

### DIVISION OFFICERS

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A. J. CHESTER, Superintendent, Ft. Worth, Texas.  
S. E. NOLAN, Master Mechanic, Ft. Worth, Texas.

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C. C. Kilway	Trainmaster	Mineola Yard, Tex.
L. L. Oliver	Trainmaster	Bonham, Tex.
R. W. Wagner	Trainmaster Terminals	Fort Worth and Lancaster Yards
T. E. Griswold	Trainmaster Terminals	Texarkana, Tex.
J. J. Prendergast	Asst. Master Mechanic	Ft. Worth, Tex.
J. N. Harris	Road Foreman of Engines	Ft. Worth, Tex.
H. E. McCrea	Chief Dispatcher	Ft. Worth, Tex.
D. R. Troutt	Night Chief Dispatcher	Ft. Worth, Tex.
R. Tucker	Dispatcher	Ft. Worth, Tex.
D. J. Nash	Dispatcher	Ft. Worth, Tex.
S. J. Stewart	Dispatcher	Ft. Worth, Tex.
F. C. Blair	Dispatcher	Ft. Worth, Tex.
A. C. Ogg	Dispatcher	Ft. Worth, Tex.
F. B. Hutchins	Dispatcher	Ft. Worth, Tex.
J. W. McCoy	Dispatcher	Ft. Worth, Tex.



The Texas and Pacific Railway Company

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## FT. WORTH DIVISION

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# TIME TABLE NO. 51

Effective 12:01 a. m. Sunday, January 24, 1932

## CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

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FOR THE INFORMATION AND GOVERNMENT  
OF EMPLOYEES ONLY

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

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J. A. SOMERVILLE, Vice-President—Operation,  
H. D. EARL, General Manager,  
W. H. TOBIN, Assistant General Manager,  
W. T. LONG, JR., Sup't of Transportation,  
K. R. WOODFORD, Train Rules Examiner,  
A. J. CHESTER, Superintendent.



MINEOLA SUB-DIVISION--Westward											
Station Numbers Car, Freight Passenger	Time Table No. 51 EFFECTIVE 12:01 A. M. JANUARY 24, 1932	FIRST CLASS					SECOND CLASS				
		1	3	7	15	207	55	67	267		
		Sunshine Special Daily	Passenger Daily	Texas Ranger Daily	The Tenn Daily	Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily		
STATIONS											
0 Yard	N. TEXARKANA	7 00	12 10	2 40	2 20	4 00		7 40	10 00		
2 115	NATIONAL	7 05	12 15	2 45	2 25	4 10		7 50	10 10		
8 115	SULPHUR	7 13	12 27	2 55	2 35	4 20		8 07	10 44		
15 115	SPRINGDALE	7 21	12 39	3 04	2 44	4 30		8 17	11 03		
21 115	D. QUEEN CITY	7 29	12 50	3 12	2 53	4 40		8 27	11 20		
24 115	N. ATLANTA	7 33	12 55	3 16	3 00	4 47		8 31	11 27		
31 115	D. BIVINS	7 42	1 08	3 25	3 09	4 58		8 42	11 45		
37 117	KILDARE	7 50	1 18	3 33	3 18	5 08		8 52	12 01		
42 NS	LÖDI	7 58	1 27	3 39	3 24	5 15		9 00	12 09		
44 115	PAYNE	7 59	1 30	3 41	3 27	5 18		9 04	12 33		
51 115	N. JEFFERSON	8 09	1 43	3 50	3 37	5 31		9 17	1 03		
58 115	WOODLAWN	8 19	1 57	3 59	3 47	5 43		9 35	1 25		
62 117	ANDREWS	8 24	2 07	4 03	3 51	5 48		9 45	1 40		
67 128	N. MARSHALL	8 40	2 25	4 15	4 00	6 08		10 30	2 00		
70 107	QUINCY	8 47	2 31	4 22	4 06	6 12		10 45	2 15		
75 107	KEOKUK	8 53	2 38	4 29	4 13	6 19		11 00	2 38		
80 115	D. HALLSVILLE	9 00	2 45	4 35	4 20	6 26		11 15	3 03		
83 115	LANSING	9 05	2 50	4 39	4 25	6 30		11 30	3 20		
90 Yard	N. LONGVIEW JCT.	9 25	3 20	4 55	4 45	6 45		11 59	4 00		
91 Yard	LONGVIEW	9 27	3 22	4 58	4 47	6 48		12 05	4 02		
94 115	WILLOW SPRINGS	9 31	3 27	5 09	4 51	6 54		12 38	4 10		
103 115	N. GLADEWATER	9 42	3 42	5 25	5 03	7 03		1 00	4 17		
107 78	WILKINS	9 47	3 48	5 32	5 08	7 08		1 15	4 25		
113 115	N. BIG SANDY	9 54	3 58	5 41	5 16	7 16		1 30	4 35		
119 80	D. HAWKINS	10 01	4 06	5 50	5 23	7 23		1 45	4 45		
124 115	FADA	10 08	4 13	5 58	5 30	7 30		1 58	4 53		
130 78	HOARD	10 15	4 20	6 05	5 36	7 36		2 10	5 00		
133 115	PRATT	10 19	4 24	6 10	5 40	7 40		2 18	5 08		
136 81	MINEOLA	10 23	4 30	6 17	5 43	7 43		2 24	5 10		
138 Yard	N. MINEOLA YARD	10 25	4 35	6 20	5 47	7 47		2 30	5 18		
	138.1	1	3	7	15	207		55	67	267	
	Time Over Sub-Division	3.25	4.25	5.40	3.27	2.45		4.00	5.20	6.00	

## STANDARD CLOCKS:

Texarkana  
Marshall  
Longview Junction  
Mineola Yard

Eastward trains are superior to trains of same class in opposite direction.  
Except: No. 1 is superior to all trains except No. 2.  
Register stations are shown in full face type.  
Marshall register station for trains 54 and 55 only.  
Longview Jct. register station for trains 8, 207 and 267 only.  
Mineola Yard register station for freight trains only.  
First class trains may leave Mineola yard without a clearance.

Between Cotton Belt crossing, Bonham Sub-Division connection with Kansas City Southern Railway near Compress, and Texarkana Passenger Station, ALL TRAINS AND ENGINES will move under control and will not exceed a maximum speed of ten (10) miles per hour.

Normal position of switches at Cotton Belt connection, located approximately 800 feet east of Cotton Belt crossing, and Bonham Sub-Division connection, located approximately 1200 feet east of Cotton Belt crossing, will be for Mineola Sub-division main track.

All trains and engines must approach Cotton Belt and Bonham Sub-Division connections, prepared to stop unless the switches and signals are right and the track is clear.

Employees of the Cotton Belt and Kansas City Southern Railways are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway Company while occupying its tracks.

MINEOLA SUB-DIVISION-Eastward											
Station Numbers Car, Freight Passenger	Time Table No. 51 EFFECTIVE 12:01 A. M. JANUARY 24, 1932	FIRST CLASS					SECOND CLASS				
		2	4	6	8	16	54	66			
		Sunshine Special Daily	Passenger Daily	Texas Ranger Daily	Passenger Daily	The Tenn Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily		
STATIONS											
FWTY	N. TEXARKANA	11 00	3 45	3 50	10 45	7 40					2 40
1.8	NATIONAL	10 53	3 35	3 43	10 38	7 33					2 30
8.4	SULPHUR	10 44	3 25	3 33	10 28	7 24					2 05
15.0	SPRINGDALE	10 35	3 15	3 23	10 18	7 15					1 50
21.2	D. QUEEN CITY	10 27	3 05	3 12	10 09	7 07					1 30
23.8	N. ATLANTA	10 23	3 00	3 02	10 05	7 03					1 15
WMP 32	D. BIVINS	10 14	2 50	2 48	9 53	6 53					12 50
30.9	KILDARE	10 05	2 42	2 35	9 43	6 44					12 30
42.0	LÖDI	9 58	2 35	2 24	9 36	6 38					12 05
43.8	PAYNE	9 55	2 32	2 20	9 33	6 36					11 55
W	N. JEFFERSON	9 45	2 23	2 05	9 23	6 26					11 30
58.3	WOODLAWN	9 35	2 11	1 50	9 10	6 16					11 10
61.9	ANDREWS	9 29	2 07	1 45	9 03	6 12					10 55
FWTY	N. MARSHALL	9 20	2 00	1 30	8 55	6 05					10 40
70.5	QUINCY	9 00	1 40	1 18	8 47	5 55					10 30
75.5	KEOKUK	8 53	1 33	1 11	8 35	5 49					10 15
80.3	D. HALLSVILLE	8 45	1 26	1 04	8 27	5 44					10 00
83.2	LANSING	8 42	1 22	1 02	8 22	5 40					9 50
FWTY	N. LONGVIEW JCT.	8 30	1 10	1 00	8 10	5 30					9 25
90.4	LONGVIEW	8 19	1 05	1 01	8 01	5 14					9 10
93.8	WILLOW SPRINGS	8 15	1 02	1 00	7 59	5 09					8 55
102.8	N. GLADEWATER	8 06	1 00	1 00	7 50	5 00					8 25
107.0	WILKINS	8 01	1 00	1 00	7 45	5 00					8 05
W	N. BIG SANDY	7 55	1 00	1 00	7 40	4 47					7 45
118.6	D. HAWKINS	7 48	1 00	1 00	7 35	4 41					7 30
124.4	FADA	7 42	1 00	1 00	7 30	4 35					7 10
129.8	HOARD	7 37	1 00	1 00	7 25	4 29					6 55
133.3	PRATT	7 33	1 00	1 00	7 20	4 25					6 40
WY	MINEOLA	7 30	1 00	1 00	7 15	4 21					6 25
FWY	N. MINEOLA YARD	7 28	1 00	1 00	7 13	4 17					6 15
	138.1	2	4	6	8	16					54
	Time Over Sub-Division	3.34	4.15	4.92	2.55	3.23					4.15

## STANDARD CLOCKS:

Texarkana  
Marshall  
Longview Junction  
Mineola Yard

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Longview Jct. register station for trains 8, 207 and 267 only.  
Mineola Yard register station for freight trains only.  
First class trains may leave Mineola yard without a clearance.

Yard engines operating between mile post 91.02 and west yard limit board located mile post 98.5 west of Willow Springs must secure train order authorizing such movement before leaving Longview Jct.

Between Cotton Belt crossing, Bonham Sub-Division connection with Kansas City Southern Railway near Compress, and Texarkana Passenger Station, ALL TRAINS AND ENGINES will move under control and will not exceed a maximum speed of ten (10) miles per hour.

Normal position of switches at Cotton Belt connection, located approximately 800 feet east of Cotton Belt crossing, and Bonham Sub-Division connection, located approximately 1200 feet east of Cotton Belt crossing, will be for Mineola Sub-division main track.

All trains and engines must approach Cotton Belt and Bonham Sub-Division connections, prepared to stop unless the switches and signals are right and the track is clear.

Employees of the Cotton Belt and Kansas City Southern Railways are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway Company while occupying its tracks.



**MARSHALL SUB-DIVISION --Westward**

Station Numbers	Car Capacity Passing Sliding	Time Table No. 51		FIRST CLASS				SECOND CLASS					
		EFFECTIVE 12:01 A. M.											
		JANUARY 24, 1932		21	23	25	29	55					
		<b>STATIONS</b>	Louisiana Limited Daily	Passenger Daily	Passenger Daily	Passenger Daily	Red Ball Freight Daily						
B 327	YARD	N.....SHREVEPORT Union Depot	L 7 10 <sup>AM</sup>	L 11 40 <sup>AM</sup>	L 2 40 <sup>PM</sup>								
B 324		.....SHREVEPORT JCT.	7 20	11 55	2 50								
B 322		.....HOLLYWOOD YARD	7 27	12 05 <sup>AM</sup>	2 57		8 30 <sup>AM</sup>						
B 320		N.....CUT OFF JCT.	L 7 30 <sup>AM</sup>	L 12 10 <sup>AM</sup>	L 3 00 <sup>PM</sup>	L 6 20 <sup>PM</sup>	L 8 35 <sup>PM</sup>						
B 317		.....REISOR	7 36	12 16	3 06	6 25 <sup>PM</sup>	8 42						
B 321		99	.....LAKE HAYES	7 42	12 24	3 13		8 55					
B 325		95	D.....GREENWOOD	7 49	12 34	3 20		9 10					
B 331		127	D.....WASKOM	7 57	12 47	3 30		9 44					
B 334		68	D.....JONESVILLE	8 02	12 53	3 36		9 52					
B 342		97	D.....SCOTTSMILLE	8 13	1 05	3 47		10 10					
67	YARD	N.....MARSHALL	A 8 25 <sup>AM</sup>	A 1 20 <sup>PM</sup>	A 4 00 <sup>PM</sup>		10 30 <sup>PM</sup>						
		36.1	21 Daily	23 Daily	25 Daily	29 Daily	55 Daily						
		Time Over Sub-Division	.55	1.10	1.00	.05	1.05						

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

Time at Cut Off Jct. applies at Switches to Double Track.

Register stations are shown in full face type.

Reisor is register station for Nos. 28 and 29 only.

Time shown at Shreveport Union Depot, Shreveport Jct., and Hollywood Yard for information only.

Employees of the Texas and Pacific Railway performing service on L. A. & T. Tracks in Loraine yard limits, East of Waskom, will be governed by the rules, time-table and special instructions of the L. A. & T. Railway while operating on its tracks. They must provide themselves with check on overdue L. A. & T. first-class trains before entering these tracks. This may be secured by westward trains at Greenwood and by eastward trains at Waskom.

STANDARD CLOCKS:  
Cut Off Junction  
Marshall

**MARSHALL SUB-DIVISION --Eastward**

Station Numbers	Car Capacity Passing Sliding	Time Table No. 51		FIRST CLASS				SECOND CLASS					
		EFFECTIVE 12:01 A. M.											
		JANUARY 24, 1932		22	24	26	28	54					
		<b>STATIONS</b>	Louisiana Limited Daily	Passenger Daily	Passenger Daily	Passenger Daily	Red Ball Freight Daily						
326.6	Miles from New Orleans	N.....SHREVEPORT Union Depot	L 10 25 <sup>PM</sup>	A 6 30 <sup>AM</sup>	A 3 10 <sup>PM</sup>								
W 324.4		.....SHREVEPORT JCT.	10 12	6 16	2 59								
FWT 321.9		.....HOLLYWOOD YARD	10 07	6 06	2 53		10 00 <sup>AM</sup>						
WY 320.8		N.....CUT OFF JCT.	L 10 05 <sup>PM</sup>	A 6 03 <sup>AM</sup>	A 2 50 <sup>PM</sup>	L 11 50 <sup>AM</sup>	L 9 55 <sup>AM</sup>						
Y 317.5		.....REISOR	10 00	4 55	2 43	11 46 <sup>AM</sup>	9 45						
W 321.3		.....LAKE HAYES	9 56	4 47	2 37		9 33						
325.5		D.....GREENWOOD	9 51	4 39	2 30		9 18						
331.1		D.....WASKOM	9 44	4 30	2 21		9 00						
W-MP-334		334.5	D.....JONESVILLE	9 40	4 24	2 13		8 47					
342.5		D.....SCOTTSMILLE	9 30	4 12	2 03		8 13						
FWTY 350.3	N.....MARSHALL	L 9 20 <sup>PM</sup>	L 4 00 <sup>AM</sup>	L 1 50 <sup>PM</sup>		L 7 30 <sup>AM</sup>							
		36.1	22 Daily	24 Daily	26 Daily	28 Daily	54 Daily						
		Time Over Sub-Division	.45	1.03	1.00	.05	2.25						

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

Time at Cut Off Jct. applies at Switches to Double Track.

Register stations are shown in full face type.

Reisor is register station for Nos. 28 and 29 only.

Time shown at Shreveport Union Depot, Shreveport Jct., and Hollywood Yard for information only.

STANDARD CLOCKS:  
Cut Off Junction  
Marshall



**DALLAS SUB-DIVISION--Westward**

Station Number	Car Capacity Passing Station	Time Table No. 51 EFFECTIVE 12:01 A. M. JANUARY 24, 1932										
		FIRST CLASS					SECOND CLASS					
		1	3	7	15	501	53	55	67			
		Sunshine Special Daily	Passenger Daily	Texas Ranger Daily	The Tenn Daily	Santa Fe Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily			
138	YARD	N. MINEOLA YARD	11 25	4 35	8 20	5 47	10 30	3 00	1 30			
143	79	SILVER LAKE	10 30	4 43	8 28	5 52	10 40	3 10	1 45			
149	89	N. GRAND SALINE	10 39	4 55	8 35	6 02	10 58	3 27	2 10			
155	78	FRUITVALE	10 47	5 05	8 42	6 09	11 38	3 40	2 25			
160	100	D. EDGEWOOD	10 52	5 15	8 49	6 16	12 01	3 52	2 38			
163	78	RUSSELL	10 57	5 20	8 56	6 21	12 15	4 00	2 48			
167	93	N. WILLS POINT	11 07	5 30	9 10	6 32	12 33	4 10	3 01			
172	72	COBBS	11 13	5 38	9 16	6 38	12 55	4 21	3 13			
175	88	ELMO	11 18	5 45	9 21	6 43	1 16	4 31	3 25			
183	E-67 W-44	N. TERRELL	11 26	5 57	9 32	6 50	1 30	4 43	3 32			
187	82	LAWRENCE	11 32	6 05	9 39	6 56	1 45	4 55	3 52			
194	77	D. FORNEY	11 42	6 17	9 49	7 05	2 05	5 14	4 11			
199	78	MARATH	11 50	6 25	9 56	7 11	2 19	5 27	4 25			
202	28	D. MESQUITE	11 54	6 29	9 01	7 16	2 30	5 34	4 33			
203	26	RADEY	11 55	6 30	9 02	7 16	2 32	5 35	4 34			
207	79	ORPHANS HOME	12 01	6 37	9 08	7 22	2 50	5 45	4 45			
210	71	N. T. & P. JCT.	12 07	6 42	9 13	7 27	3 30	6 00	5 00			
215	NS	N. DALLAS Union Terminal	12 30	7 00	9 35	7 45	4 15	6 35	5 35			
216	100	U. T. JCT.	12 32	7 27	9 57	7 52	4 25	6 50	5 45			
220	NS	BROWDER	12 37	7 34	9 02	7 57	4 38	7 00	5 55			
227	100	EAGLE FORD	12 42	7 39	9 07	8 02	4 55	7 13	6 07			
233	100	GRAND PRAIRIE	12 51	7 50	9 14	8 09	5 30	7 33	6 28			
239	NS	N. ARLINGTON	1 01	8 02	9 24	8 10	6 05	7 49	6 40			
239	NS	D. HANDLEY	1 11	8 12	9 32	8 27	6 40	8 15	7 00			
245	7	N. FORT WORTH Passenger Station	1 25	8 25	9 45	8 40	7 00					
251	YARD	N. LANCASTER YARD	2 05	9 10	10 30		7 00	8 30	7 15			
			119.7	1	3	7	15	501				
			Daily	Daily	Daily	Daily	Daily					
Time Over Sub-Division			3.40	4.35	4.10	2.53	.50					
							53	55	67			
							Daily	Daily	Daily			
Time Over Sub-Division			8.30	5.30	5.45							

Eastward trains are superior to trains of same class in opposite direction. Except: No. 1 is superior to all trains except Nos. 2 and 16. Mineola Yard and Lancaster Yard register stations for freight trains only. Ft. Worth register station for first-class trains only. Register stations are shown in full face type. All trains will register at T. & P. Jct. by register check.

**STANDARD CLOCKS:**  
Ft. Worth  
Union Terminal  
Mineola Yard  
Lancaster Yard  
Lancaster Round House  
East Dallas

Ft. Worth is train order office for first-class trains only. Other trains may leave that station without a clearance. First class trains may leave Lancaster Yard and Mineola Yard without a clearance. Employees of the Texas and Pacific Railway are subject to the Rules, Time Tables and Special Instructions of the T. & N. O. R. R. while operating over Belt Line Dallas.

Employees of the Santa Fe, I. G. N., St. L. & S. F. and F. W. & D. C. Railways are subject to the Rules, Time Tables and Special Instructions of the Texas and Pacific Railway while operating over its tracks.

**DALLAS SUB-DIVISION--Eastward**

Station Number	Car Capacity Passing Station	Time Table No. 51 EFFECTIVE 12:01 A. M. JANUARY 24, 1932										
		FIRST CLASS					SECOND CLASS					
		2	4	6	16	502	54	56	66			
		Sunshine Special Daily	Passenger Daily	Texas Ranger Daily	The Tenn Daily	Santa Fe Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily			
FWY	138	N. MINEOLA YARD	7 28	11 30	11 18	4 17	2 45	8 05	5 40			
	142	SILVER LAKE	7 20	11 24	11 10	4 13	2 30	7 40	5 25			
	149	N. GRAND SALINE	7 12	11 14	10 58	4 04	2 10	7 12	4 55			
	154	FRUITVALE	7 06	11 05	10 47	3 58	1 59	6 42	4 40			
	159	D. EDGEWOOD	7 00	10 57	10 38	3 50	1 49	6 21	4 30			
	163	RUSSELL	6 56	10 51	10 32	3 46	1 42	6 09	4 20			
WY	166	N. WILLS POINT	6 51	10 46	10 24	3 41	1 30	5 55	4 10			
	171	COBBS	6 43	10 38	10 14	3 33	1 21	5 40	3 40			
	176	ELMO	6 38	10 31	10 08	3 28	1 11	5 18	3 25			
W	182	N. TERRELL	6 30	10 22	9 58	3 21	12 56	4 54	2 55			
	186	LAWRENCE	6 24	10 14	9 50	3 15	12 43	4 35	2 35			
	193	D. FORNEY	6 16	10 04	9 40	3 07	12 20	4 05	2 07			
	199	MARATH	6 09	9 56	9 30	3 00	11 53	3 30	1 44			
	202	D. MESQUITE	6 06	9 52	9 26	2 58	11 44	3 16	1 27			
W	202	RADEY	6 05	9 51	9 24	2 55	11 42	3 14	1 25			
	207	ORPHANS HOME	6 00	9 46	9 16	2 50	11 26	2 50	1 05			
FWTY	209	N. T. & P. JCT.	5 55	9 40	9 10	2 45	11 10	2 30	1 20			
	NS	N. DALLAS Union Terminal	5 40	9 25	8 50	2 30	7 25					
	215	U. T. JCT.	5 33	9 22	8 28	2 18	7 23					
W	216	BROWDER	5 26	9 18	8 21	2 11	7 16					
	219	EAGLE FORD	5 21	9 10	8 18	2 06	7 11					
W	226	GRAND PRAIRIE	5 13	9 02	8 03	1 59	7 04					
	232	N. ARLINGTON	5 04	8 19	7 53	1 52	6 54					
	239	D. HANDLEY	4 56	8 07	7 42	1 45	6 46					
WY	245	N. FORT WORTH Passenger Station	4 45	8 00	7 30	1 35	6 35					
FWT	251	N. LANCASTER YARD	4 20	7 50	7 15	1 15	6 15					
			119.7	2	4	6	16	502				
			Daily	Daily	Daily	Daily	Daily					
Time Over Sub-Division			2.41	4.10	4.31	3.17	.50					
							54	56	66			
							Daily	Daily	Daily			
Time Over Sub-Division			6.40	9.05	7.40							

Eastward trains are superior to trains of same class in opposite direction. Except: No. 1 is superior to all trains except Nos. 2 and 16.

**STANDARD CLOCKS:**  
Ft. Worth  
Union Terminal  
Mineola Yard  
Lancaster Yard  
Lancaster Round House  
East Dallas

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Employees of the Santa Fe, I. G. N., St. L. & S. F. and F. W. & D. C. Railways are subject to the Rules, Time Tables and Special Instructions of the Texas and Pacific Railway while operating over its tracks.



WHITESBORO SUB-DIVISION--Southward

Table with columns for Station Numbers, Car Capacity, Time Table No. 51, and train classes (First Class, Second Class) with various station codes and times.

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION REGISTER STATIONS ARE SHOWN IN FULL FACE TYPE

Trains may register at Dodge by register card. Denton is register station for Nos. 346, 347, 348 and 349 only. Time of Nos. 346, 347, 348 and 349 Whitesboro apply at South Wyo Switch.

WHITESBORO SUB-DIVISION--Northward

Table with columns for Station Numbers, Car Capacity, Time Table No. 51, and train classes (First Class, Second Class) with various station codes and times.

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION REGISTER STATIONS ARE SHOWN IN FULL FACE TYPE

Trains may register at Dodge by register card. Denton is register station for Nos. 346, 347, 348 and 349 only. Time of Nos. 346, 347, 348 and 349 Whitesboro apply at South Wyo Switch.



10		Westward		BONHAM SUB-DIVISION										Eastward	
SECOND CLASS		FIRST CLASS		Station Numbers	Car Capacity Passing Station	Time Table No. 51 EFFECTIVE 12:01 A.M. JANUARY 24, 1932		Miles from Texarkana	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		SECOND CLASS			
51		31				STATIONS				32		50			
Red Ball Freight Daily		Passenger Daily								Passenger Daily		Red Ball Freight Daily			
10 00		1 3 15	0	YARD	N	TEXARKANA		FWTY	2 50		1 1 00				
10 08		3 20	A 2	88	D	ARGO	2.2		2 45		12 60				
10 18		3 25	A 5	135	D	NASH	5.1		2 40		12 37				
10 48		3 39	A 15	119	D	HOOKS	14.8		2 25		12 05				
11 10		3 49	A 22	119	D	NEW BOSTON	22.0	W	2 15		11 35				
11 35		3 58	A 28	31	D	MALTA	28.1		2 05		11 10				
12 01		4 05	A 34	126	D	DE KALB	34.2		1 55		10 45				
12 30		4 12	A 39	47	D	OAK GROVE	38.8		1 48		10 25				
12 50		4 20	A 44	119	D	AVEERY	44.4		1 40		10 10				
1 30		4 32	A 53	130	D	ANNOVA	52.5	W	1 28		9 50				
1 47		4 45	A 61	119	D	CLARESVILLE	61.0		1 16		9 20				
2 25		4 56	A 68	36	D	BAGWELLS	68.1	W	1 05		8 51				
2 45		5 05	A 74	119	D	DETROIT	74.2		12 56		8 05				
3 08		5 15	A 81	129	D	BLOSSOM	81.0		12 48		7 40				
3 23		5 21	A 85	40	D	RENO	85.4		12 39		7 25				
4 00		5 30	A 91	126	N	PARIS	91.0	FWT	12 30		7 00				
4 35		5 45	A 100	110	D	BROOKSTON	99.7	WMP 54	12 16		6 40				
5 00		5 55	A 108	36	D	PETTY	108.1		12 06		6 25				
5 25		6 05	A 112	119	D	HONEY GROVE	112.0		11 55		6 10				
5 55	50	6 15	A 117	30	D	WINDOM	117.2		11 45		5 55	51			
6 12		6 23	A 122	119	D	DODDS	121.8		11 37		5 38				
6 30		6 35	A 128	YARD	N	BONHAM	128.1	FWT	11 25		5 20				
51		31				128.1			32		50				
8.30		3.20				Time Over Sub-Division			3.25		7.40				

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

Between Cotton Belt crossing, Bonham Sub-Division connection with Kansas City Southern Railway near Compress, and Texarkana Passenger Station, ALL TRAINS AND ENGINES will move under control and will not exceed a maximum speed of ten (10) miles per hour.

Normal position of switches at Cotton Belt connection, located approximately 800 feet east of Cotton Belt crossing, and Bonham Sub-Division connection, located approximately 1200 feet east of Cotton Belt crossing, will be for Mineola Sub-Division main track.

All trains and engines must approach Cotton Belt and Bonham Sub-Division connections, prepared to stop unless switches and signals are right and the track is clear.

Employees of the Cotton Belt and Kansas City Southern Railways are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway Company while occupying its tracks.

REGISTER STATIONS ARE SHOWN IN FULL FACE TYPE

STANDARD CLOCKS:  
Texarkana  
Bonham

**OTHER PASSENGER TRAIN FLAG STOPS**

Trains	Station	Location Mile Post
31-32	Leary	10.0
31-32	High	102.3

11		Southward		TEXARKANA SUB-DIVISION										Northward	
SECOND CLASS		FIRST CLASS		Station Numbers	Car Capacity Passing Station	Time Table No. 51 EFFECTIVE 12:01 A.M. JANUARY 24, 1932		Miles from Mackeet Street, Shreveport	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		SECOND CLASS			
49		48				STATIONS				49		48			
Mixed Daily Except Saturday		Mixed Daily Except Saturday								Passenger Daily		Red Ball Freight Daily			
9 00		1 9 00	0	YARD	N	TEXARKANA	72.0	FWTY	5 10						
9 45		2 16	T 62	16	D	BOYD	62.3		4 30						
9 50		2 18	T 61	88	D	BELOTT	61.3		4 20						
10 15		2 20	T 65	40	D	FOULKE	55.8		4 00						
10 40		2 22	T 49	NS		FORT LYNN	49.1	WMP 51	3 30						
10 55		2 24	T 46	18	D	BLACK DIAMOND	46.2		3 10						
11 20		2 26	T 43	44	D	DODDLEDGE	43.2		2 45						
11 45		2 28	T 37	61	D	IDA	37.3		2 10						
11 57		2 30	T 34	NS		NEW CAMP	34.0	Y	1 30						
12 05		2 32	T 32	42	D	MIRA	32.7	W	1 10						
12 30	48	2 34	T 28	76	D	HOSSTON	28.4		12 30	49					
1 00		2 36	T 23	46	D	GILLIAM	23.7		12 01						
1 20		2 38	T 21	NS		CAVETT	21.4		11 50						
1 40		2 40	T 18	24	D	BELCHER	18.5	W	11 40						
2 00		2 42	T 14	20	D	DIXIE	14.5		11 15						
2 25		2 44	T 7	18	D	OASH POINT	7.4		10 45						
3 00		2 46	T 7	18	YARD	T. S. & N. JCT.		WY	10 10						
49		48				72.0			48						
6.00						Time Over Sub-Division			7.00						

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

Between Cotton Belt crossing, Bonham Sub-Division connection with Kansas City Southern Railway near Compress, and Texarkana Passenger Station, ALL TRAINS AND ENGINES will move under control and will not exceed a maximum speed of ten (10) miles per hour.

Normal position of switches at Cotton Belt connection, located approximately 800 feet east of Cotton Belt crossing, and Bonham Sub-Division connection, located approximately 1200 feet east of Cotton Belt crossing, will be for Mineola Sub-Division main track.

All trains and engines must approach Cotton Belt and Bonham Sub-Division connections, prepared to stop unless switches and signals are right and the track is clear.

Employees of the Cotton Belt and Kansas City Southern Railways are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway Company while occupying its tracks.

REGISTER STATIONS ARE SHOWN IN FULL FACE TYPE

STANDARD CLOCK:  
Texarkana

**OTHER PASSENGER TRAIN FLAG STOPS**

Trains	Station	Location Mile Post
31-32	Leary	10.0
31-32	High	102.3



12 Southward THE DENISON & PACIFIC SUBURBAN RAILROAD Northward

SECOND CLASS		Station Numbers	Car Capacity Passing Sidings	Time Table No. 51 EFFECTIVE 12:01 A. M. JANUARY 24, 1932		Location Water, Fuel Turntable, etc.	SECOND CLASS	
61 Freight Daily	59 Freight Daily			52 Freight Daily	60 Freight Daily			
<b>STATIONS</b>								
1 2 00 M	1 0 16 W	F 7	YARD	D.....	WY	1 0 00 W	1 1 00 M	
1 2 25 M	1 0 40 W	A 151	N 100 S 100	7.3	WY	1 8 30 W	1 12 30 M	
7.3								
Time Over Sub-Division								
0.25	0.25					0.30	0.30	

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

Nos. 52 and 59 will handle passengers.

Employees of the Texas and Pacific Railway will be governed by the rules, time-table and special instructions of the Kansas, Oklahoma and Gulf Railway while operating within yard limits, Denison.

STANDARD CLOCK:  
Denison

13 FORT WORTH DIVISION

Special Instructions

SPEED LIMITS  
MAXIMUM SPEED—PASSENGER AND FREIGHT TRAINS

Location	Passenger Miles per hour	Freight Miles per hour
Between Ft. Worth-Texarkana (Whitesboro-Bonham Sub-Division).....	60	30
Texarkana for Worth (Mineola-Dallas Sub-Divisions).....	40	20
Marshall-Shreveport.....	15	15
Trinity River M.P. 241.9 (Whitesboro Sub-Division).....	25	15
Sherman Jct.-Denison.....	50	20
Texarkana Sub-Division.....	15	30

Freight trains handling crude oil in tank cars will not exceed maximum speed as follows:

Sub-Division	Miles per hour
Dallas and Mineola.....	25
Bonham-Whitesboro-Marshall.....	25
Texarkana.....	20

Engines backing up or switch engines moving forward will not exceed speed of 12 miles per hour during day time or 10 miles per hour after dark. Except engines backing up and switch engines moving forward or back ward, main line movement, may be run at a maximum speed of 20 miles per hour, on Marshall, Mineola and Dallas Sub-Divisions and Ft. Worth and Hedge, Whitesboro Sub-Divisions. When necessary to back up a light engine, a car should be handled behind tender when practicable.

Standard Roadway Signs restricting speed, located 500 feet or more from point where speed to be reduced as indicated on Sign; higher figure, speed for passenger trains; lower figure, speed for freight trains.

Resume Speed Signs indicated by R S indicate where normal speed may be resumed.

Na. 16 TURN-OUTS

Station	Location	Mile Post	Number of Turn-outs	Description	Miles Per Hour
T. & P. Jct.		209.8	1	Belt Line Connection	25
Browder		215.6	2	East End Siding	25
Browder		216.6	2	West End Siding	25
Grand Prairie		224.6	2	East End Siding	25
Grand Prairie		225.6	2	West End Siding	25
Arlington		231.0	2	East End Siding	25
Arlington		234.0	2	West End Siding	25
Ft. Worth		244.2	2	East End Siding	25
Lancaster Yard		248.0	2	East End Thoroughfare	25
Lancaster Yard		251.1	1	End Double Track	25

15 miles per hour must not be exceeded entering or leaving other turn-outs.

Maximum speed over interlocked crossings and interlocked switches in connection therewith, except Fort Worth interlocking plant, passenger trains 15 and freight trains 20 miles per hour.

Over all other railroad crossings passenger trains 15 and freight trains 15 miles per hour.

Where trains are required by order or special instructions to run at reduced speed, a member of the crew must give the engineer a proceed signal from the rear of the train after the rear car has passed over the limit where speed is restricted.

Where speed is restricted to five miles per hour or less or where a dangerous condition is known or reported to exist, a member of the crew must get off head end of train at the designated point and remain on ground keeping close watch until entire train has passed.

Trains handling steam wrecking derricks, self-propelled pile drivers, Ledgerwood, Brown holsts, and other machinery of similar description, also steam pile drivers moving under their own power, must not exceed maximum speed of 30 miles per hour on straight track, and 15 miles per hour on curves.

Light engines in road movement, either freight or passenger, not otherwise restricted by Time Table or Special Instructions, will not exceed maximum speed allowed freight trains unless authorized.

SPEED ORDINANCES

Station	Whitesboro-Bonham-Texarkana Sub-Division Miles Per Hour
Clarksville	10
Paris	10
Honey Grove	10
Bonham	20
Sherman	20
Pilot Point	20
Denton	15
Ft. Worth	6
Shreveport	6

Unless otherwise protected all street crossings Shreveport must be protected by flagman before any engine or car is permitted to pass over same.

Station	Dallas Sub-Division Miles Per Hour
Grand Saline	20
Edgewood	20
Terrell	20
Forney	10
Menquite	20
Dallas	20
Arlington	15
Grand Prairie	15
Ft. Worth	6

Station	Mineola Sub-Division Miles Per Hour
Gladewater	20
Mineola	20
Longview Jct. to Court St., Longview City	15
Atlanta	20

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. Where crossings are protected by interlockers, the rules governing their use will apply.

Location	Intersecting Railroad	(Automatic)
M.P. B-221.5	Y. & M. V. Ry.	(Automatic)

Marshall Sub-Division	
Texarkana Yard	St. L. & S. W. Ry. (Interlocked)
M.P. 241	K. C. S. Ry.—C. C. Co. (Interlocked)
M.P. 242.5	J. & N. W. Ry. (Interlocked)
M.P. 243	V. & T. Ry. (Interlocked)
Big Sandy	St. L. & S. W. Ry. (Interlocked)
M.P. 126.8	M. K. T. Ry. (Interlocked)

Mineola Sub-Division	
Grand Saline	St. L. Ry. (Interlocked)
Terrell	T. & N. O. Ry. (Interlocked)
T. & P. Jct. M.P. 209.9	T. & N. O. Ry. (Interlocked)
M.P. 211.1	G. C. & S. F. R. R. (Interlocked)
Dallas Union Depot	T. & N. O. Ry. (Gate)
West Dallas	M. K. T. Ry. (Interlocked)
	St. L. & S. W. Ry. (Interlocked)
	C. R. I. & G. Ry. (Interlocked)
	M. K. T. Ry. (Interlocked)
Fort Worth Yard	G. C. & S. F. R. R. (Interlocked)
	T. & N. O. Ry. (Interlocked)

Dallas Sub-Division	
Texarkana	St. L. S. W. R. R. South End Yard (Interlocked)
Texarkana	St. L. S. W. R. R. (Gate)
Texarkana	G. C. & S. F. R. R. (Interlocked)
Mid 91.7	G. C. & S. F. R. R. (Interlocked)
Honey Grove	G. C. & S. F. R. R. (Gate)

Whitesboro Sub-Division	
Bells	M. K. T. R. R. (Interlocked)
Sherman	T. & N. O. R. R. (Interlocked)
Sherman	M. K. T. R. R. (Not protected)
Denton	Texas Interurban (Interlocked)
St. L. S. W. Crossing	St. L. S. W. R. R. (Automatic)
Fort Worth Yard	G. C. & S. F. R. R. (Interlocked)
Denton	T. & N. O. Ry. (Interlocked)
	K. O. & G. R. R. (Not protected)

INTERLOCKER WHISTLE SIGNAL CODE

T. & P. Junction	
T. & P. Main Track, either direction, eastward or westward	— 0
Wye track entering or leaving T. & P. Yard west of T. & N. O. crossing	— 0 0
T. & P. Old Main Track No. 1	0 — 0
T. & P. Track No. 2	0 — —
T. & P. Track No. 3	0 — —
Cross-over from old T. & P. Main Track to Passing Track in either direction	— 0 0
Main Track eastward or westward from Main Track Crossing T. & P. Tracks by T. & N. O. Locomotives	— — —

Jefferson	
Passing Track	00 00
House Track	0 0

Big Sandy	
Main Track	— 0
Passing Track	— 0
Transfer Track	— 0

Cut Off Junction	
Main Track Route	0000
Route to Yard	0000

Bonham-Whitesboro Sub-Division	
Texarkana for Mineola Sub-Division, Main Line	0000
Texarkana for Bonham Sub-Division, East	0000
	00 0000
Texarkana for Texarkana North Sub-Division	0000
Texarkana for Kansas City Southern Sub-Division	00
Paris for G. C. & S. F. and T. & N. O. crossing	0000
Bells for M. K. T. crossing	0000
Sherman T. & N. O. crossing for main line	0000
Sherman T. & N. O. crossing for passing track	00



## Special Instructions

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

Every employee, whose duties are in any way prescribed by this Company's Book of Rules, must provide himself with a Copy, have same on hand when on duty, and be conversant therewith.

White signals, instead of green and white as required by Rule 28, will be used to stop trains at flag stations, except at open telegraph offices the train-order signal will be used for this purpose.

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 a train, engine or car is outside of clearance point of the siding.

Freight brakemen shall ride on top of their train when safety requires. A road crossing whistle must be sounded before passing around curves when the view is obstructed, between the hours of 6:20 a.m. and 6:50 p.m.

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

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

Train and yard men must not switch with locomotives without first ascertaining that air brakes are released and reverse lever in proper position.

Unless otherwise specified eastward trains to take siding at Terrell will use west siding and westward trains will use east siding.

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, except this does not apply to local trains.

Outfit cars, both loaded and empty, must be handled on rear of all trains.

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

### AUTOMATIC BLOCK

Marshall and Mincola Sub-Divisions.

Dallas Sub-Division except between New York Ave., and Summit Ave., Ft. Worth.

Whitesboro Sub-Division between Whitesboro and Peach St., Ft. Worth.

Between New York Ave., Ft. Worth and Dallas Union Terminal, block signals apply to trains and engines moving in either direction on either track.

Westward trains and engines heading into office track, Marshall, will not be required to stop at Stop-and-Proceed Signal No. 3601, if switch is lined for office track.

Normal indication of train order signals in Automatic Block territory; STOP.

### SIDE TRACK LEAVING SIGNALS

Dwarf signals known as Side Track Leaving Signals have been installed at sidings on the Marshall-Mincola Sub-Division; Dallas Sub-Division, Mincola to T. P. Jet., and Whitesboro Sub-Division, Hodge to Whitesboro.

These Side Track Leaving Signals are located immediately to the right of the siding, approximately at the clearance point, their purpose being to govern movements from the siding to the main track. They are of the color-light type, each having two indications; a green light indicating that the block in which the switch is located is clear and a red light indicating that there is a train in or closely approaching this block.

At the switches above named, and at other switches where Side Track Leaving Signals are, or may be in the future, installed, the side track leaving signal must be observed before a main track switch is opened for a movement to the main track. The switch must not be opened while the "block-occupied" indication is displayed, except under flag protection.

Where lights in Side Track Leaving Signals are not displayed continuously, a member of crew must, before opening switch, operate push-button located on signal case near switch, in order to ascertain indication of signal.

### STREET AND HIGHWAY CROSSING SIGNALS

Flashing-light and wig-wag signals located at street and highway crossings protect main track movements only. Before permitting train, engine or car to pass over such crossings on auxiliary tracks, movement must be protected by flagman. Reverse movements, or forward movements after making reverse movements, must be protected by flagman on both main and auxiliary tracks.

### AUTOMATIC INTERLOCKING SIGNALS

#### Location

Y. & M. V. Crossing, M.P. 223.3, Marshall Sub-Division.  
St. L. S. W. Crossing, M.P. 228.1, Whitesboro Sub-Division.

#### Operation

Home signals normally indicate STOP, clearing on the approach of a train if no train of the other line is using or approaching the crossing.

A train stopped by a home signal should, if no train is using or approaching the crossing on the other line, send a trainman to the crossing. If there is still no train of the other line to be seen or heard approaching, operate the release located in box marked "Y. & P. Release," near the crossing, whereupon the home signal should clear.

Should the operation of the release fail to clear the home signal, the train may, after waiting one minute, proceed on signal given by its own trainman, who must be stationed at the crossing and remain there, protecting against trains of the other line, until the engine has reached the crossing.

### DUAL-CONTROL SWITCH, MARSHALL

East switch of the siding at Marshall is equipped with a dual-control switch machine, controlled by the operator at Marshall; position of the switch indicated by automatic block signals adjacent thereto. Should a train find this switch not lined for the movement to be made, it must stop, and a member of the crew communicate with the operator for instructions. If necessary to throw this switch by hand, permission must be secured from the operator.

### SPRING SWITCHES

Station	Mile Post	Location		Facing Point Direction	Normal Position
		Post	Track		
Lancaster Yard	251.11	End of double track	Eastward	Eastward	Eastward main track
Lancaster Yard	249.98	From west advance yard to westward main track	Eastward	Westward	Westward main track
Lancaster Yard	245.02	Entering eastward main track	Westward	Eastward	Eastward main track
Fort Worth	243.20	End double track, Peach Street.	Southward	Southward	Southward main track

#### Operation

Trains and engines moving in the facing point direction will approach under control and be governed by indication of automatic signal located in advance of switch. If signal indicates stop, switch must be examined and points known to fit properly before proceeding.

Trains and engines moving in the opposite, or trailing point direction may trail through spring switches without stopping, not exceeding speed of 25 miles per hour. If a stop is made before entire train has passed points of switch, backward movement must not be made until switch is properly lined.

Spring switches may be thrown by hand, and when done switch should be operated slowly and with uniform pressure.

A running switch must not be made over a spring switch.

SAND must not be used while moving over spring switches.

### SIGNAL SYSTEM FT. WORTH PASSENGER STATION

#### Location

Conductor's signal on post in train shed immediately west of exit from subway, each track.

Passenger Director's signal on column in subway at entrance to stairway, each track.

Signal in announcing booth in parcel check room.

Operator's signal in telegraph office.

Towerman's signal in interlocking tower.

#### Operation

When train is ready to load passengers the conductor or Stationmaster will push button marked **LOADING**.

After passengers have passed from subway to train shed the Passenger Director will signal conductor by pushing button in subway which will give yellow signal in train shed.

When train is ready to leave the conductor will push button marked **LEAVING**.

## Special Instructions

### RULES GOVERNING THE MOVEMENT OF TRAINS BY BLOCK SIGNALS

#### BETWEEN DALLAS UNION TERMINAL AND EAST END FT. WORTH YARD

1. Between Dallas Union Terminal and the east end of the siding at Ft. Worth, trains and engines will run with and against the current of traffic by block signals whose indications will supersede time-table superiority and will take the place of train orders.

2. The switches at the east end of the siding at Ft. Worth and at both ends of the sidings at Arlington, Grand Prairie and Browder are equipped with dual-control switch machines; these switches and the signals in connection therewith are controlled by the operator at Arlington.

3. All power-operated switches between Browder and Dallas Union Terminal and the signals in connection therewith are controlled by the signalman at North Tower, Dallas Union Terminal, and form a part of the Dallas Union Terminal interlocking plant.

4. The movement of trains and engines will be supervised by the Train Dispatcher, who will issue instructions to operators and signalmen.

5. A train must not cross over or obstruct the other track between Browder and Ft. Worth, except as provided in paragraph 1, without permission from the operator at Arlington. Such permission, when given, must designate the limits within which the track may be used and the time at which it must be cleared. The train must be clear of the other track, all switches involved restored to their normal position and the operator notified before the expiration of the time limit. If additional time is required, the conductor must report to the operator for instructions.

5(a). Conductor of a train having work to do which does not involve a cross-over movement must notify the operator at Arlington or the Train Dispatcher of the work to be done and the approximate time required, before leaving the last station at which there is a siding. If the delay exceeds the estimated time, the conductor must, before the designated time has expired, report to the operator for instructions. This does not apply to passenger trains doing station work.

5(b). A train must not enter or obstruct either main track at a hand-throw switch without permission from the operator at Arlington.

6. A yard engine must not occupy or obstruct either main track, except as provided in paragraph 5(a), without permission from the operator at Arlington. Such permission, when given, must designate the track or tracks which may be used, the limits within which such track or tracks may be used, and the time at which such track or tracks must be cleared. The track or tracks must be cleared, all switches involved restored to their normal position and the operator notified before the expiration of the time limit. If additional time is required, the engine foreman must report to the operator for instructions.

6(a). Between Dallas Union Terminal and the west end of siding at Browder, yard engines may use the main tracks without securing permission from the operator, but must clear first-class trains sufficiently in advance to avoid delay by block or interlocking signals, and must give way to other trains as promptly as possible.

7. To operate a dual-control switch by hand, a member of the crew must secure permission, including time limit, from the operator at Arlington. The selector lever must then be placed and locked in the hand-throw position. Signals adjacent to the switch will then indicate "Stop," and movements may be made over the switch on hand signals. Block signal indications being suspended during the time the selector lever is in the hand-throw position. The engine man must be notified when the selector lever is in the hand-throw position and must not accept hand returned to the switch-machine position, and must not accept hand signals as against block signals in making movements over a dual-control switch unless he has been notified that the selector lever is in the hand-throw position. The selector lever must be returned to the switch-machine position and the operator notified before the expiration of the time limit. If additional time is required, a member of the crew must report to the operator for instructions.

8. When a train or yard engine is delayed by a "Stop" signal and the cause of such delay is not known or apparent, the conductor or engine foreman must communicate promptly with the operator at Arlington. If permissible, authority to proceed may be given as prescribed by Rule 609.

9. If a train or yard engine is delayed after a proceed signal has been displayed for it, the conductor or engine foreman must immediately notify the operator or signalman, giving the cause and probable duration of the delay.

10. When giving permission to a train to cross over or to enter the main track at a hand-throw switch, or to a yard engine to use either

or both main tracks, or to a train or yard engine to operate a dual-control switch by hand, operators will, after securing authority from the Train Dispatcher, notify the trainman or engine foreman as to the track or tracks which may be used, and designate time and working limits. Levers of the control machine governing movements over the designated limits must be placed in central position and red lever markers attached. When the trainman or engine foreman reports the work completed, the track or tracks clear and all switches involved restored to their normal position, the red lever markers must be removed. While red lever markers are attached, no attempt must be made to clear signals for conflicting movements.

11. Operators must keep a book in which a record must be maintained of each permission given under the preceding paragraph. This record must show the time, train or engine numbers, time and working limits given, name of the trainman or engine foreman to whom given, and the time the trainman or engine foreman reports the work completed and the track clear. They must also record in this book any unusual occurrences or delays.

12. The signalman at North Tower will report to the operator at Arlington the departure of westward trains, also the westward movements of yard engines when such movements are to Browder or beyond.

13. Extra trains may be run between Lancaster Yard and Dallas Union Terminal without train orders; clearance card received at initial station as prescribed by Rule 57(a) will identify the train as an extra train. An extra train originating at a station between Lancaster Yard and Dallas Union Terminal may leave its initial station without a clearance card if such station is not an open train order office.

14. Second-class and inferior trains and engines may run ahead of over-the first-class trains between Lancaster Yard and the east end of the siding at Ft. Worth without train order authority, but will not occupy the main track within these limits when a first-class train will thereby be delayed.

15. All trains must move under control between Lancaster Yard and the east end of the siding, Ft. Worth.

16. Except as modified herein, all Block Signal Rules and Train Rules remain in force.

#### BETWEEN HODGE AND PEACH ST., FT. WORTH

Between south switch of siding at Hodge and end of double track at Peach Street, trains and engines will run by block signals whose indications will supersede time-table superiority and will take the place of train orders.

Starting signal for southward trains and engines Hodge is located approximately 1200 feet south of south switch of passing siding. While this signal indicates "stop," southward trains or engines must not pass clearance point of south switch of siding.

Remote-control switch and derail south end Drill track Belt Jet, operated by operator, Hodge. Position of switch and derail indicated by signals adjacent thereto.

Signals will be controlled by operator at Hodge, who will not clear signals for movement between Hodge and Peach Street without authority from the Train Dispatcher.

Trains and engines must not pass a signal indicating "stop," except as authorized by Rule 609, and when delayed by a signal indicating "stop" conductor or engine foreman must immediately communicate with operator at Hodge for instructions. Signals indicating "stop and proceed" will be respected in accordance with Rule 609-A.

Between Ft. Worth and Hodge, trains may run extra without running orders. Second class and inferior trains and engines must not enter these limits when it is known a first-class train will thereby be delayed.

Yard engines moving between Ft. Worth and Belt Jet, or Hodge will not leave Peach Street, Belt Jet, or Hodge until operator has been notified by foreman of the move to be made and proper signal indication displayed.

Third engine doing work at Belt Jet, or Hodge, or at cross-over track north of Peach Street, must not occupy main track until permission is obtained from operator and proper signal indication displayed.

Telephones for communicating with operator at Hodge are located at Second Street, Ft. Worth, south end of drill track at Belt Jet, and at north and south cross-overs at Hodge.



Special Instructions

DOUBLE TRACK

Double track in operation between Lancaster Yard and Dallas Union Terminal and between 17th Street and Peach Street, Fort Worth.

- All trains and engines moving within the limits of double track be governed by the following:
1. All trains and engines must move with the current of traffic, using the right-hand track in the direction moving, unless otherwise directed by train order.
2. Movements against current of traffic will be authorized by train order, the following being an example of the form to be used:
"No. 22 has right over opposing trains on eastward track Grand Prairie to Arlington."

Under this form the designated train (No. 22) must use the designated (eastward) track between the points named (Grand Prairie and Arlington), and has right over opposing (eastward) trains on that track between those points. Opposing (eastward) trains must not leave the point last named (Arlington) until the designated train (No. 22) arrives.

An inferior train, between the points named, moving with the current of traffic in the same direction as the designated train must receive a copy of the order, and may then proceed on its schedule, or right.

This form of train order may be modified as follows:
"After No. 6 arrives at Grand Prairie, No. 22 has right over opposing trains on eastward track Grand Prairie to Arlington."

The procedure under this form will be the same as in the previous example, except that the train to be moved against the current of traffic (No. 22) must not leave the first named point (Grand Prairie) until after the arrival of the first named train (No. 6).

3. Should it be necessary, in case of emergency, to use one of the main tracks as a single track, the following form of train order will be used:
"Eastward track will be used as single track between Grand Prairie and Arlington from 12:01 P.M. to 4:01 P.M."

Under this form, all trains must use the track specified between the stations named, and will be governed by rules for single track.

Trains running against the current of traffic must be clear of the track at the expiration of the time named, or protected as prescribed by Rule 59.

4. When a work extra is operated within the limits of double track, train orders authorizing such operation must designate the track or tracks on which the work extra may move, as in the following example:
"Engine 624 works on eastward track (or both tracks), 6:45 A.M. until 5:45 P.M. between Arlington and Handley."

The work extra must, whether standing or moving, protect within the working limits against extras moving with the current of traffic on the track or tracks named. The time of regular trains must be cleared.

To enable a work extra to work upon the time of a regular train, or to relieve a work extra from protecting against extras, the usual forms as prescribed by the rules of the Transportation Department, must be used.

When it is desired to move a train against the current of traffic over the working limits, provision must be made for the protection of such movement.

5. In train orders authorizing movements on double track, station names which may be used will refer to crossovers located as follows:

Table with 2 columns: Station and Location. Includes Jamestown, McKees Spur, Handley, Arlington, Dalworth, June, Cloudy, Eagle Ford, One, Oriental, Harrys.

6. When a train or engine crosses over to, or obstructs the other track, unless otherwise provided, it must first be protected as prescribed by Rule 59 in both directions on that track.

7. Markers will display the same indications as on single track except when a train is turned out against the current of traffic by night, when green lights must be displayed to the front and side, a green light to the rear on the side next to the main track on which the current of traffic is in the direction the train is moving, and a red light to the rear on the opposite side.

8. First class trains moving against the current of traffic must move under control within yard limits.

9. Except as modified by the above, the Rules of the Transportation Department will govern movements over double track, the same as over any other portion of the railroad.

FLAG STOPS NOT SHOWN ON SCHEDULE

Mineola Sub-Division

- Train Stops on flag at
No. 1 Angler Monday only to receive passengers.
No. 2 Angler Saturday only to discharge passengers.
No. 3 Angler.
No. 4 Angler.
No. 4 Queen City to discharge passengers, Longview and points west.
No. 7 Camps, Angler, and Crow.
No. 7 Atlanta and Hallsville to pick up passengers for points west of Longview Jct.
No. 6 Neala, Angler, Crow, Domino and Bankers.
No. 6 Stop at Handley when necessary for unloading express.
No. 6 Stop on flag at Lawrence and Silver Lake to handle parcel point.
No. 6 and 7 will stop on flag at Jarvis College to allow passengers to de-train and will stop this point permit passengers entrain for Texarkana, Shreveport, Dallas and beyond.
No. 297 Domino and Bankers.
No. 8 Hallsville to discharge passengers from points on I-G. N.

Dallas Sub-Division

- No. 1 Grand Saline to discharge revenue passengers from Little Rock and beyond, and from Shreveport and beyond, and to pick up revenue passengers for Dallas and beyond.
No. 1 Terrell to pick up passengers for El Paso and beyond and to discharge passengers from St. Louis, Memphis, New Orleans and beyond.
No. 2 Terrell to pick up passengers for St. Louis, Memphis, New Orleans and beyond.
No. 2 Dalworth.
No. 2 Harrys for handling of express shipments.
No. 4 Reduce speed sufficiently Handley to exchange U. S. mail, and flag at Eagle Ford to handle express.
No. 16 Terrell to discharge passengers from El Paso and beyond.

Whitesboro Sub-Division

- No. 318 Stop Pilot Point for revenue passengers, Denison and points north where No. 8 scheduled to stop.
No. 225 Stop Collinsville and Tloga to discharge revenue passengers from Denison and north and from stations west of Whitesboro.

STRUCTURES THAT WILL NOT CLEAR A MAN ON TOP OR SIDE OF CARS

Table with 3 columns: Mile, Sub-Division, and Road. Lists structures like Overhead at various mile markers for Mineola, Dallas, and Whitesboro Sub-Divisions.

THE DENISON AND PACIFIC SUBURBAN RAILROAD OVERHEAD BRIDGES

Texas Street...
Hull Street...
M-K-T Crossing...
Munson Street...
Denison

Freight trains and yard engines handling freight cars must not use passenger tracks, Ft. Worth passenger station.

Special Instructions

TIME SERVICE NATIONAL RAILWAY TIME SERVICE COMPANY Chicago, Ill.

LOCAL WATCH INSPECTORS

Table with 3 columns: NAME, HEADQUARTERS, TERRITORY. Lists inspectors like Arnold Jewelry Co., Mathewson Pels Jry. Co., Dallas Watch Co., etc.

HOSPITAL

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

LOCAL SURGEONS

Table with 3 columns: Name, Location. Lists surgeons like Dr. L. P. Good, Dr. L. J. Kosminsky, Dr. F. R. Roush, etc.

OCULISTS

Table with 2 columns: Name, Location. Lists oculists like Dr. Albert Mann, Dr. V. R. Hart, Dr. S. W. Harrington, etc.

LOADING SPURS

Whitesboro-Bonham Sub-Divisions

Table with 4 columns: Mile, Name of Truck, Car Capy., Switch Connection. Lists trucks like Leary, High, Smith Oaks, Gilfill, etc.

Dallas Sub-Division

Table with 4 columns: Mile, Name of Truck, Car Capy., Switch Connection. Lists trucks like Charleston, Cement, Harry's, etc.

Mineola Sub-Division

Table with 4 columns: Mile, Name of Truck, Car Capy., Switch Connection. Lists trucks like Hoot, High, Stella, etc.

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

ABBREVIATIONS: F-Fuel, W-Water, T-Turn-Table, Y-Wye, MP-Mile Post, NS-No Siding.

YARD LIMIT STATIONS

Table with 3 columns: Station Name, Sub-Division, Location. Lists stations like Marshall, Mineola, Dallas, Whitesboro-Bonham-Texarkana.

FIRE PROTECTION

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



## Special Instructions

### SAFETY RULES GOVERNING EMPLOYES 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) Climbing 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 coast 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.)
- (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, handholds, brake staffs, ladders, or any other appurtenances on the facing end of cars when such cars are being pushed.
- (20) Riding on locomotive (footboards, 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 of injectors on engines which have overflow pipes outside of ashpan without first being sure that no one is near. (Take extra precaution after dark.) Opening blow-off or cylinder cocks near a building, street, highway, or in any location where escaping steam and water may cause injury or inconvenience to persons or damage to property.
- (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 pail on door guides, end grab irons or on side or end ladders of cars.



## CONDENSED SCHEDULES

	31	15	207	715 25-7	3-23	21-1	STATIONS	2-22	4-24	6-26 716	8	16	32
				11 59PM	12 01PM	9 30PM	NEW ORLEANS	7 40AM	6 00PM	6 50AM			
				3 00AM	3 07PM	12 28AM	ADDIS	4 40AM	2 53PM	3 40AM			
				6 05AM 7 30AM	6 35PM	3 20AM	ALEXANDRIA	1 50AM	11 00AM	12 45AM 9 40PM			
				12 10PM 2 40PM	11 00PM 11 40PM	7 00AM 7 10AM	SHREVEPORT	10 35PM 10 25PM	7 15AM 6 30AM	5 00PM 3 10PM			
	3 15PM	2 20AM	4 00PM	2 40PM	12 10AM	7 00AM	TEXARKANA	11 00PM	3 45AM	3 50PM	10 45AM	7 40PM	2 50PM
		4 00AM	6 05PM	4 00PM 4 16PM	1 20AM 2 25AM	8 25AM 8 40AM	MARSHALL	9 20PM	4 00AM 2 00AM	1 50PM 1 30PM	8 55AM	6 05PM	
		4 45AM	6 45PM	4 55PM	3 20AM	9 25AM	LONGVIEW JOT.	8 30PM	1 10AM	12 50PM	8 10AM	5 30PM	
		7 45AM 7 50AM		8 35PM 8 55PM	7 00AM 7 25AM	12 25PM 12 30PM	DALLAS	5 40PM 5 35PM	8 25PM 8 55PM	8 50AM 8 30AM		2 30PM 2 20PM	
	9 50PM	8 40AM		9 45PM 10 20PM	8 25AM 9 00AM	1 25PM 1 55PM	FORT WORTH	4 45PM	7 55PM 7 35PM	7 30AM 7 00AM		1 35PM 1 15PM	8 15AM
				1 45AM	12 20PM	4 57PM	OISCO		4 25PM	4 13AM		10 20AM	
				3 25AM	1 48PM	6 25PM	ABILENE		3 00PM	2 35AM		9 05AM	
				4 40AM 5 05AM	2 55PM	7 30PM	SWEETWATER		2 00PM	1 40AM		8 10AM	
				7 10AM 7 40AM	4 40PM	9 15PM 9 25PM	BIG SPRING		12 30PM	11 45PM 11 25PM		6 35AM 6 20AM	
				11 02AM		1 40AM	PECOS			7 37PM		3 16AM	
				5 10PM		8 45AM	EL PASO			2 00PM		9 45AM	