

### ASSISTANT SUPERINTENDENT

C. W. Robbins ..... Wichita Falls, Tex.

### TERMINAL SUPERINTENDENTS

C. D. Carson ..... Dallas, Tex.

G. L. Stricklin ..... Houston, Tex.

### TRAINMASTERS

C. A. Cassidy ..... Dallas, Tex.

R. E. Berglund ..... Waco, Tex.

B. L. Terrell ..... Ft. Worth, Tex.

K. L. Welch ..... Denison, Tex.

### ROAD FOREMEN OF ENGINES

M. D. Woodroof ..... Denison, Tex.

N. Y. Hayes ..... Denison, Tex.

### CHIEF DISPATCHERS

G. Harvey, Chief Dispatcher ..... Denison, Tex.

H. F. Carter, Assistant Chief Dispatcher ..... Denison, Tex.

R. L. Kay, Night Chief Dispatcher ..... Denison, Tex.

### DISPATCHERS

A. P. Schimmel

L. A. Volcik

J. D. Cupp

G. E. Canaday

C. Clark

R. R. Holden

J. R. Nash

J. B. Charles

R. E. Snyder

J. M. Miller

Road Foreman of Engines has the same authority as Trainmaster.

## SAFETY FIRST



# M-K-T R.R. CO.

## SOUTHERN DIVISION

# TIMETABLE No. 1

### EFFECTIVE 12:01 A.M. SUNDAY SEPT. 29, 1968

FOR THE INFORMATION AND GUIDANCE  
OF EMPLOYEES ONLY

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

M. F. RISTER,  
Superintendent  
Waco, Texas

DOWNING MILLER,  
Superintendent of Rules-Safety  
Denison, Texas

O. C. PUTSCHE,  
Assistant General Manager  
Denison, Texas

B. R. BISHOP  
General Manager  
Denison, Texas



## TONNAGE RATINGS—SOUTHERN DIVISION

Direction	FROM STATION	TO STATION	TONNAGE CLASS			
			34	40	54	55
South	Staley.....	Ray.....	1500	1750	2360	2410
North	Ray.....	Colbert.....	1600	1850	2500	2540
South	Ray.....	Dallas.....	1625	1900	2560	2610
	Whitewright..	Rockwall....	2125	2500	3370	3440
	Dallas.....	Dana Jct....	1525	1800	2430	2470
North	Dana Jct....	Dallas.....	1450	1700	2290	2340
	Italy.....	Dallas.....	1700	2000	2700	2750
	Dallas.....	Ray.....	1350	1600	2160	2200
	Dallas.....	Royse City..	1475	1750	2360	2410
	Royse City..	M. P. 665...	1875	2200	2970	3020
South	Ray.....	Ney.....	1525	1800	2430	2470
	Ray.....	Denton.....	1700	2000	2700	2750
	Ney.....	Bellmead....	1775	2100	2830	2890
	Grandview...	Bellmead....	2625	3100	4180	4260
North	Bellmead....	Ney.....	1775	2100	2830	2890
	Ney.....	Ray.....	1325	1550	2090	2130
	Whitesboro..	Ray.....	1700	2000	2700	2750
South	Ray.....	Sherman.....	1275	1500	2020	2060
North	Sherman.....	Ray.....	1200	1400	1890	1920
West	Whitesboro..	Wichita Falls	1525	1800	2430	2470
	Whitesboro..	Gainesville...	1700	2000	2700	2750
	Ringgold....	Wichita Falls	1700	2000	2700	2750
East	Wichita Falls	Whitesboro..	1775	2100	2830	2890
South	Forgan.....	Mocane.....	2300	2700	3640	3710
	Mocane.....	Supply.....	5950	7000	9450	9620
	Supply.....	Woodward...	2725	3200	4320	4400
	Woodward...	Hocker.....	2125	2500	3370	3440
	Hocker.....	Mangum.....	2550	3000	4050	4150
	Mangum.....	Altus.....	5950	7000	9450	9620
	Altus.....	Grandfield...	3050	3600	4860	4920
	Grandfield...	Wichita Falls	2550	3000	4050	4120
North	Wichita Falls	Altus.....	2300	2700	3640	3710
	Altus.....	Mangum.....	2550	3000	4050	4120
	Mangum.....	Hammon.....	1925	2250	3040	3090
	Hammon.....	Woodward...	2075	2450	3310	3370
	Woodward...	Forgan.....	2125	2500	3370	3440
South	Denton.....	Dallas.....	1900	2250	3040	3090
North	Dallas.....	Denton.....	1350	1400	1890	1920
	Hawes.....	Denton.....	1800	1900	2560	2610
West	Stamford....	Rotan.....	1625	1900	2560	2610
East	Rotan.....	Stamford....	3225	3800	5130	5220
South	Bellmead....	Smithville...	1625	1900	2560	2610
	Eddy.....	Smithville...	1775	2100	2830	2890
	Smithville...	Houston.....	1625	1900	2560	2610
	Smithville...	L. A. Yard...	2050	2400	3240	3300
	New Ulm....	Houston.....	3225	3800	5130	5220
North	Houston.....	Smithville...	1700	2000	2700	2750
	Houston.....	New Ulm....	2125	2500	3370	3440
	L. A. Yard...	Smithville...	1950	2300	3100	3160
	Smithville...	Bellmead....	1525	1800	2430	2470
	Granger.....	Bellmead....	1700	2000	2700	2750
South	Granger.....	Austin.....	1450	1700	2290	2340
North	Austin.....	Granger.....	1475	1750	2360	2410
South	Taylor.....	M-K-T Jct...	1150	1250	1690	1720
	M-K-T Jct...	San Antonio..	1475	1750	2360	2410
North	San Antonio..	M-K-T Jct...	1475	1750	2360	2410
	M-K-T Jct...	Taylor.....	1250	1400	1890	1920
South	Smithville...	Ajax.....	1475	1750	2360	2410
North	Ajax.....	Smithville...	1475	1750	2360	2410
South	Houston.....	Congress Ave	2250	3000	4060	4120
	Congress Ave	Galveston...	4250	5000	6750	6870
North	Galveston...	Houston.....	4250	5000	6750	6870

## EXPLANATION OF CHARACTERS

- (A)—Automatic Interlocking.  
 (B)—Radio Base Station.  
 D—Diesel Fuel Oil.  
 (D)—Draw Bridge.  
 (G)—Gate—Normal position against conflicting route.  
 G—Gate—Normal position against this Subdiv.  
 (M)—Manual Interlocking.  
 (S)—Stop Sign.  
 T—Turntable or Wye.  
 W—Water.  
 (X)—Railroad Crossing at Grade.  
 (Y)—Yard Limits.  
 C—Connection.  
 \$—Track Scale.  
 \*—Train Order Office.  
 R—Remote Control Switch.  
 Register Stations are shown in full-faced type.

## ABBREVIATIONS IN CONNECTION WITH MP LOCATION

- D—Dallas & Hillsboro Subdiv.      P—Sherman Subdiv.  
 G—Henrietta Subdiv.                -A—Rotan Subdiv.  
 U—Austin Subdiv.                    -B—Western Subdiv.  
 K—Denton Subdiv.                    M—Smithville to San Antonio.

## CLASSIFICATION OF ENGINES

UNITS NUMBERED	Equipped For MU Control	Tonnage Class	Cooper Rating
1 to 11 incl., 14, 15, 17, 18			
20 to 32 incl., 34, 43, 44, 12, 16, 19, 33,	Yes	34	E-46
35 to 42 incl., 45, 46, 47	No	34	E-46
50 to 55 incl.	Yes	40	E-46
78 A-C to 81 A-C incl., 78, B-D-E-F	Yes	40	E-45
64 A to H, 65 A to H, 66 A-C to 77 A-C incl., 75	Yes	40	E-41
B-D-E-F, 82 A-C to 90 A-C incl.	Yes	40	E-46
91 to 123 incl.	Yes	40	E-45
124 to 154 incl.	Yes	40	E-45
170 to 210 incl.	Yes	55	E-46
GP-38 Units	Yes	54	E-44

## TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	45	80.0	1	08	52.9	1	46	34.0
..	46	78.3	1	10	51.4	1	48	33.3
..	47	76.6	1	12	50.0	1	50	32.7
..	48	75.0	1	14	48.6	1	52	32.1
..	49	73.5	1	16	47.4	1	54	31.6
..	50	72.0	1	18	46.1	1	56	31.0
..	51	70.6	1	20	45.0	1	58	30.5
..	52	69.2	1	22	43.9	2	..	30.0
..	53	67.9	1	24	42.9	2	05	28.8
..	54	66.6	1	26	41.9	2	10	27.7
..	55	65.5	1	28	40.9	2	15	26.7
..	56	64.2	1	30	40.0	2	30	24.0
..	57	63.2	1	32	39.1	2	45	21.8
..	58	62.1	1	34	38.3	3	..	20.0
..	59	61.0	1	36	37.5	3	30	17.1
1	..	60.0	1	38	36.8	4	..	15.0
1	02	58.0	1	40	36.0	4	30	13.3
1	04	56.2	1	42	35.3	5	..	12.0
1	06	54.5	1	44	34.6	6	..	10.0



SOUTHWARD			Station Numbers	Distance from St. Louis	TIMETABLE  No. 1  STATIONS
SECOND CLASS					
55	53	1			
Freight	Freight	Freight			
Daily	Daily	Daily			
PM 9.15	AM 7.30	AM 12.45	5664	661.9	RAY.....@TWD\$C@B
				2.7	SHERMAN JOT.....@
9.35	7.46	1.05		1.1	McCUNE.....@R
			5661	660.9	DENISON.....@C@B
				0.7	S. P. CO.....@A
9.38	7.49	1.10		661.6	LAMAR.....@
9.50	8.01	1.22	5008	668.7	PENLAND.....
				5.6	T & P.....@A
			5013	674.3	BELLS.....
				7.0	WHITEWRIGHT.....
10.20	8.31	1.52	5020	681.3	TRENTON.....
			5027	688.1	LEONARD.....
			5034	694.6	GC & SF.....C@A
				6.6	CELESTE.....
10.58	9.09	2.31	5040	701.2	GREENVILLE.....@
				1.8	HUNT.....C@T\$C@B
11.01	9.12	2.35	5053	714.0	StL-SW.....@A
11.04	9.15	2.38	5055	715.6	MELTON.....@
			5061	721.6	CADDO MILLS.....
			5069	730.3	ROYSE CITY.....
11.43	9.55	3.17	5078	738.7	ROCKWALL.....C
12.06	10.18	3.40	5089	750.0	ELLIS.....@
				0.9	GC & SF.....@A
12.08	10.20	3.42	5090	750.9	GARLAND.....C@T\$C@B
12.12	10.24	3.46	5092	752.9	KREM.....@
12.15	10.27	3.49	5093	754.1	BETHARD.....
12.30	10.43	4.15	5101	761.4	ATKINS.....@
				4.8	DENY.....@
2.00	11.00	5.00	5106	766.9	DALLAS YARD. D&T@B
AM	AM	AM			105.0

Southward movements from siding Melton, if block indicator indicates "Block Clear", must open switch and wait 2 minutes to receive "Proceed" indication on Absolute Signal in siding.

Northward or southward trains holding main track at meeting point Melton; southward trains holding main track at meeting points L&A Siding Greenville; and northward trains holding main track at meeting point Bethard; remain back of "Fouling Point" sign until opposing train is entering siding.

L&A Siding Greenville - May be used by MKT trains, avoiding delay to L&A trains or engines, who use south end siding moving to or from Hunt. Remain north of "Fouling Point" sign to avoid signals displaying Stop indication.

Business Tracks	MP	Sta. No.
Thomas	D-731.6	5071
Rowlett	D-746.5	5086

TIMETABLE No. 1 STATIONS		Length of Siding in Feet	NORTHWARD			MAXIMUM SPEED	MPH	
			SECOND CLASS					
			6	54	52			
			Freight Daily	Freight Daily	Freight Daily			
			AM	PM	AM			
RAY	2.7	Yard	2.30	2.00	1.00	MP 656.2 - Ray	35	
SHERMAN JCT.	1.1					Denison, over street crossings	20	
McCUNE			1.42	1.01	11.15	Ray - MP D-662.1	20	
DENISON	0.7	Yard				MP D-662.1 - Atkins	45	
S. P. CO.						(Except as shown below)		
LAMAR			1.37	12.56	11.10	MP D-674.3, T&P Ry crossing	35	
PENLAND	7.1		5885	1.22	12.41	10.55	Whitewright and Trenton, over street crossings	30
T & P	5.6					Greenville, through city limits	30	
BELLS	7.0					MP D-712 pole 20 - Hunt	20	
WHITEWRIGHT	6.8				55	MP D-714.3, StL- SW Ry crossing	30	
TRENTON	6.5	4927	12.30 AM	12.11 PM	10.20	Royse City, over street crossings	30	
LEONARD	6.6					Dallas, through city limits	20	
GC & SF						Highland Park, over Cole, Knox, Airline Rd., Mockingbird Lane St.	10	
CELESTE	11.8							
GREENVILLE	1.0		11.40	11.32	8.55			
HUNT		Yard	11.35	11.29	8.50			
StL-SW	1.6		55					
MELTON	6.0	6411	11.04	11.26	8.45			
CADDO MILLS	8.7							
ROYSE CITY	8.4							
ROCKWALL	11.3	4937	9.30	10.41 53	8.05			
ELLIS	0.9	4649	8.30	10.18	7.42			
GC & SF								
GARLAND	2.0	2908	7.55	10.10	7.40			
KREM	1.2	4506	7.51	10.06	7.36			
BETHARD	7.3	2625	7.48	10.03	7.33			
ATKINS	4.8	4915	7.33	9.48	7.18			
DENY	0.7							
DALLAS YARD		Yard	7.15	9.30	7.00			
105.0			PM	AM	PM			

ABS between MP 660.6 Ray and MP D-766.9 Dallas Yard, CTC between MP 660.6 Ray and Lamar and between south end L&A Siding and North Switch, Hunt Yard.



# 4 HILLSBORO SUBDIV.—Dallas Yard To Dana Jct.

SOUTHWARD				Station Numbers	Distance from St. Louis	TIMETABLE  No. 1  STATIONS
SECOND CLASS						
777 FWD Freight Daily	775 FWD Freight Daily	797 CRI&P Freight Daily	1 Freight Daily			
			AM 5.45	5106	766.9	DALLAS YARD... W ④ D \$ T ④ ⑥ End Un. Term. Co. .... ④
						0.1 UT-T&P..... ④ ⑤ ⑥ ⑦
					767.3	DALLAS..... ④
						1.6 End Un. Term. Co. .... ④
					768.9	G C & S F..... ④ ⑤ ⑥ (TOWER 19)
						C R I & P JCT..... ④
						0.4
				769.3	ENDOT..... ④ R	
				5121	781.7	LANCASTER..... ④
				5126	787.0	ELVA..... ④
				5130	791.2	STERRETT..... ④
						5.4 S. P. CO..... ④ ⑤
				797.5	B-R-I JCT..... R ④	
				5137	798.1	WAXAHACHIE..... C ④ ⑤ ⑥ ⑦
				5152	813.1	ITALY..... ④
				832.9	DANA JCT..... ④	
			AM			66.0

Trains will report for clearance, other than required by Rule 83(a) (last paragraph).

Dallas Yard instead of Endot - Southward MKT trains originating.

CRI&P - FWD Office, Cadiz Street, instead of Endot - Southward CRI&P and FWD trains that have not received clearance at Dallas.

Waxahachie, instead of B-R-I Junction - Northward CRI&P and FWD trains.

Hillsboro, instead of Dana Junction - Trains originating.

Exception to Rule 83(a) (last paragraph): Unless Train Order Signal displays "Stop, Unless Clearance Received", regular trains may leave their initial station without clearance, at the following point.

Hillsboro - Trains originating at Dana Junction.

CRI&P and FWD freight trains will register at CRI&P-FWD office Cadiz St., Dallas.

Business Tracks	MP	Sta. No.
Peeler .....	D-772.7	5112
Red Oak .....	D-788.0	5127
Service .....	D-793.5	5133
Armaglas .....	D-794.6	5134
Alderdice .....	D-795.4	5135
Nena .....	D-802.6	5139
Forreston .....	D-807.3	5146
Milford .....	D-818.3	5157

# HILLSBORO SUBDIV.—Dana Jct. To Dallas Yard 5

TIMETABLE No. 1 STATIONS		Length of Siding in feet	NORTHWARD			
			SECOND CLASS			
			778 FWD Freight	6 Freight	798 CRI&P Freight	776 FWD Freight
			Daily	Daily	Daily	Daily
DALLAS YARD D \$ T ④ ⑥				PM 4.00		
End Un. Term. Co. .... ④						
0.1						
UT - T & P ..... ④ ⑤ ⑥ ⑦						
0.3						
DALLAS ..... ④						
1.6						
End Un. Term. Co. .... ④						
GO & SF ..... ④ ⑤ ⑥						
(TOWER 19)						
CRI & P JCT ..... ④						
0.4			AM	AM	AM	PM
ENDOT ..... ④ R			1.25	11.33	10.40	8.15 <sup>775</sup>
12.4						
LANCASTER ..... ④			4623	12.58	11.16	10.22
5.3						7.52
ELVA ..... ④			3107	12.50	11.08	10.14
4.2						7.19
STERRETT ..... ④			6252	12.44	10.59	10.08
5.4						7.13
S. P. CO ..... ④ ⑤						
0.9						
B-R-I JCT ..... R ④						
0.6			12.35	10.05	9.59	7.04
WAXAHACHIE C ④ ⑤ ⑥			2925	AM	10.01	AM
15.0						PM
ITALY ..... ④			2947		9.35	
19.8						
DANA JCT ..... ④					9.01	
66.0				AM		

ABS between MP D-768.9 and MP D-832.9. CTC between MP D-768.9 and MP D-769.3, control operator AT&SF Tower 19.

Two main tracks between MP D-768.9 and MP D-769.3.

Between MP D-766.9 and MP D-768.9 be governed by Union Terminal Co. Rules and instructions.

MAXIMUM SPEED	MPH
MP D-769.3 - MP D-832.9 (except as shown below)	55
Through turnout, Endot .....	20
Dallas, through city limits .....	20
Red Oak, over street crossings .....	40
Waxahachie, over street crossings .....	20
Italy, over street crossings .....	30
Through turnout, Dana Jct. ....	20

Northward trains holding main track at meeting point Elva; remain back of "Fouling Point" sign until opposing train is entering siding.

Dallas-Southward two unit color light signals, immediately over track which they govern, located on signal bridge 610 feet north of Forest Ave.: The Red over Yellow aspect on either signal indicates route lined for S.P. Co., and MKT movements will not pass signal when Red over Yellow aspect displayed unless enroute to S.P. Co. Movements on Northward track when operating against current traffic, Red over Yellow aspect only authorizes movement against current of traffic on S.P. Co. main track to crossover just south of Forest Ave.



		SOUTHWARD			TIMETABLE No. 1 STATIONS
		SECOND CLASS			
		1	3	5	
		Freight	Freight	Freight	
		Daily	Daily	Daily	
			AM 7.00	PM 10.00	
<b>MAXIMUM SPEED ----- MPH</b>					<b>RAY</b> .....
MP 663.5-MP 685.7 .... 55					4.0 PERRIN FIELD.....
MP 757.1-MP 761.4 .... 20					0.7 POTTSBORO.....
MP 761.4-MP 842.1 .... 55					6.7 HANGER.....
Except:					5.6 SADLER.....
Burleson, through			7.35	11.01	3.8 <b>WHITESBORO</b> .....
city limits ----- 30				AM 36.0	DENTON.....
Grandview, over			9.30	12.01	35.3 FORT WORTH.....
FM Road 110 ----- 30					0.1 T & P.....
Hillsboro, over					1.4 <b>NEY</b> .....
street crossings ----- 18					0.9 S. P. CO.....
West, over			4 11.15	2.30	11.8 BURLESON.....
street crossings ----- 30			12.01 PM	3.30	6.4 EGAN.....
MP 841.9-MP 842.1 .... 20					6.4 GC & SF.....
					9.2 ALVARADO.....
Trains may register by			12.36	4.05	8.1 GRANDVIEW.....
ticket at Whitesboro.					10.3 ITASCA.....
Mo.Pac. trains register					0.3 DANA JCT.....
by ticket at Ney and					1.1 HILLSBORO.....
Bellmead.			12.55	4.24	8.5 WINSLOW.....
All trains will report					5.9 ABBOTT.....
for clearance at Whites-					9.0 WEST.....
boro.		AM 7.37	1.18	4.47	2.4 ELM MOTT.....
		7.38	1.21	4.50	3.1 GREER.....
Ney - North lead switch		7.42	1.26	4.55	0.2 CAPHEAD.....
at intersection of South-					0.8 M. P. JCT.....
ward Main Track, Mag-		4 8.02	1.44	5.13	0.8 <b>BELLMead</b> .....
nolia Street, to be left		6 8.20	1.58	5.25	
lined for yard lead.					
West - Do not operate					
more than one road					
switcher unit around					
curve, flour mill.					
		9.30	4.30	7.00	
		AM	PM	AM	181.0

Whitesboro - Color light signal, located near train order delivery stand, when "Yellow" aspect displayed, indicates no train order restrictions at that point, and that, when required, Train Order Form V will be received covering superior trains, or train order authority received to proceed ahead of or against them.

Whitesboro - Trains enroute to or from T&P are authorized to move between Henrietta Subdiv. Jct. Switch and T&P Jct. Switch ahead of or against superior trains when receive proceed indication on southward Absolute Signal at station or northward Absolute Signal at T&P-MKT Jct. Switch.

Whitesboro - Sidings designated as: North Siding - from north end yard to Henrietta Subdiv. main track just west of Jct. Switch, South Siding - from Henrietta Subdiv. main track to T&P main track south of T&P-MKT Jct. Switch.

Between Whitesboro and Fort Worth, MKT trains will be governed by T&P RY. timetable, rules and instructions.

Station Numbers	Distance from St. Louis	<h1 style="text-align: center;">TIMETABLE</h1> <h2 style="text-align: center;">No. 1</h2> <h3 style="text-align: center;">STATIONS</h3>		Length of siding in feet	NORTHWARD		
					SECOND CLASS		
					4 Freight Daily PM 3.00	6 Freight Daily	2 Freight Daily AM 2.30
5664	661.9	<b>RAY</b> .....	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ	Yard			
5669	668.9	PERRIN FIELD					
5670	669.6	POTTSBORO		6568			
5675	676.3	HANGER		4601			
5682	681.9	SADLER		1303			
5686	685.7	<b>WHITESBORO</b> .....	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ	6257	2.00		1.30
5722	721.7	DENTON	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ		1.00 PM		12.30 AM
5757	757.0	FORT WORTH	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ				
5751	757.1	T & P	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ				
5759	758.5	<b>NEY</b> .....	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ	Yard	11.15 10.15		10.30 9.45
5759	759.4	S. P. CO	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ				
5771	771.2	BURLESON					
5778	777.6	EGAN		8752	9.15		7.59
5784	784.0	GO & SF	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ				
5793	793.2	ALVARADO					
5801	801.3	GRANDVIEW		5521	8.56		7.40
5801	801.3	ITASCA	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ				
5811	811.6	DANA JCT	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ		8.28	8.01 AM	7.17
5812	811.9	HILLSBORO	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ	Yard	8.26	8.59	7.16
5813	813.0	WINSLOW	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ	7218	8.22	8.55	7.12
5822	821.5	ABBOTT					
5827	827.4	WEST	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ	8830	8.02 1	8.34 1	6.53
5836	836.4	ELM MOTT		5060	7.25	8.20	6.42
5839	838.8	GREER					
5841	841.9	CAPHEAD	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ				
5842	842.1	M. P. JCT	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ				
5843	842.9	<b>BELLMEAD</b> .....	Ⓢ Ⓟ Ⓣ Ⓦ Ⓝ Ⓛ Ⓜ Ⓟ Ⓡ	Yard	7.00 5	8.00	6.30
		181.0			AM	AM	PM

ABS between MP 663.5 and MP 685.7, and between MP 758.5 and MP 843.6. CTC between MP 663.5 and Pottsville.

Two main tracks between MP 757.7 and MP 758.5. Northward movements remain on northward track until interlocking signal received. May use left hand track when authorized by yardmaster.

Ray - Lunar indication displayed in unit on pole 100 feet south of new underpass indicates that Absolute Signal MP 663.5 is displaying proceed indication. Lunar not displayed indicates that Absolute Signal MP 663.5 is displaying Stop. Telephones for communicating with Control Operator, Ray.

Clear signal indication on Signal 6700, south end siding, Pottsville, authorizes northward movements to proceed on main track to north siding switch, ahead of or against superior trains. Northward trains restricted for a train at south siding switch Pottsville, receiving Stop indication or Approach indication on Signal 6700 will take siding. Northward trains not restricted at south siding switch, Pottsville, will be governed by indications displayed by Signal 6700.

Northward movements moving from Pottsboro siding, line switch for movement. If Absolute Signal governing movement from siding does not clear, call Control Operator, Ray.



[illegible]

Station Numbers	Distance from St. Louis	<b>TIMETABLE</b>  <b>No. 1</b> <b>STATIONS</b>	Length of siding in feet	NORTHWARD		
				SECOND CLASS		
				2	6	4
				Freight	Freight	Freight
				Daily	Daily	Daily
5843	842.9	BELLMEAD... <sup>Ⓢ</sup> TDW\$ <sup>Ⓢ</sup>	Yard	PM 5.00	AM 5.30	AM 6.00
.....	843.6	StL-SW... <sup>Ⓢ</sup>				
.....	844.6	StL-SW... <sup>Ⓢ</sup> Ⓢ				
.....	845.0	S. P. CO... <sup>Ⓢ</sup> Ⓢ				
5846	845.5	WACO... <sup>Ⓢ</sup>				
5849	849.7	BASS... <sup>Ⓢ</sup>	10964	2.16	12.10 AM	3.32
5865	865.2	EDDY... <sup>Ⓢ</sup>	10142	1.57	11.10	3.13
5872	872.1	TROY... <sup>Ⓢ</sup>				
5880	880.0	TEMPLE... <sup>Ⓢ</sup> Ⓢ <sup>Ⓢ</sup> Ⓢ	2128	1.37	10.15	2.53
.....	880.7	GC & SF... <sup>Ⓢ</sup> Ⓢ				
5881	881.1	COBEL... <sup>Ⓢ</sup>	4620	1.33	8.50	2.49
5883	883.1	SMITH... <sup>Ⓢ</sup>				
5888	887.6	LITTLE RIVER... <sup>Ⓢ</sup>	4619	1.25	8.10	2.41
5897	896.8	HOLLAND... <sup>Ⓢ</sup>				
5903	902.8	BARTLETT... <sup>Ⓢ</sup>				
5908	908.1	GRANGER... <sup>Ⓢ</sup> Ⓢ <sup>Ⓢ</sup> Ⓢ	5278	1.00	7.36 <sup>3</sup>	2.16
5919	918.9	TAYLOR... <sup>Ⓢ</sup> Ⓢ <sup>Ⓢ</sup> Ⓢ <sup>Ⓢ</sup>	6078	12.47 <sup>1</sup>	6.33	2.03
.....	.....	MO PAC... <sup>Ⓢ</sup> Ⓢ				
5935	935.0	S. P. CO... <sup>Ⓢ</sup> Ⓢ	6020	12.14 <sup>PM</sup> <sup>5</sup>	6.10	1.40
5949	948.9	PHELAN... <sup>Ⓢ</sup>	4654	11.46 <sup>5</sup>	5.42	1.12
5954	953.8	BASTROP... <sup>Ⓢ</sup>				
5969	969.4	SMITHVILLE <sup>Ⓢ</sup> TDW\$ <sup>Ⓢ</sup> Ⓢ <sup>Ⓢ</sup>	Yard	11.00 10.30	5.00 4.00 PM	12.30 <sup>3</sup> 12.01 AM
5978	978.0	WEST POINT S. P. CO... <sup>Ⓢ</sup> Ⓢ				
5988	988.2	LaGRANGE... <sup>Ⓢ</sup> Ⓢ				
5989	989.0	L. A. YARD... <sup>Ⓢ</sup>	4138	8.53	11.15	10.03 <sup>5</sup>
6002	1002.1	FAYETTEVILLE... <sup>Ⓢ</sup>	9349	8.26	10.45	9.36 <sup>1</sup>
6014	1013.6	NEW ULM... <sup>Ⓢ</sup>	5565	8.03	10.20	9.08
6024	1024.0	CAT SPRING... <sup>Ⓢ</sup>	5649	7.42	9.55	8.47
6035	1035.4	SEALY... <sup>Ⓢ</sup> Ⓢ <sup>Ⓢ</sup> Ⓢ	2837	7.24	9.35	8.29
6048	1047.8	BROOKSHIRE... <sup>Ⓢ</sup> Ⓢ	4705	7.05	9.15	8.10
6056	1056.0	KATY... <sup>Ⓢ</sup>	4116	6.51	9.00	7.56 <sup>1</sup>
6066	1066.5	ADDICKS... <sup>Ⓢ</sup>	6817	6.33	8.40	7.38 <sup>1</sup>
6073	1072.9	HENNESSEY... <sup>Ⓢ</sup>	4996	6.22	8.25	7.22
6079	1080.2	EUREKA... <sup>Ⓢ</sup> TDW\$ <sup>Ⓢ</sup> Ⓢ <sup>Ⓢ</sup>	Yard	6.00 AM	8.00 AM	7.00 PM
.....	1080.8	S. P. CO... <sup>Ⓢ</sup>				
6084	1084.2	HOUSTON... <sup>Ⓢ</sup>				
				241.3		



# 10 SAN ANTONIO SUBDIV.—Taylor to San Antonio

Southward	Station Numbers	Distance from St. Louis	TIMETABLE No. 1		Length of siding in feet	Northward	MAXIMUM SPEED MPH
SECOND CLASS						SECOND CLASS	
83 Freight			STATIONS			84 Freight	
Daily						Daily	
PM 10.30	5919	919.9	TAYLOR.....	6178	AM 1.00	Between Taylor and MKT Jct. be governed by Mo.Pac. timetable, rules and instructions.	MP 984.9-MP 985.5 20
11.59	6647	955.5	AUSTIN.....		10.15	Trains have no superiority between MKT Jct. and San Marcos.	MP 985.5-MP 1034 55
AM 12.30			COLORADO BRIDGE..		PM 8.27	Warden - Northward train meeting opposing train must not pass Absolute Signal at south switch until southward train passes north switch. Northward train in siding must back out and get "Proceed" indication on northward Absolute Signal at south switch.	Except: MP 1025 pole 26 -
12.32		984.9	M-K-T JCT.....		8.25		MP 1027 25
12.38	6753	985.5	AJAX.....	1372	8.23		MP 1034-MP 1035.9 35
1.01		986.3	SAN MARCOS.....	462	8.01		MP 1035.9-MP 1038 20
	6769	1002.7	N. B. YARD.....				MP 1038-MP 1038.5 10
		1003.3	NEW BRAUNFELS.....				
		1010.6	MO. PAC.....				
1.13	6777	1024.8	FRATT.....	2305	7.48		
1.33	6791	1030.3	TRAVIS.....	2856	7.28	Business Tracks MP No. Sta.	
1.41	6797	1032.8	WARDEN.....	3123	7.20	Gruene M-999.7 6766	
1.50	6800	1036.1	S. P. CO.....	2046	7.15	Ogden M-1012.6 6779	
		1036.5	S. P. CO.....			Longhorn M-1023.6 6790	
		1037.5	SLOAN.....	Yard		Dixie M-1023.7 6790	
		1038.0	S. P. CO.....			Remount M-1027.1 6794	
		1038.5	SAN ANTONIO.....			S.P. Co. crossing MP M-1036.1. If Stop indication displayed, flag protection must be provided in both directions on S.P. Co. tracks before moving over crossing.	
5.00 AM	6803				7.00 PM		
	6804						

ABS MP 984.9 to MP 1037.2.

# AUSTIN SUBDIV.—Granger to Austin

Station Numbers	Distance from St. Louis	TIMETABLE No. 1	Car Capacity
		SOUTH STATIONS NORTH	
5908	908.1	GRANGER.....	106
6609	917.4	WEIR.....	16
6615	932.2	GEORGETOWN.....	151
6630	937.8	PFLUGERVILLE.....	51
6645	953.4	IGLEHART.....	42
	953.7	PERSHING.....	
6647	955.5	AUSTIN.....	Yard

Between Granger and Pershing, trains and engines will operate under provisions of Rule 93 without clearance or train orders.

Between Pershing and Congress Ave., Austin, be governed by S.P. Co. Timetable, Rules and instructions.

MAXIMUM SPEED	MPH
MP 908.1 - MP 932.2	20
MP 932.2 - MP 953.7	10

# HENRIETTA SUBDIV.—Whitesboro to North Yard 11

Station Numbers	Distance from St. Louis	TIMETABLE No. 1	Length of Siding in Feet	MAXIMUM SPEED
		WEST STATIONS EAST		MPH
5686	685.7	WHITESBORO.....	3830	MP 685.7-MP 790.0 25
5213	699.6	COOK.....	2168	Except:
5215	701.1	GAINESVILLE.....	1748	Whitesboro, over highway 10 crossing 20
5217	703.2	PAGEL.....	4619	On siding 5
5231	716.3	MUENSTER.....		Gainesville and Nocona over street crossings 10
5241	726.3	ST JO.....		MP 772.1, FWD crossing 20
5242	727.3	CREST.....	4618	Wichita Falls city limit 15
5257	742.3	NOCONA.....	2058	Except:
5271	756.2	RINGGOLD.....	4711	Over 7th, Iowa, Park Sts. 8
5286	771.7	HENRIETTA.....	4628	Over Jefferson St. 5
	772.1	FWD.....		Between entrance to FWD tracks MP 790.0, Wichita Falls and WF&NW Jct., be governed by FWD RY. timetable, rules and instructions.
	790.0	FWD JCT.....		Business Tracks MP No. Woodbine G 693.1 5207
5305	790.2	WICHITA FALLS.....		Hope G 697.6 5211
		WF & NW JCT.....		Lindsay G 706.5 5221
8101	791.6	NORTH YARD.....	Yard	Myra G 712.4 5227
				Jolly G 781.5 5296
				Wilson G 785.1 5299

Gainesville—MKT movements enroute to GC&SF yard, stop before fouling TCS track sections, GC&SF Siding, until member of crew communicates with control operator by telephone, stating name, engine number and move to be made. If permission is granted to use switch, remove toggle bar and wait 2 minutes before operating switch. Proper engine whistle must be sounded to notify operator in Gainesville interlocking station of desired move. MKT movements returning to MKT be governed by interlocking signals and may open electrically locked switch at MKT transfer track without communicating with control operator to leave TCS territory.

# ROTAN SUBDIV.—Stamford to Rotan

Station Numbers	Mile Post	TIMETABLE No. 1	Car Capacity	MAXIMUM SPEED
		WEST STATIONS EAST		MPH
9227	226.3	STAMFORD.....	Yard	MP 226.3-MP 268.5 15
		W. V.....		Except: Highway 92 crossing, MP 247-A pole 13; Highway 70 crossing MP 264-A pole 18; and Highway 70 crossing MP 268-A pole 4: Stop place burning fusee each side of track before moving over crossing.
		GO & SF.....		Business Tracks MP No. Tuxedo 235.5-A 9236
9247	246.3	HAMLIN.....	Yard	Celotex 250.5-A 9251
9269	268.5	ROTAN.....	Yard	Reynolds 253.6-A 9253
				No. Roby 263.0-A 9264

Between Stamford and Rotan trains and engines will operate under provisions of Rule 93, without clearance or train orders.

Between entrance to FWD tracks, Wichita Falls and WF&NW Jct. and on Wichita Falls and Stamford Subdiv. between Wichita Falls and Stamford, be governed by FWD Ry. timetable, rules and instructions.



Station Numbers	Distance from St. Louis	TIMETABLE No. 1		Car Capacity	MAXIMUM SPEED MPH
		SOUTH ▼ STATIONS	NORTH ▲ STATIONS		
5722	721.7	DENTON.....C⑤⑥⑧		.....	MP 721.7-MP 738 ..... 25
5503	724.2	CARTER.....⑤		100	Except: West leg of Wye, Denton ..... 10
5509	730.9	LAKE DALLAS.....		3	Over Shore Crest Drive ..... 15
5515	736.8	LEWISVILLE.....⑥		24	Street Crossing MP 735.5 ..... 10
5523	744.6	CARROLLTON.....C④		18-6	MP 738-MP 750 ..... 15
5525	746.9	SL-SF-SL-SW.....④⑤		17-25	Except: Farmers Branch through city limits 10
5529	750.7	FARMERS BRANCH.....⑤		51	Over street crossings ..... 5
.....	758.0	OLDHAM.....⑤		Yard	MP 750-MP 758 ..... 25
.....	758.0	DENY.....⑤		Yard	Except: Dallas over Harry Hines Blvd. .... 10
					Maple Ave., Hawes St. and Inwood Road ..... 15
					Do not exceed 10 MPH through turnouts. Do not operate more than one road switcher through turnout Simms- Moore Lumber Co., Car- rollton. Trains report for clear- ance at Dallas Yard in- stead of Deny.

## LOCKHART SUBDIV.—Smithville to Ajax

Station Numbers	Mile Post	TIMETABLE No. 1		Car Capacity	MAXIMUM SPEED MPH
		SOUTH ▼ STATIONS	NORTH ▲ STATIONS		
5969	.....	SMITHVILLE.....⑤WTD⑤⑥⑧		Yard	Smithville-MP 51.5..... 20
6710	10.2	ROSANKY.....		8	Except: Lockhart, over street crossings .... 10
6721	20.3	RED ROCK.....		12	Between Ajax and Lock- hart trains and engines will operate under pro- vision of Rule 93, with- out clearance or train orders.
6737	36.4	LOCKHART.....⑥		Yard	
6744	43.5	MAXWELL.....		29	
6747	46.8	REEDVILLE.....		35	
.....	51.5	AJAX.....		.....	

## SHERMAN SUBDIV.—Sherman Jct. to Sherman

Station Numbers	Distance from St. Louis	TIMETABLE No. 1		Car Capacity	MAXIMUM SPEED MPH
		SOUTH ▼ STATIONS	NORTH ▲ STATIONS		
.....	662.9	SHERMAN JCT.....⑤		.....	MP 662.9-Sherman .... 20
6207	667.9	MIDWAY CENTER.....		2	Except: Sherman, over street crossings Pecan to King Street, inclusive flag crossings. Through turnouts .... 10
6208	669.1	STANDARD.....		5	Do not operate engine over rock unloading pit AEC track. Enter Hard- wick-Etter spur at Pe- can Street only from track No. 2. Engines must not move from house track or team track onto this spur.
.....	671.4	T&P.....⑤⑥⑦⑧		.....	
6211	671.8	SHERMAN.....C⑤⑥⑧		Yard	

Between Sherman Jct. and Sherman, trains and engines will operate under provisions of Rule 93 without clearance or train orders.

Station Numbers	Distance from Wichita Falls	TIMETABLE No. 1		Length of siding in feet	MAXIMUM SPEED MPH
		SOUTH ▼ STATIONS	NORTH ▲ STATIONS		
0304	303.6	FORGAN.....⑤⑥TWD⑤⑧		Yard	MP 1.4-MP 303.6 ..... 15
0282	281.9	KNOWLES.....		1258	Except: Burkburnett, over first crossing north and south of station. .... 8
0271	271.0	GATE.....⑥		1320	Altus, Main to Blaine streets, inclusive - .... 8
0256	255.8	LAVERNE.....⑥		1177	Elk City, over Main Street ..... 8
0246	245.7	MAY.....		2058	AT&SF crossing, Woodward ..... 8
0235	235.1	SUPPLY.....		2094	Forgan, over Main Street ..... 8
0221	220.4	GUEST.....⑤W⑤		Yard	Through turnouts .... 10
.....	219.9	AT & SF.....⑤⑥		.....	
0220	219.6	WOODWARD.....C⑤⑥⑧		.....	
.....	219.3	WOODWARD SIDING.....		1434	
0206	206.3	SHARON.....		2108	
0196	195.6	VICI.....⑥⑧		.....	
0185	185.2	CAMARGO.....⑥		.....	
0181	181.0	TRAIL.....		3817	
0172	171.5	LEEDEY.....		2013	
0162	162.2	MOOREWOOD.....		.....	
.....	154.3	P & SF.....⑤⑥		.....	
.....	154.2	HAMMON JCT.....C		.....	
0153	152.7	HAMMON.....		1168	
0136	135.6	ELK CITY.....⑤⑥TW⑥C		Yard	
0129	129.0	HOCKER.....		2093	
0120	119.8	CARTER.....		2059	
0105	105.2	BRINKMAN.....		2126	
.....	96.3	O.R.I. & P.....⑤⑥		.....	
0096	95.4	MANGUM.....C⑤⑥⑧		1636	
0077	77.3	WELON.....C⑤TWD⑤		Yard	
.....	76.2	AT & SF.....⑤⑥		.....	
0076	75.6	ALTUS.....C⑤⑥⑧		2489	
.....	74.8	SL-SF.....⑤⑥⑧		.....	
0061	61.1	TIPTON.....		2206	
0053	51.1	GROVER.....⑤		2293	
.....	50.3	SL-SF.....⑤⑥		.....	
0051	50.7	FREDERICK.....⑥⑦T⑥C		.....	
0049	49.2	HUFF.....⑤		2388	
0041	40.9	HOLLISTER.....		3228	
0034	34.3	LOVELAND.....		3190	
0027	27.1	GRANDFIELD.....⑤⑥⑧		4209	
0021	20.9	DEVOL.....		2884	
8114	14.0	BURKBURNETT.....⑤⑥		3300	
8101	1.4	NORTH YARD.....⑤WTD⑤⑧		Yard	
302.0					

## Business Tracks

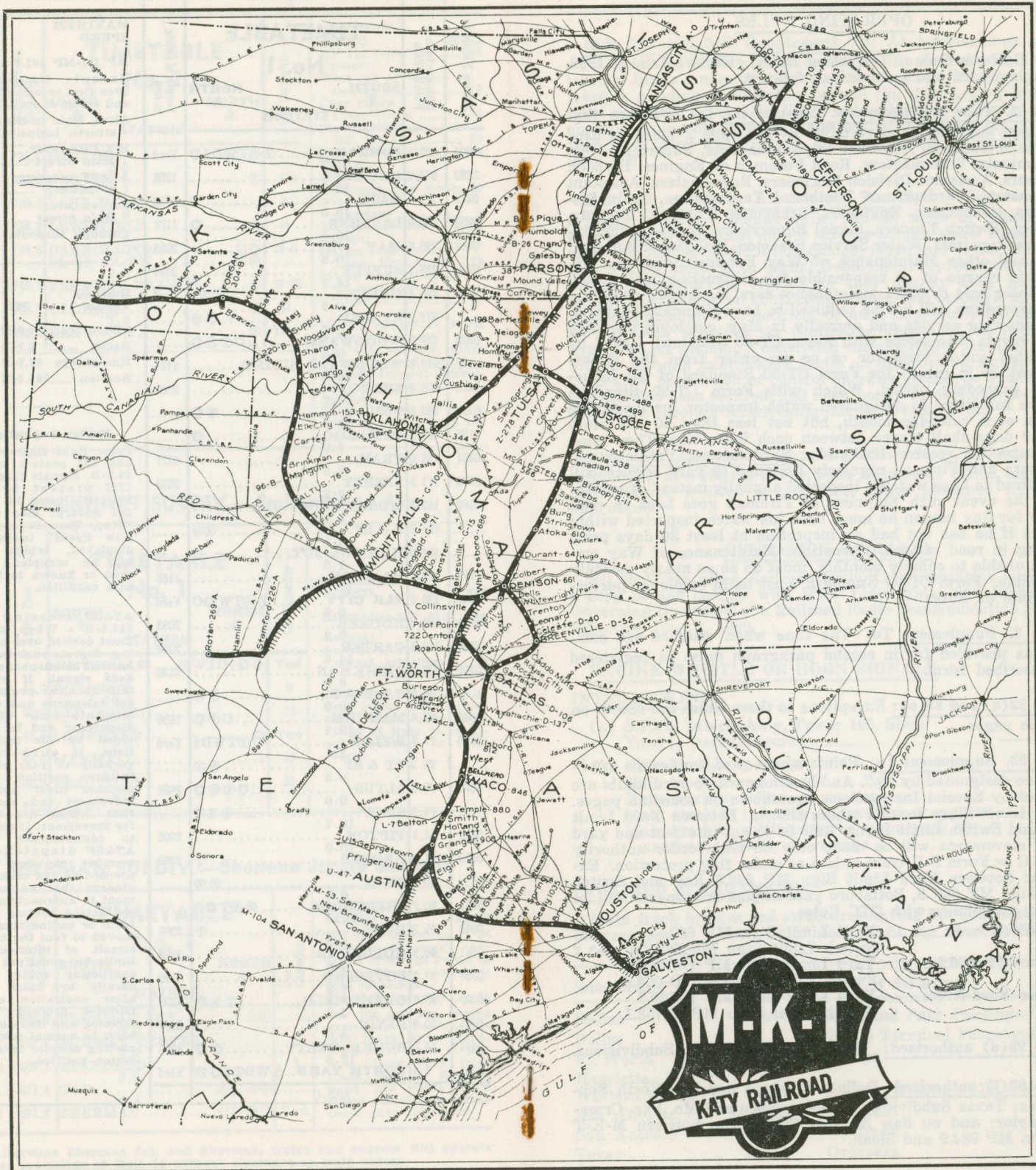
MP	Sta. No.
Oildom	4.0-B 8104
Bacon	6.7-B 8107
Humphreys	67.7-B 0068
Rosston	263.4-B 0263

## Bridge Indicators

Color light Signals 986 and 997 protect bridge 99.2-B. Signals 1156 and 1167 protect bridge 116.2-B. Rules 281 and 291 govern: also when "Stop, Then Proceed at Low Speed" indication displayed, bridge will not be occupied until seen or known to be in safe condition.

AT&SF crossing MP 219.9-B - When movement desired over crossing, depress push button located in telephone box near signal. If signal fails to clear promptly, use telephone and communicate with AT&SF dispatcher and be governed by his instructions. If authorized verbally to pass signal in Stop position, crew member must proceed movement and observe that derrails are lined for movement. If unable to communicate with AT&SF dispatcher a member of crew will proceed to the crossing, observe that no movement is approaching on conflicting routes, then train or engine must be moved to foul the track circuit of interlocking limits but must not foul conflicting route, line derrails by hand and after expiration of 5 minutes proceed over crossing and line derrails back to normal position placing selector lever to motor position.







OPERATING RULES

The Uniform Code of Operating Rules, effective June 2, 1968, is supplemented and amended as follows:

**Rule 2. Time Requirements. Supplement to:** Watches that have been examined and certified as per Rule 2 must be used by Superintendents, Assistant Superintendents, Superintendents of Terminals, Trainmasters, Road Foremen of Engines, Division Engineers, Assistant Division Engineers, Roadmasters, Assistant Roadmasters, Yardmasters, Footboard Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Firemen, Hostlers, Yardmen, Switch Tenders, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen, and any employees in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment. Operators will not be required to have Standard Watches. Upon entering service and annually in May, employees specified must provide themselves with Form CT-90 Standard, issued by designated watch inspector or on an order from the Superintendent, or in return for Form CT-90 Standard of the immediately preceding period. Watch with Form CT-90 Standard must be submitted to designated watch inspector for inspection once in each calendar month, but not less than 20 nor more than 40 days shall elapse between each inspection. They must sign inspection record. Exception: Yardmasters, Yardmen and Engineers and Firemen regularly assigned to yard service will be required to have watches inspected annually instead of monthly. In the event such Engineer or Fireman goes back in road service for any reason he must have his watch inspected within 10 days if he has not had an inspection at least 30 days prior to going in road service. Exception: Maintenance of Way employees, unable to comply monthly, must do so as nearly monthly as possible. Form CT-90 Standard must be in employees possession while on duty.

**Rule 3. Supplement To:** The time when watches are compared as provided for in second paragraph must be registered on prescribed form.

**Rule 82(a) and 83(a):** Exceptions to these Rules are shown on schedule pages.

**Rule 93. Supplement To:** Points where yard limit signs are in place are designated by "©". And locations where yard limits are in effect by Special Instructions, are shown on schedule pages. Switch Limit Signs located where shown. Between Yard Limit Signs and Switch Limit Signs, Rule 93 is not in effect and yard engine movements will be made only on train order authority (Form G or Form S-H train order) or under flag protection. Exception: Between Yard Limit Sign MP 663.5 Ray and Switch Limit Sign MP 668.8, Pottsboro yard engine movements will be made in accordance with CTC Rules.

Ray-Pottsboro.....	Yard Limit Sign MP 663.5
	Switch Limit Sign MP 668.8
Lamar-MP 666.2.....	Yard Limit Sign MP D-662.1
	Switch Limit Sign MP D-666.2
Dallas Yard-Krem.....	Yard Limit Sign MP D-760.6
	Switch Limit Sign MP D-753.1

**Rule 99(d) authorized:** Western and Henrietta Subdivisions.

**Rule 99(j) authorized:** Dallas, Hillsboro and Ft. Worth Subdivisions; Texas Subdivision between Waco and Mo. Pac. Crossing, Taylor; and on San Antonio Subdivision between M-K-T Junction MP 984.9 and Sloan.

**Rule 290 and 345. Supplement To:** At interlockings within ABS territory, when a train or engine has moved within interlocking limits under the provisions of Rule 290 Low, unless there is a siding immediately beyond the interlocking limits, it must not move beyond the limits unless there is a leaving signal governing movement beyond interlocking limits displaying other than Low, Stop and Proceed, or Stop, except as prescribed by Rule 350.

**Rule 340 and 344. Amendment To:** Sperry Detector Cars actually in service testing rails, and all units of Maintenance of Way equipment that do not actuate block signals at all times, must not, at automatic interlockings, move into or through such interlocking limits until Signal Department representatives have actuated interlocking signals so they display Stop indication against movements on conflicting routes, and employee in charge of the equipment is so notified; or until flag protection per Rule 99 has been provided on conflicting routes if no signalman available. At manually controlled interlockings, must not move into or through interlocking limits on interlocking signal indications until permission of control operator in charge of interlocking has also been secured, and must notify control operator when movement through interlocking has been completed.

**Rule 401. Amendment To:** In CTC territory, an extra train originating at a station not an open train order office, may leave such station without a clearance, being governed by signal indications.

OPERATION OF RADIO

All employees using Railroad Radio Communication must have a copy of and comply with MKT Lines Rules and Instructions Governing Operation of a Railroad Radio Communication System, Effective June 2, 1968.

ENGINE WHISTLE OR HORN SIGNALS,INTERLOCKING:

- |   |    |
|---|----|
| (a) S.P.Co. Interlocking, Tower 105, Sloan                                    |    |
| Yard to transfer work.....  | 0  |
| (b) All other interlockings   |    |
| Main track to main track.....   | 0  |
| Main track to siding, or reverse.....   | 00 |
| Main track to industry or transfer or reverse.....                            | 00 |
| Main track to subdivision, or main track of another railroad, or reverse..... | 00 |

IMPAIRED CLEARANCES:

Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rails, less than 7 feet 4½ inches.

Subdivision	Mile Post	Kind of Structure
Dallas	D-763.3	Highland Park Passenger Shed
Dallas		Union Terminal Passenger Shed
Ft. Worth	784.3	Bridge
Henrietta-		
Western (FWD)	114.73	Bridge, Wichita Falls (on FWD)
San Antonio	M-992.2	Overpass
San Antonio	M-1033.5	Overpass
Texas	1084.1	Overpass



Main track bridges and structures having vertical clearance above top of rail less than 21 feet and 6 inches.

Subdivision	Mile Post	Kind of Structure
Dallas	D-766.6	Signal Bridge
Dallas		Union Terminal Passenger Shed
Hillsboro	D-767.5	Viaduct, Oak Cliff
Ft. Worth	757.45	Viaduct
Ft. Worth	758.5	Viaduct
Western	136.1-B	Overpass
Austin	U-948.0	Overpass
San Antonio	M-992.2	Overpass, Mo. Pac. Railroad
San Antonio	M-992.2	Overpass, Highway
San Antonio	M-1031.6	Overpass
San Antonio	M-1033.7	Overpass
San Antonio	M-1034.0	Overpass
San Antonio	M-1034.1	Overpass
San Antonio	M-1034.2	Overpass
San Antonio	M-1034.4	Overpass
San Antonio	M-1034.5	Overpass
San Antonio	M-1034.6	Overpass
Texas	1084.1	Overpass

### MOVEMENT OF TRAINS

**1. Superiority of Trains by Direction:** Southward and Westward trains are superior to Northward and Eastward trains of the same class. (See Rule S-72).

**2. Governing Timetable and Rules:** Crews of Foreign Line Trains operating over MKT RR. Co. tracks are subject to the Uniform Code of Operating Rules, Timetable and Special Instructions of the MKT RR. Co., and must provide themselves with copies thereof and be conversant therewith.

Time shown in small figures on schedule pages is for information only and confers no authority.

**3. Exceptions to Rule 5:** Timetable or train order restrictions apply at:

Hunt—At yard lead track, north of Wellington St.

Dallas Yard—At Deny.

Endot—Southward trains restricted Endot remain back of Absolute Signal north of GC&SF Interlocking, Tower 19, except southward trains from CRI&P tracks remain at CRI&P Jct. to avoid fouling interlocking.

Waxahachie—Northward trains, at station.

Whitesboro—Fort Worth-Henrietta Subdivision Jct. Switch.

Granger—East Siding.

**4. Restricted Speed Requirements:** Trains and engines will not exceed speed 15 MPH through turnouts unless otherwise provided.

**5. Restrictions in operation of locomotive and cars:** Engines 1 to 12 inc., 14 to 35 inc., 37, 39, 40, 41, 43, 44, 45 and 47 (Tonnage Class 34) must not be operated or towed in train, in excess of 35 MPH.

Engines towed in train—handle next to operating engine of through trains and behind short cars of trains setting out and picking up.

Trains handling Derricks X-255, X-256, Pile Driver X-1030, Crane X-1020 and scale test car X-77 must not exceed 25 MPH.

Derricks X-255, X-256 and Pile Driver X-1030 must be located in train not less than four cars nor more than ten cars from engine and if handling more than one of these machines, must be separated by six cars. Scale test car X-77 must be handled next ahead of caboose.

Diesel engines will not be operated through water, except when authorized by proper authority.

Cars with gross weight exceeding 117 tons must not be handled on Western, Denton and Rotan Subdivisions.

**6. Automatic Block Signals:** In addition to ABS shown on schedule pages, ABS between Staley, MP 655.9 and Ray, MP 660.0.

**7. Movements by Signal Indication CTC (Rules 400-401):**

Shown on schedule pages.

**8. Auxiliary Signals:** Shown on schedule pages.

**9. Normal position of switches:**

MP 660.6, Wye Track, Ray Yard—For Dallas Subdivision.

Sherman Jct.—For Dallas Subdivision.

Deny—For Dallas Subdivision.

Dana Jct.—For Fort Worth Subdivision.

Whitesboro—Fort Worth-Henrietta Subdivision Jct. Switch for Fort Worth Subdivision. Henrietta Subdivision, north siding switch for siding; Henrietta Subdivision, south siding switch for Henrietta Subdivision. Crossover switch south siding, for siding.

Ney—North lead—southward main track switch, Magnolia Street, for yard lead.

MP 844.2, Bellmead—Main track—yard lead switch, for yard lead.

WF&NW Jct., Wichita Falls—MKT-FWD main track switch, for FWD main track.

Granger—Texas-Austin Subdivision Jct. switch, for Texas Subdivision.

Pershing—MKT main track — S.P. Co. main track spring switch, for S.P. Co. main track.

MKT Jct.—MKT main track—Mo. Pac. main track switch, for Mo. Pac. main track.

Ajax—San Antonio Subdiv.—Lockhart Subdiv. switch, for San Antonio Subdiv.

Eureka—Yard lead—main track switch north end of yard for north lead.

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

**11. Operation of Railroad crossing devices.**

StL-SW, MP 843.6. If Stop indication displayed and no movement approaching on StL-SW, line lever on StL-SW to set derrails against StL-SW.

GC&SF, MP 880.7. If Stop indication displayed, communicate with the Control Operator on interlocking telephone and be governed by his instructions through interlocking limits. Interlocking telephones located near both Absolute Signals and on outside of station Temple. If unable to communicate with Control Operator it must be determined that Absolute Signals on GC&SF are in Stop position and then manually line dual control derail for MKT movement. After lining derail must again determine that Absolute Signals on GC&SF are in Stop position and display red fusee at Absolute Signals. Hand signal will then be given for movement over crossing. If GC&SF Absolute Signals are not in Stop position flag protection must be provided on conflicting routes before moving over crossing. After completing movement dual control derail must be restored to derailing position and selector lever to "Power" position. Notify Control Operator of handling at first open office.

S.P. Co. MP 1080.8. If Stop indication displayed, if no S.P. Co. movement approaching, operate lever on S.P. Co. to set derrails against S.P. Co.



## 12. Standard clocks and General order books:

Denison	# Telegraph Office	Foran	Telegraph Office
Ray	Yard Office	Stamford	Telegraph Office
	* Enginehouse	Bellmead	Telegraph Office
Hunt	Yard Office	Temple	# Telegraph Office
Dallas	* Enginehouse	Lockhart	* Telegraph Office
	Yard Office	Sloan	Yard Office
	# Union Station		* Enginehouse
Ney	Yard Office	Smithville	Telegraph Office
North Yard	Yard Office	Eureka	Yard Office
	* Enginemen's Room		* Enginehouse Office
Altus	# Telegraph Office	Teague	* BRI Office
Welon	* Yard Office	Ft. Worth	* CRI&P Office
Elk City	Station		* FWD Office
		Houston	* TP-Mo.Pac. Office
			* Mo. Pac. Office

\* General order book only.

# Standard clock only.

## OFFICIAL WATCH INSPECTORS

American Railroad Time Service, Arcade Building,  
812 Olive St., St. Louis 1, Mo.

Watch Inspectors (See Rule 2) are located as follows:

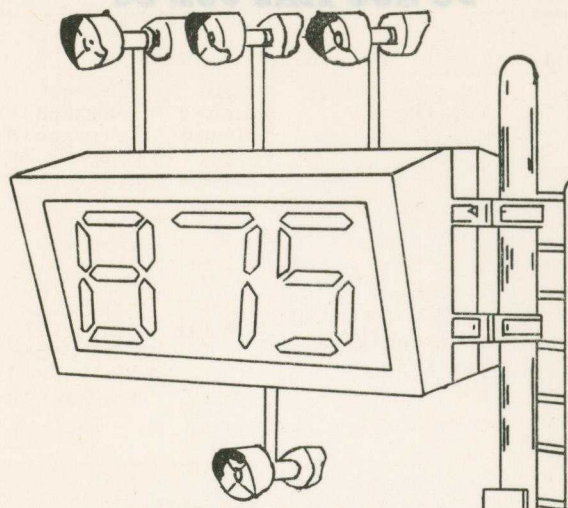
Greenville, Tex.	TAYLOR BROS.
Hillisboro, Tex.	T. B. BOND
Houston, Tex.	HOUSTON WATCH CO.
Houston, Tex.	BILLING'S JEWELRY CO.
New Braunfels, Tex.	OLIVER JEWELRY CO.
San Antonio, Tex.	GILDEMEISTER'S
Smithville, Tex.	C. E. RAGSDALE
Smithville, Tex.	GIESE'S JEWELRY CO.
Stamford, Tex.	J. HOLMES, JEWELER
Waco, Tex.	LEE JEWELRY & WATCH SH.
Waxahachie, Tex.	MAXWELL JEWELRY CO.
Wichita Falls, Tex.	NACOL JEWELER
	726 Indiana St.
Woodward, Okla.	NORTHROP JEWELRY CO.
Altus, Okla.	GREEN'S JEWELRY CO.
Austin, Tex.	E. R. CARPENTER, JEWELER
Dallas, Tex.	ZALES JEWELRY CO.
	134 West Jefferson
Dallas, Tex.	ZALES JEWELRY CO.
	1606 Main St.
Dallas, Tex.	ACE JEWELERS
	5442 East Grand
Denison, Tex.	GRAYS JEWELRY
Elk City, Okla.	DAMRON JEWELERS
Fort Worth, Tex.	WHEELER'S JEWELERS
Fort Worth, Tex.	J. B. RIDDLE, JEWELER
Gainesville, Tex.	BROWNING'S JEWELRY STORE

## RAILROAD COMPANY MEDICAL STAFF

Dr. Roland S. Kieffer, Medical Director, St. Louis, Mo.

Telephone Number  
Office Residence Exchange

Austin, Tex.	Dr. B. J. Smith	GL 3-7356	GL 2-0548	GR 6-2616
	4910 Interregional Hwy.	ME 7-4100		
Dallas, Tex.	Dr. Lloyd W. Conyers			
	742 Locke Medical Bldg.			
	6011 Harry Hines Blvd.			
Denison, Tex.	Dr. W. D. Blassingame	HO 5-5005	HO 5-6366	
Elk City, Okla.	Dr. William G.			
	Husband, Jr.	CA 5-1263	CA 5-1593	
Ft. Worth, Tex.	Dr. Fred B. Aurin	ED 5-1243	PE 2-1905	WA 4-4231
	1216 Pennsylvania Ave.			
	(For injuries only)			
Ft. Worth, Tex.	Dr. C. B. Bruner	AX 2-5000	JE 4-2466	WA 4-4231
	6113 Hulen St.			
Houston, Tex.	Dr. Price C. Campbell	JA 2-2523	MO 5-6000	JA 2-2523
	Hermann Professional Bldg.			
San Antonio, Tex.	Dr. Walter Walthall	CA 7-3339	TA 6-0526	CA 6-3336
	1114 South Texas Bldg.			
Smithville, Tex.	Dr. F. J. Weishuhn	237-2421	237-2137	
Stamford, Tex.	Dr. George E. Fryor, Jr.	PR 3-2421	PR 3-2188	
Waco, Tex.	Dr. Paul C. Murphey	PL 6-2502	PL 2-2644	
	2320 Columbus Ave.			
Wichita Falls, Tex.	Dr. D. Clifford Burross	692-2024	692-2577	
	4111 Call Field Road			
Wichita Falls, Tex.	Dr. Kenneth H. Deets	692-2024	692-0423	
	4111 Call Field Road			



Hot box and dragging equipment detective systems are to be placed in service at various locations, to be designated by general order as they are installed.

A Monitor Display Board and Hot Box and Dragging Equipment indicator lights, as shown in the above diagram, mounted on a signal mast at approximately caboose personnel eye level will function as follows: As the train passes the system, the right or left hot box indicator light on top of the board starts to flash immediately upon detection of a hot journal, indicating the side of the train having the overheated journal. Two seconds after the train passes the detector the display board will display numerals indicating the accumulated axle count from the hot box to the rear of the train.

A flashing indicator light in the center indicates that another hot box was detected subsequent to the hot box which is numerically indicated on the display board. Flashing lights, both left and right, but not in the center, indicate a probable hot box on both sides of the train.

Flashing center light, together with either the left or right light only, indicates the hot boxes detected were all on the same side of the train. All three indicator lights flashing signify the indicated hot box may be on either side and that one of the subsequent hot boxes was on the opposite side.

When dragging equipment is detected the right and left lights on top of the Monitor Display Board will display a yellow aspect, and in addition light located below Monitor Display Board will display red aspect. If dragging equipment detection in addition to one or more hot boxes or additional dragging equipment detections are made all three lights on top of the Monitor Display Board will display flashing yellow aspect, and in addition light located below Monitor Display Board will display red aspect.

The indicator lights are normally dark and illuminate displaying flashing yellow aspect on top and red aspect on bottom of Monitor Display Board, only when hot box or dragging equipment is detected. The display board is illuminated, white light, as train passes and will display zeroes in the absence of a hot box or dragging equipment.

When any indicator light displays flashing yellow or red aspect train will be stopped and inspected.

In the event there is a power failure of the detective system, the white light located on top of the Signal House will not be illuminated; and must be reported to Train Dispatcher by first available means of communication.

Presence of hot box and dragging equipment detective systems will not relieve train and engine crews from the responsibility of inspecting trains for defects as provided in the Uniform Code of Operating Rules.



WATER-A

5. NOT REAR CO.



**THIS PAGE LEFT BLANK INTENTIONALLY  
DO NOT TEAR OUT**

**THIS PAGE LEFT BLANK INTENTIONALLY  
DO NOT TEAR OUT**


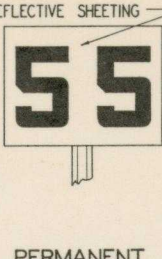


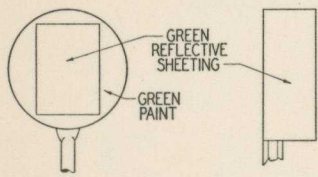



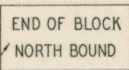






**THIS PAGE LEFT BLANK INTENTIONALLY  
DO NOT TEAR OUT**



THIS PAGE LEFT BLANK INTENTIONALLY  
DO NOT TEAR OUT

## ROADWAY SIGNS

 <p>YELLOW OR YELLOW REFLECTIVE SHEETING</p> <p>BLACK NUMBERS</p>		 <p>WHITE WITH BLACK FIGURE &amp; BORDER</p> <p>WHITE REFLECTIVE SHEETING WITH BLACK FIGURE</p> <p>PASSING TRACK WARNING SIGN</p> <p>APPROXIMATELY ONE MILE FROM SWITCH.</p>
<p>PERMANENT ADVANCE WARNING SIGN</p> <p>LOCATED APPROXIMATELY ONE MILE FROM POINT SPEED RESTRICTION EFFECTIVE. RULE 10(h)</p>	<p>PERMANENT SPEED RESTRICTION SIGN</p> <p>LOCATED AT BEGINNING OF RESTRICTION.</p>	 <p>WHITE BACKGROUND</p> <p>BLACK LETTER</p> <p>SPRING SWITCH SIGN</p> <p>RULE 104 (a)</p>
 <p>GREEN REFLECTIVE SHEETING</p> <p>GREEN PAINT</p>		 <p>WHITE WITH BLACK FIGURE &amp; BORDER</p> <p>WHITE REFLECTIVE SHEETING WITH BLACK FIGURE</p>
<p>PERMANENT RESUME SPEED SIGNS</p> <p>AUTHORIZED SPEED MAY BE RESUMED WHEN ENTIRE TRAIN HAS PASSED RESUME SPEED SIGN. RULE 10(h)</p>		<p>WHISTLE SIGNS</p> <p>RULES 14, 14(1), TIMETABLE STATE STATUTES. SIGN WILL BE PLACED ONE-FOURTH MILE FROM CROSSING WHEN PRACTICAL.</p>
 <p>WHITE WITH BLACK LETTERS &amp; BORDER</p> <p>SWITCHING LIMIT SIGN</p> <p>INDICATES LIMITS OF YARD ENGINE OPERATION.</p>	 <p>WHITE WITH BLACK LETTERS &amp; BORDER</p> <p>YARD LIMIT SIGN</p> <p>RULE 93, TIMETABLE SPECIAL INSTRUCTIONS.</p>	 <p>WHITE WITH BLACK LETTERS</p> <p>END OF BLOCK SIGNALS SIGN</p>
 <p>ASPECT - AT RIGHT ANGLE TO TRACK, RED LIGHT. RULE 232 APPLIES.</p> <p>NUNN TYPE TRAIN ORDER SIGNAL</p>	 <p>RED WITH WHITE LETTERS &amp; BORDER</p> <p>STOP SIGN</p> <p>RULE 98</p>	 <p>YELLOW</p> <p>TEMPORARY SPEED RESTRICTION SIGN</p> <p>RULE 10(g)</p> <p>RESTRICTION 10 MPH UNLESS OTHERWISE DIRECTED BY TRAIN ORDER OR GENERAL ORDER.</p>  <p>GREEN</p> <p>TEMPORARY RESUME SPEED SIGN</p> <p>RULE 10(g)</p> <p>PLACED AT END OF RESTRICTION.</p>

## STATE STATUTES:

**TEXAS**..... Whistle must be sounded and bell rung at least 80 rods from place where the railroad shall cross any public road or street, and the bell shall be kept ringing until locomotive shall have crossed such public road.

**OKLAHOMA**..... Whistle shall be sounded or bell rung at least 80 rods from place where the railroad shall cross any road or street.