

John R. Boardman
Superintendent
Fort Worth, Texas

DIVISION OFFICERS

A. J. CHESTER, Superintendent, Ft. Worth, Texas
 F. W. BOARDMAN, Master Mechanic, Ft. Worth, Texas

L. L. Oliver	Trainmaster	Ft. Worth, Tex.
R. W. Wagner	Trainmaster Terminals	Fort Worth and Lancaster Yards
C. C. Kilway	Trainmaster	Mineola Yard, Tex.
T. E. Griswold	Trainmaster Terminals	Texarkana, Tex.
T. C. Cory	Asst. Master Mechanic	Ft. Worth, Tex.
J. N. Harris	Road Foreman of Engines	Ft. Worth, Tex.
D. R. Troutt	Chief Dispatcher	Ft. Worth, Tex.
A. C. Ogg	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.
O. Marshall	Dispatcher	Ft. Worth, Tex.
H. E. McCrea	Dispatcher	Ft. Worth, Tex.
J. A. Low	Dispatcher	Ft. Worth, Tex.



The Texas and Pacific Railway Company

FT. WORTH DIVISION

**TIME TABLE
NO. 56**

Effective 12:01 a. m. Sunday, April 8, 1934

CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY

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

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,
 A. J. CHESTER, Superintendent.

MINEOLA SUB-DIVISION--Westward

Station Numbers	Car Capacity Passenger, Freight	Time Table No. 56 EFFECTIVE 12:01 A. M. APRIL 8, 1934									
		FIRST CLASS					SECOND CLASS				
		1	3	7	15	207	55	67	69	267	
		Sunshine Special Daily	Passenger Daily	Texas Ranger Daily	The Texas Daily	Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	
STATIONS											
0	Yard	N. TEXARKANA	6 46 AM	11 16 PM	2 50 PM	1 20 AM	4 00 PM	7 40 PM	1 30 PM	10 00 PM	
2	115	NATIONAL	6 50	11 20	2 55	2 25	4 05	7 50	1 40	10 10	
8	115	SULPHUR	7 00	11 30	3 04	2 33	4 15	8 05	2 05	10 23	
15	115	SPRINGDALE	7 08	11 38	3 13	2 40	4 23	8 18	2 50	10 45	
21	115	QUEEN CITY	7 18	11 46	3 21	2 47	4 31	8 28	3 21	11 20	
24	115	N. ATLANTA	7 22	11 50	3 25	2 52	4 35	8 32	3 35	11 27	
31	115	BIVINS	7 31	11 59	3 33	3 00	4 44	8 42	3 50	11 45	
37	117	KILDARE	7 39	12 08	3 40	3 08	4 55	8 52	4 05	12 01	
42	NB	LODI	7 46	12 17	3 46	3 15	5 03	9 00	4 18	12 15	
44	115	PAYNE	7 48	12 20	3 48	3 17	5 06	9 04	4 22	12 20	
51	115	N. JEFFERSON	8 04	12 38	3 57	3 26	5 18	9 17	4 40	12 38	
52	115	WOODLAWN	8 13	12 46	4 05	3 34	5 29	9 26	4 48	1 15	
58	117	ANDREWS	8 17	12 52	4 09	3 38	5 34	9 33	5 05	1 40	
67	125	N. MARSHALL	8 30	1 20	4 20	3 49	5 44	10 30	5 15	2 05	
70	107	QUINCY	8 37	1 27	4 27	3 55	5 53	10 45	5 25	2 15	
75	107	KEOKUK	8 45	1 38	4 34	4 02	6 00	11 00	5 35	2 38	
80	115	D. HALLSVILLE	8 53	1 46	4 40	4 08	6 10	11 20	5 44	3 05	
88	115	LANSING	8 56	1 50	4 44	4 11	6 21	11 30	5 50	3 20	
90	Yard	N. LONGVIEW JCT.	9 15	2 15	5 00	4 45	6 45	11 50	6 10	4 00	
91	Yard	LONGVIEW	9 17	2 17	5 02	4 47	6 47	12 05	6 20	4 00	
94	115	WILLOW SPRINGS	9 21	2 22	5 09	4 53	6 53	12 40	6 30	4 00	
103	115	N. GLADEWATER	9 32	2 35	5 28	5 03	7 03	1 00	11 17	6 50	
107	78	WILKINS	9 37	2 42	5 38	5 04	7 04	1 15	11 25	7 05	
113	115	N. BIG SANDY	9 44	2 52	5 45	5 16	7 16	1 30	11 45	7 20	
119	30	D. HAWKINS	9 51	3 00	5 53	5 23	7 23	1 45	12 07	7 35	
124	115	FADA	9 58	3 06	6 02	5 32	7 32	1 58	12 20	7 53	
130	78	HOARD	10 05	3 13	6 08	5 36	7 36	2 10	12 36	8 20	
133	115	PRATT	10 09	3 18	6 13	5 40	7 40	2 18	12 44	8 40	
136	81	MINEOLA	10 13	3 25	6 20	5 43	7 43	2 24	12 50	8 50	
138	Yard	N. MINEOLA YARD	10 15	3 30	6 24	5 47	7 47	2 30	1 00	9 00	
		138.1	1	3	7	15	207	55	67	69	267
		Time Over Sub-Division	3.30	4.15	3.34	3.27	2.45	4.00	5.20	7.30	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, 56 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 Capacity Passenger, Freight	Time Table No. 56 EFFECTIVE 12:01 A. M. APRIL 8, 1934									
		FIRST CLASS					SECOND CLASS				
		2	4	6	8	16	54	56	66		
		Sunshine Special Daily	Passenger Daily	Texas Ranger Daily	Passenger Daily	The Texas Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily		
STATIONS											
FWTY	0	N. TEXARKANA	8 20 AM	3 45 AM	3 20 PM	10 45 AM	11 15 PM	3 00 AM	2 40 PM		
	1.8	NATIONAL	8 13	3 40	3 15	10 38	11 05	2 55	2 30		
	8.4	SULPHUR	8 05	3 33	3 04	10 30	10 56	2 33	2 05		
	15.0	SPRINGDALE	7 55	3 24	2 50	10 20	10 45	2 15	1 50		
	21.2	QUEEN CITY	7 47	3 16	2 40	10 10	10 38	2 00	1 30		
	23.8	N. ATLANTA	7 42	3 11	2 35	10 06	10 34	1 53	1 15		
	30.7	BIVINS	7 33	3 00	2 25	9 56	10 24	1 35	12 50		
	36.9	KILDARE	7 25	2 50	2 17	9 47	10 15	1 18	12 30		
	42.0	LODI	7 19	2 42	2 09	9 40	10 08	1 05	12 05		
	43.8	PAYNE	7 16	2 39	2 06	9 37	10 05	1 00	11 55		
W	51.2	N. JEFFERSON	7 07	2 30	1 55	9 27	9 55	12 35	11 30		
	58.3	WOODLAWN	6 58	2 20	1 41	9 15	9 43	12 17	11 10		
	61.9	ANDREWS	6 53	2 15	1 37	9 10	9 39	12 12	10 55		
FWTY	66.7	N. MARSHALL	6 47	2 05	1 30	9 03	9 30	12 01	10 40		
	70.5	QUINCY	6 38	1 47	1 10	8 55	9 10	7 05	11 45		
	75.5	KEOKUK	6 32	1 38	1 03	8 48	9 03	6 45	11 30		
	80.3	D. HALLSVILLE	6 26	1 30	12 56	8 30	8 58	6 30	11 20		
	83.2	LANSING	6 21	1 26	12 50	8 26	8 55	6 20	11 10		
FWTY	89.7	N. LONGVIEW JCT.	6 10	1 15	12 40	8 10	8 45	6 00	10 50		
	90.4	LONGVIEW	5 55	12 48	12 25	8 27	8 55	5 55	10 27		
	93.8	WILLOW SPRINGS	5 51	12 40	12 20	8 24	8 52	5 45	10 20		
	102.8	N. GLADEWATER	5 41	12 30	12 04	8 15	8 43	5 25	9 59		
	107.0	WILKINS	5 36	12 24	11 57	8 10	8 38	5 08	9 47		
W	113.0	N. BIG SANDY	5 30	12 14	11 47	8 04	8 32	4 40	9 32		
	118.6	D. HAWKINS	5 23	12 07	11 37	7 58	8 26	4 25	9 19		
	124.4	FADA	5 17	11 59	11 28	7 53	8 21	4 13	9 04		
	129.8	HOARD	5 12	11 53	11 20	7 47	8 15	3 45	8 50		
	133.3	PRATT	5 08	11 49	11 16	7 43	8 11	3 35	8 40		
WY	136.3	MINEOLA	5 05	11 45	11 10	7 39	8 07	3 25	8 35		
FWTY	138.1	N. MINEOLA YARD	5 01	11 40	11 05	7 36	8 04	3 15	8 30		
		138.1	2	4	6	8	16	54	56	66	
		Time Over Sub-Division	3.19	4.05	4.15	3.35	3.30	4.15	6.30	5.25	

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Mineola Yard register station for freight trains only.
First class trains may leave Mineola yard without a clearance.

STANDARD CLOCKS:

Texarkana
Marshall
Longview Junction
Mineola Yard

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.

4 MARSHALL SUB-DIVISION--Westward

Station Numbers	Car Capacity Daily	STATIONS	FIRST CLASS				SECOND CLASS	
			21	23	27	29	55	
			Louisiana Limited Daily	Passenger Daily	Passenger Daily	Passenger Daily	Red Ball Freight Daily	
B 327		N. SHREVEPORT Union Depot	7 05 AM	11 40 PM	2 40 PM			
B 324		SHREVEPORT JCT.	7 16	11 55	2 50			
B 322		HOLLYWOOD YARD	7 22	12 05 AM	2 57	8 30 PM		
B 320		N. CUT OFF JCT.	7 25 AM	12 10 AM	3 00 PM	8 35 PM		
B 317		REISOR	7 30	12 15	3 06	8 42		
B 321	95	LAKE HAYES	7 36	12 21	3 13	8 50		
B 325	91	D. GREENWOOD	7 43	12 28	3 20	9 02		
B 331	124	D. WASKOM	7 50	12 35	3 30	9 17		
B 334	64	D. JONESVILLE	7 54	12 39	3 36	9 25		
B 342	93	D. SCOTTSVILLE	8 04 AM	12 49	3 47	9 50 PM		
67	YARD	N. MARSHALL	8 15 AM	1 00 AM	4 00 PM	10 20 PM		
		36.1	21 Daily	23 Daily	27 Daily	29 Daily	55 Daily	
		Time Over Sub-Division	.50	.50	1.00	.05	1.45	

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 as Waskom.

STANDARD CLOCKS:
Cut Off Junction
Marshall

MARSHALL SUB-DIVISION--Eastward

Location—Water, Wye, etc.	Miles from New Orleans	STATIONS	FIRST CLASS				SECOND CLASS	
			26	24	20	28	54	
			Louisiana Limited Daily	Passenger Daily	Passenger Daily	Passenger Daily	Red Ball Freight Daily	
	326.6	N. SHREVEPORT Union Depot	10 45 PM	5 30 AM	3 10 PM			
W	324.4	SHREVEPORT JCT.	10 32	5 15	2 59			
FWT	321.9	HOLLYWOOD YARD	10 27	5 06	2 53	11 00 AM		
WY	320.8	N. CUT OFF JCT.	10 25 PM	5 03 AM	2 50 PM	11 20 AM	9 55 AM	
Y	317.5	REISOR	10 20	4 55	2 43	11 15 AM	9 45	
	321.3	LAKE HAYES	10 16	4 47	2 37		9 33	
	325.3	D. GREENWOOD	10 11	4 39	2 30		9 18	
	331.1	D. WASKOM	10 04	4 30	2 21		9 00	
	334.0	D. JONESVILLE	10 00	4 24	2 13		8 47	
	342.5	D. SCOTTSVILLE	9 50 PM	4 12	2 03		8 04 PM	
FWTY	350.3	N. MARSHALL	9 40 PM	4 00 AM	1 50 PM		7 30 AM	
		36.1	26 Daily	24 Daily	20 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

Handwritten calculations:
22.5
1.1
3.13
3.18
U.T.
326
350
317
33

DALLAS SUB-DIVISION--Westward

Station Numbers City County Miles from Terminus	STATIONS	FIRST CLASS					SECOND CLASS		
		1	3	7	15	501	55	67	69
		Sunshine Special Daily	Passenger Daily	Texas Ranger Daily	The Texas Daily	Santa Fe Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily
138	YARD N. MINEOLA YARD	110 15 AM	3 30 AM	6 24 PM	5 47 AM		3 00 AM	1 30 AM	10 00 PM
143	79 SILVER LAKE	10 20	3 35	6 30	5 52		3 10	1 45	10 15
149	89 N. GRAND SALINE	10 29	3 47	6 40	6 02		3 27	2 10 54	10 30
155	78 FRUITVALE	10 37	3 56	6 50 56	6 09		3 40	2 25	10 45
160	100 D. EDGEWOOD	10 42	4 05	6 58	6 16		3 52	2 38	11 07
163	78 RUSSELL	10 47	4 10	7 09 16	6 21		4 00	2 49	11 18
167	93 N. WILLS POINT	10 57	4 20	7 17	6 32		4 10	3 01	11 25
172	72 COBBS	11 03	4 29	7 22	6 38		4 21	3 13	11 37
176	88 ELMO	11 08	4 34 23	7 27	6 43		4 34	3 25	11 44
183	67 N. TERRELL	11 16	4 45	7 38	6 50		4 46	3 42	11 56
187	82 LAWRENCE	11 22	4 53	7 43	6 56		4 56	3 52	12 02 58
194	77 D. FORNEY	11 32	5 04	7 51	7 05		5 14	4 11	12 20 54
199	78 MARIE	11 40	5 13	7 57	7 11		5 27	4 25	12 40
202	28 D. MESQUITE	11 44	5 17	8 01	7 15		5 34	4 33	12 50
203	26 RAY	11 45	5 19	8 02	7 16		5 35	4 34	12 52
207	79 ORPHANS HOME	11 51	5 30	8 08	7 22		5 45	4 45	1 05
210	71 N. T. & P. JCT.	11 57	5 40	8 13	7 27		6 00	5 00	1 30
215	N. DALLAS Union Terminal	12 10	5 50	8 25	7 35 50 2	9 30 PM			
	NB U. T. JCT.	12 22	6 22	8 57	7 52	9 32	6 35	5 35	2 20
216	100 BROWDER	12 27	6 26	9 02	7 57	9 36	6 50	5 45	2 30
220	NS EAGLE FORD	12 32	6 30	9 07	8 02	9 40	7 00	5 55	2 40
227	100 GRAND PRAIRIE	12 41	6 38	9 14	8 09	9 47	7 13	6 07	2 52
238	100 N. ARLINGTON	12 51	6 49	9 24	8 19	9 56	7 33	6 28	3 07
239	NS HANDLEY	1 01	7 00	9 32	8 27	10 04	7 49	6 40	3 20
246	N. FORT WORTH Passenger Station	1 15	7 15	9 45	8 40 44	10 20 PM	8 15	7 00	3 40
	YARD N. LANCASTER YARD	1 55 PM	9 10 AM	10 32 PM			8 30 AM	7 15 PM	4 00 PM
	119.7	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	Time Over Sub-Division	3.40	5.40	4.08	2.53	.50	5.30	5.45	6.00

Eastward trains are superior to trains of same class in opposite direction.
 Except: No. 1 is superior to all trains except No. 2.
 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.
 Dallas Union Terminal register station for Nos. 501 and 502 only.
 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.
 Employees of the Texas and Pacific Railway Company are subject to the Rules and Special Instructions of the Union Terminal Company, Dallas, while occupying its tracks.

DALLAS SUB-DIVISION--Eastward

Location--Water, Post, Turn-table, etc.	Miles from Terminus	STATIONS	FIRST CLASS					SECOND CLASS				
			2	4	6	16	502	54	56			
			Sunshine Special Daily	Passenger Daily	Texas Ranger Daily	The Texas Daily	Santa Fe Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily			
FWY	138.1	N. MINEOLA YARD	5 01 PM	11 40 PM	11 05 AM	7 36 PM						
	142.2	SILVER LAKE	4 56	11 34	10 59	7 32 56				2 30	7 32 16	
	149.3	N. GRAND SALINE	4 49	11 24	10 50	7 25				2 10 47	7 12 19	
	154.7	FRUITVALE	4 43	11 15	10 37	7 17				1 59	6 50 7	
	159.6	D. EDGEWOOD	4 38	11 07 09	10 27	7 12				1 49	6 21	
	163.0	RUSSELL	4 34	11 01	10 22	7 09				1 42	6 09	
WY	166.9	N. WILLS POINT	4 30	10 55	10 15	7 05				1 30	5 55	
	171.8	COBBS	4 22	10 45	10 03	6 59				1 21	5 40	
	176.3	ELMO	4 18	10 40	9 56	6 55				1 11	5 18	
W	182.4	N. TERRELL	4 10	10 31	9 46	6 48				12 58	4 54	
	186.5	LAWRENCE	4 05	10 24	9 40	6 42				12 43	4 35	
	193.6	D. FORNEY	3 57 56	10 14	9 29	6 35				12 20 09	3 57 2	
	199.3	MARIE	3 50	10 06	9 21	6 28				11 53	3 30	
	202.2	D. MESQUITE	3 46	10 02	9 16	6 25				11 44	3 19	
W	202.7	RAY	3 45	10 01	9 15	6 24				11 42	3 14	
	207.0	ORPHANS HOME	3 40	9 55	9 10	6 20				11 28	2 50	
FWTY	209.9	N. T. & P. JCT. DALLAS Union Terminal	3 35	9 50	9 05	6 15				11 10	2 30	
		NB U. T. JCT.	3 20	9 35	8 50	6 00	7 45 16					
	215.0	U. T. JCT.	3 07	9 08	8 28	5 48	7 43			10 30	2 00	
W	216.3	BROWDER	3 01	9 01	8 21	5 41	7 37			10 19	1 35	
	219.6	EAGLE FORD	2 56	8 55	8 16	5 36	7 31			10 00	1 12	
W	228.6	GRAND PRAIRIE	2 40	8 48	8 03	5 29	7 24			9 44	1 25 50	
	232.8	N. ARLINGTON	2 42	8 39	7 53	5 22	7 14			9 20	1 20 PM	
	239.4	HANDLEY	2 35	8 31	7 42	5 16	7 06			8 52	1 15 59	
WY	245.7	N. FORT WORTH Passenger Station	2 28	8 25	7 30	5 06 PM	6 55 AM			8 30	1 12 20	
FWT	251.0	N. LANCASTER YARD	1 50 PM	7 24 PM	6 47 AM					8 05 PM	1 11 00 PM	
	119.7	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	Time Over Sub-Division	3.11	4.16	4.18	2.31	.50	6.40	9.00				

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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.
 Employees of the Texas and Pacific Railway Company are subject to the Rules and Special Instructions of the Union Terminal Company, Dallas, while occupying its tracks.

10 Westward		BONHAM SUB-DIVISION		Eastward	
SECOND CLASS	FIRST CLASS	STATION NUMBERS	STATIONS	FIRST CLASS	SECOND CLASS
57	31		Time Table No. 56 EFFECTIVE 12:01 A. M. APRIL 8, 1934	32	50
Red Ball Freight Daily Except Sunday	Passenger Daily	Car Capacity Passing Station	Mile from Texarkana	Passenger Daily	Red Ball Freight Daily Except Sunday
1 4 00 ^M	1 3 35 ^M	0	YARD N. TEXARKANA	FWTY 1 2 10 ^M	1 1 00 ^M
4 16	3 40	A 2	ARGO 2.2	2 05	12 50
4 30	3 45	A 5	NASH 5.1	2 00	12 37
5 05	3 57	A 15	HOOKS 14.8	1 46	12 05 ^M
5 40	4 07	A 22	NEW BOSTON 22.0	W 1 37	11 35
6 00	4 16	A 28	MALTA 28.1	1 27	11 10
6 30	4 25	A 34	DE KALB 34.2	1 17	10 45
6 50	4 32	A 39	OAK GROVE 38.8	1 10	10 25
7 10	4 40	A 44	AVEEY 44.4	1 03	10 10
7 45	4 52	A 53	ANNONA 52.5	W 12 52	9 50
8 20	5 04	A 61	CLARKSVILLE 61.0	12 41	9 20
8 51 30	5 16	A 68	BAGWELLS 68.1	W 12 30	8 51 30
9 20	5 25	A 74	DETROIT 74.2	12 20	8 05
9 50	5 35	A 81	BLOSSOM 81.0	12 11	7 40
10 00	5 41	A 85	RENO 85.4	12 04 ^M	7 25
10 30	5 50	A 91	PARIS 91.0	FWT 11 55	7 00
11 05	6 05	A 100	BROOKSTON 99.7	WMP 94 11 42	6 40
11 32 30	6 15	A 105	PETTY 106.1	11 32 30	6 25
11 55	6 25	A 112	HONEY GROVE 112.0	11 22	6 10
12 15 ^M	6 35	A 117	WINDOM 117.2	11 13	5 55
12 30	6 43	A 122	DOUGS 121.8	11 05	5 38
1 1 00 ^M	6 55 ^M	A 128	BONHAM 128.1	FWT 10 50 ^M	5 20 ^M
57 Daily Except Sunday	31 Daily		128.1	32 Daily	50 Daily Except Sunday
9.00	3.20		Time Over Sub-Division	3.20	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

Southward		TEXARKANA SUB-DIVISION		Northward		
SECOND CLASS	FIRST CLASS	STATION NUMBERS	STATIONS	FIRST CLASS	SECOND CLASS	
			Time Table No. 56 EFFECTIVE 12:01 A. M. APRIL 8, 1934			
		Car Capacity Passing Station	Mile from Market Street, Shreveport			
			49		48	
			Mixed Sunday Tuesday Thursday		Mixed Monday Wednesday Friday	
			0	YARD N. TEXARKANA	72.0	FWTY 1 5 10 ^M
			T 02 16	BOYD 62.3		1 4 30
			T 01 38	BELCOT 61.3		4 20
			T 55 40	D. FOLKE 55.8		1 4 00
			T 49 NS	FORT LYNN 49.1		1 3 30
			T 46 18	BLACK DIAMOND 46.2		1 3 10
			T 43 44	D. DODDRIDGE 43.2		1 2 45
			T 37 61	IDA 37.3		1 2 10
			T 34 NS	NEW CAMP 34.0	Y	1 1 30
			T 32 42	MIRA 32.7		1 1 10
			T 28 76	D. HOSSTON 28.4		1 12 30
			T 23 46	D. GILLIAM 23.7		1 12 01 ^M
			T 21 NS	CAVETT 21.4		1 11 50
			T 18 24	D. BELOHER 18.5	W	1 11 40
			T 14 20	D. DIXIE 14.5		1 11 15
			T 7 18	CASH POINT 7.4		1 10 45
				YARD T. S. & N. JCT.	Y	1 10 10 ^M
			49 Sunday Tuesday Thursday	72.0		48 Monday Wednesday Friday
			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.

STANDARD CLOCK:
Texarkana

REGISTER STATIONS ARE SHOWN IN FULL FACE TYPE

12 Southward THE DENISON & PACIFIC SUBURBAN RAILROAD Northward

SECOND CLASS		Station Numbers	Car Capacity Passing Signals	Time Table No. 56 EFFECTIVE 12:01 A. M. APRIL 8, 1934		SECOND CLASS	
61				STATIONS		60	
Red Ball Freight Daily							
1 4 20 AM	F 7	YARD N 100	D. DENISON	WY	1 3 00 AM		
1 4 45 AM	A 151	SHERMAN JOT.	7.3 SHERMAN JOT.	Y	1 2 30 AM		
			7.3				
61					60		
Daily					Daily		
0.25			Time Over Sub-Division		0.80		

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

Nos. 60 and 61 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

REGISTER STATIONS ARE SHOWN IN FULL FACE TYPE

FORT WORTH DIVISION

Special Instructions

SPEED LIMITS
MAXIMUM SPEED—PASSENGER AND FREIGHT TRAINS

Between	Passenger	Freight
Fl. Worth-Texarkana (Whitesboro-Bonham Sub-Division)	30	20
Texarkana-Ft. Worth (Mineola-Dallas Sub-Divisions)	60	40
Marshall-Shreveport	60	25
Sherman Jct.-Denison	60	25
Texarkana Sub-Division	35	20

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

Sub-Division	Miles per hour
Dallas and Mineola	20
Bonham-Whitesboro	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 backward, 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 Dodge, 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 1500 feet or more from a 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.

No. 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	216.6	2	East End Siding	25	
Browder	216.6	2	West End Siding	25	
Grand Prairie	225.6	2	East End Siding	25	
Grand Prairie	225.6	2	West End Siding	25	
Arlington	231.0	2	East End Siding	25	
Arlington	231.0	2	West End Siding	25	
Fl. 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 and automatic interlocking plants MP A-238.1 and MP B-322.3, passenger trains 35 and freight trains 20 miles per hour.

Maximum speed Ft. Worth Interlocking Plant 10 miles per hour. Maximum speed Automatic Interlocking Plants MP A-238.1 and MP B-322.3, passenger trains 25, freight trains 15 miles per hour.

Over all other railroad crossings passenger trains 20 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 bolsters, 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 18 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	Miles Per Hour
Whitesboro-Bonham-Texarkana Sub-Division	20
Clarksville	10
Paris	10
Honey Grove	25
Bonham	20
Sherman	20
Pilot Point	20
Denton	18
Shreveport	6
Fl. Worth	18
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.	
Dallas Sub-Division	20
Grand Saline	20
Edgewood	20
Terrell	10
Forney	10
Mesquite	12
Dallas	20
Arlington	20
Grand Prairie	18
Fl. Worth	18
Mineola Sub-Division	25
Gladewater	20
Mineola	15
Longview Jct. to Court St., Longview City	20
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-322.3	Y. & M. V. Ry.	(Automatic)
Marshall Sub-Division		
Mineola Sub-Division		
Texarkana Yard	St. L. & S. W. Ry.	(Interlocked)
M.P. 2.41	K. C. S. Ry.—C. C. Co.	(Interlocked)
M.P. 50.95	J. & N. W. Ry.	(Interlocked)
M.P. 51.16	L. A. & T. Ry.	(Interlocked)
M.P. 51.16	St. L. & S. W. Ry.	(Interlocked)
Big Sandy	M. K. T. Ry.	(Interlocked)
M.P. 126.58	M. K. T. Ry.	(Interlocked)
Dallas Sub-Division		
Grand Saline	T. S. L. Ry.	(Interlocked)
Terrell	T. & N. O. Ry.	(Interlocked)
T. & P. Jct. M.P. 209.9	T. & N. O. Ry.	(Interlocked)
M.P. 212.12	G. C. & S. F. Ry.	(Gate)
Dallas Union Depot	T. & N. O. Ry.	(Interlocked)
West Dallas	(M. K. T. Ry.)	(Interlocked)
	(St. L. & S. W. Ry.)	(Interlocked)
	(C. R. I. & G. Ry.)	(Interlocked)
	(M. K. T. Ry.)	(Interlocked)
	(G. C. & S. F. Ry.)	(Interlocked)
Fort Worth Yard	(T. & N. O. Ry.)	(Interlocked)
Bonham Sub-Division		
Texarkana	St. L. S. W. R. R. South End Yard.	(Interlocked)
Texarkana	St. L. S. W. R. R.	(Gate)
Texarkana	K. C. S. R. R.	(Interlocked)
Texarkana	G. C. & S. F. R. R.	(Interlocked)
Mile 91.7	(T. & N. O. 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)
Mile Post A-238.1	St. L. S. W. R. R.	(Automatic)
	(M. K. T. R. R.)	(Interlocked)
Fort Worth Yard	G. C. & S. F. R. R.	(Interlocked)
	(T. & N. O. Ry.)	(Interlocked)
Denison	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. 0th Main Track No. 1	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	00 0
Big Sandy	
Main Track	0
Passing Track	0 -
Transfer Track	0 -
Cut Off Junction	
Main Track Route	0000
Route to Yard	0 -

Bonham-Whitesboro Sub-Division

Texarkana for Mineola Sub-Division, Main Line	0000
Texarkana for Bonham Sub-Division, East	0000
	00 0000
Texarkana for Texarkana	00
Sub-Division	00
Texarkana for Kansas City Southern	0000
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 23, 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 6:30 a.m. and 6:30 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.

To avoid improper handling of passenger equipment, a complete stop must be made as near as possible about three feet short of coupling.

Trains 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 train.

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, Mincola and Dallas Sub-Divisions.

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. 2501, if switch is lined for office track.

Normal indication of train order signals in Automatic Block territory: STOP, except at Arlington, Texas, normal position of Train Order Signal will be proceed indication.

SIDE TRACK LEAVING SIGNALS

Dwarf signals known as Side Track Leaving Signals have been installed at sidings on the Marshall-Mincola, Dallas Sub-Division; Dallas Sub-Division, Mincola to T. P. Jct., 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. 323.3, Marshall Sub-Division.
St. L. S. W. Crossing, M.P. 235.1, 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 "T. & F. 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	Track	Facing Point Direction	Normal Position
Lancaster Yard	251.11	End of double track	Eastward	Thoroughfare track
Lancaster Yard	249.98	From west advance yard to westward main track	Eastward	Westward main track
Lancaster Yard	248.62	Entering eastward main track	Westward	Eastward main track
Fort Worth	243.20	End double track, Peach Street.	Southward	Southward main track
Fort Worth	245.8	Junction Whitesboro Sub-Division—South Main Street	Eastward	Westward main track
Fort Worth	246.1	Westward Track and Passenger station—Adams Street	Westward	Westward 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 answering 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 7, 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 track, all switches involved restored to their normal position and the operator notified before the expiration of the time limit.

6. If additional time is required, the conductor must report to the operator for instructions.

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 operator must be notified when the selector lever is in the hand-throw position and when it is 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 469.

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 hand-throw switch, or to a train or yard engine to use either or both main tracks, or to a train or yard engine to operate a dual-control switch by hand, the operator 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 lowered. If the trainman or engine foreman reports that the work completed, the track or tracks clear and all switches involved restored to their normal position, the red lever must be returned to the normal position. If the trainman or engine foreman reports that the work is not completed, no attempt must be made to clear the track or tracks until the cause and probable duration of the signals for conflicting movements.

11. Operators must keep a book in which a record must be maintained of each movement 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.

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 53(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 be delayed.

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

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

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 53(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 be delayed.

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

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 Jct., operated by operator at 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 movements 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 509, 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 509-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 Jct. or Hodge will not leave Peach Street, Belt Jct., or Hodge until proper signal indication displayed, by foreman of the move to be made, or Hodge, or at compress track.

Yard engines doing work at Belt Jct., or Hodge, or at compress track 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 north and south cross-overs at Hodge.

BETWEEN 17TH ST. AND PEACH ST., FORT WORTH

Trains and engines will use right hand track in direction moving. Hand throw switches 17th St. will be handled by member of crew using them and left in normal position as indicated by the targets and lights on switch stand.

Main track switch leading to 17th St. Yard and, to and from Rock Island and F.W.D.C. Yards will be protected with hooks in humps of island and switches and movements will not be made over these switches until hooks are placed in the humps.

Double track west leg of ways in service between Passenger Station tracks and Whitesboro Sub-Division main track south of 17th St., and PASSENGER TRAINS AND ENGINES entering and leaving Passenger Station will use the right hand track in direction moving unless otherwise directed by interlocking signals, switches controlled by the Towerman.

South switch end of Whitesboro Sub-Division double track located about 200 feet north of interlocking tower and switch controlled by Towerman.

Freight Trains and Engines moving between 17th St. and Lancaster Yard through the route to Passenger Station will use the outboard track from Passenger Station from the connection with the Whitesboro Sub-Division main track south of 17th St. to the connection with Dallas Sub-Division main track just west of South Main Street Subway.

Southward trains or engines enroute to the West Yard and Lancaster Yard will use the crossover southward to northward main track just south of 17th St. Crossing, thence, outboard track from Passenger Station to the connection with Dallas Sub-Division main track just west of South Main Street Subway.

All trains and engines will approach 17th St. prepared to stop unless the switches and signals are right and track is clear.

Special Instructions

DOUBLE TRACK

Double track in operation between Lancaster Yard and Dallas Union Terminal and between 15th 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. 23 has right over opposing trains on eastward track Grand Prairie to Arlington."

Under this form the designated train (No. 23) 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. 23) 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. 23 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. 23) 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 99.

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 514 works on eastward track for 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:

Station	Location
Jamestown	M.P. 243.7
Handley	M.P. 251.2
Arlington Downs	M.P. 251.2
Dalworth	M.P. 257.7
June	M.P. 258.0
Cloudy	M.P. 258.0
Eight Ford	M.P. 259.0
Gates	M.P. 215.3
Oriental	M.P. 215.3
Harrys	M.P. 217.5

6. When strain or engine crosses over to, or obstructs the other track, unless otherwise provided, it must first be protected as prescribed by Rule 99 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. 10 Angler Monday only to receive passengers.
 - No. 12 Angler.
 - No. 12 Terrell to permit exchange lock pouch U. S. mail.
 - No. 4 Angler.
 - No. 4 Willow Springs to discharge passengers from Dallas or beyond.
 - No. 4 Queen City to discharge passengers, Longview and points west.
 - No. 7 Atlanta, Angler, and Crow.
 - No. 7 Atlanta and Hallville to pick up passengers for points west of Longview Jct.
 - No. 6 Nials, Camps, Angler, Crow, Domino and Bankers.
 - No. 6 and 7 Will stop on flag at Jarvis College to allow passengers to de-train and will stop this point permit passengers entrains for Texarkana, Shreveport, Dallas and beyond.
 - No. 207 Domino and Bankers.
 - No. 8 Hallville to discharge passengers from points on I-G. N.
 - No. 15 Will stop at stations west of Marshall to discharge sleeping car passengers.
 - No. 2 Stop Gladewater to discharge passengers from Dallas and west or to pick up passengers Texarkana and beyond.

Dallas Sub-Division

- No. 1 Grand Salina to discharge revenue passengers from Little Rock and beyond, and from Shreveport and Dallas, and to pick up revenue passengers for Dallas and beyond.
- No. 2 Dalworth.
- No. 2 Harrys for handling of express shipments.
- No. 4 Reduces speed sufficiently Handley to exchange U. S. mail and flag at Eagle Ford to handle express.
- No. 7 Stop Arlington to load live stock express shipments.
- No. 7 Stop Mesquite Thursday for mail.
- No. 6 Stop on flag at Lawrence and Silver Lake to handle parcel mail.
- No. 6 Will stop on flag at Handley, Eagle Ford and Harrys to handle express.

Whitesboro Sub-Division

- No. 211 Stop at Pilot Point to discharge revenue passengers Denison and north and pick up revenue passengers Ft. Worth and beyond.
- No. 212 Stop Pilot Point and Collinsville to pick up revenue passengers for Denison and north.
- No. 318 Stop Pilot Point for revenue passengers, St. Louis, Kansas City and beyond.
- No. 317 and 322 stop any station to discharge revenue passengers from points north of Denison.
- No. 323 Stop Collinsville, Toga and Pilot Point for revenue passengers destined Denton and South. Stop Aubrey, Argyle, Roanoke, Keller for revenue passengers.
- No. 224 Stop Toga and Pilot Point to discharge revenue passengers from Denton and points south and pick up revenue passengers for Denison and North.
- No. 325 Stop Collinsville, Toga and Aubrey to discharge revenue passengers from Denison and North.
- No. 226 Stop Keller, Roanoke, Argyle, Aubrey, Toga, and Collinsville to discharge revenue passengers from Ft. Worth and points south and pick up revenue passengers for Denison and north.

Where flag stops are shown trains will stop for revenue passengers only.

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

Mile	Overhead	Road
Mile 39.85	Overhead	Road
Mile 46.31	Overhead	Road
Mile 46.40	Overhead	Road

Mile	Overhead	Road
Mile 150.3	Overhead	Road
M.P. 209.39	Overhead	Interurban Bridge
M.P. 209.39	Overhead	Interurban Bridge

THE DENISON AND PACIFIC SUBURBAN RAILROAD OVERHEAD BRIDGES

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

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

NAME	HEADQUARTERS	TERRITORY
Arnold Jewelry Co.	Texarkana	Texarkana
A. E. Gordon	Shreveport	Shreveport to Texarkana
J. F. Lentz	Marshall	Marshall
Longview	Longview	Longview
McCady's Jewelry Store	Longview	Mineola
A. C. Pflum	Mineola	Mineola
Dallas Watch Co.	Dallas	Big Sandy to Dallas
G. W. Halton	Pt. Worth	Dallas to Ft. Worth
G. W. Halton	Pt. Worth	Pt. Worth to Sherman
G. W. Halton	Pt. Worth	Texarkana to Big Sandy
W. J. McCray	Denton	Keizer to Marshall
Morris Jewelry Co.	Sherman	Sherman
J. B. Rockwell	Denison	Sherman to Texarkana
L. C. McClure	Bonham	Bonham

HOSPITAL

DR. J. A. MOORE, Chief Surgeon.....Marshall, Texas
DR. ALDEN COFFEY, District Surgeon.....Ft. Worth, Texas

LOCAL SURGEONS

Dr. L. P. Good	Texarkana, Texas
Dr. J. I. Koenigsky	Texarkana, Texas
Dr. F. K. Roach	Queen City, Texas
Dr. W. A. Starkey	Atlanta, Texas
Dr. J. A. R. Moseley	Jefferson, Texas
Dr. A. J. Wood	Hallville, Texas
Dr. J. T. McRee	Longview, Texas
Dr. N. Markham	Longview, Texas
Dr. A. P. Buchanan	Glendale, Texas
Dr. P. B. Reynolds	Big Sandy, Texas
Dr. T. B. Reed	Mineola, Texas
Dr. B. B. Brandon	Grand Salina, Texas
Dr. R. Fry	Edgewood, Texas
Dr. W. F. Alexander	Wills Point, Texas
Dr. D. H. Hudgins	Terrell, Texas
Dr. G. E. Stevens	Forney, Texas
Dr. A. R. Thomason	Mesquite, Texas
Dr. W. W. Samuel	Dallas, Texas
Dr. R. A. Trumbull	Dallas, Texas
Dr. S. M. Hill	Dallas, Texas
Dr. H. V. Copeland	Dallas, Texas
Dr. F. L. Harvey	Arlington, Texas
Dr. E. W. Tisdale	Handley, Texas
Dr. F. P. McVigh	Port Worth, Texas
Dr. C. A. Harvard	Port Worth, Texas
Dr. A. D. Ladd	Port Worth, Texas
Dr. J. V. Shoemaker (Associate)	North Ft. Worth, Texas
Dr. C. S. Crew	DeKalb, Texas
Dr. C. D. Sead	Clarksville, Texas
Dr. H. R. Smith	Detroit, Texas
Dr. M. Hoeks	Paris, Texas
Dr. G. M. Whitley	Honey Grove, Texas
Dr. A. B. Kennedy	Bonham, Texas
Dr. C. A. Gray	Bonham, Texas
Dr. H. I. Stout	Sherman, Texas
Dr. T. L. Long	Denison, Texas
Dr. C. L. King	Whitesboro, Texas
Dr. E. E. Williams	Collinsville, Texas
Dr. E. E. Redbetter	Toga, Texas
Dr. F. M. Harris	Five Point, Texas
Dr. W. C. Kimbrough	Denison, Texas
Dr. R. E. Lester	Roanoke, Texas
Dr. A. B. Hagg	Belcher, La.
Dr. Alfred Keltlett	Doddridge, Ark.
Dr. H. H. Vaughan	Waskon, Texas
Dr. A. A. Herold	Shreveport, La.
Dr. T. J. Smith, (Associate)	Shreveport, La.

OCULISTS

Dr. Albert Mann	Texarkana, Texas
Dr. V. R. Hunt	Longview, Texas
Dr. J. D. Roberts, (Associate)	Longview, Texas
Dr. S. P. Harrington	Dallas, Texas
Dr. W. M. Knowles	Port Worth, Texas
Dr. Wm. S. Webb	Port Worth, Texas
Dr. C. R. Leas	Port Worth, Texas
Dr. J. L. Scales	Shreveport, La.

LOADING SPURS

Mile	Name of Track	Car Capy.	Switch Connection
10.0	Larry	13	Both
107.7	Hugh	21	East
142.7	South Oaks	8	West
222.9	Griffith	40	South

Texarkana Sub-Division

1.1	Caddo Spur Road	16	South
1.3	Shreveport to Texarkana	8	South
1.3	Pilley	1	North
5.7	Cavett	9	North
12.3	Sentell	17	North
21.4	Lane	9	North
21.4	Big Sandy to Dallas	7	North
23.3	Dale Oil Co.	30	North
38.2	Standard Oil Co.	1	Both
40.4	Kiblah	6	Both
49.1	Pt. Lym	14	North
57.8	Roberts	8	North
61.7	Altway	16	Both
62.1	Boyd	4	South
69.1	Country Club	4	South

Dallas Sub-Division

204.4	Charleston	25	East
222.0	Cloudy	50	Both
222.0	June	6	West
227.0	Dalworth	9	Both
250.1	Arlington Downs	9	Both

Mineola Sub-Division

7.3	Hoot	20	East
46.4	Stalks	8	East
76.0	Krook	15	East
117.0	Longview	7	East
119.0	Camps	4	East
133.0	Crane	20	East
133.0	Pratt	9	West

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

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

YARD LIMIT STATIONS

Station	Location
Marshall Sub-Division	Marshall
Mineola Sub-Division	Mineola Yard
Dallas Sub-Division	East Dallas Dallas West Dallas
Whitesboro-Bonham-Texarkana Sub-Division	Eagle Ford Fort Worth Lancaster Yard
Texarkana Sub-Division	Denon Hodge Both Jct. Fort Worth Lancaster Yard

FIRE PROTECTION

1. Opening ash-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 checked all live fire must be extinguished before leaving. Engineers must not work steam while posing exposed cotton on platforms.

2. Loose fire bricks removed from fire pan must be retained in the hood, underneath the fire pan while engine is running and when removed must be cooled to avoid setting out the fire pan.

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.

Special Instructions

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

SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY

The Company requires that every precaution be taken to prevent injuries to employes or others.

The following is prohibited:

- (1) Attempting to couple or uncouple air hose while cars or engine 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 or 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) Hanging dope pall on door guides, and grab irons or on side or end ladders of cars.
- (5) 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.)
- (6) Going between or under moving cars or engine.
- (7) Opening draw bar knuckles with hand or foot and operating knuckle lock pins with hands while cars or engines are in motion.
- (8) Lining or adjusting draw bars with hand or foot while cars or engines are in motion.
- (9) Climbing in between cars while in motion to stop leaks or adjust air hose.
- (10) 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.)
- (11) Leaving cars standing on tracks too near street or highway crossings. Cars must be left at least sixty (60) feet away from crossing where possible.
- (12) 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.
- (13) 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.)
- (14) Neglecting to observe switch points after throwing switch.
- (15) Failure to push the switch lever firmly into the notch before leaving switch.
- (16) Giving signals to move an engine or cars without first placing switch in proper position for such movement.
- (17) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
- (18) Enginemen drifting down too close to switches that are to be thrown.
- (19) Riding on foot board of engine between engine and cars when pushing cars.
- (20) Riding on pilot of engine.
- (21) Riding on leading foot board while coupling engine to cars.
- (22) 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.
- (23) Riding on locomotive (footboards, pilots, or elsewhere), or on cars or trains in yards by employes whose duties do not require them to do so unless authorized by the Superintendent.
- (24) Riding on the end of loads which are liable to shift from impact when coupling is made or during ordinary train movement.
- (25) Giving signals to move an engine or cars and then crossing track in front of the engine or cars.
- (26) On double track—standing or walking on track while a train is approaching or passing on opposite track. Employes must expect trains to operate on either track in either direction.
- (27) Staking out cars except when impossible to avoid it. (When necessary to do it, always follow the bolts.)
- (28) 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.
- (29) Leaving cars on any track not properly secured by hand brakes or wheels blocked when brakes are defective. (When blocking wheels use wood only.)
- (30) 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.
- (31) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- (32) Throwing any object from a train or engine without first ascertaining whether any person is standing nearby who might be struck and injured.
- (33) Permitting any car with a loose or missing hand hold to be moved or set out without first notifying all employes on the train and making message report to Superintendent, who will advise all concerned with protection order and arrange for immediate repairs.
- (34) Making a running switch without testing hand brakes and switch.

CONDENSED SCHEDULES

	31	15	207	27-7	3-23	715 21-1	STATIONS	2	4-24	6-20 716	16	26 716	8	32
					1 00PM	10 15PM	NEW ORLEANS		5 20PM	8 00AM		8 00AM		
					3 50PM	1 05AM	ADDIS		2 05PM	4 56AM		4 56AM		
				7 00AM	6 45PM	3 36AM	ALEXANDRIA		11 05AM 10 55AM	2 15AM 9 40PM		2 15AM 2 00AM		
				11 40AM 2 40PM	10 45PM 11 40PM	8 55AM 7 05AM	SHREVEPORT		7 15AM 6 30PM	5 00PM 3 10PM		10 55PM 10 45PM		
	3 35PM	2 20AM	4 00PM	2 50PM	11 15PM	6 45AM	TEXARKANA	8 20PM	3 45AM	3 20PM	11 15PM		10 45AM	2 10PM
		3 49AM	5 55PM	4 00PM 4 20PM	1 00AM 1 20AM	8 15AM 8 30AM	MARSHALL	6 47PM	4 00AM 2 05AM	1 50PM 1 30PM	9 30PM	9 40PM	9 03AM	
		4 45AM	6 45PM	5 00PM	2 15AM	9 15AM	LONGVIEW JCT.	6 10PM	1 15AM	12 40PM	8 45PM		8 10AM	
		7 45AM 7 50AM		8 35PM 8 55PM	6 00AM 6 20AM	12 15PM 12 20PM	DALLAS	3 20PM 3 10PM	9 35PM 9 10PM	8 50AM 8 30AM	6 00PM 6 50PM			
	10 00PM	8 40AM		9 45PM 10 20PM	7 15AM 9 00AM	1 15PM 1 45PM	FORT WORTH	2 25PM 2 05PM	8 20PM 7 35PM	7 30AM 7 00AM	5 05PM			7 45AM
				1 50AM	12 23PM	4 55PM	ORISO	10 55AM	4 25PM	4 13AM				
				3 25AM	1 48PM	6 20PM	ABILENE	9 40AM	3 00PM	2 35AM				
				4 40AM 5 05AM	2 55PM	7 20PM	SWEETWATER	8 45AM	2 00PM	1 40AM				
				7 10AM 7 40AM	4 40PM	9 00PM 9 15PM	BIG SPRING	7 10AM 6 55AM	12 30PM	11 45PM 11 30PM				
				10 54AM		12 44AM	PECOS	3 36AM		8 20PM				
				5 10PM		7 30AM	EL PASO	10 00PM		2 45PM				