



The Texas & Pacific Railway Company

FT. WORTH DIVISION

**TIME TABLE
NO. 26**

Effective 12:01 a. m. Sunday, August 22, 1926

CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY

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

J. A. SOMERVILLE, Vice-President—Operation,
W. H. TOBIN, Assistant General Manager,
H. D. EARL, General Superintendent,
B. C. JAMES, Supt. of Transportation,
K. R. WOODFORD, Train Rules Examiner,
J. W. KNIGHTLINGER, Superintendent.

LONGVIEW SUB-DIVISION--Westward

Station Numbers Card Capacity Passing Buildings	STATIONS	FIRST CLASS						SECOND CLASS		
		Time Table No. 26 EFFECTIVE 12:01 A. M. AUGUST 22, 1926						Time Table No. 26 EFFECTIVE 12:01 A. M. AUGUST 22, 1926		
		1	3	5	7	201	23	53	67	267
	Sunshine Special Daily	Passenger Daily	Ranger Daily	Passenger Daily	Sunshine Special Daily	Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	
0 Yard	N. TEXARKANA	L 7 25 ^{AM}	L 12 25 ^{PM}	L 12 45 ^{PM}	L 3 35 ^{PM}	L 7 50 ^{PM}		L 1 30 ^{PM}	L 3 30 ^{PM}	
2 75	N. NATIONAL	7 28	12 28	12 48	3 40	7 53		1 40	3 40	
8 84	N. SULPHUR	7 37	12 40	12 59	3 54	8 02		2 10 ⁶⁰	4 17	
15 84	N. SPRINGDALE	7 46	12 54	1 09	4 10	8 12		2 30	4 41	
21 94	D. QUEEN CITY	7 55	1 06	1 20	4 23	8 22		2 49	5 02	
24 94	N. ATLANTA	7 59	1 12	1 26	4 30	8 27		2 58	5 14	
31 94	D. BIVINS	8 08	1 26	1 37	4 46	8 37		3 38 ⁶	5 40	
37 78	N. KILDARE	8 17	1 38	1 47	5 00	8 46		4 00	6 05	
42 13	D. LODI	8 24	1 49	1 58	5 12	8 55		4 17	6 25	
47 72	N. STALLS	8 30	1 58	2 03	5 23	9 02		4 33	6 43	
51 82	N. JEFFERSON	8 39	2 10	2 15	5 37	9 12		4 50	7 00	
58 82	D. WOODLAWN	8 48	2 22	2 27	5 50	9 24		5 13	7 25	
62 83	N. ANDREWS	8 53	2 28	2 35	5 56	9 30		5 26	7 38	
67 Yard	N. MARSHALL	9 05	2 40	2 50	6 10	9 40	L 3 20 ^{AM}	L 5 55 ^{AM}	5 47	8 00
70 107	N. QUINCY	9 11	2 46	2 57	6 19	9 46	3 26	6 07	5 59	8 13
75 107	N. KEOKUK	9 19	2 54	3 06	6 28	9 54	3 34	6 24 ¹⁴	6 28	8 27
80 96	N. HALSVILLE	9 26 ⁶⁰	3 01	3 14	6 38	10 01	3 41	6 45	6 53 ⁶⁶	8 48
83 94	N. LANSING	9 30	3 05	3 18	6 46	10 05	3 45	7 00	7 05	9 10 ⁶⁰
90 Yard	N. LONGVIEW JCT.	L 9 40 ^{AM}	A 3 15 ^{PM}	A 3 30 ^{PM}	A 7 00 ^{PM}	L 10 15 ^{AM}	A 3 55 ^{AM}	A 7 30 ^{AM}	L 7 30 ^{PM}	A 9 30 ^{AM}
	89.7	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	Time Over Sub-Division	2.15	2.50	2.45	3.25	3.25	.35	1.35	6.00	6.00

SPECIAL INSTRUCTIONS.

STANDARD CLOCKS:
Texarkana
Marshall
Longview Junction

Eastward trains are superior to trains of same class in opposite direction.
Except: Nos. 1 and 201 are superior to all trains except Nos. 2 and 202.
Register Stations are shown in full face type.

ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8, 9, 10 AND 11

LONGVIEW SUB-DIVISION--Eastward

Location Water, Fuel, Turntable, Wye, etc. Miles from Texarkana	STATIONS	FIRST CLASS						SECOND CLASS		
		Time Table No. 26 EFFECTIVE 12:01 A. M. AUGUST 22, 1926						Time Table No. 26 EFFECTIVE 12:01 A. M. AUGUST 22, 1926		
		2	4	6	8	202	24	54	60	66
	Sunshine Special Daily	Passenger Daily	Ranger Daily	Passenger Daily	Sunshine Special Daily	Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	
FWTY 1.8	N. TEXARKANA	A 10 50 ^{AM}	A 4 35 ^{AM}	A 4 40 ^{PM}	A 11 10 ^{AM}	A 10 25 ^{PM}		A 2 50 ^{PM}	A 11 59 ^{PM}	
W 8.4	N. NATIONAL	10 46	4 30	4 35	11 05	10 21		2 40	11 49	
15.0	N. SULPHUR	10 36	4 17 ⁴⁰	4 23	10 55	10 11		2 10 ⁶⁰	11 31	
21.2	N. SPRINGDALE	10 26	4 05	4 10	10 45	10 01		1 45	11 13	
29.8	D. QUEEN CITY	10 17	3 52	3 56	10 35	9 52		1 20 ⁵	10 66	
36.9	N. ATLANTA	10 13	3 47	3 50	10 30	9 48		1 05	10 48	
42.0	D. BIVINS	10 03	3 31	3 38 ⁶⁷	10 20	9 38		12 45	10 30	
46.6	N. KILDARE	9 53 ⁶⁴	3 20	3 25	10 11	9 28 ⁶⁴		12 25	10 23 ²	12 28 ²⁰²
51.2	D. LODI	9 45	3 10	3 15	10 03	9 20		12 10 ^{PM}	10 11	8 51
58.3	N. STALLS	9 38	3 00	3 05	9 56	9 13		11 56	8 36	
61.9	N. JEFFERSON	9 31	2 50	2 58	9 49	9 05		11 42	8 23	
66.7	D. WOODLAWN	9 18	2 35	2 43	9 37	8 53		11 20	8 02	
70.5	N. ANDREWS	9 13	2 28	2 35	9 30 ²⁰¹	8 48		11 08	7 50	
80.3	N. MARSHALL	9 05	2 20	2 25	9 20	8 40	A 2 25 ^{AM}	A 6 50 ^{AM}	10 37	7 35
83.2	N. QUINCY	8 48	2 06	2 08	9 11	8 33	2 18	6 37	10 07	7 20
88.7	N. KEOKUK	8 41	2 00	2 01	8 57	8 26	2 11	6 24 ⁵³	9 64 ²⁰¹	7 05
90.7	N. HALSVILLE	8 34	1 54	1 54	8 48 ²⁰²	8 19	2 04	6 12	9 26	6 53 ⁶⁷
92.7	N. LANSING	8 30	1 50	1 50	8 42	8 15	2 00	6 05	9 10 ²⁰²	6 15
94.7	N. LONGVIEW JCT.	L 8 20 ^{PM}	L 1 40 ^{AM}	L 1 40 ^{PM}	L 8 30 ^{AM}	L 8 05 ^{PM}	L 1 50 ^{AM}	L 5 45 ^{AM}	L 8 50 ^{AM}	L 5 50 ^{PM}
	89.7	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	Time Over Sub-Division	2.30	2.55	3.00	2.40	2.20	.35	1.05	6.00	6.00

SPECIAL INSTRUCTIONS.

Eastward trains are superior to trains of same class in opposite direction.
Except: Nos. 1 and 201 are superior to all trains except Nos. 2 and 202.

STANDARD CLOCKS:
Texarkana
Marshall
Longview Junction

ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8, 9, 10 AND 11

DALLAS SUB-DIVISION--Westward

Table with columns for Station Numbers, Capacity, Pasting, Stations, Time Table No. 26, Effective 12:01 A.M. August 22, 1926, and train schedules for First Class and Second Class.

Employees of the Texas & Pacific Railway are subject to the Rules, Time Tables and Special Instructions of the H. & T. C. R. R. while operating over Belt Line Dallas.

SPECIAL INSTRUCTIONS. Eastward trains are superior to trains of the same class in opposite direction. Except: No. 1 is superior to all trains except No. 2. ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8, 9, 10 AND 11

Register stations are shown in full face type. All trains will register at T. & P. Jct. and U. T. Jct. by Register Check.

DALLAS SUB-DIVISION--Eastward

Table with columns for Station Numbers, Capacity, Pasting, Stations, Time Table No. 26, Effective 12:01 A.M. August 22, 1926, and train schedules for First Class and Second Class.

Employees of the Texas & Pacific Railway are subject to the Rules, Time Tables and Special Instructions of the H. & T. C. R. R. while operating over Belt Line Dallas.

SPECIAL INSTRUCTIONS. Eastward trains are superior to trains of the same class in opposite direction. Except: No. 1 is superior to all trains except No. 2. ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8, 9, 10 AND 11

STANDARD CLOCKS: Ft. Worth, Dallas, Mineola, Longview Jct.

FORT WORTH SUB-DIVISION--Westward

Station Numbers	Capacity Passing	STATIONS	FIRST CLASS					SECOND CLASS		THIRD CLASS	
			EFFECTIVE 12:01 A.M. AUGUST 22, 1926					103	105	53	67
			Sunshine Special Daily	Passenger Daily	Ranger Daily	W. M. W. and N. W. Passenger Daily	W. M. W. and N. W. Passenger Daily	P. W. & R. G. Passenger Daily	P. W. & R. G. Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily
246	YARD	N. FORT WORTH	2 40PM	10 00AM	10 40PM			11 00PM	10 45AM		
NS	FRISCO	0.5	2 41	10 01	10 41			11 01	10 46		
249	105	TREMBLE	2 45	10 05	10 47			11 12	10 54		
253	39	N. BENBROOK	2 54	10 15	10 57			11 28	11 10		
257	67	PERSHING	2 58	10 19	11 01			11 38	11 17		
260	80	IONA	3 05	10 26	11 11			11 49	11 31		
264	57	N. ALEDO	3 11 2	10 31	11 16			12 01AM	11 41		
269	67	ANNETTA	3 20	10 39	11 23			12 18	11 55		
273	67	EARLS	3 26 54	10 45	11 29			12 30 66	12 06PM		
277	78	N. WEATHERFORD	3 33	10 59	11 43	3 45PM	11 10AM				
NS	MINERAL WELLS JCT	3 34	11 00	11 44		3 48PM	11 13AM				
280	68	SEALE	3 39	11 05	11 49 66			12 45	12 19		
283	26	N. LAMBERT	3 44	11 10	11 59			12 47	12 21		
287	68	PREBLE	3 50	11 16	12 04AM			12 57	12 30		
291	40	N. MILLSAP	3 57	11 23	12 10			1 07	12 38		
294	68	BENNETTS	4 02	11 29	12 16			1 19	12 43		
301	67	N. BRAZOS	4 11	11 39	12 26			1 35	1 00		
308	68	N. SANTO	4 21	11 49	12 36			1 46	1 11		
313	68	JUDD	4 30	11 58	12 44			2 05	1 20		
319	68	N. GORDON	4 37	12 06PM	12 51			2 22	1 28		
322	E-22	N. MINGUS	4 43	12 11 34	12 57			2 40 4	2 35		
326	67	N. STRAWN	4 50	12 41	1 05			3 16	2 47		
334	85	N. WILES	5 02	12 54	1 17			3 56	3 17 4		
338	29	N. TIFFIN	5 11	1 08 7	1 26			4 16	3 36		
341	YARD	N. RANGER	5 17	1 20	1 40			4 35	3 46		
347	70	N. OLDEN	5 27	1 32	1 58			5 07	4 06		
351	141	N. EASTLAND	5 34	1 44	2 10			5 25	4 20		
355	E-7	N. LEM	5 41	1 53	2 20 6			5 40	4 37		
361	E-39	N. OISCO	5 49	2 10 4	2 30			6 00	4 57		
365	80	DOTHAN	6 01	2 27	3 10			6 20	5 25		
374	68	N. PUTNAM	6 12	2 42	3 21			6 40	5 48		
380	45	OHAUTAUQUA	6 22 67	2 54	3 31			6 58	6 22 1		
381	68	JAYELL	6 24 66	2 56	3 33			7 02	6 45 66		
386	YARD	N. BAIRD	6 40PM	3 10PM	3 50AM			7 30AM	7 10PM		
			1	3	5	9	17	103	105	53	67
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		Time Over Sub-Division	4.00	5.10	5.10	.03	.03	.03	.03	8.30	8.25

SPECIAL INSTRUCTIONS.

Eastward trains are superior to trains of the same class in opposite direction. Except: No. 1 is superior to all trains except No. 2.

Time of trains Nos. 3 and 4 at Cisco apply at East Switch to North track.

Passenger trains reduce speed to twenty-five miles per hour and freight trains to fifteen miles per hour over Red Bluff, Riverside curves and reverse curves at Rock Crusher at Mile 336.7.

Train crews after stopping trains in Baird Yard, will set one-half of ALL the hand brakes on their train; one-half of the brakes thus set to be on head end and the other half on rear end; and observe same rules with any cut-off cars left standing.

C. & N. E. trains, Cisco and E. W. F. & G. trains Eastland while occupying T. & P. tracks will protect themselves against all trains.

ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8, 9, 10 AND 11

FORT WORTH SUB-DIVISION--Eastward

Station Numbers	Capacity Passing	STATIONS	FIRST CLASS					SECOND CLASS		THIRD CLASS	
			EFFECTIVE 12:01 A.M. AUGUST 22, 1926					104	106	54	66
			Sunshine Special Daily	Passenger Daily	Ranger Daily	W. M. W. and N. W. Passenger Daily	W. M. W. and N. W. Passenger Daily	P. W. & R. G. Passenger Daily	P. W. & R. G. Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily
FWY	245.7	N. FORT WORTH	3 40PM	6 30AM	6 30AM			9 30AM	2 00AM		
NS	FRISCO	0.5	3 41	6 31	6 31			9 31	2 01		
246.3	NS	FRISCO JUNCTION	3 37	6 25	6 25			9 27	1 58		
248.8		TREMBLE	3 33	6 20	6 20				4 50		
254.6	N	BENBROOK	3 25	6 09	6 08				4 34		
257.0		PERSHING	3 22	6 03	6 02				4 27		
260.1		IONA	3 17	5 57	5 55				4 17		
263.8	N	ALEDO	3 11 1	5 50	5 47				4 05		
WMP	268.8	ANNETTA	3 01	5 40	5 36				3 50		
272.8		EARLS	2 54	5 33	5 28				3 26		
276.7	N	WEATHERFORD	2 47	5 25	5 20	2 25PM	5 06AM		3 11		
277.4	NS	MINERAL WELLS JCT	2 44	5 21	5 16	2 20PM	5 00AM		3 09		
WMP	280.4	SEALE	2 40	5 16	5 11				3 00		
283.2	N	LAMBERT	2 35	5 10	5 05				2 51		
286.7		PREBLE	2 28 54	5 03	4 58				2 28		
290.7	N	MILLSAP	2 22	5 05	4 48				2 05		
293.9		BENNETTS	2 16	4 48	4 40				1 50		
300.7	N	BRAZOS	2 06	4 35	4 25				1 31		
WMP	307.5	N. SANTO	1 56 67	4 21	4 11				1 25		
WMP	313.3	JUDD	1 47	4 04	3 58				1 20		
318.5	N	GORDON	1 40	3 52	3 47				1 22		
FWY	321.8	N. MINGUS	1 34	3 43	3 40 53				1 21		
WMP	326.3	N. STRAWN	1 26	3 32	3 30				1 13		
333.6	N	WILES	1 14	3 17 67	3 13				1 12		
338.1	N	TIFFIN	1 08 3	3 08	3 03				1 18		
W	340.7	N. RANGER	1 04	3 03	2 58				1 10		
347.1	N	OLDEN	12 53	2 50	2 42				10 51		
FW	350.7	N. EASTLAND	12 47	2 43	2 35				10 41		
355.3		LEM	12 37	2 32	2 20 5				10 26		
WY	360.6	N. OISCO	12 30	2 10 3	2 10				10 11		
367.8		DOTHAN	12 13	1 57	1 53				9 50		
373.8	N	PUTNAM	12 02PM	1 45	1 42				9 33		
380.3		OHAUTAUQUA	11 50	1 30	1 30				9 16		
381.3		JAYELL	11 48	1 28	1 28				9 13		
FWY	385.7	N. BAIRD	11 40AM	1 20PM	1 20AM				9 00AM		
			2	4	6	10	18	104	106	54	66
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		Time Over Sub-Division	4.00	5.10	5.10	.05	.05	.03	.03	8.00	8.30

SPECIAL INSTRUCTIONS.

Register stations are shown in full face type. Weatherford and Mineral Wells Jet, register station for Nos. 9, 10, 17 and 18 only.

Normal position spring switch east end Baird yard is for Baileyville track. Crews leaving Baird must line for main track and reline for Baileyville.

Westward trains entering Baird yard will not exceed speed of 15 miles per hour through this switch.

STANDARD CLOCKS:

Fort Worth
Weatherford
Mingus
Baird

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

Except: No. 1 is superior to all trains except No. 2.

Time of trains Nos. 3 and 4 at Cisco apply at East Switch to North track.

ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8, 9, 10 AND 11

Special Instructions

RAILROAD GRADE CROSSINGS

Every employe whose duties are in any way prescribed by this Compa... White signals will be used at flag stations instead of green and white, as required by Rule 28.

All persons are strictly forbidden to board engines or cars while they are in too rapid motion, or to stand on track and board engines or cars when same are approaching them, or to ride on pilots of engines.

A switch must not be closed for main track while train, engine or car is outside of clearance point of siding.

Freight brakemen shall ride on top of their train when safety requires. A Road crossing whistle must be sounded before passing around curves.

Two short blasts engine whistle three times in succession indicate defective train line, or bursted air hose.

Movements over switches must not be made until switch locks are placed in hand or lever. This does not apply to switch movements in train yards while making up trains.

Unless otherwise specified Eastward trains to take siding at Terrell will head in West passing track and Westward trains will head in East passing track.

All trains and yard engines will run under control through Marshall yard. Wooden Flat Cars, Loaded or Empty, must be handled on rear of train.

Table of Railroad Grade Crossings with columns: Location, Intersecting Railroad, and specific crossing details for Longview and Dallas Sub-Divisions.

Table of Fort Worth Sub-Division crossings including locations like Cisco, Eastland, and Renner.

INTERLOCKER WHISTLE SIGNAL CODE. T. & P. Junction. T. & P. Main Track, either direction. Yard west of H. & T. C. crossing.

SPEED LIMITS. MAXIMUM SPEED—PASSENGER AND FREIGHT TRAINS

Table showing speed limits between Texarkana-Baird and Supphur Bridge, including miles per hour for Passenger and Freight trains.

Engines backing up or switch engines moving forward will not exceed a speed of 15 miles per hour during day time or 10 miles per hour at night. Trains handling steam wrecking derricks...

SPEED ORDINANCES. Ft. Worth Sub-Division.

Table of speed ordinances for Ft. Worth Sub-Division, listing stations and corresponding miles per hour.

Dallas Sub-Division.

Table of speed ordinances for Dallas Sub-Division, listing stations and corresponding miles per hour.

Longview Sub-Division.

Table of speed ordinances for Longview Sub-Division, listing stations and corresponding miles per hour.

RAILROAD GRADE CROSSINGS.

All trains must approach grade crossings under control and where crossings are not protected by interlockers will come to a full stop, give the required whistle signals and know that track is clear before proceeding.

Fort Worth Sub-Division

Table of Fort Worth Sub-Division crossings including locations like Cisco, Eastland, and Renner.

INTERLOCKER WHISTLE SIGNAL CODE.

T. & P. Junction. T. & P. Main Track, either direction. Yard west of H. & T. C. crossing.

RAILROAD GRADE CROSSINGS.

All trains must approach grade crossings under control and where crossings are not protected by interlockers will come to a full stop, give the required whistle signals and know that track is clear before proceeding.

MANUAL BLOCK.

Manual Block System is effective on Ft. Worth and Dallas Sub-Divisions and between Marshall and Texarkana on Longview Sub-Division.

AUTOMATIC BLOCK.

The Automatic block is in operation on Longview Sub-Division between Longview Jct. and Marshall.

Special Instructions

ELECTRIC AUTOMATIC SIGNALS.

Westward signal, 1000 feet east of I. G. N. connection switch, near I. G. N. Roundhouse.

Eastward signal, at New York Ave., Horizontal position of signal arm indicates STOP—Block Occupied. Vertical position of signal arm indicates—PROCEED—Block Clear.

While STOP is displayed, trains will come to a full stop before reaching these signals, wait for an interval of one minute and proceed within the block under flag protection, expecting to find main track occupied.

Distant Signal located 2343 feet west of Train Order semaphore Union Terminal Junction Telegraph Office is a "stop" and "proceed" signal. When trains are stopped by this Stop and Proceed signal they may proceed at slow speed expecting to find train in block, a broken rail, obstruction or possibly switch not properly set, etc.

FIRE PROTECTION.

- 1. Loose fire brick removed from fire pan are running, or cleaning fires on main track except at water stations, side tracks and other designated points is prohibited. When fire is cleaned all live fire must be extinguished before leaving. Engines must not work steam while passing exposed cotton on platforms. 2. Loose fire brick removed from fire pan must be retained in the box underneath the fire pan while engine is running and when removed, must be cooled to avoid setting off fire. 3. Engines standing without fire must have safety valve in Oil Tank closed and oil not allowed to run into the pan or underneath the engine.

YARD LIMIT STATIONS.

Ft. Worth Sub-Division.

Fort Worth, Frisco Junction, Tremble, Weatherford, Mingus, Strawn, Ranger, Eastland, Cisco, Baird.

Dallas Sub-Division.

Longview Jct., Longview, Mineola, Grand Saline, Willis Point, Terrell, East Dallas, Dallas, West Dallas, Eagle Ford, Grand Prairie, Fort Worth.

Longview Sub-Division.

Texarkana, Marshall, Longview Junction.

FLAG STOPS NOT SHOWN ON SCHEDULE.

Longview Sub-Division.

- No. 5 will stop at Hillsville to pick up passengers for points west of Longview Junction. Stops on flag at No. 7 Domino, Bankers and Galloway. No. 6 Domino, Bankers and Galloway. No. 4 will stop at Queen City to discharge passengers, Longview and points west.

Dallas Sub-Division.

- Stops on flag at Nos. 1 and 2 will stop at Terrell to pick up or discharge passengers to or from Little Rock and New Orleans and beyond. No. 3 Angler, Gates, Nusbaum and Dalworth. No. 4 will stop sufficiently to exchange U. S. Mail and parcel post at Terrell. No. 4 Angler. No. 5 Neals, Angler and Crow. No. 6 Angler, Neals and Crow. No. 23 When No. 23 has No. 2's sleepers, Longview Junction, Westward with passengers for points between Longview and Fort Worth, where Train 2 is scheduled to stop, No. 23 must make stops and allow passengers to detrain. No. 23 will also stop at Grand Saline, Willis Point and Arlington to allow passengers from points Shreveport and East, and East to Longview and Fort Worth. No. 23 will stop at Willis Point for passengers, ticketed through, destined to any point beyond Fort Worth when connection can be made with No. 2 west of Fort Worth. No. 24 Arlington, Willis Point and Grand Saline for passengers for Shreveport and beyond.

Fort Worth Sub-Division.

No. 6 stop stations east of Baird to discharge passengers entraining west of Big Springs.

LOADING SPURS.

Ft. Worth Sub-Division.

Table of Loading Spurs with columns: Miles, Name of Track, Car Capacity, and Switch Connections. Includes spurs like Texas Co. Spur, Lone Star Gas Co., etc.

Dallas Sub-Division.

Table of Loading Spurs for Dallas Sub-Division with columns: Miles, Name of Track, Car Capacity, and Switch Connections. Includes spurs like Neals, Sand Pit, Hart, etc.

Longview Sub-Division.

Table of Loading Spurs for Longview Sub-Division with columns: Miles, Name of Track, Car Capacity, and Switch Connections. Includes spurs like Ings, Bankers, Coldwater.

DOUBLE TRACK.

Dallas Sub-Division.

The South track of the Double Track between Fort Worth and Grand Prairie will be operated as a system of passing sidings, as follows: From west switch, Jamestown, Mile 243.60, to cross-over at Mile 241.44, is called JAMESTOWN.

From cross-over at Mile 241.44 to cross-over at Mile 240, is called MANCHESTER. From cross-over at Mile 240 to cross-over at Handley depot, is called HANDELY. From switch at Mile 230, to cross-over just west of Gifford S. & O. Co. Switch, is called SWOPE.

From cross-over just west of Grand Prairie depot to end of track at Mile 224.0, is called GRAND PRAIRIE. When trains meet at any of the above named passing sidings the interior train will take siding unless otherwise provided, and be governed by rules 88, 89 and 90, but must not run through the passing siding unless authorized by track order.

A train order reading that a train may use one or more of the above passing sidings through confers optional rights upon the train addressed, to use or not to side sally, but a train order reading that a train will use one or more of the above passing sidings through is imperative and must be observed accordingly. Trains running through any of the above passing sidings will keep a sharp look-out for trains standing in clear at cross-overs, or at end of passing siding. Trains holding main line at meeting points at cross-overs with trains which have to back in to get on passing siding, will back a sufficient distance from the switch to enable the train to be met to pull by and back in, both trains protecting front and rear as per Rule 90. Trains using any of the above passing sidings through at night will have rear markers displaying green to front and side, green to rear on inside and red to rear on outside. All trains and switch engines must move under perfect control, passing over street crossings between Fair Grounds and Trinity River Bridge west of Dallas.

Special Instructions

TIME SERVICE.
NATIONAL RAILWAY TIME SERVICE COMPANY.
Chicago, Ill.

LOCAL WATCH INSPECTORS.

NAME	HEADQUARTERS	TERRITORY
R. E. Jefford	Texarkana	Texarkana
Mathewson-Peiz Jewelry Co.	Marshall	Texarkana to Big Sandy
E. Feagle	Longview	Longview
Valtin Harter	Dallas	Big Sandy to Dallas
G. W. Halton	Ft. Worth	Dallas to Ft. Worth
		Ft. Worth to Baird

HOSPITAL

DR. J. A. MOORE, Chief Surgeon.....Marshall, Texas

LOCAL SURGEONS

Dr. W. K. Reed	Texarkana, Texas
Dr. L. J. Kominasky	Texarkana, Texas
Dr. J. C. Strawn	Queen City, Texas
Dr. W. A. Starkey	Atlanta, Texas
Dr. J. W. I. Decker	Kildare, Texas
Dr. J. A. R. Mosley	Jefferson, Texas
Dr. E. B. Blalock	Woodlawn, Texas
Dr. W. D. Northcutt	Longview, Texas
Dr. L. N. Markham	Longview, Texas
Dr. J. E. Bussey	Longview, Texas
Dr. H. L. Stewart	Gladeview, Texas
Dr. P. D. Reynolds	Big Sandy, Texas
Dr. A. P. Buchanan	Mincoia, Texas
Dr. V. B. Cozby	Grand Saline, Texas
Dr. B. B. Brandon	Edgewood, Texas
Dr. H. T. Fry	Whis Point, Texas
Dr. W. F. Alexander	Terrell, Texas
Dr. D. H. Hudgins	Forney, Texas
Dr. A. R. Thomasson	Dallas, Texas
Dr. W. W. Samuel	Dallas, Texas
Dr. O. W. Gibbons	Dallas, Texas
Dr. R. A. Trumbull	Dallas, Texas
Dr. Wm. R. Deatridge	Dallas, Texas
Dr. S. M. Hill	Dallas, Texas
Dr. L. S. Thompson	Dallas, Texas
Dr. H. V. Ophland	Grand Prairie, Texas
Dr. F. L. Harvey	Arlington, Texas
Dr. E. W. Tisdale	Handley, Texas
Dr. Alden Coffey	Fort Worth, Texas
Dr. J. T. McVeigh	Fort Worth, Texas
Dr. P. P. Higgins	Fort Worth, Texas
Dr. W. S. Lassiter	Aledo, Texas
Dr. J. N. Chandler	Weatherford, Texas
Dr. N. E. Dick	Millsp, Texas
Dr. J. T. Spratt	Mingus, Texas
Dr. W. S. Pedigo	Sirawan, Texas
Dr. T. L. Lauderdale	Hanger, Texas
Dr. M. L. Holland	Hanger, Texas
Dr. J. L. Johnson	Eastland, Texas
Dr. W. P. Lee	Cisco, Texas
Dr. B. F. Brittan	Putnam, Texas
Dr. A. R. Hayes	Baird, Texas
Dr. R. L. Griggs	Baird, Texas

OCULISTS.

Dr. R. H. T. Mann	Texarkana, Texas
Dr. V. R. Hurst	Longview Texas
Dr. H. L. Stewart	Longview, Texas
Dr. M. E. Taber	Dallas, Texas
Dr. S. W. Harrington	Dallas, Texas
Dr. R. W. Moore	Fort Worth, Texas
Dr. W. B. Thompson	Fort Worth, Texas
Dr. W. S. Webb	Fort Worth, Texas

LOCATION FUEL, WATER, TURN-TABLES, WYES, ETC.
ABBREVIATIONS

F—Fuel
W—Water
T—Turn-Table
Y—Wye
MP—Mile Post
NS—No Siding

SAFETY RULES GOVERNING EMPLOYEES IN TRAIN, ENGINE AND YARD SERVICE.

The following practice or manner of doing work is prohibited by this Railway:

- (1) Coupling or uncoupling air hose while cars are in motion.
- (2) Coupling into or moving cars, containing emigrant movables, or cars on house, team or industry tracks, without first positively ascertaining whether there are any persons in, under or between such cars, who might suffer injury or death by movement of cars. (Train or yard men must advise such persons before coupling into such cars, requiring them to vacate—and take every precaution to prevent injury by rough or careless handling.)
- (3) Hanging squirt hose over or through locomotive hand-holds; also, hanging squirt hose in gangways between engine and tender, except where bracket has been provided to retain it in such position that it will not be mistaken for a handhold.
- (4) Switching or handling occupied passenger train equipment or occupied outfit cars, or switching any other car in connection with the switching of an occupied passenger train, without first cutting in and testing air brakes. (The test to consist of a service application before moving.)
- (5) Going between or under moving cars or engine.
- (6) Opening draw bar knuckles with hand or foot and operating knuckle lock pins with hands while cars or engines are in motion.
- (7) Lining draw bars with foot while cars or engines are in motion.
- (8) Climbing in between cars while train is in motion for the purpose of kicking air hose to stop leaks.
- (9) Shoving or kicking cars over highway crossings, without first protecting crossings. (Trainmen must know that crossing is clear before giving signal to engine crew. Same action must be taken with locomotives, with or without cars attached, when moving over crossings located at stations or inside yard limits. At crossings where flagmen are on duty, this rule will not govern.)
- (10) Alighting from or boarding a moving engine from position between the rails, the front end of a moving caboose, or a rapidly moving train or engine.
- (11) Neglecting to observe switch points after throwing switch.
- (12) Failure to push the switch lever firmly into the notch before leaving switch.
- (13) Giving signals to move an engine or cars without first placing switch in proper position for such movement.
- (14) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
- (15) Enginemen drifting down too close to switches that are to be thrown.
- (16) Getting off HEAD END of caboose or coach to line switch to normal position. (Trainmen should get off rear end of rear car. When this is not practicable they should get off caboose or coach on side opposite from which switch stand is located.)

Special Instructions

- (17) Riding on foot board of engine between engine and cars when pushing cars.
- (18) Riding on pilot of engine.
- (19) Riding on deadwoods, drawbars, brake beams, grab irons, hand-holds, brake staffs, ladders, or any other appurtenances on the facing end of cars when such cars are being pushed.
- (20) Riding on locomotives (foot boards, pilots, or elsewhere) or on cars, or trains in yards by employees whose duties do not require them to do so unless authorized by the Superintendent.
- (21) Riding on the end of loads which are liable to shift from impact when coupling is made or during ordinary train movement.
- (22) Giving signals to move an engine or cars and then crossing track in front of the engine or cars.
- (23) On double track—standing or walking on track while a train is approaching or passing on opposite track.
- (24) Staking out cars except when impossible to avoid it. (When necessary to do it, always follow the pole.)
- (25) Standing on extreme end of freight car while engine is attached or while engine or cars are in act of coupling into such car or string of cars connecting it except when operating hand brakes.
- (26) Leaving cars on any track not properly secured by hand brakes or wheels blocked when brakes are defective. (When blocking wheels use wood only.)
- (27) Opening blow-off cocks inside of switches while engine is in motion. Opening outside blow-off cocks and starting and shutting off injectors on engines which have overflow pipes outside of ashpan without first being sure that no one is near. (Take extra precautions after dark.)
- (28) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- (29) Throwing any object from a train or engine without first ascertaining whether any person is standing nearby who might be struck and injured.
- (30) Permitting any car with a loose or missing hand hold to be moved or set out without first notifying all employees on the train and making message report to Superintendent, who will advise all concerned with protection order and arrange for immediate repairs.
- (31) Hanging dope rail on door guides, engine grab irons or on side or end ladders of cars.

DIVISION OFFICERS

J. W. KNIGHTLINGER, Superintendent, Ft. Worth, Tex.

D. T. WACHTER, Trainmaster Terminals, Texarkana, Ark.

Trainmasters

W. T. LONG, JR., Dallas, Tex.

J. C. MCGLOTHLIN, Longview Jct., Tex.

O. MARSHALL, Ft. Worth, Tex.

Road Foremen of Engines

W. E. Maxfield, Ft. Worth, Tex.

D. H. Varnell, Ft. Worth, Tex.

Chief Dispatchers

H. E. McCREA, Ft. Worth, Tex.

R. WINN (Night), Ft. Worth, Tex.

F. N. MENEFFEE (Asst.), Ft. Worth, Tex.

Dispatchers, Ft. Worth, Texas

C. Percy

W. H. Robertson

F. C. Blair

C. C. Gerow

A. C. Ogg

R. Tucker

G. Green

C. Lasater

CONDENSED SCHEDULES

	7	25-19 5	23	3	21-1	STATIONS	2-22	4	24	6-20	8
		6 20AM	2 30PM		8 45PM	NEW ORLEANS	8 40AM		4 15PM	7 25AM	
		10 25AM	5 50PM		11 59PM	ADDIS	5 30AM		1 00PM	2 40AM	
		11 25AM 11 50AM	1 15AM 1 35AM		7 00AM 7 10AM	SHREVEPORT	10 45PM 10 30PM		4 45AM 4 15AM	5 00PM 4 40PM	
	3 35PM	12 45PM		12 25AM	7 25AM	TEXARKANA	10 50PM	4 35AM		4 40PM	11 10AM
	6 10PM	1 30PM 2 50PM	3 20AM	2 40AM	8 50AM 8 05AM	MARSHALL	9 05PM	2 20AM	2 40AM 2 25AM	3 00PM 2 25PM	9 20AM
	7 00PM	3 30PM	3 55AM	3 15AM 3 30AM	9 40AM	LONGVIEW JCT.	8 20PM	1 15AM	1 45AM	1 35PM	8 30AM
		8 15PM 9 00PM	7 45AM 7 55AM	7 35AM 8 10AM	1 10PM 1 15PM	DALLAS	5 10PM 6 05PM	8 35PM 8 10PM	10 20PM 10 05PM	8 55AM 8 30AM	
		10 00PM 10 40PM	8 50AM	9 20AM 10 00AM	2 05PM 2 40PM	FORT WORTH	4 10PM 3 40PM	7 15PM 6 30PM	9 00PM	7 25AM 6 30AM	
		2 30AM		2 10PM	5 49PM	OISCO	12 30PM	2 10PM		2 10AM	
		4 40AM		4 00PM	7 35PM	ABILENE	10 50AM	12 15PM		12 10AM	
		6 10AM		5 30PM	8 45PM	SWEETWATER	9 40AM	11 00AM		10 30PM	
		9 15AM			10 55PM	BIG SPRING	7 25AM			8 05PM	
		9 00PM			10 30AM	EL PASO	9 00PM			9 00AM	