texarkana	The Coffey Clinic	Fort Worth
Dr. J. D. Nichols	Atlanta	Dr. J. W. Shoemaker	(Associate) North Fort Worth
Dr. E. W. Grumbles	Atlanta	Dr. E. B. McGee	New Boston
Dr. T. K. Nichols (Assoc.)	Atlanta	Dr. C. S. Crew	DeKalb
Dr. B. Joslin (Assoc.)	Atlanta	Dr. R. W. Payne	Clarksville
Dr. Wm. S. Terry	Jefferson	Dr. B. J. Parnell	Detroit
Dr. J. T. McRee	Longview	Dr. M. A. Walker	Paris
Dr. Frank V. Mondrik	Longview	Dr. Leon Gilbert	Honey Grove
Dr. Carl Nichols	Gladewater	Dr. J. M. Donaldson	Bonham
Dr. E. R. Moser	Gladewater	Dr. Joe A. Risser	Bonham
Dr. R. O. Moore	Mineola	Dr. H. I. Stoutt	Sherman
Dr. James M. Williams	Mineola	Dr. D. C. Ealoe (Assoc.)	Sherman
Dr. V. B. Cosby	Grand Saline	Dr. Joe H. Stoutt (Assoc.)	Sherman
Dr. Geo. Marsh, Jr. (Associate)	Grand Saline	Dr. Paul Pierce	Denton
Dr. B. B. Brandon	Edgewood	Dr. W. W. Agnew	Whitesboro
Dr. H. T. Fry	Wills Point	Dr. J. D. Harvey	Tioga
Dr. G. H. Alexander	Terrall	Dr. H. V. Norgaard	Denton
Dr. O. S. Leinart, Jr.	Terrell	Dr. N. C. Dupree, Jr.	Ida
Dr. L. W. Conradt (Assoc.)	Terrell	Dr. James L. Robins	Belcher
Dr. Christine Z. Walker	Forney		

OCULISTS

Dr. J. A. Wilkinson	Shreveport
Dr. A. W. Roberts	Texarkana
Dr. V. E. Hurst	Longview
Dr. W. B. Norman (Assoc.)	Longview
Dr. S. F. Harrington	Dallas
Dr. W. M. Knowles	Dallas
Dr. Lloyd Richey	Dallas
Dr. C. Harold Beasley (Eyes only)	Fort Worth
Dr. Thomas M. 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 Hulsor and to Texarkana.
G. W. Haltom	Ft. Worth	Ft. Worth to Sherman.
J. B. Hookwell	Denison	Sherman to Texarkana.
Parks Credit Jewelers	Texarkana	Local.
J. F. Lenta	Marshall	Marshall.
McCarley's Jewelry Store	Longview	Longview.
A. C. Flynt	Mineola	Mineola.
Smith's Jewelry	Grand Saline	Local.
Dallas Watch Co.	Dallas	Local.
Johnny Clingingsmith	Dallas	Local.
Ace Credit Jewelers	Dallas	Local.
Looney's	Dallas	Local.
Brannon's	Bonham	Bonham.
Bryan's Jewelry	Shreveport	Texarkana Sub-Division.
Youngblood Jewelry Co.	Shreveport	Local.

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

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 and reverse lever in proper position.

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.

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:

Atlanta	8:00 AM to 5:00 PM daily.
Wills Point	8:00 AM to 11:59 PM daily.
Forney	7:00 AM to 4:00 PM daily except Saturday and Sunday.
Mesquite	7:00 AM to 4:00 PM daily except Saturday and Sunday.
Paris	7:30 AM to 4:30 PM daily except Sunday.
Bonham	7:00 AM to 11:00 PM daily except Saturday and Sunday.
Bonham	7:00 AM to 3:00 PM Saturday and Sunday.
Pilot Point	7:00 AM to 11:00 PM daily.

EASTERN DIVISION

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

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	Bagle Ford } One Yard
Campe } 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		

GENERAL ORDER STATIONS

Texarkana Yard Office	Ft. Worth East Yard
Texarkana Roundhouse	Ft. Worth Passenger Station
Marshall Telegraph Office	Ft. Worth Coach Yard
Marshall Yard Office	Ft. Worth West Yard
Longview Telegraph Office	Lancaster Yard Round House
Longview Yard Office	Lancaster Yard Sub Yard Office
Longview Roundhouse	Lancaster Yard Hump Office
Mineola Yard	Bonham
Mineola Roundhouse	Denison KOG-MKT Offices
Grand Saline	Whitesboro
East Dallas Yard Office	Hollywood Round House
East Dallas Roundhouse	Hollywood Yard
Dallas Union Terminal	Cut Off Jct.
Dallas Downtown Yard Office	

INTERLOCKING WHISTLE SIGNAL CODE

Cut Off Jct.

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

Texarkana

Dallas Sub-Division, Main Track	00
Bonham Sub-Division	0 00
Texarkana Sub-Division	0 00
	0 00

Big Sandy

Main Track	00
Passing Siding	0 0
Transfer Track	0 0

Terrell

Main Track	00
Passing Siding	0 0

T. & P. Junction

T. & P. Main track, either direction, eastward or westward	00
Wye track entering or leaving T. & P.	0 0
Yard west of T. & N. O. crossing	0 0
Crossover from old T. & P. main track to Passing siding	00
in either direction	00
Storage Track	0 0
T. & P. Track B-1	0 0
T. & P. Track B-2	0 0
T. & P. Track B-3	0 0
T. & P. Track B-4	0 0

Dallas Union Terminal

Levee Track to Main Track	00
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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	0 0

OPERATING RULES

Rule 3. Amended to read: Standard clocks must bear sign "Standard Clock" and their locations will be shown in special instructions.

Where standard clocks are available, watches of train dispatchers, conductors, engineers, hostlers and engine foremen must be compared with a standard clock before commencing each day's work or trip. If a register station for a train, conductors and engineers of trains must register on train register the time watches are compared.

Conductors, engineers, hostlers, engine foremen and train-order operators, whose duties preclude access to a standard clock, must obtain time from train dispatcher, or compare and regulate their watches daily with those of conductors and engineers who have standard time and have registered as provided.

When practicable, conductors or engine foremen, and engineers will also compare time with each other and with trainmen, or yardmen, and firemen before commencing each day's work or trip.

Rule 6. Amended to read: General orders will be numbered consecutively beginning with January 1st of each year; will be issued and cancelled by the Superintendent or other designated officer, and will expire with the calendar year. They supersede any rule or special instructions with which they conflict.

Train, engine and yard employes, train dispatchers, and other employes whose duties require, must familiarize themselves with general orders and other notices before commencement of each trip or day's work. If a register station for a train, conductors and engineers of trains must record information on train register indicating that they have read and understand general orders. Location of general orders will be designated by special instructions.

Special instructions in timetable, or when issued in pamphlet form, supersede any rule with which they conflict.

Rule 10 (g). Supplement to: Yellow and green reflector signals as provided by Temporary Speed Restriction Chart, page 130, Uniform Code of Operating Rules, may be used both by day and by night in lieu of signs by day and signs and lights by night.

Rule 12 (J). Supplement to: Five (5) minute yellow fuses may be used for giving hand signals as prescribed by this rule, except yellow fuses must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

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.

Rule 103. Supplement to: Cars must not be left standing too near street or highway crossings. When practicable, cars must be left at least seventy five (75) feet away from crossings.

When a train or cut of cars is parted to clear a public crossing at grade; in addition to a trainman, when practicable, protecting the crossing against trains or engines approaching on adjacent tracks, the crossing must be cleared not less than 75 feet on each side.

Rule 103 (A). Paragraph (9) amended to read: Before switching occupied passenger equipment or occupied outfit cars, see that brake pipe connections are made, angle cocks opened between the cars and brake system charged.

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.

(Continued on Page 9)

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS

OPERATING RULES—Continued

Rule 206. 5th paragraph amended to read: Except when being used on a work train extra, the number of operating control unit of a diesel engine must be displayed and this number will be the identifying number of the engine and will be the engine number used in train orders; numbers on other units may be displayed but such numbers will not be used in train orders.

When a diesel engine with more than one control compartment unit is used on a work train extra, the numbers of all control compartment units may be displayed but the number of only one of the control compartment units will be used in train orders relating to such work train extra. When a diesel engine consisting of more than one unit is used on a work train extra, white train signals (two white lights only) as provided by Rule 20 (a) and special instructions must be displayed on all units equipped to display such signals.

Rule 508 (1). Exception to: A fireman who for any reason is permanently restricted to service as a fireman must not operate an engine except while working in hostler service. Engineers must not permit a permanently restricted fireman to operate an engine in their charge.

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.

RADIO RULES

The use of radio communication in any manner by any employe to supersede the requirement of complying with any rule of the Uniform Code of Operating Rules, Supplements Thereto, or Special Instructions Supplementing Uniform Code of Operating Rules, is prohibited.

The use of radio communications to transmit train orders, or any part of contents of train orders, is prohibited except as follows:

1. Train dispatcher may transmit a train order by use of radio communication direct to an operator, or direct to a conductor or engineer as provided in Rule 206 (b).
2. Radio communication may be used by an operator to relay a train order as provided in Rule 206 (c) to another operator, or to relay direct to a conductor or engineer a train order addressed to their train at a station not a train order office or at which the office is closed.

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 Rule No. 510, which is amended to read as follows: Employes must provide themselves with a copy, be conversant with and comply with Safety Rules issued in separate book or other form .

Employes Must Not:

Go between moving cars or engines to uncouple, open, close or adjust knuckles or couplers, or to make adjustments of, or to operate other appliances. (If lever is inoperative and it is necessary to adjust knuckles by other means, proper understanding must be had and full protection afforded before doing so.)

Step in front of moving cars or engines to adjust knuckles.

Go between cars for any purpose without protection or knowing that cars are not coming in from either end of track.

Use feet to change the alignment of drawbars.

Remove any of the appliances of an engine or cars for convenience in switching which would endanger the safety of themselves or others, or follow other dangerous practices.

Ride upon coupler, end sills, end sill handholds or pilot beams of locomotives.

Step upon or alight from footboard on forward end in direction of movement of an engine in motion.

Ride on footboard on forward end in direction engine is moving.

Ride on engine pilots.

Ride on buffer plates, drawbars, brake beams, brake wheels, end ladders and on end of car containing load that may shift.

Stand near the end of freight cars, except when operating hand brakes or backup hose.

Sit on footboard or pilot of engine when engine is standing still.

In addition to Rule 510, the following is prohibited:

- (1) Giving signal to move an engine or cars and then crossing track in front of movement.
- (2) (a) Giving signal to move an engine or cars without first placing switch in proper position.
(b) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
(c) Engineman drifting down too close to switches that are to be thrown.
- (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) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.
- (5) Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

EASTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

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).....	40	
Trains of deadhead passenger equipment.....		40
Trains handling scale test cars; conductor will keep engineer advised when such cars in train.....	40	
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	
Tralling through points of a spring switch; not otherwise restricted.....	30	
Engines (yard or road service) shoving cars ahead of engine.....	30	
All subdivisions except Texarkana and D&PS.....	30	
Texarkana Subdivision and D&PS RR.....	15	
Engines in yard service, with or without cars, and not otherwise restricted:		
All subdivisions except Texarkana and D&PS.....	40	20
Texarkana subdivision and D&PS RR.....	15	15
Diesel engines, series 1500 and 2000, and foreign line diesel engines of similar construction, when running with oper- ating control compartment not on leading end, and not otherwise restricted.....	40	20
Trains handling steam wrecking derricks, boom in trail- ing position, not otherwise restricted:	Straight	Curves
Dallas and Marshall Subdivisions.....	40	30
Bonham and Whitesboro Subdivisions, except between M.P. A-33 and Whitesboro.....	40	30
Between M.P. A-33 and Whitesboro.....	35	35
Texarkana Subdivision and D&PS RR.....	15	12
Trains handling steam wrecking derricks, boom in forward position; self-propelled pile drivers, ledgerwoods, brown- hoists and other machinery of similar description; also steam pile drivers moving under own power; not other- wise restricted.....	30	15

Marshall Sub-Division

	Miles per hour Passenger Trains	Freight Trains
Between Cut Off Jct.—Marshall.....	70	30

Dallas Sub-Division

Texarkana—Fort Worth.....	70	30
Except:		
Over Marshall subdivision junction switch and on main track around curve Marshall passenger station.....	15	15
Around curve on siding Marshall passenger station.....	30	30
Between Longview Passg. Station and M. P. 91.....	40	40
Diesel Passenger Engines.....	75	

Bonham Sub-Division

Texarkana—M. P. A-33.....	45	35
M. P. A-33—Bonham.....	40	30

Whitesboro Sub-Division

Bonham—M. P. A-178.....	40	35
Mile Post A-178—Ft. Worth.....	65	55
Except:		
Diesel Passenger Engines.....	75	

Texarkana Sub-Division

T. S. & N. Jct.—Texarkana.....	35	35
Except between:		
M. P. T-2 and M. P. T-25.....	15	15
M. P. T-34 and M. P. T-35.....	15	15
M. P. T-37 and M. P. T-39.....	20	20
M. P. T-46 and M. P. T-49.....	20	30

MAXIMUM SPEEDS—Continued

D. & P. S. R. R.

Sherman Jct.—Denison.....	40	40
Except:		
Around and through turnouts Sherman Jct. wye.....	15	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
Dallas Sub-Division			
National.....	3.7	1	East End Siding
National.....	1.6	1	West End Siding
Sulphur.....	7.4	1	East End Siding
Sulphur.....	8.6	1	West End Siding
Springdale.....	14.3	1	East End Siding
Springdale.....	15.3	1	West End Siding
Queen City.....	24.3	1	East End Siding
Queen City.....	21.3	1	West End Siding
Atlanta.....	23.1	1	East End Siding
Atlanta.....	22.1	1	West End Siding
Bivins.....	30.4	1	East End Siding
Bivins.....	31.4	1	West End Siding
Kildare.....	35.9	1	East End Siding
Kildare.....	35.0	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.....	53.9	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.....	74.1	1	West End Siding
Halleville.....	80.1	1	East End Siding
Halleville.....	81.6	1	West End Siding
Lansing.....	82.6	1	East End Siding
Lansing.....	83.6	1	West End Siding
Longview.....	84.4	1	East End Water Track
Greggton.....	92.2	1	East End Siding
Greggton.....	94.6	1	West End Siding
Gladewater.....	101.7	1	East End Siding
Wilkins.....	104.2	1	East End Siding
Wilkins.....	107.3	1	West End Siding
Big Sandy.....	114.5	1	East End Siding
Fada.....	123.4	1	East End Siding
Fada.....	124.9	1	West End Siding
Hoard.....	129.5	1	East End Siding
Hoard.....	130.5	1	West End Siding
Mineola.....	136.0	1	East End North Track
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.....	216.6	4	West End Siding
Grand Prairie.....	234.6	2	East End Siding
Grand Prairie.....	235.5	2	West End Siding
Arlington.....	232.1	2	East End Siding
Arlington.....	234.1	2	West End Siding
Ft. Worth.....	244.2	1	East End Siding Westward Main
Marshall Sub-Division			
Out Off Jct.....	B-220.3	1	West Entrance to Interlocker Hollywood yard

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS

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. Trains	Other Trains	Mile Post	Poles	Mile Post	Poles
Dallas Sub-Division					
35	35	23	24	23	32
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		80	10	80	25
65		84	28	85	1
60		112	32	113	0
70		126	15	126	28
70		139	28	141	8
50	50	193	8	193	23
50	50	194	23	196	13
65		198	36	199	4
40	40	207	34	208	31
60		224	21	225	27
50	50	225	27	225	48
40	40	225	48	226	41
50	50	226	41	227	39
60		227	39	228	20
40	40	232	30	233	5
40	40	239	12	239	33
45	45	244	3	244	19
Bonham Sub-Division					
30	30	90	16	90	18
Whitesboro Sub-Division					
30	30	173	8	173	24
50	50	186	8	186	17
50	50	188	14	189	2
70		190	25	190	34
70		200	10	200	17
70		201	15	201	22
45	35	203	10	203	20
65		203	33	204	6
20	20	207	33	210	4
50	50	211	34	212	3
55		221	8	222	3
70		222	27	223	6
65		236	14	236	29
55		228	20	228	30
35	35	241	25	242	4
D. & P. S. R. R.					
30	30	1	11	1	15

CITY SPEED ORDINANCES

Dallas Sub-Division		Miles per hour	
Station	Miles per hour	Station	Miles per hour
Atlanta	35	Wills Point	35
Longview	40	Terrell	40
Gladewater	40	Dallas	35
Mineola	40	Ft. Worth	40
Grand Saline	40		

Whitesboro-Bonham-TEXARKANA Sub-Divisions

Clarksville	30	Pilot Point	30
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.

RAILROAD GRADE CROSSINGS

Dallas Sub-Division

Location	Intersection Railroad	Miles per hour	Miles per hour	
			Passenger	Freight
Texarkana Yard	St. L.-S. W. Ry. (Interlocked)			
M.P. 144	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. 136.9	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 Yard	{ G. C. & S. F. Ry. } { M. K. & T. R. R. } { G. C. & S. F. Ry. } { T. & N. O. R. R. } (Interlocked)	10	10	

Marshall Sub-Division

M.P. B-218.1	L. & A. Ry. (Automatic Interlocked)
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Bonham Sub-Division

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-217	{ G. C. & S. F. Ry. } { T. & N. O. R. R. } (Automatic Interlocked)	30	30

Whitesboro Sub-Division

Bells	M. K. T. R. R. (Interlocked)		
Sherman	T. & N. O. R. R. (Interlocked)		
Sherman	M. K. T. R. R. (Not Protected)		
M.P. A-288.1	St. L.-S. W. Ry. (Automatic Interlocked)	30	30
Fort Worth Yard	{ M. K. T. R. R. } { G. C. & S. F. Ry. } { T. & N. O. R. R. } (Interlocked)	10	10

STRUCTURES THAT WILL NOT CLEAR A MAN ON TOP OR

SIDE OF CAR

Sub-Division	Location	Structure
Dallas	M.P. 68.21	Overhead—Road
Dallas	M.P. 68.40	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 employees are cautioned when passing through steel bridges, switching cotton platforms, station platforms and industry tracks as a number of steel bridges, platforms and buildings at various places will not clear a man on side or top of cars.

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

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.

1. Within operating limits of automatic public crossing signals, switches must not be left open nor cars left standing in circuit longer than necessary, thereby causing excessive operation of the crossing signal.

LIMITS OF CONTROL OPERATORS

Location	Between
Cut Off Jct.	Interlocking and Jct. switch Reisor.
Texarkana	T&P-SLSW Interlocking and west end siding National.
Marshall	West end siding National and east end Water Track Longview and from M.P. 30.1, Longview yard to MW Crossover, M.P. 138.9.
Longview	East end water track and M.P. 30.1, Longview yard.
Big Sandy	Interlocking and west end siding Big Sandy.
Terrell	East end siding Terrell and Interlocking.
T&P Jct.	East end siding Scottdale and T&P Jct.

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-StLSW Interlocking, Texarkana and MW Crossover, MP 136.9.
- 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;

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.

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

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 Mineola Yard;
Cut Off Jct. and Reisor;
U.T. Jct. and Ft. Worth.

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

A train authorized to run extra between a Marshall subdivision station and a Dallas subdivision station west of Marshall may leave Marshall without clearance when train order signal governing such movement 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

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS

SPRING SWITCHES

Station	Mile Post	Track	Facing Point Direction	Normal Position
Texarkana Sub-Division				
TS&N Jct. -----	T-0.5	North Wye	Eastward	For movement to Texarkana Sub-Division Main track.
TS&N Jct. -----	326.5	West Wye	Southward	Must be lined as necessary for facing point movements. May be left as used and trilled through from either leg of wye.
Marshall Sub-Division				
Reisor -----	313.0	Junction switch	Westward	Main track
Waskom -----	330.9	East End Siding	Westward	Main track
Waskom -----	332.0	West End Siding	Eastward	Main track
Scottsville -----	341.9	East End Siding	Westward	Main Track
Scottsville -----	343.7	West End Siding	Eastward	Main Track
Dallas Sub-Division				
National -----	1.8	West End Siding	Eastward	Main track
Marshall -----	66.2	East End Crossover	Westward	Main track
Mineola Yard -----	133.9	West End Pull-out	Eastward	Main track
Silver Lake -----	141.7	East End Siding	Westward	Main track
Silver Lake -----	142.7	West End Siding	Eastward	Main track
Grand Saline -----	146.3	East End Siding	Westward	Main track
Grand Saline -----	149.8	West End Siding	Eastward	Main track
Fruitvale -----	153.9	East End Siding	Westward	Main track
Fruitvale -----	154.9	West End Siding	Eastward	Main track
Edgewood -----	158.5	East End Siding	Westward	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 -----	178.7	East End Siding	Westward	Main track
Elmo -----	178.7	West End Siding	Eastward	Main track
Terrill -----	181.3	East End Siding	Westward	Main track
Lawrence -----	186.3	East End Siding	Westward	Main track
Lawrence -----	187.3	West End Siding	Eastward	Main track
Forney -----	194.3	East End Siding	Westward	Main track
Forney -----	194.1	West End Siding	Eastward	Main track
Marith -----	198.9	East End Siding	Westward	Main track
Marith -----	199.3	West End Siding	Eastward	Main track
Scottsdale -----	206.5	East End Siding	Westward	Main track
Whitesboro Sub-Division				
Fort Worth -----	A-243.1	End of two main tracks, Peach Street	Southward	Southward Main track
Hodge -----	322.3	North End Siding	Southward	Main Track
Denton -----	209.5	South end Box Siding	Northward	Main track

Spring switches must be lined for intended move before attempting to move track machines such as rail olfers, ballast discar machines, burro cranes or any roadway equipment through them where the weight of such equipment is less than weight of an empty freight car.

A member of train or yard crew riding caboose or rear car in cut should observe spring switches after passing through them in tralling point direction to see if points move or if any indication of switch being in damaged condition, and if such condition noticed, make report accordingly.

SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED SWITCHESDallas 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 signals in connection therewith controlled by Operator, Marshall.

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

Power-operated switches at each end passing sidings Greggton to Hoard, inclusive; switches and signals in connection therewith, except switches and signals at east end siding Big Sandy, controlled by Operator, Marshall.

Switches and signals at east end Big Sandy siding controlled by Operator Big Sandy and are part of Interlocking, T&P-SLSW crossing, Big Sandy.

Power-operated switch at east end North Track, Mineola MP 136.0, and both ends MW Crossover, MP 136.9; switches and signals in connection therewith controlled by Operator Marshall.

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 U.T. Jct. and at east end U.T. track No. 1, and signals in connection therewith, are controlled by Operator at North Tower, Dallas Union Terminal Interlocking and are a part of North Tower Interlocking. Interlocking North Tower, Dallas Union Terminal begins at Signal Bridge, 2 poles east of M. P. 215.

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.

SPECIAL INSTRUCTIONS

DALLAS SUB-DIVISION

First class trains must run at restricted speed between the east end of siding and passenger station, Ft. Worth.

Rule 93. Exception to within Longview and West Dallas yards:

(1) In the following designated territory, extra trains and engines entering and using a block on a:

- Clear signal Rule 281,
- Approach Medium signal Rule 282, or
- Medium Clear signal Rule 283

may accept such indication to supersede the requirement of Rule 93 to move at Restricted Speed within the limits of the block governed

- (a). Between yard limit boards, MP 88 and MP 98 pole 16 (Longview-Greggton-Camps yard limits).
- (b). Between yard limit boards, MP 214.9 and MP 220.8 (UT Jct-Browder-Eagle Ford yard limits).

In the above territory, trains and engines will be governed by the following:

(2). An extra train or engine entering and using a block on other than indications prescribed by Rules 281, 282 or 283, must move at Restricted Speed as prescribed by Rule 93 until leading wheels pass another signal displaying an indication prescribed by Rule 281, 282 or 283.

(2-a). A train or engine having entered a block on a proceed indication and stops, or is delayed, must move at Low Speed as prescribed by Rule 330.

(3). When an Absolute Signal governing the use of a block displays "Stop" Rule 292, a train or engine must not enter that block without flag protection against opposing trains or engines, except:

(a). Upon verbal advice from Train Dispatcher or Control Operator in the words: "There is no opposing train or engine in the block.

(b). To enter track and time limits as prescribed by Rule 402.

(c). When within track and time limits prescribed by Rule 402.

(4). A train or engine having passed beyond the limits of a block must not back into, or re-enter such block without flag protection against opposing trains or engines, except:

(a). When within track and time limits prescribed by Rule 402.

(b). As provided for in Rule 404.

(5). When entering a main track, or crossing from one main track to another, at an electrically locked hand-operated switch, not authorized by a block or interlocking signal indication, trains and engines must obtain track and time limits as prescribed by Rule 400, and in addition if conditions require a three (3) minute or more time interval before switch is released for hand operation, protection must be afforded a sufficient distance to stop trains or engines moving at Low Speed before fouling the main track.

(6). Such operating, interlocking and block signal rules as are not modified by these instructions remain in force.

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

Rule 375 (10). Exception to: Control Operator Marshall may, when conditions or work requires, grant track and time limits between:

- (1) East switch Bivins and west switch Queen City
- (2) East switch Woodlawn and west switch Payne
- (3) East switch Wilkins and west switch Greggton.

Train order, Form Y, is authorized between Mineola Yard and T&P Jct.

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.

(Continued)

DALLAS SUBDIVISION—continued

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 6, 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, 225, 226, 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 register station for Nos. 5, 6, 501 and 502 only. Nos. 5 and 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.

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

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., employees 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	

(Continued on page 15)

SPECIAL INSTRUCTIONS

DALLAS SUBDIVISION—continuedOTHER 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. 3	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. 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. 6	Grand Prairie: to discharge passengers from Abilene and beyond.
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. Grand Prairie to discharge passengers from Texarkana and east or from Shreveport and east.
No. 8	Terrell, Wills Point and Mineola: to discharge passengers and to receive passengers destined points scheduled to stop. Jefferson: to discharge passengers from west of Ft. Worth
No. 11	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. 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. 221	Atlanta: to receive passengers destined south of Longview where I-GN No. 21 scheduled to stop.
No. 222	Atlanta: to discharge passengers from points south of Longview.
No. 227	Lodi and Domino: to receive and discharge passengers. Queen City, Bivins, Kildare, and Lodi: to load or unload mail, parcel post or express.
No. 228	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.

WHITESBORO SUBDIVISION

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.

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 Jct.

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

MKT Nos. 311, 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 Jct. siding, M.P. 151.4, 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.

EASTERN DIVISION

WESTWARD					RED BALL FREIGHT SCHEDULES, DAILY	EASTWARD					
265	267	65	55	67		STATIONS	60	56	54	72	266
				L 8 30 PM	HOLLYWOOD YARD			A 4 00 AM			
L 10 40 PM	L 2 30 PM	L 9 30 PM		L 3 00 PM	TEXARKANA	A 6 00 PM	A 12 30 AM		A 4 40 AM	A 1 30 PM	
12 50 AM	4 30	11 35 PM	10 00 PM	5 00 PM	MARSHALL	4 10 PM		2 30 AM	2 35 AM	10 40 AM	
A 2 30 AM	A 5 30 PM	12 15 AM	10 35 PM	5 40 PM	LONGVIEW	3 30 PM		1 25 AM	1 45 AM	L 9 30 AM	
		2 25 AM 2 55 AM	1 15 AM 1 45 AM	7 20 PM 7 50 PM	MINEOLA YARD	{ 2 15 PM 1 45 PM	{ 8 30 PM 8 00 PM	{ 12 01 AM 11 25 PM	{ 12 10 AM 11 40 PM		
		5 00 AM	4 30 AM	10 30 PM	T. P. JCT.	11 59 AM		9 15 PM	9 20 PM		
		A 7 00 AM	A 6 30 AM	A 11 59 PM	FT. WORTH	L 10 00 AM	L 4 30 PM	L 8 00 PM	L 8 10 PM		
265	267	65	55	67		60	56	54	72	266	

SOUTHWARD					STATIONS	NORTHWARD				
		381 M-K-T	375 M-K-T	167		175	170	176	372 M-K-T	374 M-K-T
				L 1 30 PM	L 4 30 AM	A 4 00 AM	A 3 30 PM			
		L 4 00 PM	L 11 45 AM					A 7 50 AM	A 10 30 PM	A 11 00 PM
		A 6 15 PM	A 2 00 PM	A 5 30 PM	A 8 30 AM	L 12 01 AM	L 11 30 AM	L 5 15 AM	L 7 15 PM	L 7 30 PM
		381	375	167	175	170	176	372	374	376

Trains shown on this page have no timetable authority.