



**TAKE PRIDE**

in

**RULES  
OBSERVANCE**

For men to be safe they must be taught  
by a competent, courteous teacher.

Each conductor, engineer and foreman  
is a teacher and has the obligation to  
require rules observance and safety in  
the performance of duty by men under  
their supervision.

---

**TAKE TIME FOR SAFETY**

---

Texas District

**SAFETY FIRST**



**THE TEXAS and PACIFIC  
RAILWAY COMPANY**

---

**TEXAS DISTRICT**  
**RED RIVER, RIO GRANDE, DALLAS-FT. WORTH**  
**TERMINAL AND NEW ORLEANS TERMINAL**  
**DIVISIONS**  
**NEW ORLEANS AND LOWER COAST R. R.**  
**KANSAS, OKLAHOMA & GULF RY. CO.**

---

**TIMETABLE**  
**No. 4**  
**Effective 12:01 a.m. Sunday, March 14, 1965**  
**CENTRAL STANDARD TIME**

---

**FOR THE GOVERNMENT OF  
EMPLOYEES CONCERNED.**

**The Railroad Company Reserves the Right to Vary  
Therefrom as Circumstances May Require.**

---

**J. H. LLOYD, Vice President—Operation.**  
**M. L. SMITH, Asst. Vice President—Operation.**  
**J. A. AUSTIN, General Supt. Transportation.**  
**J. M. TOLER, Asst. General Supt. Transportation.**  
**N. W. DERRYBERRY, Supt. Transportation.**  
**W. C. FOSTER, Vice President and General Mgr.**  
**D. T. BARKSDALE, Assistant General Manager.**

## OFFICERS

---

### RED RIVER DIVISION

L. H. Miller ..... Superintendent ..... Marshall, Tex.  
 E. N. Craven ..... Asst. Superintendent. Alexandria, La.  
 B. J. Cranford ..... Trainmaster ..... Longview, Tex.  
 R. C. Speer ..... Trainmaster ..... Shreveport, La.  
 R. E. Smith ..... Trainmaster ..... Addis, La.  
 V. M. Driskill ..... Trainmaster ..... Muskogee, Okla.  
 R. R. Thomas ..... Road Foreman of  
 Engines ..... Marshall, Tex.  
 S. R. Wall ..... Terminal  
 Trainmaster ..... Texarkana, Tex.  
 J. R. Scherer ..... Terminal  
 Trainmaster ..... Alexandria, La.

### RIO GRANDE DIVISION

R. H. Blassingame.. Superintendent..... Big Spring, Tex.  
 J. B. McCormack... Asst. Superintendent.... Abilene, Tex.  
 C. Percy ..... Asst. Superintendent Monahans, Tex.  
 M. E. Wright..... Road Foreman of  
 Engines ..... Big Spring, Tex.  
 J. Kobren ..... Terminal Trainmaster... El Paso, Tex.

### DALLAS-FORT WORTH TERMINAL DIVISION

L. B. Griffin ..... Superintendent.... Fort Worth, Tex.  
 L. L. Carmichael... Terminal  
 Trainmaster ..... Fort Worth, Tex.

R. A. Hawthorne... Chief Dispatcher.... Fort Worth, Tex.

### NEW ORLEANS TERMINAL DIVISION AND NEW ORLEANS AND LOWER COAST RAILROAD

L. M. Ogilvie ..... Manager ..... New Orleans, La.  
 A. L. Daigre ..... Asst. Manager ..... New Orleans, La.  
 V. L. Adams ..... Trainmaster ..... New Orleans, La.

Texas District

## EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
- Ⓑ—Radio Base Station.
- D—Diesel Fuel Oil.
- Ⓓ—Draw Bridge.
- Ⓒ—Gate—Normal position against conflicting route.
- G—Gate—Normal position against this Sub-div.
- Ⓜ—Manual Interlocking.
- Ⓔ—Stop Sign.
- T—Turntable or Wye.
- W—Water.
- ⓧ—Railroad Crossing at Grade.
- Ⓨ—Yard Limits.
- \*—Mail Crane.
- ‡—Track Scale.
- ⊙—Train Order Office.

Register Stations are shown in full-faced type.

When the letters CTC are shown herein they designate territory where Rules 400 to 406 inclusive are in effect governing opposing and following movement of trains and engines by block signals.

In ABS Territory, Rule 99 (j) effective.

### EXPLANATION OF STOPS:

- s—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop on signal to receive or discharge revenue passengers.
- b—Stop on signal to receive revenue passengers.
- c—Stop on signal to discharge revenue passengers.

### OTHER FLAG STOPS

Nos. 7 and 8—Lodi—MP 42: to receive or discharge revenue passengers, mail and express.

Domino—MP 12.4: to receive or discharge revenue passengers.

Nos. 4, 21 & 22—Forney—MP 193.7: to receive or discharge revenue passengers.

### TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
79.....	0	46

Texas District

2 RED RIVER & DALLAS-FT. WORTH TERM. DIVS.

DALLAS SUBDIVISION

TRAINS WESTWARD						Miles From Texarkana	TIMETABLE No. 4	STATIONS
FIRST CLASS								
501	7	27	21	1	3			
Pagr. Daily	Pagr. Daily	Pagr. Daily	Pagr. Daily	Pagr. Daily	Pagr. Daily			
	PM 3 35	PM 3 00		AM 3 40	AM 12 55	.0	TEXARKANA.....\$@TDW	
						0.5	St. L. S. W. ....@	
						1.3	NATIONAL.....@	
						1.1	K. C. S. ....@	
						5.5	SULPHUR.....@	
						6.9	SPRINGDALE.....@	
	f 3 58					5.6	QUEEN CITY.....*	
						3.2	ATLANTA.....*@	
	s 4 03	s 3 27		a 4 05	s 1 22	7.6	BIVINS.....*	
	f 4 11					6.3	KILDARE.....*	
	f 4 19					6.0	PAYNE.....*	
						7.2	JEFFERSON @ L. & A.....@*@	
	s 4 36	s 4 00		a 4 30	b 1 51	8.0	WOODLAWN.....*	
	f 4 45		AM			7.6	MARSHALL.....\$@TDW	
						4.2	QUINCY.....*	
	s 5 10	s 4 52	s 5 15	s 4 50	s 2 25	4.8	KEOKUK.....*	
						5.2	HALLSVILLE.....*	
	f 5 26					2.4	LANSING.....*	
						6.7	LONGVIEW.....\$@TDW	
						4.2	GREGGTON.....*	
						9.0	GLADEWATER.....*	
	s 5 40	s 6 20			s 3 24	11.0	BIG SANDY. @ St. L.S.W. @*@	
	a 5 50					4.8	HAWKINS.....*	
						5.6	FADA.....*	
						5.8	HOARD.....*	
						6.1	MINEOLA.....@	
	s 6 25	s 6 55			s 4 07	6.1	SILVER LAKE.....*	
						7.8	GRAND SALINE.....*	
	a 6 39	a 7 09				8.8	EDGEWOOD.....*	
						8.6	WILLS POINT.....*@	
	a 6 56	s 7 30				8.5	ELMO.....*	
						6.0	TERRELL.....*@	
	a 7 10	s 7 45				5.1	LAWRENCE.....*	
						12.1	MARITH.....*	
						3.1	MESQUITE.....*@	
	a 7 34	s 8 10			s 5 16	4.8	SCOTTDALE.....*	
						2.1	T. & P. JCT.....@T@	
						7.2	DALLAS.....*	
						0.2	U. T. JCT.....@	
						1.3	BROWDER.....\$@	
						10.3	GRAND PRAIRIE.....*	
	a 9 00	s 9 50			s 6 26	6.3	ARLINGTON.....*	
						12.7	FW TOWER.....@	
						0.5	FORT WORTH.....@DWT@	
						5.2	LANCASTER YARD.....@	
						251.1		

ABS—Texarkana to Ft. Worth, CTC between StLSW crossing Texarkana and T&P Jct.; U. T. Jct. and East Interlocking limits FW Tower.

RED RIVER & DALLAS-FT. WORTH TERM. DIVS. 3

DALLAS SUBDIVISION

TIMETABLE No. 4	STATIONS	Siding Capacity in Cars	TRAINS EASTWARD						
			FIRST CLASS						
			28	502	8	22	4	2	
			Pagr. Daily	Pagr. Daily	Pagr. Daily	Pagr. Daily	Pagr. Daily	Pagr. Daily	Pagr. Daily
	TEXARKANA.....\$@TDW	YD	PM 12 15		AM 11 30			AM 4 15	PM 11 15
	St. L. S. W. ....@								
	NATIONAL.....@	91							
	K. C. S. ....@								
	SULPHUR.....@	180							
	SPRINGDALE.....@	91							
	QUEEN CITY.....*	141			f 9 50		c 3 00		
	ATLANTA.....*@	88	c11 22		s 9 45		s 2 55	a10 40	
	BIVINS.....*	142			f 9 37				
	KILDARE.....*	94			f 9 30				
	PAYNE.....*	147							
	JEFFERSON @ L. & A.....@*@	96	c10 56		s 9 17		s 2 25	a10 15	
	WOODLAWN.....*	142			f 9 07	PM			
	MARSHALL.....\$@TDW	160	s10 40		s 9 00	s 8 45	s 2 10	s10 00	
	QUINCY.....*	87							
	KEOKUK.....*	143							
	HALLSVILLE.....*	89			a 8 39				
	LANSING.....*	140							
	LONGVIEW.....\$@TDW	YD	s10 10		s 8 30	s 8 15	s 1 30	s 9 30	
	GREGGTON.....*	144							PM
	GLADEWATER.....*	143	s 9 40			s 7 08	s12 33		
	BIG SANDY. @ St. L.S.W. @*@	143				b 7 00	s12 25		
	HAWKINS.....*					a 6 55	a12 20		
	FADA.....*	144							
	HOARD.....*	93							
	MINEOLA.....@	YD	s 9 15			s 6 40	s12 05		
	SILVER LAKE.....*	89							
	GRAND SALINE.....*	146				a 6 25	s11 46		
	EDGEWOOD.....*	145					a11 35		
	WILLS POINT.....*@	149	a 8 44			s 6 09	s11 25		
	ELMO.....*	142							
	TERRELL.....*@	85	a 8 30			s 5 55	s11 05		
	LAWRENCE.....*	143							
	MARITH.....*	143							
	MESQUITE.....*@		s 8 10			s 5 35	a10 40		
	SCOTTDALE.....*	89							
	T. & P. JCT.....@T@	142		AM					
	DALLAS.....*		s7 40 7 20	7 45		s5 05 4 40	s10 15 9 20		
	U. T. JCT.....@								
	BROWDER.....\$@	96							
	GRAND PRAIRIE.....*	87	s 6 54			s 4 18	a 8 56		
	ARLINGTON.....*	87	s 6 47			s 4 09	a 8 48		
	FW TOWER.....@								
	FORT WORTH.....@DWT@	YD	6 30	7 00		3 50	8 30		
	LANCASTER YARD.....@								
		251.1							

Two main tracks between U. T. Jct. and Lancaster Yard. Yard Limits: MP 243-0 to MP 251-5.

4 BAIRD SUBDIV.—RIO GRANDE DIVISION

WESTWARD FIRST CLASS		Siding Capacity in Cars	TIMETABLE No. 4	Miles From Tuscarora	EASTWARD FIRST CLASS	
Pagr.	STATIONS				Pagr.	Daily
27					26	
Daily					Daily	
10 05 PM	YD		FORT WORTH	245.9	s 1 00 PM	
			LANCASTER YARD	251.1		
10 15			JA JCT.	251.5	12 39	
	151		IONA	260.3		
	155		EARLS	273.1		
10 40	162		WEATHERFORD	277.3	s 12 13	
	133		PREBLE	287.1		
			MILLSAP	290.8	a 11 53	
	137		BENNETT	294.1		
	135		BRAZOS	301.1		
			SANTO	307.6		
11 10	132		JUDD	313.5		
			GORDON	318.5	a 11 26	
	133		STRAWN	326.8	a 11 19	
	133		TIFFIN	338.7		
11 42	122		RANGER	340.8	s 11 01	
	132		EASTLAND	351.5	s 10 46	
	190		CISCO	360.7	s 10 35	
	133		DOTHAN	367.9		
	133		JAYELL	381.7		
s 12 40	119		BAIRD	385.8	s 10 02	
12 45	143		CLYDE	392.8	9 57	
12 57	170		HOLDER	404.5	9 32	
1 08			ABILENE	406.6	s 9 28	
s 1 35	114		BAGDAD	409.9	9 07	
1 39	104		TYE	415.0	9 02	
1 44	150		MERKEL	423.9	a 8 54	
1 53	92		TRENT	429.7	8 49	
1 58	144		ESKOTA	437.0	8 42	
2 06	156		SWEETWATER	447.8	s 8 30	
s 2 17	144		ROSCOE	456.4	a 8 03	
2 52	144		LORAIN	466.4	7 55	
3 02	72		RODET	472.5	7 49	
3 08			COLORADO CITY	475.8	s 7 44	
f 3 11	160		DOMO	478.1	7 19	
3 14	143		IATAN	491.1	7 07	
3 27	143		COAHOMA	503.7	6 55	
3 39	80		ZILER	508.5	6 50	
s 3 55 AM	YD		BIG SPRING	513.4	6 45 AM	
				267.50		

ABS—Ft. Worth to Big Spring. CTC between JA Jct. and west end siding Clyde. Two main tracks between Ft. Worth and JA Jct. Yard Limits: MP 243-0 to MP 251-5; MP 403-17 to MP 410-23; MP 444-12 to MP 449-24; MP 454-11 to MP 457-4; MP 607-27 to 617-0.

TOYAH SUBDIV.—RIO GRANDE DIVISION 5

WESTWARD FIRST CLASS		Siding Capacity in Cars	TIMETABLE No. 4	Miles From Tuscarora	EASTWARD FIRST CLASS	
Pagr.	STATIONS				Pagr.	Daily
27					26	
Daily					Daily	
s 4 20 AM	YD		BIG SPRING	513.4	s 6 25 AM	
4 27	90		DORT	519.3	6 20	
4 31	144		MORITA	523.9	6 15	
f 4 41	144		STANTON	533.3	f 6 05	
4 46	80		DIX	539.2	6 00	
4 56	135		OHUB	549.2	5 50	
s 5 20			MIDLAND	553.3	s 5 45	
5 30 26	80		BOUNCE	559.0	5 30 27	
5 35	162		PEGASUS	563.8	5 07	
5 40	78		SOLO	568.7	5 02	
s 6 15			ODESSA	573.5	s 4 56	
6 21	153		ARCADE	578.9	4 31	
6 27	80		DOURO	584.1	4 26	
6 32	80		BADGER	590.1	4 21	
6 35	80		METZ	593.7	4 17	
6 40	80		RANCH	600.1	4 11	
s 7 00	143		MONAHANS	609.4	s 4 01	
7 08	104		WICKETT	615.6	3 51	
7 16	92		PYOTE	624.2	a 3 43	
7 33	62		BARSTOW	640.0	a 3 28	
s 7 54	84		PECOS	646.6	s 3 22	
8 04	78		HERMOSA	655.8	3 08	
s 8 14	185		TOYAH	666.1	s 2 58	
8 19			GOZAR	676.7	2 42	
8 32	77		SAN MARTINE	686.3	2 33	
8 44	77		LEVINSON	691.2	2 28	
8 51	59		KENT	698.8	a 2 20	
8 59	80		BORACHO	708.8	2 11	
9 13	66		PLATEAU	719.2	2 01	
9 22	77		WILD HORSE	727.1	1 53	
9 40	66		VAN HORN	735.0	s 1 45	
s 9 52	78		ALLAMORE	746.5	1 32	
10 12	77		EAGLE FLAT	753.9	1 25	
10 19	77		ARISPE	763.6	1 15	
10 28			SIERRA BLANCA	768.5	a 1 10 AM	
s 10 40 AM	Via S.P.		EL PASO	858.4	11 25 PM	
s 12 45 PM				343.55		

ABS—Big Spring to Sierra Blanca. CTC between East end siding Arispe and S.P. passenger connection, Sierra Blanca. Sierra Blanca is initial and terminating station prescribed by Rule 4 for schedules on Toyah Subdivision. Yard Limits: MP 607-27 to MP 517-0; MP 667-33 to MP 676-17; MP 607-0 to MP 612-23; MP 664-25 to MP 687-10.

STATIONS BETWEEN SIERRA BLANCA AND EL PASO

Station	Mile Post	Station	Mile Post
LASCA	746.1	FABENS	800.1
SMALL	751.3	CLINT	807.3
FINLAY	759.1	BELEN	815.2
McnARY	770.1	ALFALFA	822.8
ISER	783.6	TOWER 47 SP-TP CONN.	827.5
TORNILLO	794.2		

**6 ALEXANDRIA SUBDIV.—RED RIVER DIVISION**

WESTWARD		Siding Capacity in Cars	TIMETABLE No. 4	Mile Post Location from New Orleans	EASTWARD	
FIRST CLASS					FIRST CLASS	
21 Pgr.	23 Pgr.				22 Pgr.	24 Pgr.
Daily	Daily		STATIONS	Daily	Daily	
8 30PM	7 25AM		NEW ORLEANS. STDW	5 35AM	8 10PM	
s 8 39	s 7 34		CARROLLTON AVE.	s 5 10	s 7 55	
9 01	7 53	YD	WEST BRIDGE JOT. @	10.2 4 45	7 29	
s 9 10	a 8 05	YD	AVONDALE...\$W@	11.4 s 4 40	s 7 27	
9 12	8 07	YD	WAGGAMAN	12.6 4 03	7 14	
			CYANAMID @S.P. @	16.5		
9 20	8 13	210	AMA.	19.3 3 57	7 07	
			LULING @	22.1		
9 34	8 23	75	KILLONA	30.1 3 44	6 56	
9 39	8 28		EDGARD	35.3 3 38	6 51	
9 44	8 33	111	JOHNSON	40.0 3 33	6 46	
9 50	8 39	114	VAOHERIE... * @	46.3 3 27	f 6 40	
9 57	8 46	140	ST. JAMES.	53.1 3 21	6 33	
s 10 13	s 8 57	216	DONALDSONVILLE @	64.7 s 3 10	s 6 20	
10 19	9 01	152	MO CALL	67.8 2 58	6 12	
s 10 28	f 9 10	140	WHITE CASTLE @	75.8 a 2 51	s 6 03	
10 39	9 19	162	DOVER @	84.2 2 43	5 53	
s 10 45	s 9 23		PLAQUEMINE @	85.4 s 2 40	s 5 50	
10 50	9 27	450	BR SIDING.	87.8 2 35	5 40	
s 11 10	s 9 37	100	ADDIS... @W @	90.1 s 2 24	s 5 28	
			CANAL @	95.0		
11 21	9 47	77	GROSSE TETE * @	101.8 2 13	f 5 15	
11 24	f 9 51		ROSEDALE * @	105.1 2 10	f 5 11	
11 28	f 9 56		MARINGOUIN * @	109.3 2 05	f 5 05	
11 33	10 02	225	LIVONIA @M.P. @	114.1 2 00	4 58	
11 38	10 07		FORDOCHE * @	119.1 1 55	f 4 53	
a 11 49	f 10 20	82	MELVILLE @ @	129.5 a 1 45	s 4 39	
12 01	10 30	225	PALMETTO @ *	138.5 1 36	f 4 30	
12 07	10 36		ROSA @ *	145.1 1 30	f 4 24	
12 14	10 42	77	MORROWS * @	152.0 1 23	f 4 18	
s 12 24	s 10 55	212	BUNKIE... WT @ @	163.1 s 1 13	s 4 05	
			S. P. JOT	170.2		
12 32	11 03	89	CHENEYVILLE @	171.1 1 00	f 3 43	
12 38	11 09	76	MEEKER @	177.0 12 55	3 37	
12 40	11 11		LECOMPTÉ @	178.5 12 53	f 3 35	
12 50 22	11 14	76	LAMOURIE @	181.4 12 50 21	3 31	
			@O.R.I. & P. @	182.0		
12 59	11 23	YD	WILLOW GLEN	190.4 12 31	3 23	
		YD	ALEXANDRIA YD @ @	192.1		
s 1 15AM	s 11 30AM	YD	ALEXANDRIA	194.5 12 25AM	3 15PM	

ABS—Alexandria to West Bridge Jct. CTC between Willow Glen and Alexandria Yard; East end siding Donaldsonville and west end siding McCall. Two main tracks between Alexandria Yard, and Texmo Jct. Yard Limits: MP 81-12 to MP 91-24; MP 160-0 to MP 165-13; MP 189-29 to MP 196-18.

No.'s 21 and 23 will not require clearance West Bridge Jct. but will secure clearance Avondale.

New Orleans Terminal Div. between New Orleans and MP 17,

Texas District

**SHREVEPORT SUBDIV.—RED RIVER DIVISION 7**

WESTWARD		Siding Capacity in Cars	TIMETABLE No. 4	Mile Post Location	EASTWARD	
FIRST CLASS					FIRST CLASS	
23 Pgr.	21 Pgr.				24 Pgr.	22 Pgr.
Daily	Daily		STATIONS	Daily	Daily	
11 55AM	1 35AM	YD	ALEXANDRIA	194.5 s 2 55PM	s 12 03AM	
11 59	1 38	YD	TEXMO JOT. @ @	195.7 2 45	12 01	
12 08	1 46	76	RAPIDES	203.7 2 36	11 53	
12 14	1 51		BOYCE	208.7 2 31	11 48	
12 20	1 56	76	ROOK	213.9 2 26	11 43	
12 31	2 07	76	FERN	225.2 2 15	11 32	
12 41	2 17	95	OYPRESS	235.8 f 2 04	11 22	
12 47	2 22		NATOCHEZ	240.8 f 1 59	11 18	
12 52	2 27	75	DT SIDING	246.0 1 53	11 13	
s 1 05	s 2 34	39	NATOCHECHES. @W @	247.5 s 1 50	s 11 10	
1 12	2 42	76	HYAMS	253.7 1 40	11 04	
1 28 24	2 55	53	LAKE END	265.7 1 28 23	10 52	
1 36	2 59		HANNA	269.4 f 1 23	10 48	
1 41	3 05	79	GAHAZAN	275.4 1 17	10 42	
1 51	3 16	90	WESTDALE	286.0 1 06	10 32	
2 01	3 26	76	CASPIANA	296.6 12 55	10 22	
2 12	3 38	92	LUOAS	308.6 12 43	10 10	
			@K.C.S. @	311.7		
			@S. P. @	313.9		
2 20	3 46	YD	KD JOT.	315.0 12 31	10 02	
s 3 10	s 4 15	YD	SHREVEPORT. T @ @	315.9 s 12 30	s 10 01	
3 13	4 18		REISOR	319.0 11 59	9 30	
3 18	4 22	75	LAKE HAYES, LA.	322.3 11 55	9 29	
f 3 28	4 33	100	WASKOM, TEX. * @	332.5 f 11 44	9 16	
3 38	4 44	74	SCOTTSVILLE * @	343.1 11 32	9 06	
s 3 50PM	s 5 05AM	145	MARSHALL @DWT @	351.4 11 20AM	8 55PM	

ABS—Marshall to Alexandria. Two Main Tracks between Texmo Jct. and Alexandria Yard.

No. 23 stop at Waskom on Saturday.

No. 24 stop Greenwood on Saturday for mail.

Yard Limits: MP 189-29 to MP 196-18; MP 310-20 to MP 319; MP 347-19 to MP 351-4.

Chopin MP 222.68

Grand Bayou 280-10

When "Calling on indication" Repeater (Per Rule 221(a) located near Reisor Switch on Pleasant Hill Subdiv. is displayed, movement may be made from Pleasant Hill Subdiv. to West Wye Switch Shreveport.

**MARKSVILLE SUBDIV.—RED RIVER DIVISION**

Siding	TIMETABLE NO. 4		Miles From Addis
	SOUTH	NORTH	
	STATIONS	STATIONS	
	MANSURA JOT. @ L. & A. @G		79.5
	MANSURA	@	80.0
	MARKSVILLE	@ @	84.7

5.2

Texas District

		TIMETABLE No. 4		Mile Post Location
Sidings		SOUTH V STATIONS	NORTH A	
(Okay Jct.—Information only)				
	YD	MUSKOGEE 11.3		121.9
		③M.V. 0.5	④③T⑤④	133.2
		③S.L. S.F. 12.2	④	133.7
	66	WAINRIGHT 6.4		145.9
		COUNCIL HILL 6.2		152.3
	72	HYTOHITA 15.6		158.5
	94	HENRYETTA 13.0	④T④③	174.1
	35	DUSTIN 1.5		187.1
	95	TANNER 13.6		188.6
	95	MINA 13.1	④	202.2
		③O.R. I&P 1.0	④	215.3
	89	CALVIN 13.7		216.3
	104	ALLEN 22.5	④③	230.0
	35	TUPELO 14.9	④③	252.5
		BROMIDE JCT. 2.1	WT	267.4
	42	WAPANUCKA 7.9	④③	269.5
		COLEMAN 0.6		277.4
	75	CAIN 8.8		278.0
	34	KENEFICK 11.0		286.6
		KO & G JCT. 20.9	④	297.6
		RAY-DENISON 20.8	Via MKT	
	YD	WHITESBORO 6.4	④⑤④T④	173.1
	76	COLLINSVILLE 12.0		179.5
	76	PILOT POINT 6.9		191.5
		AUBREY 10.7		198.4
	137	DENTON 7.2	④③T④	209.1
		ARGYLE 9.1		216.3
	76	ROANOKE 4.9		225.4
	89	KELLER 5.2		230.3
	46	WATAUGA 2.6		235.5
		④ S. T. L. S. W. 1.9	④④	238.1
	100	HODGE 8.2	④	240.0
	YD	Peach Street Jct. 0.8		243.2
		④FW TOWER 0.5	④	
		FORT WORTH 34.3	④DWT④③	244.4
288.7				

Maximum Speed between  
Muskogee and KO&G  
Jct. 45 MPH

Except  
Thru City Limits  
Henryetta 25 MPH

Thru Conn. KO&G  
Jct. 15 MPH

Yard Limits:

Muskogee—  
MP 126-7—MP 134-25

Henryetta—  
MP 171-27—MP 175-8

Tupelo—  
MP 250-26—MP 253-10

KO&G Jct.—  
MP 297-5—KO&G Jct.

Maximum Speed between  
Whitesboro and  
Ft. Worth 60 MPH

(Except as below)

MP 186-8—MP 186-17 50

MP 186-14—MP 189-2 50

MP 191-15—MP 192-4 20

MP 203-10—MP 203-20 45

MP 207-33—MP 210-4 20

MP 211-34—MP 212-3 20

MP 221-0—MP 222-0 35

MP 241-25—MP 244-15 35

MP 244-15—FW Tower 15

FW Tower-Interlocking 10

Yard Limits:

Whitesboro—  
MP 171-26—MP 174-12

Denton—  
MP 207-13—MP 212-25

Fort Worth—  
MP 237-30—MP 251-5

ABS—Whitesboro to Ft. Worth. Two main tracks in service between:  
Peach St. Jct. and FW Tower.

Texas District trains operating via MKT RR between Whitesboro and  
KO&G Jct. be governed by Uniform Code of Operating Rules and MKT  
Timetable, special instructions and general orders.

Bromide Industrial Spur breaks out of main track at Bromide Jct. ex-  
tends 5.3 miles to end of track. Bromide and Crusher located on this spur.

Normal position of main track switch at KO&G Jct. lined and locked  
for movement to MK&T.

		TIMETABLE NO. 4		Mileage	Maximum Speed 25 MPH
Sidings		WEST V STATIONS	EAST A		
		WEATHERFORD ④DW④		0	
		MINERAL WELLS JCT. 1.36		1.3	
		LEMLEY 4.94		6.3	
		WOLTERS 11.8		18.1	
	YD	MINERAL WELLS 3.9	④T	22.0	
21.9					

Yard Limits: Entire Subdiv.

A. & S. SUBDIV.—RIO GRANDE DIVISION

		TIMETABLE NO. 4		Mileage	Maximum Speed 20 MPH
Sidings		WEST V STATIONS	EAST A		
	YD	ABILENE 16.7	④DW④④	0	
		GO & SF 5	④	16.7	
		TUSOOLA 2.7		17.2	
	35	OVALO 7.5		19.9	
		BRADSEAW 10.8		27.4	
	20	WINTERS 15.4		38.2	
	YD	G.C. & S.F. 4	④	53.6	
		BALLINGER 54.0		54.0	

Yard Limits: Abilene—MP 4.0.

NEW ORLEANS & LOWER COAST RAILROAD

		TIMETABLE NO. 4		Miles From Algiers	Maximum Speed: Algiers-Belle Chase 25 MPH Belle Chase-Buras 15 MPH
Sidings		SOUTH V STATIONS	NORTH A		
		ALGIERS DW④T		0	
		BELLE CHASSE 10.2	④	10.2	
		PORT SULPHUR 35.3		45.5	
		EMPIRE 9.5		55	
		BURAS 4.54	T	59.5	
59.5					

Lift bridge over Algiers Cut-Off Canal located at MP 6-15.  
Turn bridge over the Doullut's Canal located at MP 55.1.  
All trains and engines operate at restricted speed.  
Markers prescribed by Rule 19 not required on this railroad.

DENISON SUBDIV.—RED RIVER DIVISION

		TIMETABLE NO. 4		M.P. Location	Maximum Speed 45 MPH (except as below) KO&G Jct.—MKT④ 10 MPH MP 6-21—MP 6-16 10 MPH MP 1-11—MP 1-15 30 MPH
Sidings		SOUTH V STATIONS	NORTH A		
		KO & G Jct. 0.2		297.6	
		④MK & T 0.5	④	297.8	
	22	DURANT 0.1	④③④	298.3	
		④S.L. S.F. 3.1	④	298.4	
	150	PASO 15.9		301.5	
	70	GOVER 7.2		317.4	
	YD	DENISON 7.3	WDT④③④	324.6	
	YD	SHERMAN JCT 34.3	T④	0.0	

10 BONHAM SUBDIV.—RED RIVER DIVISION

SOUTHWARD SECOND CLASS		Siding Capacity in Cars	TIMETABLE No. 4		Miles From Texarkana	NORTHWARD SECOND CLASS	
937 Local Freight						938 Local Freight	
Daily			STATIONS			Daily	
	YD		TEXARKANA... \$DWT@③	0			
			0.6 ⊗ K. O. S. .... ⊗				
			4.5 NASH .....	5.1			
	77		9.7 HOOKS .....	14.8			
			2.1 RED RIVER .....	16.9			
			5.1 NEW BOSTON .....	22.0			
	77		12.2 DE KALB .....	34.2			
			10.2 AVERY .....	44.4			
			8.1 ANNONA .....	52.5			
	95		8.5 CLARKSVILLE .....	61.0			
			13.2 DETROIT .....	74.2			
	YD		16.8 PARIS .....	91.0			
			0.7 ⊗ G. C. & S. F.-S. P. .... G	91.7			
	77		20.8 HONEY GROVE .....	112.0			
	YD		16.1 BONHAM .....	128.1		2 00AM	
			11.1 SAVOY .....	139.2			
			2.6 BELLS ⊗ M. K. T. .... ⊗	141.6			
			9.6 SHERMAN JOT. .... ⊗	151.2		12 01AM	
			5.3 ⊗ S. P. .... ⊗ ⊗ ⊗	154.5			
			0.1 SHERMAN ⊗ M.K.T. ... \$ ⊗ ⊗	154.6			
	91		5.0 GRACO .....	159.6			
	15		5.4 SOUTHEMAYDE .....	165.0			
	YD		8.1 WHITESBORO ... ⊗ ⊗ ⊗ T ⊗	173.1			

MPH BUSINESS TRACKS MP

Maximum Speed .....	45	Proetz Lbr. Co. ....	6
(except as below)		Anglo-American Paper Corp. ....	6.6
MP 60-20—MP 61-12 .....	30	Lone Star Ord. Plant .....	15.7
MP 83—Whitesboro .....	35	Red River Army Depot East Leg Wye .....	16.7
(except as below)		Red River Army Depot West Leg Wye .....	17.3
MP 90-16—MP 90-18 .....	30	Malta .....	28
Over Church St., Paris .....	10	Oakgrove Team .....	39
MP 91-33—GC&SF-SP .....	6	Bagwells .....	61
MP 111-20—MP 112-13 .....	25	Blossom .....	81
MP 128-3—MP 151-12 .....	25	Brookston .....	100
MP 153-25—MP 155-23 .....	20	Petty .....	106
MP 163-20—MP 173-8 .....	45	Windom .....	117
		Dodd .....	122

Yard Limits: MP 0-0 to MP 2-34, MP 88-27 to MP 92-31, MP 126-0 to MP 129-21, MP 150-10 to MP 156-11, MP 171-26 to MP 174-13.

No. 937 is superior to No. 938.

No. 937 will not require clearance Bonham.

No. 938 will not require clearance Sherman Jct.

Main track switch south end Sherman Jct. siding MP 151.4 must be left lined and locked for movement to and from siding.

Gate protecting GC&SF-SP MP 91.7 may be left lined as last used.

AVOYELLES SUBDIV.—RED RIVER DIVISION 11

Sidings	TIMETABLE NO. 4			Miles Post
	SOUTH V STATIONS		NORTH A	
YD	BUNKIE .....	T ⊗ W ⊗ ⊗		94.7
	4.7 EVERGREEN .....			90.0
28	4.2 COTTONPORT .....	⊗		85.8
	3.3 LONGBRIDGE .....			82.5
	3.0 MANSURA JOT. ⊗ L. & A. ⊗ G			79.5
96	6.9 HAMBURG .....			72.6
	7.7 SIMMESPORT .....	⊗ ⊗		64.9
44	7.9 LETTSWORTH .....			57.0
87	7.2 BATCHELOR .....			49.8
42	7.8 MORGANZA .....	⊗		42.0
87	10.0 NEW ROADS .....	T ⊗		32.0
42	7.5 GLYNN .....			24.5
42	7.2 OHAMBERLIN .....			17.3
	4.5 LOBDELL .....	⊗		12.8
	0.5 LOBDELL JOT. ....			12.3
	0.5 ⊗ M. P. ....	⊗		11.8
	1.8 ⊗ M. P. ....	G		10.0
	0.2 P. C. E. R. ....	⊗		9.9
	2.1 PORT ALLEN .....	⊗ ⊗		7.8
	1.3 CANAL .....	⊗ ⊗		6.5
YD	8.5 ADDIS .....	⊗ DW ⊗ ⊗		.0
	94.7			

Current joint Time Table of the Texas and Pacific Railway and Louisiana and Arkansas Railway will govern the movement of trains between Mansura Jct. and Lobdell Jct. Train movements between Bunkie and Addis will be handled by L&A Train Dispatcher.

Yard Limits: Bunkie; Mansura Jct.; Lobdell Jct. to Addis.

T.-N. M. SUBDIV.—RIO GRANDE DIVISION

Sidings	TIMETABLE NO. 4			Mileage	Maximum Speed .....
	WEST V STATIONS		EAST A		
	MONAHANS .....	DWT ⊗ ⊗ ⊗			45 MPH
	1.0 T-NM JUNCTION .....	⊗		.0	
47	23.6 KERMIT .....	⊗ ⊗		23.6	
49	8.7 OHEYENNE, TEX. ....			32.3	
116	10.0 JAL, N. M. ....	⊗		42.3	
117	12.75 TEAGUE .....	⊗		55.0	
119	10.01 EUNICE .....	⊗ ⊗		65.0	
	11.34 KORNEGAY .....			76.4	
71	8.0 HOBBS .....	⊗ ⊗		84.4	
YD	21.1 LOVINGTON .....	T ⊗		105.5	
	105.5				

One marker light mounted on top caboose cupola unlighted by day, lighted by night displaying Red to rear and Green to front only authorized for use as markers prescribed by Rule 15.

Yard Limits: MP 1-4 to Monahans.

## 12 THIBODAUX SUBDIV.—RED RIVER DIVISION

Maximum Speed 20 MPH  
except around curves just  
east Polo Alto and Godchaux  
connection—15 MPH.

### BUSINESS TRACKS MP

Lula (Two Tracks)	6.9
Celotex	
Westfield (4 Tracks)	10.6
Elmfield	13.2
Woodlawn	15.1
Albermarle	17.2
Leche	18.8
Laurel Grove	24.4
Elmer	25.7

TIMETABLE NO. 4			
Sidings	WEST	EAST	Miles From McCall
	↓	↑	
	McCALL		0.0
	1.5		
	PALO ALTO		1.5
	4.2		
	KESSLER		5.7
	3.3		
	PAINCOURTVILLE		9.0
	2.9		
	MUNSON		11.9
	1.1		
	NAPOLEONVILLE		13.0
	1.2		
	RATLIFF		14.2
	8.4		
	LABADIEVILLE		22.6
	8.5		
	THIBODAUX		31.1
	31.1		

## PLEASANT HILL SUBDIV.—RED RIVER DIVISION

### MPH

Maximum Speed	25
(Except as below)	
MP 237—MP 238	15
MP 268-26—MP 269-12	6
MP 237-14 KCS Crossing	20
MP 238—MP 300	15
MP 312-9 SP Crossing	15

### BUSINESS TRACKS MP

Shamrock	254
Page	287

TIMETABLE NO. 4			
Sidings	WEST	EAST	Mile Post
	↓	↑	
YD	CYPRESS		235.9
	3.6		
	WEAVER		239.5
	6.6		
19	PROVENAL		246.1
	6.9		
30	ROBELINE	⊙	253.0
	6.3		
29	MARTHAVILLE	⊙	259.3
	9.5		
23	PLEASANT HILL	⊙	268.8
	6.1		
22	PELICAN		274.9
	4.1		
18	OXFORD		279.0
	8.4		
24	MANSFIELD ⊙K.O.S.	⊙ ⊙	287.4
	7.1		
29	GRAND OAK		294.5
	7.9		
27	GLOSTER		302.4
	6.4		
	STONEWALL		308.8
	3.2		
	⊙ S. P.	⊙	312.0
	0.4		
	KEITHVILLE		312.4
	5.6		
	REISOR		318.0
	82.1		

## CHURCHPOINT SUBDIV.—RED RIVER DIVISION

### MPH

Maximum Speed	35
(Except as below)	
MP 3—SP ⊙	15
MP 19-11—MP 20	6
Curve MP 20-4	15
MP 35-2—MP 35-6	15

### BUSINESS TRACKS MP

Oleco	9.5
Tate Cove	15.4
Continental	15.5
Evangeline	18.0

TIMETABLE NO. 4			
Sidings	SOUTH	NORTH	Mile Post
	↓	↑	
YD	BUNKIE	T ⊙ W ⊙ ⊙	0.0
	3.6		
	EOLA ⊙ S. P.	⊙	3.6
	5.2		
10	ST. LANDRY		8.8
	11.2		
41	VILLE PLATTE		20.0
	6.7		
15	LEDOUX		26.7
	9.3		
13	OPELOUSAS ⊙ M.P.	⊙	36.0
	7.5		
11	LEWISBURG		43.5
	4.4		
16	CHURCH POINT		47.9
	47.9		

Yard Limits: MP 3 to Bunkie.

Texas District

## TEXARKANA SUBDIV.—RED RIVER DIVISION 13

TIMETABLE NO. 4			
Sidings	SOUTH	NORTH	Mile Post
	↓	↑	
YD	TEXARKANA, TEX. DWT	⊙ ⊙ ⊙	71.8
	0.6		
	⊙ St. L. S. W.	⊙	
	15.9		
	FOUKE, ARK.		55.4
	12.6		
	DODDLEDGE, ARK.		42.8
13	IDA, LA.		36.8
	6.0		
25	HOSSTON		28.0
	4		
32	GILLIAM	⊙	23.3
	5.2		
	BELOHER		18.1
	4.1		
	DIXIE		14.0
	6.7		
	CASH POINT		7.3
	7.2		
YD	T. S. & N. JOT	⊙ T	
	1.3		
	⊙ I. C. R. R.	⊙	
	3.3	DW	
YD	HOLLYWOOD YARD, ST	⊙ ⊙	
	76.4		

When signal governing movement over I.C. RR crossing indicates stop, be governed by instructions located in metal box near crossing. Do not exceed 15 MPH over this crossing.

Yard Limits: MP 70.7 to Texarkana; MP 3-15 to Hollywood Yard.

## SPECIAL INSTRUCTIONS

1. Eastward and Northward regular trains are superior to trains of same class in opposite direction, except as shown on schedule page.

There is No Superiority of Trains between the following points:

1. West Bridge Jct. and West Switch Waggaman.
2. Shreveport—within Yard Limits.
3. Marshall-Shreveport Subdiv. between East Switch of Siding and Dallas Subdiv. Jct.
4. Texarkana and StLSW Crossing.
5. East Interlocking limits Ft. Worth MP 245.6 and East End Siding Ft. Worth MP 244.2.
6. Roscoe—within yard limits.
7. Big Spring—East end of East Pullout track and West end of West Pullout track.

All Trains and Engines must move at restricted speed and may use main track between the above named points when required. Freight trains and yard engines will keep informed of and avoid delay to passenger trains.

1-A: Two main tracks, signal indication with current of traffic between east interlocking limits Ft. Worth and J. A. Jct. and between Texmo Jct and Alexandria Yard. Rules 450 to 453 inclusive effective, except authority of Train Dispatcher is not required to enter main track.

Between Ft. Worth and JA Jct. train movements against current of traffic must not exceed 25 MPH and will be made only on authority of superintendent or his representative. Yard engines will clear main track for trains as promptly as practicable.

### 2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3, and lower speeds prescribed by train orders, restrictive signals and operating rules.

Texas District



2-A. Maximum ENGINE SPEED (where Maximum Train speed is LOWER, it will govern,) Mo.Pac., T&P, KO&G, MV, TP-MP, Ft.W. Belt, M-I, and St. Joe Belt Engines:

Engine	MPH	Engine	MPH
1— 75	79	1100—1199	55
97— 550*	65	1210—1299	55
600— 699	70	3500—3503	30
700— 701	70	6005—6018	55
702— 999*	65	6600—6603	55
1000—1060	55	8000—8007	55
1061—1099	65		

\*Except Engines 295-336, with Code 94 marked on dash, 79 mph; and Engines 850-A, 851-A, 931-A, 932-A, 881-B, 882-B, 883-B, 884-B, 77 mph.

2-B. Engines running light moving forward will be restricted to freight train speed restrictions, but must not exceed 45 MPH.

2-C. Engines without a pilot on end facing direction of movement or when shoving cars must not exceed 25 MPH.

2-D. Disabled engines handled in tow must not be moved in excess of authorized engine speed shown in item 2-A for that type of engine.

Engines with flat spots in excess of 2 3/4 inches must not be handled exceeding 10 MPH unless authorized by Supt.

3. SPEED RESTRICTIONS: (Where maximum Train or Engine speed is LOWER, it will govern).

### 3-A. SPEED RESTRICTIONS THRU CROSSOVERS, TURNOUTS AND SPRING SWITCHES:

	MPH
Thru No. 9, 10 and 11 turnouts and crossovers, entire train	15
Thru No. 15, 16 and 20 turnouts and crossovers, entire train	35
Thru No. 20 equilateral turnouts, entire train	50
In straightaway movement when moving points of No. 9, 10 and 11 spring switches	15
In straightaway movement when moving points of Nos. 15, 16 and 20 spring switches	35

\*In straightaway movement when lead wheels have passed over points of spring switches, maximum speed may be resumed.

All turnouts are No. 11 or less, except as shown in 9-A.

3-B. Psgr. equipment with slid flat wheels in excess of 3.25" must not be operated at speed exceeding 10 MPH.

### 3-D. TRAINS HANDLING COMPANY WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

	MPH
Locomotive Cranes (boom must be disconnected)	30
Bridge Derrick Cars (non-revolving)	30

Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Ditchers and Burro Cranes, loaded on flat cars. 30

Note—Where maximum train speed is 30 MPH or less, speed of trains handling work equipment shown in Item 3-D above, must be restricted to five miles per hour less than such maximum freight train speed.

### 3-D.—Continued

Wrecking Cranes, Ditchers and Jordan Spreaders (self and non-self-propelling):

Boom of wrecking cranes must be in trailing position. Speed of trains handling must be restricted according to maximum permissible speed of freight trains, as shown in following table, except ditchers and Jordan Spreaders will be restricted to 15 MPH if not headed in working direction and must be headed in working direction at first opportunity.

Maximum Freight Train Speed	Permissible Speed When Handling Self- and-Non-Self-propelled Wrecking Cranes-Ditchers and Spreaders
-----------------------------	---

15	10
20	15
25	15
30	20
35	25
40	35
45	35
49	40
50	40
55	40
60	40

Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position. } Maximum Freight Train Speed

Scale test cars except MPX 5121, not otherwise restricted . . . . . 30

MPX 5121 . . . . . } Maximum Freight Train Speed

Scale test cars must be handled next ahead of the caboose.

When two or more scale test cars are handled in the same train, such cars must be spaced three cars apart and handled in rear of train.

Welded rail trains and snow plows. . . . . } 40 MPH or Freight Train Speed Whichever is Lower

Unless otherwise instructed by Superintendent, Trains handling welded rail will be restricted to 70 cars, rail will be handled on head end next behind buffer cars. No train moves are to be made while men are in the process of coupling rails or while men are standing on transition car. In no case will Engineer take slack or move train until authorized to do so by Roadmaster or Assistant Roadmaster.

The movement of Derricks, Cranes and other work equipment on its own wheels, on Revenue billing will be handled only on authority of Superintendent and at a speed not to exceed 30 MPH.

### 3-E. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in items 2 or 3 above, or equipment or shipments of excessive width or height causing the speed of the train handling to be restricted below the maximum train speed, or where clearance of structures, or equipment on adjacent tracks may be close, a Train Order, Form X, must be issued, specifying the restriction. Conductors must require such an order before departing the station from which such restricted equipment is handled.

### 4. MAXIMUM TRAIN SPEED

Passenger trains handling freight equipment will not exceed freight train speed except on Authority of the Superintendent.

The speeds shown below are the maximum train speeds for passenger and freight trains.

(See Next Page)

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
4.—Continued		
Alexandria: (Except as below)	70	60
M.P. 161—Alexandria (Except as below)		50
M.P. 51-3—M.P. 51-32	60	
M.P. 75-8—M.P. 75-17	25	25
M.P. 84-19—M.P. 85-33	15	15
M.P. 94-33—M.P. 95-1	35	35
M.P. 101-0—M.P. 101-1	60	
M.P. 128-8—M.P. 128-23	35	35
M.P. 162-20—M.P. 163-12	20	20
M.P. 170-11—M.P. 170-30	35	35
M.P. 178-12—M.P. 179-7	45	45
M.P. 193-10—M.P. 195-28	40	40
Shreveport: (Except as below)	79	60
Shreveport—Texmo Jct. (Except as below)	70	
M.P. 193-10—M.P. 195-28	40	40
M.P. 195-28—M.P. 195-31	15*	15*
M.P. 235-4—M.P. 236-4	40	40
M.P. 245-1—M.P. 247	25	25
M.P. 247-19—M.P. 248-30	55	55
M.P. 280-6—M.P. 280-26	60	
M.P. 310-15—M.P. 310-19	55	55
M.P. 315-3—M.P. 315-20	30	30
M.P. 327-7—M.P. 327-17	65	
M.P. 334-23—M.P. 335-1	65	
M.P. 337-24—M.P. 337-33	65	
M.P. 341-24—M.P. 341-32	65	
M.P. 345-20—M.P. 345-24	65	
M.P. 347-26—M.P. 348-5	65	
M.P. 350-23—M.P. 351-13	30	30
*Applies only to Eastward track.		
Dallas: (Except as below)	79	60
M.P. 2-16—M.P. 2-32	50	50
M.P. 11-3—M.P. 13-5	70	
M.P. 15-13—M.P. 16-8	70	
M.P. 17-22—M.P. 18-12	70	
M.P. 20-25—M.P. 21-24	70	
M.P. 23-22—M.P. 23-33	35	35
M.P. 30-23—M.P. 31-13	60	
M.P. 36-12—M.P. 38-0	50	50
M.P. 42-10—M.P. 42-23	70	
M.P. 45-2—M.P. 45-20	60	
M.P. 50-8—M.P. 51-17	30	30
M.P. 53-1—M.P. 54-0	65	
M.P. 56-14—M.P. 56-24	70	
M.P. 59-0—M.P. 60-23	65	
M.P. 62-1—M.P. 62-12	70	
M.P. 65-15—M.P. 66-13	60	
M.P. 66-13—M.P. 67.6 (Main Track)	35	35
M.P. 66-13—M.P. 67.6 (Siding)	15	15
M.P. 67-6—M.P. 68-33	60	
M.P. 80-10—M.P. 80-24	65	
M.P. 84-28—M.P. 85-1	65	
M.P. 89-5—M.P. 90-29	40	40
M.P. 102-21—M.P. 103-0	40	40
M.P. 112-29—M.P. 113-3	60	
M.P. 125-30—M.P. 126-28	70	
M.P. 136-0—M.P. 136-16	40	40
M.P. 139-28—M.P. 141-8	70	
M.P. 148-34—M.P. 149-19	40	40
M.P. 166-11—M.P. 167-2	35	35
M.P. 182-7—M.P. 183-11	40	40
M.P. 193-9—M.P. 196-13	60	
M.P. 205-1—M.P. 205-32	70	
M.P. 207-34—M.P. 208-30	40	40

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
Dallas—Continued		
M.P. 212-8—GC&SF Ry. Crossing	20	20
M.P. 216-18—M.P. 216-41	50	50
M.P. 224-27—M.P. 225-26	60	
M.P. 225-26—M.P. 225-48	50	50
M.P. 225-48—M.P. 226-41	30	30
M.P. 226-41—M.P. 227-34	50	50
M.P. 227-34—M.P. 228-31	60	
M.P. 230-1—M.P. 232-30	70	
M.P. 232-30—M.P. 233-6	40	40
M.P. 233-6—M.P. 233-48	60	
M.P. 239-12—M.P. 245-18	40	40
M.P. 245-18—M.P. 245-40	15	15
M.P. 245-40—M.P. 251-18	35	35
Baird: (Except as below)	79	60
M.P. 246-25—M.P. 251-18	35	35
M.P. 251-30—M.P. 252-23	65	
M.P. 258-0—M.P. 259-3	55	55
M.P. 259-21—M.P. 262-5	60	
M.P. 264-14—M.P. 264-24	60	
M.P. 266-16—M.P. 266-29	60	
M.P. 274-3—M.P. 274-27	70	
M.P. 276-4—M.P. 276-27	50	50
M.P. 278-0—M.P. 286-4	60	
M.P. 292-18—M.P. 294-0	70	
M.P. 294-20—M.P. 295-19	40	40
M.P. 296-13—M.P. 298-31	60	
M.P. 299-9—M.P. 301-1	65	
M.P. 301-16—M.P. 303-1	70	
M.P. 308-12—M.P. 310-0	70	
M.P. 311-26—M.P. 312-24	65	
M.P. 313-28—M.P. 314-6	70	
M.P. 314-33—M.P. 316-4	65	
M.P. 317-30—M.P. 320-11	65	
M.P. 322-1—M.P. 322-31	65	
M.P. 328-15—M.P. 329-25	60	
M.P. 329-33—M.P. 337-4	40	40
M.P. 340-15—M.P. 341-14	45	45
M.P. 342-28—M.P. 346.0	45	45
M.P. 350-12—M.P. 350-21	65	
M.P. 350-21—M.P. 351-25	45	45
M.P. 354-14—M.P. 354-26	65	
M.P. 357-14—M.P. 359-34	70	
M.P. 360-16—M.P. 363-28	50	50
M.P. 364-6—M.P. 366-3	70	
M.P. 368-31—M.P. 371-31	70	
M.P. 372-6—M.P. 372-13	55	55
M.P. 378-3—M.P. 378-29	55	55
M.P. 383-8—M.P. 384-26	50	50
M.P. 386-24—M.P. 388-21	45	45
M.P. 392-1—M.P. 392-23	60	
M.P. 405-12—M.P. 406-4	45	45
M.P. 406-4—M.P. 408-11	30	30
M.P. 422-19—M.P. 423-6	45	45
M.P. 438-3—M.P. 438-14	60	
M.P. 442-21—M.P. 443-18	65	
M.P. 445-7—M.P. 446-34	50	50
M.P. 448-0—M.P. 448-15	35	35
M.P. 448-15—M.P. 450-28	50	50
M.P. 463-32—M.P. 464-11	65	
M.P. 476-16—M.P. 477-10	60	
M.P. 480.15—M.P. 480-21	70	
M.P. 496-5—M.P. 496-32	60	
M.P. 499-23—M.P. 500-3	70	
M.P. 509-23—M.P. 512-1	70	

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
4.—Continued		
Toyah: (Except as below)	79	60
M.P. 515-15—M.P. 515-30	60	
M.P. 520-14—M.P. 521-32	70	
M.P. 533-31—M.P. 534-28	50	50
M.P. 552-23—M.P. 554-26	40	40
M.P. 571-3—M.P. 573-5	45	45
M.P. 573-5—M.P. 573-27	25	25
M.P. 586-1—M.P. 587-19	60	
M.P. 609-15—M.P. 609-16	35	35
M.P. 640-7—M.P. 640-17	60	
M.P. 646-27—M.P. 647-7	45	45
M.P. 682-27—M.P. 683-3	70	
M.P. 692-26—M.P. 694-35	60	
M.P. 695-10—M.P. 697-1	65	
M.P. 701-34—M.P. 703-7	70	
M.P. 735-8—M.P. 735-18	50	50
M.P. 739-33—M.P. 742-13	55	55
M.P. 742-19—M.P. 744-0	45	45

For maximum speed and speed restrictions on following Subdivs., Oklahoma, Denison, Bonham, Texarkana, Marksville, Churchpoint, Pleasant Hill, Thibodaux, Avoyelles, New Orleans & Lower Coast Railroad, W.M.W.&N.W., A.&S., and T.N.M.—See Schedule Pages.

#### 5. STANDARD CLOCKS

New Orleans	Longview	Lancaster Yard
Race St. Yard	Mineola	Weatherford
Avondale	Dallas Yard	Baird
Addis	Dallas Union Term.	Sweetwater
Bunkie	Fort Worth	Big Spring
Alexandria Yard	(Passenger Sta.)	Monahans
Hollywood Yard	Whitesboro	Lovington
Texarkana	Bonham	Toyah
Marshall	Denison	El Paso
	Muskogee	Odessa

At points where electrically actuated clocks equipped with sweep second hands are in service as standard clocks they are equipped to display a RED disc when current has been stopped. When RED disc is displayed clock must not be used for comparison of standard time.

#### 6. GENERAL ORDER BOOKS

Weatherford	Dallas Union Terminal
Baird	Dallas Downtown Yard Office
Abilene	El Paso Yard Office
Sweetwater	El Paso Union Station
New Orleans Psgr. Station	Big Spring
New Orleans Race St. Yard	Odessa
New Orleans TP-MP	Monahans
Roundhouse	Toyah
Addis	Hollywood Yard
Bunkie	Ft. Worth East Yard
Alexandria Yard	Ft. Worth Passenger Station
Alexandria Roundhouse	Ft. Worth Coach Yard
Alexandria Psgr. Station	Ft. Worth West Yard
Texarkana Yard Office	Lancaster Yard Roundhouse
Texarkana Roundhouse	Lancaster Yard Sub Yard
Marshall Telegraph Office	Office
Marshall Yard Office	Lancaster Yard Hump Office
Longview Telegraph Office	Bonham
Longview Yard Office	Denison KOG-MKT Offices
Mineola	Whitesboro
East Dallas Yard Office	Arlington
East Dallas Roundhouse	Muskogee

Texas District

#### 7. MAXIMUM GROSS WEIGHT LIMITATIONS:

All subdivisions may handle engines, work equipment or cars where the gross weight of the car and lading do not exceed 263,000 lbs. except on following subdivisions or Spur tracks: (Cars with gross weight of car and lading exceeding the limits of this Item may be handled on the authority of the Superintendent. These instructions, together with any restrictions, must be attached to the waybill. If speed restrictions are required, Train Order, Form X, will be issued.)

Between	Gross Weight of Car and Lading
Abilene and Ballinger	220,000 lbs.
Weatherford and Mineral Wells	220,000 lbs.
Reisor and Cypress (Pleasant Hill Subdiv.)	220,000 lbs.
Texarkana and Shreveport (Texarkana Subdiv.)	220,000 lbs.
Bromide Jct. and Crusher	210,000 lbs.

#### 7-A. Engine Restrictions:

ENGINES MUST NOT BE PUT ON LIVE RAILS OF TRACK SCALES.

Unless otherwise instructed Freight Cars must not be handled under shed on Passenger Tracks Marshall or No. 1 Passenger Track Longview.

#### 8. SPECIAL INSTRUCTIONS COVERING OPERATION RAILROAD CROSSING AT GRADE:

See Schedule pages:

Cars or engines must not be cut off and left between absolute signals of an interlocking except in an emergency and then conflicting routes must be protected.

Outside of ABS Territory within 4000 ft. and not less than 2500 ft. of each side of crossings equipped with standard gates there is a restricted speed sign. Restricted speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

#### 9. SWITCHES.

Remote Control Switches are identified by power machine adjacent and connected to switch.

Spring Switches are identified by "SS" sign on or near switches.

#### 9-A. Location of No. 16 Switches and Turnouts:

Station	Mill Post	Number of turn-outs	Description
<b>Alexandria Subdivision</b>			
Waggaman	12.6	1	End Drill track
Ama	13.7	2	Each end of siding
Johnson	39.4	1	East end siding
Donaldsonville		2	Each end siding
Livonia		2	Each end of siding
Palmetto		2	Each end of siding
<b>Shreveport Subdivision</b>			
Shreveport		1	West end of wye

Texas District

## 9-A.—Continued

Station	Mile Post	Number of turn-outs	Description
<b>Dallas Subdivision</b>			
National		2	Each end of siding
Sulphur		2	Each end of siding
Springdale		2	Each end of siding
Queen City		2	Each end of siding
Atlanta		2	Each end of siding
Blvins		2	Each end of siding
Kildare		2	Each end of siding
Payne		2	Each end of siding
Jefferson		2	Each end of siding
Woodlawn		2	Each end of siding
Marshall		1	East end siding
Marshall	67.16	1	Main track west end siding
Quincy		2	Each end of siding
Keokuk		2	Each end of siding
Hallsville		2	Each end of siding
Lansing		2	Each end of siding
Longview	88.4	1	East end water track
Greggton		2	Each end of siding
Gladewater		2	Each end of siding
Big Sandy		1	West end siding
Fada		2	Each end of siding
Hoard		2	Each end of siding
Mineola	138.0	1	East end north track
Mineola Yard	138.9	1	West end pull-out
Silver Lake		2	Each end of siding
Grand Saline		2	Each end of siding
Edgewood		2	Each end of siding
Wills Point		2	Each end of siding
Elmo		2	Each end of siding
Lawrence		2	Each end of siding
Marith		2	Each end of siding
Scottdale		2	Each end of siding
T&P Jct.	208.2	1	East end siding
T&P Jct.	209.9	1	Belt line connections
Browder		2	Each end of siding
Grand Prairie		2	Each end of siding
Arlington		2	Each end of siding
Fort Worth	244.2	1	East end siding—north track

**Baird and Toyah Subdivisions**

Lancaster Yard	248.00	2	Both main tracks
Lancaster Yard	250.10	1	Eastward main track
J. A. Jct.	251.5	1	Eastward main track
Iona		2	Each end of siding
Earls		2	Each end of siding
Weatherford		2	Each end of siding
Freble		2	Each end of siding
Bennett		2	Each end of siding
Brazos		2	Each end of siding
Judd		2	Each end of siding
Strawn		2	Each end of siding
Tiffin		2	Each end of siding
Eastland		2	Each end of siding
Cisco		2	Each end of siding
Dothan		2	Each end of siding
Jayell		2	Each end of siding
Clyde		2	Each end of siding
Holder		1	East end siding
Bagdad		2	Each end of siding
Merkel		2	Each end of siding
Eskota		1	East end siding
Sweetwater		2	Each end of siding
Roscoe		1	West end Siding
Lorraine		1	West end Siding
Dome		1	East end siding
Iatan		1	East end siding
Coahoma		2	Each end of siding
Morita		1	East end siding
Stanton		1	East end siding
Pegasus		1	West end siding
Arcade		1	West end siding
Monahans		1	East end siding

**9-B. SPECIAL INSTRUCTIONS GOVERNING ELECTRICALLY LOCKED 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

## 9B.—Continued

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 Siding Not Protected by Derails: Remove switch lock from stand, and if no train is approaching, the indicator lamp on 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.

**9C. REMOTE CONTROL SWITCHES (Other than dual control)**

This type machine is equipped for power operation. No means other than a hand-crank being provided for manual operation. (The hand-crank and brake lever, if required, is located in a box or telephone booth provided for the purpose nearby.)

The switch may be operated as follows:

1. Unlock switch lock located on top cover (painted yellow) of switch machine near the motor end of the machine.
2. Insert the small hand-crank into the barrier gear shaft. To insert this crank in place, it is necessary to move a barrier arm. The movement of this arm automatically opens the motor operating circuit, and motor cannot be again energized until the hand crank has been removed and the crank contact closed.
3. When cranking the machine, crank it as far as it will go to make sure that the machine is fully locked-up. (One complete revolution of the crank after the switch points are in the normal or reverse position.)
4. After movements over switch have been completed, restore switch with hand-crank to normal position, remove hand-crank, and close the crank contact.
5. Brake lever, when used, must be released and held released, while cranking with brake release provided for this purpose.

Brake insert is located on the side of the switch machine between the motor and the switch lock, on top of the cover of the switch machine and is painted yellow.

10. **SIDINGS:** Sidings shown on schedule pages will accommodate 4 diesel units and caboose in addition to capacity shown. Siding length based on car length of 50 feet.

BR Siding: East Switch Located MP 85.5  
West Switch Located MP 89.8

### 11. OPERATING OVER FOREIGN LINES:

#### (a) New Orleans Terminal Division

Unless otherwise instructed, the route of passenger and freight trains between West Bridge Jct. and Race St. freight yard, and Passenger Station, New Orleans, will be as follows:

##### Passenger Trains:

New Orleans Public Belt RR between West Bridge Jct. and East Bridge Jct.

Illinois Central RR between East Bridge Jct. and Southport.

New Orleans Union Passenger Terminal RR between Southport and New Orleans Passenger Station.

##### Freight Trains:

New Orleans Public Belt RR between West Bridge Jct. and Race Street freight yard, New Orleans.

Movement of trains will be governed by, and employes will be subject to Rules, Timetables and Special Instructions of:

New Orleans Public Belt RR between West Bridge Jct. and Race St. Jct., New Orleans.

Illinois Central RR between East Bridge Jct. and Southport.

New Orleans Union Passenger Terminal RR between Southport and New Orleans Passenger Station.

#### (b) Dallas-Ft. Worth Terminal Division

Between U.T. Jct. and T&P Jct., employes of the Texas district are subject to the rules, time-table, and special instruction of the S.P. RR and to rules and special instructions of the Union Terminal Co., Dallas, while occupying their tracks.

#### (c) Rio Grande Division (Toyah Subdivision)

Between Sierra Blanca and El Paso, the Rules, Timetable and Instructions of the S.P.R.R. Co. govern movement of trains and engines and Texas District employes are subject to the same while occupying S.P. RR tracks.

##### Movement of Trains and Engines Between T&P Yard and T&P-SP Connection, El Paso

Block-Interlocking signal indications govern the use of track between east end T&P yard and T&P-S.P. connection with S.P. main tracks, Mills Street, El Paso. Signals and power switches controlled by Towerman, Tower 47.

### 11-A. FOREIGN LINE EMPLOYEES:

Employes of foreign line railroads are subject to rules, timetable and special instructions of this railroad while occupying its tracks.

### 12. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:

Track	MP	Car Capacity
<b>Alexandria Subdivision</b>		
Dufresne .....	28.3	16
Taft .....	28.5	Industrial lead
Columbia .....	35.8	100
Oak Alley .....	48.2	8
Noel .....	70	12
Laurel Ridge .....	72.9	12
Cora Texas .....	74.5	25
Catherine .....	76.5	Two tracks 110
Choctaw .....	92.9	20
Holiday Spur .....	101.5	12
Slacks Spur .....	106.8	35
McKneely Spur .....	120.9	16
Boltz Spur .....	129.2	20
Bat Spur .....	138.4	5
Lemoyen (Two Tracks) .....	148.7	40
Chambers .....	184.0	8
<b>Shreveport Subdivision</b>		
England AFB .....	199.8	Yard
Lena .....	216.8	12
Galbraith .....	219.6	6
Chopin .....	222.68	15
Derry .....	228.43	8
Powhatan .....	257.8	6
Armistead .....	272.1	15
Grand Bayou .....	280.10	12
Williams .....	287.9	7
LaChute .....	293.6	20
Cecile .....	299.3	15
Gayles .....	302.4	16
Greenwood .....	326.4	33
Jonesville .....	335.4	41
<b>Dallas Subdivision</b>		
Hoot .....	6.5	Two tracks 80
Lodi Team Track .....	42.0	10
Groves Spur .....	84.6	10
Hanolin Rack .....	100.5	Three tracks 18
Warren Rack .....	117.5	Three tracks 60
Halliburton Spur .....	119.6	11
Debbie .....	128.9	Industrial lead
Butane Spur .....	148.9	8
Pan American Spur .....	156.3	25
Montag Spur .....	185.0	6
Forney .....	194.0	Two tracks 45
Dalworth Paint Spur .....	202.3	25
Charleston .....	204.0	13
Skyline .....	205.6	Ind. Lead
Cloudy .....	222	78
June Pit .....	223.2	88
Mt. Creek .....	223.8	
BOP .....	229.0	Yard
Great Southwest .....	231.2	Yard
Handley .....	239.2	17
Jamestown .....	242.9	12

## 12.—Continued

Track	MP	Car Capacity
<b>Baird Subdivision</b>		
Bomber Spur—Carswell Air Base . . . . .	252	18
Benbrook Team . . . . .	254	24
Aledo House . . . . .	263	32
Lone Star Spur . . . . .	316	14
Johnson Mines . . . . .	324	46
Olden (Texas Electric Spur) . . . . .	347	
Putnam Team . . . . .	373	28
Air Base Spur . . . . .	413	139
Texas Natural Rack . . . . .	417	24
Honolulu Rack . . . . .	433	23
Pete . . . . .	453	8
Westbrook House . . . . .	485	18
Reef Field Rack . . . . .	504	56
<b>Toyah Subdivision</b>		
Baden . . . . .	539	24
Warfield (Sloan Siding) . . . . .	562	20
Judkins Team . . . . .	591	22
Texas Electric Spur . . . . .	613	58
Permian Sand & Gravel Co. . . . .	661	22
Crusher . . . . .	744	59
Talc Spur . . . . .	757	20

### 13. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103:

At street or highway crossing protected by automatic crossing signals: (1) When Train or Engine moving on main track has been stopped, delayed or is moving at low speed within one-half mile in approach to crossing, or (2) When Train or Engine has passed over grade crossing, and a reverse movement onto or over crossing is to be made, movement toward crossing must be made at restricted speed, and movement must be protected by a member of the crew unless it has been determined that crossing signals are operating.

### 14. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES:

1. Diesel Units must not be separated until hostler or engineer handling units knows that all electric cables, air hose and steam connections have been separated.

2. When diesel power is being hostled from mechanical facility to trains or from trains to the mechanical facility, by either hostlers or engine crews, the power will be handled by the engineer or hostler from the lead unit even though it may be necessary that the controls be changed in order to operate the consist of power from the lead unit.

### 3. OPERATING DIESEL ENGINES THROUGH WATER:

Unless otherwise directed by officer at point of high water, diesel engines or gas-electric motor cars must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

## 14.—Continued.

## 4. IDENTIFYING NUMBERS ON MULTIPLE UNITS:

Rule 206, fifth paragraph, changed to read:

"Diesel engines when composed of multiple units: Identifying numbers are the numbers on the lead (operating control) unit. Such identifying numbers equipped for illumination must be continuously illuminated on operating control unit only while engine is in train service.

## 5. COUPLING ROAD-SWITCH DIESEL UNITS TO STANDARD ROAD DIESEL UNITS:

Employes must not pass from one unit to another while units are in motion, except between A units coupled back to back, B units, and between rear of A units and adjoining B unit.

## 6. OPERATION OF ENGINES OVER RAILROAD CROSSINGS:

When operating engines at speeds exceeding 25 MPH, reduce the throttle to Run 4 position at least 8 seconds before the engine reaches a rail crossing. If the engine is already operating in Run 4 position or lower, allow the same interval and place the throttle in the next lower position. Do not advance the throttle until all units of the consist have passed over the crossing.

## 7. MAINTAINING POSITION OF AUTOMATIC BRAKE:

Maintaining position will not be used during initial terminal train brake tests. After leakage is checked and the additional five pound brake pipe reduction is made, automatic brake valve will be placed in lap.

## 8. BACK-UP MOVEMENTS:

GP units 97-446, 505-33 and 935-99 DO NOT have alignment controlled couplers and to avoid the possibility of jack-knifing between units in a back-up move involving 20 or more cars, the following precautions must be taken when any two of these units are adjacent to each other in a consist of four or more units:

- When three units or less are in consist, full power may be used on all units and no special precautions are necessary.
- When four or more units are in consist, power must be used only on the three units next to the train and all other units must be taken off line.

## 9. QUALIFICATIONS OF ENGINEER AND FIREMAN:

(a) For passenger service, an engineer must have had one year of service as road engineer, and must have made a trip as engineer or fireman, in either passenger or freight service, over the subdivision during the preceding 150 days. Having made such a trip as fireman, but not as engineer, he may be qualified by making this fact known to his conductor and, before starting the trip, the two of them thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Not having had such service as either engineer or fireman, he may qualify by making a round trip over said subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

In the application of the foregoing, an engineer will be considered as having had one year of service as a road engineer when he has made two or more trips in road service per month for twelve months. The twelve months need not be consecutive months.

## 14.—Continued

(b) For freight service, an engineer must have made a road trip over the subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make this fact known to his conductor and, before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Qualifications for engineers in this paragraph will also apply to engineers handling troop trains.

(c) Firemen, working in road service or yard service, who have failed to pass the required examinations for promotion to engineer and are restricted in their service, are not to operate engines in road or yard service, except in some extreme emergency, when the engineer might be physically incapacitated and unable to perform his duties as engineer.

### 15. UNIFORM CODE OF OPERATING RULES THAT ARE CHANGED AND SPECIAL SAFETY RULES:

Rule 11(a) amended as follows:

Torpedo Signals.—Torpedoes must be placed on the rail 80-feet apart on the engineer's side.

Rule 12(j): Yellow fuseses may be used in lieu of green fuseses but must not be used within interlocking limits, except as provided by interlocking rules.

Rule 19: A single electric light of prescribed type which must show red to the rear from sunset to sunrise and when day signals can not be plainly seen is authorized and fulfills the requirements of the rule.

Reflector type markers showing RED to rear, YELLOW to front, and no reflection to side authorized for use as markers as prescribed by Rule 19.

Standard headlight may be displayed dim on train standing clear of main track to identify reflector markers on rear of another train for which its movement is restricted.

Use of markers prescribed by Rule 19 is not required on trains operating on Texarkana Subdivision between Texarkana and TS&N Junction, WMW&NW and A&S Subdivisions.

Rule 19(a): Changed to read as follows: "Outside of ABS territory, a train on the main track passing a train on an adjacent track with markers displaying red to the rear, must move at restricted speed until the main track is seen to be clear. The turning or removal of markers to avoid the requirements of this rule is prohibited."

Rules 20 and 20(a) 'The use of flags are discontinued and the requirements of these rules will be fulfilled by displaying the required lights.

Rule 35 is changed to read: "The following signals will be used by flagman:

Day Signals {A red flag  
{Not less than 10 torpedoes and 6 red fuseses

Night Signals {A white light  
{Not less than 10 torpedoes and 6 red fuseses."

Rule 99(d): Will not apply in territory where ABS rules are in effect and there are at least two automatic block signals to rear.

Rule 99(j): Revised as follows:

Where ABS rules are in effect, and a train or engine is standing on a main track with at least two automatic block signals to the rear, unless otherwise provided, protection against following trains or engines on that track is not required.

## 15.—Continued

This rule will not apply to any unit of equipment which will not actuate the block signals; nor does this rule modify the requirements of providing full protection:

- (1) Against opposing trains, when required
- (2) Against following trains when making back-up movement.

Rule 99(j) does not apply to a light engine.

Exception to Rule 104 (C): Any member of train or engine crew may examine a remote control switch.

Rule 104(8): In addition to the present requirements, the following sentence is added: "Trains or Engines entering a track protected by derails, the employe handling switch must know the derail (except pipe connected derail) lined before lining switch for track to be used."

A yellow stripe around switch staff or operating lever of switch will indicate track protected by derail.

Rule 111: In addition to the present requirements, the following sentence is added: "When a passenger train is stopped in an emergency, entire train must be inspected on both sides before proceeding."

Rule 221(c) is changed as follows:

Lights on train order signals will be displayed continuously (if so equipped.):

Semaphore Type—If light absent, day indication governs.

Color Light Type—If light absent and operator not on duty, train may proceed without clearance upon verbal advice from train dispatcher in these words "No orders for (Train) at (Station); proceed without clearance."

Rule 221(d) is changed to read:

"Operators must have the following signal appliances ready for immediate use:

- 1 white light
- 1 red flag
- 10 torpedoes
- 6 red fuseses"

Rule 284. Approach Medium Indication is changed as follows: "Proceed reducing to 35 MPH before reaching next signal."

Rule 330: Five minutes or more will be considered delay.

Rule 508(8) is changed to read as follows:

When diesel engines are left unattended with motors running, throttle must be in "idle" position, transition lever in "off" position, reverser handle removed, hand brake on the controlling unit set and independent brakes applied.

When diesel engines with motors shut off are left unattended, throttle must be in "idle" position, transition lever in "off" position, all switches in "off" position, reverser handle removed, hand brake on controlling unit set and, if necessary, wheels blocked.

Head brakeman on freight trains will ride in lead unit when seat available.

Employes must not ride or walk on the roof of any moving car.

Train orders:

Form L.—A Form L may be combined with a Form B.

Form Q.—A Form Q may be typewritten.

Form V.—may be combined with forms: SA, SC, D, SE, E, G, L, M and P.

When telephone or radio is used to transmit, receive, or relay messages or instructions affecting the movement of trains or condition of track, bridges or structures, all numerals must first be pronounced as whole numbers, then each figure pronounced separately thus: "One Thirty Five" "One-Three-Five."

## 15.—Continued

Air brakes must be in service and hand brakes released on engines, pile drivers, derricks, hoist cranes and other machinery of similar description while being handled in trains or while being switched with. When necessary to switch with engines or such machines named above, kick or drop must not be made and they must otherwise be handled carefully to avoid damage.

Pipe, poles or lumber loaded on open top cars with load above top of car must not be handled in train next to engine or caboose.

## 16. PROTECTION ORDERS:

1. The use of Form Y train orders authorized on all subdivision.

## 2. Approach Orders (Form X). (Example)

"8:35 AM to 5:35 PM approach ( ) gang between MP 18 and MP 20 prepared to stop and proceed on hand signal given with yellow flag or yellow light.

After receiving proceed signal do not exceed 30 MPH within limits of this order —or —

After receiving proceed signal maximum speed may be resumed."

Limits of order must be held to a minimum.

Order may be used both day and night.

When used at night, proceed signal will be given with a yellow light. Yellow fusee will not be used in giving this signal.

Where there are two or more main tracks, order must specify track or tracks covered by order.

Temporary restricted and resume speed signs will be displayed as required in Uniform Code of Operating Rule 10(g).

Trains and engines must enter limits of order prepared to stop, and stop will be made before entering gang unless proceed signal given with a yellow flag or yellow light is received.

When proceed signal given with a yellow flag or yellow light is received, speed may be increased as stated in order.

In event gang is not encountered train or engine will proceed prepared to stop until outer limit of order is passed.

## 3. Stop Order (Form X):

Authorized on All Subdivisions Except:

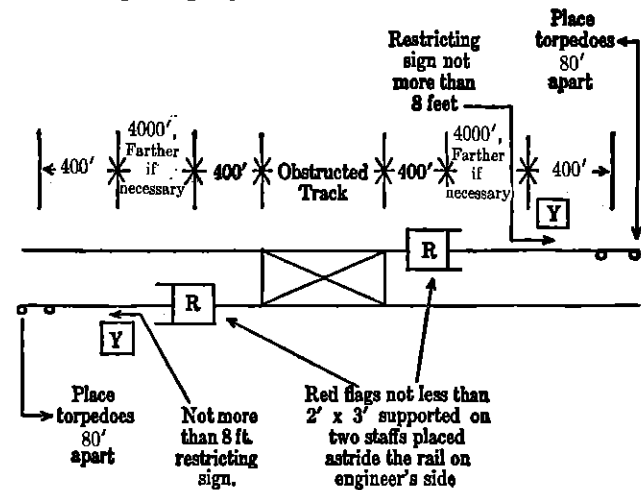
Alexandria	Shreveport
Dallas	Baird
Toyah	Oklahoma

This Form of order may be used to afford protection without furnishing flag protection. Train order to be in following form:

"7:01 AM until 4:01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until orally authorized by foreman in charge."

"10:01 AM until 4:01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by foreman in charge."

Chart for placing signals is as follows:



Trains and engines will stop before reaching red flag and will not proceed until orally authorized by foreman in charge.

This order must not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen.

## 17. SPECIAL RULE—TRAIN PROTECTION

Trains authorized on following Subdivisions—

A&S	Church Point
WMW&NW	Texarkana
Thibodaux	Bonham
Pleasant Hill	

Will not protect against following trains or engines unless instructed to do so by train order, except, protection must be provided to the rear when required, within the limits of a work extra.

Dispatchers must not authorize one train to follow another until trains affected have been instructed by Train Order to protect to rear as prescribed by Rule 99.

A preceding train, except work extras, must not be passed without Train Order authority.

When work extras are authorized on a Subdivision, all other trains authorized on that Subdivision must be furnished copy of work Order.

## 18. RAIL DETECTOR CARS

Sperry Rail Detector Test Cars, when testing rail, must not occupy main track within territory where Rules 400 to 406 inclusive are in effect except on authority of track and time limits as prescribed by Rule 402.

## 19. AUTOMATIC BLOCK SYSTEM: (See Schedule Pages)

1. Block Indicators prescribed by Rule 355 will be designated by a trapezoid metal plate with black letter "I" on white background attached to the signal.

2. Aspect prescribed by Rule 286 (Red over Yellow) may be used on an Approach signal to repeat the aspect of the next signal.

When a block signal which is a signal governing the approach to an Absolute Signal at a Diverging route displays aspect "Red over Yellow", the indication is: "Proceed, reducing to 30 MPH before reaching the Absolute signal at diverging route and preparing to enter diverging route."



20.

**Texarkana**

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.

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

**Waggaman-Cyanamid**

Yard movements may be made at restricted speed between West Switch Waggaman and Cyanamid after permission secured from Operator Avondale.

Before authorizing such movement Operator Avondale will secure permission from Train Dispatcher and protect the move by display of Stop Signals at Ama, Cyanamid and Waggaman.

**Ranger**

The two Westward Absolute signals, west end Tiffin siding and the Eastward Absolute signal, MP 342.25, 1500 feet west of Ranger siding, in addition to displaying aspects and the indications prescribed on pages 96 and 97, Uniform Code of Rules, also equipped to display aspect "Red over Lunar over Lunar S", indication: Proceed at Low Speed to Ranger siding, stop, open switch and head into Ranger siding."

**Big Spring-Ziler**

Following exception to Rule 93 in effect within Big Spring-Ziler limit: Yard engines making straightaway movements from Ziler to Big Spring may run ahead of overdue westward first class trains Ziler to Big Spring without train order authority when it is known a first class train will not be delayed.

**21. HOT BOX DETECTORS**

Hot box detectors in service at following locations, with recorders and flashing red indicators as specified herein.

Detector	Recorder	Indicators
M.P. 416.0, near Tye	Ablene Telegraph Office	On westbound signal, 420.9. On eastbound signal, east end Bagdad
M.P. 179.0, near Elmo	Dispatcher's Office, Ft. Worth	On westbound signal, east end Lawrence. On eastbound signal, west end Wills Point.
M.P. 29.4, near Bivins	Marshall Control Office	On concrete instrument house, east end Kildare. On eastbound signal, west end Atlanta.
M.P. 44.07 near Vacherle	Donaldsonville Telegraph Office	On westward signal, Oak Alley On signal mast, East end Johnson.

When indicators display flashing red aspect, contact operator or dispatcher for information as to location of car, stop and inspect train. If unable to communicate with dispatcher, inspection will be made of train by crew to locate car and necessary handling given. Indicators are normally dark.

**22. CROSSOVERS:**

For operating and train order purposes, the crossovers listed below are designated as follows:

Bunkie: Crossover just west of Psgr. Station "Crossover Bunkie."

Big Spring: Crossover, MP 512.87, east end train yard "East Crossover Big Spring."

Crossover, MP 513.97, west end train yard "West Crossover Big Spring."

Toyah: Crossover at MP 666.0, just east station: "East Crossover Toyah."

Crossover at MP 666.2, just west station: "West Crossover Toyah."

**23. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES MUST PROVIDE THEMSELVES:**

Rules and Instructions Governing the Operation of a Railroad Radio Communication System.

Circular 81, Rules and Instructions For the Government and Protection of Employes Whose Duties Require Them to Go Between, Under or About Engines or Cars.

**24. CREWS ON YARD ENGINES WILL KEEP INFORMED TO PREVENT DELAY TO TRAIN MOVEMENTS.****25. Special Rules Pertaining to Train Order Offices and Clearances.**

1. Westward except First Class Trains secure clearance at Mineola.

2. Trains originating or turning at T&P Jet. must secure clearance.

3. First class trains secure clearance Ft. Worth. Extra trains originating Ft. Worth or Lancaster Yard secure clearance.

Trains secure clearance at Baird, Toyah and Sierra Blanca;

4. Northward MKT trains secure clearance at FW Tower. Southward MKT trains register at this tower by register ticket.

5. All trains secure clearance at Whitesboro unless such train has been delivered train order reading—"This clears (train) at Whitesboro".

6. No. 501 and other trains originating at Dallas secure clearance at Dallas (Union Terminal) train order office.

7. Eastward first class trains may leave Alexandria without a clearance.

8. Avondale is train order office for westward trains only.

**26. PULLING AIR HOSE APART, BRAKE PIPE CHARGED.**

When necessary to part the air hose, after not less than a full service brake pipe reduction has been made, angle cocks on each side of hose to be parted must be closed, after which the air hose may be allowed to pull apart.

EXCEPTION: When cutting off pusher while running, the air hose may be allowed to pull apart after angle cocks are closed.

**28. IN TERRITORY WHERE CTC RULES ARE IN EFFECT** Trains and Engines must not clear main track except on tracks equipped with Dual Control, Remote Control or electrically-locked switches. When using tracks not so equipped, main track must be continuously occupied by engine or cars, or main track switch left open.

## Ass't Chief Dispatchers—Ft. Worth, Texas

C. J. Dupont I. S. McIntosh R. L. Wisdom M. C. Boyd

## Train Dispatchers—Fort Worth, Texas

A. C. Ogg  
A. M. Underwood  
R. L. Rice  
R. N. Page  
J. H. PercyR. L. Mayeux  
D. E. Hoover  
M. G. Zeringue  
R. J. Mouton  
D. W. KohoutJ. C. Nelson  
A. L. Hobson  
M. P. Livingston  
W. M. York  
R. J. Bates  
R. L. Dalton

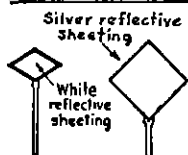
## ROADWAY SIGNS

**STATION ONE MILE SIGN**

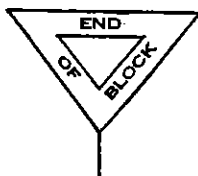
See Rule 14 (m)  
(One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines)

**HIGHWAY GRADE CROSSING WHISTLE SIGN**

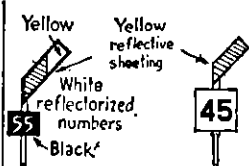
When sign is used to protect more than one crossing, numeral will be attached to stand designating number of crossings protected. Whistle signal 14 (l) applies at each crossing.

**RAILROAD CROSSING - JUNCTION-DRAWBRIDGE -**

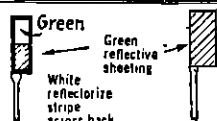
(except when protected by interlocking),  
**ONE MILE SIGN**  
See Rule '98



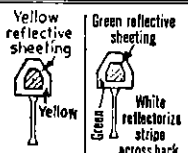
END OF ABS

**PERMANENT SPEED RESTRICTION SIGN**

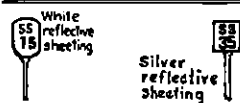
See Rule 10(h) and Timetable Special Instructions

**PERMANENT RESUME SPEED SIGN**

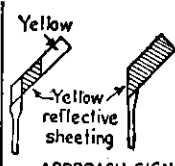
See Rule 10(h)  
Used in connection with Permanent Speed Restriction Sign

**TEMPORARY SPEED RESTRICTION SIGN**

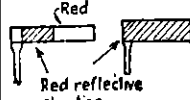
To be used per chart on Page 130, Uniform Code of Operating Rules  
See Rule 10(g)

**SPEED LIMITING SIGNS FOR SPRING SWITCHES**

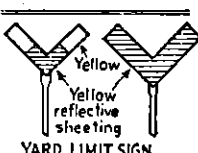
When moving points in trailing movements

**APPROACH SIGN**

Proceed prepared to stop before reaching stop sign.

**STOP SIGN**

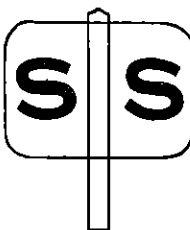
At point where stop required

**YARD LIMIT SIGN**

See Rule 93

**SWITCHING LIMIT SIGN**

Used to designate Switching Limits



SPRING SWITCH SIGN

The term "Company Surgeon" in Rules 601, 602 and 603 of the Uniform Code of Operating Rules will mean a Company Medical Officer. An injured employe is not required to accept treatment by a Medical Officer if he prefers to go to a hospital association doctor or to his personal physician.

If it is necessary to call a physician under present rules in the case of a personal injury of a passenger or other persons, a Medical Officer must be called.

## TEXAS DISTRICT

**MEDICAL OFFICERS AUTHORIZED TO GIVE PHYSICAL EXAMINATIONS INCLUDING PRE-EMPLOYMENT EXAMINATIONS****District Medical Officer**

A. D. Ladd, M. D.  
The Coffey Clinic  
Fort Worth, Texas

**Division Medical Officers**

Clyde E. Thomas, Jr., M. D.  
Big Spring, Texas

Guy T. Williams, M. D.  
New Orleans, La.

**Local Medical Officers**

E. R. Richardson, M. D.  
Dallas, Texas

L. L. Davidge, M. D.  
Shreveport, La.  
(No injuries)

J. R. Floyd, M. D.  
El Paso, Texas

Derald G. Kellett, M. D.  
Shreveport, Louisiana  
(Injuries only)

Roscoe O. Moore, M. D.  
Mineola, Texas

James H. Eddy, Jr., M. D.  
Broox C. Garrett, M. D.  
Shreveport, Louisiana

Ralph J. McDonough, M.D.  
New Orleans, Louisiana

Henry M. Carney, M. D.  
Texarkana, Texas

**MEDICAL OFFICERS AUTHORIZED TO GIVE ALL PHYSICAL EXAMINATIONS EXCEPT PRE-EMPLOYMENT EXAMINATIONS****Division Medical Officer**

L. M. Redding, M. D.  
Marshall, Texas

**Local Medical Officers**

A. G. Arrant, M. D.  
Abilene, Texas

W. T. Sadler, M. D.  
Donald W. Warren, M. D.  
Merkel, Texas

M. L. Stubblefield, M. D.  
Baird, Texas

Robert D. Messer, M. D.  
Mineral Wells, Texas

J. A. Risser, M. D.  
Bonham, Texas

Don C. Garrett, M. D.  
Monahans, Texas

H. A. McConnell, M. D.  
Bunkie, La.

J. B. Oldham, M. D.  
B. H. Gaston, M. D.  
G. L. Berkenbile, M. D.  
Muskogee, Okla.

E. E. Addy, Jr., M. D.  
Charles H. Ballew, M. D.  
Cisco, Texas

William T. Payne, M. D.  
William W. Lunn, M. D.  
Odessa, Texas

Oscar E. Rhode, M. D.  
Colorado City, Texas

Rhodes J. Spedale, M. D.  
Plaquemine, La.

Robert W. Duncan, M. D.  
Denison, Texas

W. P. Watkins, M. D.  
Ranger, Texas

Hal V. Norgaard, M. D.  
Denton, Texas

John W. Ellis, M. D.  
Robert H. Rowland, M. D.  
Shirley E. Townsend, M. D.  
Sherman, Texas

W. K. Haynie, M. D.  
Duncan, Okla.

Paul C. Pedigo, M. D.  
Strawn, Texas

M. A. Treadwell, M. D.  
B. B. Alexander, M. D.  
Eastland, Texas

C. A. Johnson, M. D.  
Sweetwater, Texas

Carl Nichols, M. D.  
E. R. Moser, M. D.  
Gladewater, Texas

Gough H. Alexander, M. D.  
Terrell, Texas

V. B. Cozby, M. D.  
Grand Saline, Texas

F. L. Allen, M. D.  
Weatherford, Texas

M. M. Ettinger, M. D.  
D. A. Talbot, M. D.  
V. V. Tumminello, M. D.  
Harvey, Louisiana

E. M. Russell, M. D.  
Weatherford, Texas

C. E. Smith, M. D.  
Henryetta, Okla.

Horace A. Baker, M. D.  
Robert M. Golladay, M. D.  
Richard P. Lane, M. D.  
Wills Point, Texas

Frank V. Mondrik, M. D.  
Longview, Texas

H. W. Gillett, M. D.  
Lovington, New Mexico