

## DIVISION OFFICERS

—————		
W. C. Foster	Superintendent	Ft. Worth, Tex.
K. D. Hestes	Asst. Superintendent	Fort Worth, Tex.
E. E. Long	Master Mechanic	Ft. Worth, Tex.
A. J. Bailiff	Asst. Master Mechanic	Ft. Worth, Tex.
J. H. Judd	Asst. Master Mechanic	Marshall, Tex.
—————		
R. L. Riggs	Terminal Trainmaster	Ft. Worth and Lancaster Yards
G. A. Alford	Terminal Trainmaster	Texarkana, Tex.
L. B. Griffin	Trainmaster	Mineola, Tex.
R. G. Brill	Trainmaster	Marshall, Tex.
E. R. Chaney	Road Foreman of Engines	Mineola, Tex.
—————		
J. W. McCoy	Chief Dispatcher	Ft. Worth, Tex.
W. H. Robinson	Asst. Chief Dispatcher	Ft. Worth, Tex.
A. C. Ogg	Asst. Chief Dispatcher	Ft. Worth, Tex.
J. G. Brannon	Asst. Chief Dispatcher	Ft. Worth, Tex.
R. N. Page	Asst. Chief Dispatcher	Ft. Worth, Tex.
B. C. Alexander	Dispatcher	Ft. Worth, Tex.
D. Flanigan	Dispatcher	Ft. Worth, Tex.
F. W. Ford	Dispatcher	Ft. Worth, Tex.
D. Handy	Dispatcher	Ft. Worth, Tex.
L. S. McIntosh	Dispatcher	Ft. Worth, Tex.
R. L. Rice	Dispatcher	Ft. Worth, Tex.
R. Tucker	Dispatcher	Ft. Worth, Tex.
A. M. Underwood	Dispatcher	Ft. Worth, Tex.
R. L. Wisdom	Dispatcher	Ft. Worth, Tex.

### SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Mins.	Sec.		Mins.	Sec.		Mins.	Sec.
6	10	0	32	1	52	53	1	7
8	7	30	33	1	49	54	1	6
10	6	0	34	1	45	55	1	5
12	5	0	35	1	42	56	1	4
15	4	0	36	1	40	57	1	3
16	3	45	37	1	37	58	1	2
17	3	31	38	1	34	59	1	1
18	3	20	39	1	33	60	1	0
19	3	9	40	1	30	61	0	59
20	3	0	41	1	27	62	0	58
21	2	51	42	1	25	63	0	57
22	2	43	43	1	23	64	0	56
23	2	36	44	1	21	65	0	55
24	2	30	45	1	20	67	0	54
25	2	24	46	1	18	68	0	53
26	2	18	47	1	16	69	0	52
27	2	13	48	1	15	70	0	51
28	2	8	49	1	13	72	0	50
29	2	4	50	1	12	73	0	49
30	2	0	51	1	10	75	0	48
31	1	56	52	1	9			



## The Texas and Pacific Railway Company

## EASTERN DIVISION

# TIME TABLE NO. 53

Effective 12:01 a. m., Sunday, SEPT. 4, 1955

## CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

**FOR THE INFORMATION AND GOVERNMENT  
OF EMPLOYEES ONLY**

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

L. C. PORTER, Vice-President—Operation,  
R. C. PARKER, Assistant Vice-President—Operation,  
W. T. LONG, JR., General Supt. Transportation,  
C. F. ADAMS, Superintendent of Rules

**DALLAS SUB-DIVISION--Westward**

**FIRST CLASS**

**Time Table No. 53  
EFFECTIVE 12:01 A. M.  
SEPT. 4, 1955**

Station Numbers	Car Capacity Passing Sliding	STATIONS	FIRST CLASS							
			225 The Texan Passenger Daily	221 South Texas Eagle Passenger Daily	1 West Texas Eagle Passenger Daily	21 Louisiana Eagle Passenger Daily	3 Passenger Daily	501 Santa Fe Passenger Daily	7 The Westerner Passenger Daily	237 Passenger Daily
0	Yard	CTO.. TEXARKANA.....	L 1 10AM	L 3 10 AM	L 3 40AM		L 12 05PM		L 3 00PM	L 3 35PM
2	96	..... NATIONAL.....	1 14	3 14	3 44		12 09		3 04	3 39
8	150	..... SULPHUR.....	1 21	3 21	3 51		12 16		3 11	3 46
15	96	..... SPRINGDALE.....	1 27	3 27	3 57		12 22		3 17	3 53
21	149	..... QUEEN CITY.....	1 33	3 32	4 02		12 28		3 22	f 3 58
24	93	..... ATLANTA.....	1 37	3 35	4 05		12 32		s 3 27	s 4 03
31	150	..... BIVINS.....	1 44	3 42	4 12		12 39		3 36	f 4 11
37	99	..... KILDARE.....	1 51	3 49	4 19		12 46		3 43	f 4 19
44	157	..... PAYNE.....	1 57	3 55	4 25		12 53		3 49	4 27
51	101	..... JEFFERSON.....	2 04	4 02	4 32		1 01		s 4 00	s 4 36
58	149	..... WOODLAWN.....	2 14	4 09	4 39		1 10		4 10	f 4 45
67	134	CTO.. MARSHALL.....	s 2 35	s 4 22	s 4 52	L 5 10AM	s 1 25		s 4 20	s 4 55
70	92	..... QUINCY.....	2 40	4 27	4 57	5 15	1 30		4 45	5 10
75	151	..... KEOKUK.....	2 44	4 31	5 01	5 19	1 34		4 51	5 15
80	93	..... HALLSVILLE.....	2 49	4 36	5 06	5 24	1 39		5 00	f 5 26
83	148	..... LANSING.....	2 51	4 38	5 08	5 26	1 41		5 02	5 30
90	Yard	CTO.. LONGVIEW.....	A 3 10AM	A 4 50AM	s 5 20	s 5 37	s 1 55		s 5 15	A 5 45PM
94	150	..... GREGGTON.....			5 26	5 43	2 01		5 21	
103	151	..... GLADEWATER.....			s 5 35	s 5 53	s 2 11		s 5 33	
113	149	CTO. BIG SANDY.....			5 48	6 05	2 25		s 5 47	
119	NS	..... HAWKINS.....			5 53	6 10	2 30		s 5 55	
124	152	..... FADA.....			5 58	6 15	2 35		6 02	
130	98	..... HOARD.....			6 03	6 20	2 41		6 07	
136		..... MINEOLA.....			6 10	s 6 29	s 2 52		s 6 20	
	Yard	..... MW CROSSOVER.....			6 11	6 31	2 53		6 21	
138		CTO. MINEOLA YARD.....			6 12	6 32	2 54		6 23	
143	97	..... SILVER LAKE.....			6 16	6 36	2 58		6 27	
149	154	LTO. GRAND SALINE....			6 23	6 43	3 05		s 6 38	
155	97	..... FRUITVALE.....			6 27	6 49	3 11		6 44	
160	150	LTO.. EDGEWOOD.....			6 31	6 53	3 15		s 6 50	22
167	159	LTO.. WILLS POINT.....			6 40	s 7 02	3 24		s 7 11	2
176	150	..... ELMO.....			6 49	7 12	3 34		7 23	
183	94	CTO... TERRELL.....			6 55	f 7 18	3 40		s 7 30	
187	150	..... LAWRENCE.....			7 00	7 24	3 45		7 42	
194	68	LTO.... FORNEY.....			7 06	7 31	3 52		7 50	
199	149	..... MARITH.....			7 12	7 37	3 58		7 57	
202	NS	LTO.. MESQUITE.....			7 15	7 40	4 01		8 00	
207	92	..... SCOTSDALE.....			7 20	7 45	4 06		8 05	
210	149	CTO... T. & P. JCT.....			A 7 23AM	A 7 50	A 4 09PM		A 8 10PM	
215		..... DALLAS.....			s 7 40	s 8 15	s 4 35	L 8 15PM	s 8 30	
		Union Terminal			s 8 00	s 8 35	s 4 55		s 9 15	
	NS	..... U. T. JCT.....			L 8 01AM	L 8 36AM	L 4 56PM	L 8 16PM	L 9 16PM	
216	108	..... BROWDER.....			8 04	8 39	4 59	8 19	9 19	
220	NS	..... EAGLE FORD.....			8 09	8 43	5 03	8 23	9 23	
227	94	..... GRAND PRAIRIE.....			8 17	8 51	f 5 11	8 31	9 31	
233	97	..... ARLINGTON.....			8 25	8 58	f 5 20	8 38	9 39	
239	NS	..... HANDLEY.....			8 33	9 05	5 27	8 45	9 46	
246	YARD	CTO. FORT WORTH... (Passenger Station)			A 8 50AM L 9 40AM	A 9 20AM	A 5 45PM	A 9 00PM	A 10 00PM L 10 30PM	
251	YARD	..... LANCASTER YARD.....			A 9 50AM				A 10 40PM	
248.1			<b>225</b> Daily	<b>221</b> Daily	<b>1</b> Daily	<b>21</b> Daily	<b>3</b> Daily	<b>501</b> Daily	<b>7</b> Daily	<b>237</b> Daily
Time Over Sub-Division			3.00	1.40	5.10	4.10	5.40	.45	7.00	2.10

**See Page 14 &  
15 For Dallas  
Sub-Division  
Special  
Instructions**

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

# DALLAS SUB-DIVISION--Eastward

Location—Water, Fuel, Turn-table, Wye, etc.		Miles from Texarkana	FIRST CLASS										
			Time Table No. 53 EFFECTIVE 12:01 A. M. SEPT. 4, 1955										
			STATIONS										
			238	8	502	22	2	222	226	4			
			Passenger Daily	The Westerner Passenger Daily	Santa Fe Passenger Daily	Louisiana Eagle Passenger Daily	West Texas Eagle Passenger Daily	South Texas Eagle Passenger Daily	The Texan Passenger Daily	Passenger Daily			
FWT DW-DO	.0	CTO. TEXARKANA.....	A 11 30AM	A 12 01PM				A 10 30PM	A 10 50PM	A 12 10AM	A 4 15AM		
	1.3	..... NATIONAL.....	11 15	11 50			10 19	10 46	12 05AM	4 00			
	7.9	..... SULPHUR.....	11 02	11 42			10 12	10 40	11 58	3 51	1		
	14.8	..... SPRINGDALE.....	10 49	11 37			10 06	10 34	11 52	3 38			
	20.4	..... QUEEN CITY.....	f 10 37	11 31			10 00	10 28	11 46	3 32	221		
	28.6	..... ATLANTA.....	s 10 30	11 27			9 56	10 25	s 11 43	s 3 25			
	31.2	..... BIVINS.....	f 10 12	11 18			9 49	10 18	11 36	3 17			
	37.5	..... KILDARE.....	f 10 01	11 11			9 42	10 11	11 29	3 10			
	43.5	..... PAYNE.....	9 48	11 04			9 35	10 04	11 22	3 04			
	50.7	..... JEFFERSON.....	s 9 37	10 57			9 28	9 56	11 14	s 2 55			
58.7	..... WOODLAWN.....	f 9 21	10 49			9 19	9 49	11 05	2 44				
TY DW-DO	66.5	CTO. MARSHALL.....	s 9 10	s 10 40		A 8 55PM	s 9 10	s 9 40	s 10 55	s 2 35	225		
	70.5	..... QUINCY.....	8 53	10 24		8 45	8 54	9 34	10 44	2 15			
	75.3	..... KEOKUK.....	8 48	10 20		8 40	8 50	9 30	10 40	2 01			
	80.5	..... HALLSVILLE.....	8 43	10 15		8 35	8 45	9 25	10 35	1 56			
	82.9	..... LANSING.....	8 40	10 13		8 32	8 43	9 23	10 33	1 54			
FWT DW-DO	89.6	CTO. LONGVIEW.....	L 8 30AM	s 10 05		s 8 23	s 8 35	L 9 15PM	L 10 25PM	s 1 45			
	93.8	..... GREGGTON.....		9 55		8 10	8 27			1 15			
	102.8	..... GLADEWATER.....		s 9 45		s 8 00	s 8 17			s 1 05			
	113.8	CTO. BIG SANDY.....		9 32		7 48	8 05			s 12 46			
	118.6	..... HAWKINS.....		9 27		7 42	8 00			12 40			
	124.2	..... FADA.....		9 22		7 35	7 55			12 34			
	130.0	..... HOARD.....		9 17		7 30	7 50			12 28			
	136.1	..... MINEOLA.....		9 10		s 7 22	7 43			s 12 20			
	136.9	..... MW CROSSOVER.....		9 06		7 17	7 41			12 11			
	Y DW-DO	138.1	CTO. MINEOLA YARD.....		9 05		7 16	7 40			12 10		
142.2		..... SILVER LAKE.....		9 01		7 12	7 36			12 06AM			
150.0		LTO. GRAND SALINE.....		8 53		7 02	7 28			s 11 50			
154.4		..... FRUITVALE.....		8 49		6 57	7 24			11 45			
158.8		LTO. EDGEWOOD.....		8 45		6 50	7 20			11 41			
167.4	LTO. WILLS POINT.....		8 36		s 6 34	7 11			s 11 31				
175.9	..... ELMO.....		8 27		6 24	7 02			11 18				
181.9	CTO. TERRELL.....		8 21		s 6 17	6 56			s 11 10				
187.0	..... LAWRENCE.....		8 16		6 11	6 51			11 00				
193.7	LTO. FORNEY.....		8 09		6 04	6 44			f 10 52				
199.1	..... MARITH.....		8 03		5 58	6 38			10 44				
202.2	LTO. MESQUITE.....		8 00		5 55	6 35			10 41				
207.0	..... SCOTSDALE.....			7 55		5 50	6 30			10 36			
DO-Y	209.1	CTO. T. & P. JCT.....		L 7 50 <sup>21</sup> AM		L 5 45PM	L 6 25PM			L 10 30PM			
		..... DALLAS Union Terminal		s 7 35	A 7 45AM	s 5 30	s 6 10			s 10 15			
		..... U. T. JCT.....		7 15		5 10	6 50			9 20			
	214.8	..... BROWDER.....		A 7 09AM	A 7 40	A 5 05PM	A 5 44PM			A 9 15PM			
	216.1	..... EAGLE FORD.....		7 05	7 38	5 03	5 40			9 09			
	220.2	..... GRAND PRAIRIE.....		7 01	7 33	4 58	5 36			9 04			
	226.4	..... ARLINGTON.....		6 54	7 26	4 51	5 29			8 56			
	232.7	..... HANDLEY.....		6 47	7 18	4 43	5 22			f 8 48			
	239.8	..... FORT WORTH..... (Passenger Station)		6 40	7 10	4 35	5 15			8 40			
	245.9	..... LANCASTER YARD.....		L 6 30AM	L 7 00AM	L 4 25PM	L 5 05PM			L 8 30PM			
251.1	..... LANCASTER YARD.....		L 5 45AM			L 3 40PM							
	248.1		238 Daily	8 Daily	502 Daily	22 Daily	2 Daily	222 Daily	226 Daily	4 Daily			
	Time Over Sub-Division		3.00	5.31	.45	4.30	5.25	1.35	1.45	7.45			

See Page 14 &  
15 For Dallas  
Sub-Division  
Special  
Instructions

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

FIRST CLASS		27		21		Station Numbers	Car Capacity Passing Sliding	Time Table No. 53 EFFECTIVE 12:01 A. M. SEPT. 4, 1955		Location Water, Fuel, Turn-table, Wye, etc.	Mile Post Location	FIRST CLASS	
		Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily					STATIONS	Louisiana Daylight Passenger Daily			Louisiana Eagle Passenger Daily	
		L 3 25PM	L 3 55AM	S 327	YARD	.....	SHREVEPORT Passenger Station	.....	327.0	A 11 59AM	A 10 20PM		
		3 32	4 02	S 324	YARD	..	SHREVEPORT JOT.	.....	324.8	11 47	10 06		
		3 38	4 08	S 322	YARD	..	HOLLYWOOD YARD.	DW-DO	321.9	11 41	10 00		
		L 3 40PM	L 4 10AM	S 320	YARD	CTO....	CUT OFF JCT.	Y	320.8	A 11 39AM	A 9 58PM		
		3 44	4 14	B 317	NS	.....	REISOR	.....	318.0	11 34	9 53		
		3 48	4 18	B 321	86	.....	LAKE HAYES	.....	321.8	11 30	9 48		
		3 52	4 22	B 325	NS	.....	GREENWOOD	.....	325.8	11 26	9 44		
		f 3 58	4 27	B 331	113	LTO...	WASKOM	.....	331.5	f 11 19	9 38		
		4 02	4 30	B 334	NS	.....	JONESVILLE	.....	334.7	11 14	9 35		
		f 4 10	4 37	B 342	80	LTO..	SCOTTVILLE	.....	342.1	f 11 08	9 28		
		A 4 25PM	A 4 50AM	87	153	CTO..	MARSHALL	DW-DO	350.4	L 10 55AM	L 9 15PM		
		27 Daily	21 Daily				36.5			28 Daily	22 Daily		
		.45	.40				Time Over Sub-Division			.44	.43		

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

Unless otherwise specified in train orders, Marshall is defined for train order purposes as follows, and the time of timetable schedules and time in train orders apply:

(a). First Class trains: Marshall Passenger Station

(b). All other trains: Marshall siding.

Time at Hollywood Yard, Shreveport Jct. and Shreveport (Passenger Station) for information only.

Exception to Rule 83 (a): Eastward trains departing Reisor on Marshall Sub-division may leave Reisor without ascertaining whether all trains due, which are superior, have arrived or left.

The use of train order Form Y is authorized on Marshall Subdivision.

L&A main track switches breaking out of T&P main track, M.P. B-330.6, electrically locked. Operating instructions posted inside of electric lock case.

Employees of the Texas and Pacific Railway performing service on L&A tracks in Lorraine yard limits, east of Waskom, will be governed by the Rules, Timetable and Special Instructions of the L&A. Ry. while occupying its tracks, protecting movement as required by rules.

Standard Clocks: Marshall, Cut Off Jct. Hollywood Yard.

SECOND CLASS		49		Station Numbers	Car Capacity Passing Sliding	Time Table No. 53 EFFECTIVE 12:01 A. M. SEPT. 4, 1955		Miles From T. E. & N. Jct.	Location Water, Fuel, Turn-table, Wye, etc.	SECOND CLASS	
		Local Monday Wednesday Friday				STATIONS	Local Tuesday Thursday Saturday				
		L 8 00AM		0	YARD	CTO..	TEXARKANA	71.8	FWTY	A 1 30PM	
		8 30		T 62	NS	.....	BOYD	61.9	.....	1 00	
		9 00		T 55	18	LTO....	FOUKE	55.4	.....	12 35PM	
		9 40		T 43	17	.....	DODDRIDGE	42.8	.....	11 55	
		10 00		T 37	28	.....	IDA	36.8	.....	11 35	
		10 45		T 28	35	LTO...	HOSSTON	28.0	.....	10 50	
		11 05		T 23	40	LTO...	GILLIAM	23.3	.....	10 25	
		11 30		T 18	20	LTO...	BELOHER	18.1	.....	10 00	
		11 50		T 14	15	LTO....	DIXIE	14.0	.....	9 40	
		12 15PM		T 7	12	.....	CASH POINT	7.3	.....	9 15	
		A 1 00PM		.....	YARD	.....	T. S. & N. JOT	.....	Y	L 8 30AM	
		1 15		S 324	YARD	..	SHREVEPORT JOT.	.....	.....	8 15	
		A 1 30PM		S 322	YARD	..	HOLLYWOOD YARD.	.....	FT	L 8 00AM	
		49 Monday Wednesday Friday					76.4			48 Tuesday Thursday Saturday	
		5.30					Time Over Sub-Division			5.30	

The use of train order form Y is authorized on the Texarkana Sub-division.

Employees of the St. L.-S. W. Ry. and K. C. S. Ry. are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway while occupying its tracks.

Time shown at Shreveport Junction and Hollywood Yard for information only.

Nos. 48 and 49 will register at Hollywood Yard.

Clearance issued at Cut Off Jct. addressed to No. 48 at TS&N Jct. clears No. 48 at TS&N Jct. and authorizes use of schedule.

STANDARD CLOCKS:  
Texarkana  
Hollywood Yard

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

## Southward--WHITESBORO SUB-DIVISION--Northward

5

FIRST CLASS				Station Numbers	Car Capacity Passing Stations	Time Table No. 53		Miles from Tuscarawas	Location Water, Fuel, Turn-table, Wys, etc.	FIRST CLASS					
	325	327	311			EFFECTIVE 12:01 A. M.					326	312	328		
	M-K-T Passenger Daily	M-K-T Passenger Daily	M-K-T Passenger Daily			SEPT. 4, 1955				STATIONS	M-K-T Passenger Daily	M-K-T Passenger Daily	M-K-T Passenger Daily		
				A 128	YARD	LTO . . .	BONHAM . . . . .	128.1							
				A 134	NS		5.5 EOTOR . . . . .	133.6							
				A 139	NS		5.6 SAVOY . . . . .	139.2							
				A 142	NS	CTO . . . .	2.6 BELLS . . . . .	141.6							
				A 151	30		9.6 SHERMAN JCT. . . . .	151.2	Y						
				A 155	NS	CTO . . . .	3.4 SHERMAN . . . . .	154.6							
				A 160	103		5.0 GRACO . . . . .	159.6							
				A 165	20		5.4 SOUTH MAYDE . . . . .	165.0							
				A 166	103		1.3 THORNE . . . . .	166.3							
				A 173	YARD	CTO . . . .	6.0 WHITESBORO . . . . .	173.1	Y	A 9 00AM	A 6 55PM	A 10 15PM			
				A 179	87		8.4 COLLINSVILLE . . . . .	179.5		f 8 47	6 38	10 07			
				A 186	87		8.6 TIOGA . . . . .	186.1		f 8 37	6 28	10 00			
				A 191	85	LTO . . . .	5.4 PILOT POINT . . . . .	191.5		s 8 29	f 6 20	f 9 54			
				A 198	72		6.9 AUBREY . . . . .	198.4		f 8 20	6 10	9 47			
				A 204	85		6.1 MINGO . . . . .	204.5		8 12	6 02	9 41			
				A 209	146	CTO . . . .	4.6 DENTON . . . . .	209.1	Y	s 8 05	s 5 55	s 9 35			
				A 216	86		7.2 ARGYLE . . . . .	216.3		7 50 <sup>327</sup>	5 44	9 24			
				A 220	65		4.1 SMOOTS . . . . .	220.4		7 41	5 40	9 20			
				A 225	87	LTO . . . .	5.0 ROANOKE . . . . .	225.4		7 35	5 35	9 15			
				A 230	104		4.9 KELLER . . . . .	230.3		7 29	5 30	9 10			
				A 235	54		5.2 WATAUGA . . . . .	235.5		7 23	5 25	9 05 <sup>325</sup>			
				A 240	114	CTO . . . .	4.5 HODGE . . . . .	240.0		7 17 <sup>311</sup>	5 20	8 55			
				A 241	YARD		1.2 BELT JCT . . . . .	241.2		7 12	5 17	8 51			
							2.0 FORT WORTH . . . . .	243.2		7 08	5 13	8 48			
				A 244	YARD		1.2 FORT WORTH Peach Street Passenger Station	244.4	Y DW-DO	L 7 05AM	L 5 10PM	L 8 45PM			
							116.8			326	312	328			
										Daily	Daily	Daily			
							Time Over Sub-Division			1.55	1.45	1.30			

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

See Page 15 for Whitesboro Subdivision Special Instructions.

### OTHER PASSENGER TRAIN FLAG STOPS

No. 325—Collinsville and Tioga, daily except Sunday when flagged by mail messenger to load parcel post.

No. 326—Any Station: To unload or load parcel post.

6 Westward **BONHAM SUBDIVISION** Eastward

SECOND CLASS	Station Numbers	Car Capacity Passing Siding	Time Table No. 53 EFFECTIVE 12:01 A. M. SEPT. 4, 1955		Miles from Texarkana	Location, Water, Fuel, Turn-table, Wye, etc.	SECOND CLASS
57			STATIONS				50
L 4 00AM	0	YARD	OTO..	TEXARKANA.....	.0	FWTY DW-DO	A 1 00PM
4 30	A 5	87	.....	NASH.....	5.1	.....	12 40
.....	A 12	NS	.....	LONE STAR.....	11.8	.....	.....
5 05	A 15	86	LTO.....	HOOKS.....	14.8	.....	12 20PM
.....	A 17	NS	.....	RED RIVER.....	16.9	.....	.....
5 40	A 22	86	LTO..	NEW BOSTON.....	22.0	.....	11 55
6 35	A 34	86	LTO....	DE KALB.....	34.2	.....	11 20
7 05	A 44	86	LTO.....	AVERY.....	44.4	.....	10 50
7 35	A 53	96	LTO....	ANNOVA.....	52.5	.....	10 25
8 05	A 61	106	LTO..	CLARKSVILLE.....	61.0	.....	10 05
9 22 50	A 74	86	LTO....	DETROIT.....	74.2	.....	9 22 57
9 45	A 81	70	.....	BLOSSOM.....	81.0	.....	8 40
10 45	A 91	YARD	LTO.....	PARIS.....	91.0	.....	7 55
11 20	A 100	86	LTO..	BROOSTON.....	99.7	.....	7 00
12 07PM	A 112	86	LTO..	HONEY GROVE.....	112.0	.....	6 20
12 40	A 122	86	.....	DODDS.....	121.8	.....	5 50
A 1 00PM	A 128	YARD	LTO....	BONHAM.....	128.1	.....	L 5 30AM
57 Daily Except Sunday 9.00				128.1			50 Daily Except Sunday 7.30
				Time Over Sub-Division			

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

ABBREVIATIONS

The following letters placed before the figures of a schedule indicate:

- s—Regular stop
- f—Flag stop to receive or discharge traffic

The following letters placed to left in station column of time-table indicate:

- CTO—Continuous day and night train order office
- LTO—Train order office of limited hours

The following letters placed in column provided in time-table indicate:

- NS—No siding
- W—Water station
- DW—Diesel water station
- F—Fuel oil station
- DO—Diesel oil station
- T—Turn-table
- Y—Wye

Road Foreman of Engines has the authority of Trainmaster.

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

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

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

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

Occupied outfit cars and wooden underframe cars, loaded or empty, must be handled in rear of all trains.

Pipe and poles loaded on open-top cars must not be handled in trains next to engine or caboose.

Engines must not be put on live rail of track scales.

The use of rear view mirrors on diesel engines for the following purposes is prohibited:

- (a) To observe hand signals
- (b) To observe indication of fixed signals
- (c) To maintain lookout ahead when operating control compartment is on trailing end of a diesel engine.

TRAIN ORDER OFFICES

Continuous day and night train order offices, designated CTO on the time-table, are open seven days per week.

Train order offices of limited hours, designated LTO on the time-table, are open from 8:00 A.M. to 5:00 P.M. Monday to Friday, inclusive, except:

Grand Saline	5:30 AM to 1:30 PM daily	5:00 PM to 1:00 AM daily
Wills Point	8:00 AM to 4:00 PM daily	except Saturday and Sunday.
Forney	5:00 PM to 1:00 AM daily	7:00 AM to 4:00 PM daily
		except Saturday and Sunday.
Mesquite	7:00 AM to 4:00 PM daily	except Saturday and Sunday.
Paris	7:30 AM to 4:30 PM daily	except Sunday.
Bonham	6:00 AM to 10:00 PM daily	except Saturday and Sunday.
Bonham	6:00 AM to 2:00 PM	Saturday and Sunday.
Pilot Point	7:00 AM to 4:00 PM daily	except Saturday and Sunday.

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

Between T&P-KCS Interlocking Texarkana and Texarkana (passenger station and freight yard) there is no superiority of trains and all trains and engines within these limits must move at restricted speed, not exceeding 15 miles per hour. Within these limits, freight trains, yard engines and other engines must, immediately upon the approach of scheduled passenger trains, clear route for their movement; yard engines and other engines must give way to freight trains as promptly as possible.

The use of train order form Y is authorized on the Bonham subdivision.

Standard Clocks: Texarkana  
Bonham

Southward **D. & P.S. SUBDIVISION** Northward

Station Numbers	Car Capacity Passing Siding	Time Table No. 53 EFFECTIVE 12:01 A. M. SEPT. 4, 1955		Location, Water, Fuel, Turn-table, Wye, etc.
		STATIONS		
F 7	YARD	OTO.....	DENISON.....	WY
A 151	30	.....	SHERMAN JCT.....	Y
			7.3	
			7.3	
			Time Over Sub-Division	

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

Employees of the Texas and Pacific Railway will be governed by the Rules, Timetable and Special Instructions of the K.O.&G. Rwy. while operating within yard limits, Denison.

Form Y train order authorized on D&PS Subdivision.

STANDARD CLOCK:  
Denison

SPECIAL INSTRUCTIONS  
ALL SUBDIVISIONSOPERATING RULES

Rule 3. Amended to read: Standard clocks must bear sign "Standard Clock" and their locations will be shown in special instructions.

Where standard clocks are available, watches of train dispatchers, conductors, engineers, hostlers and engine foremen must be compared with a standard clock before commencing each day's work or trip. If a register station for a train, conductors and engineers of trains must register on train register the time watches are compared.

Conductors, engineers, hostlers, engine foremen and train-order operators, whose duties preclude access to a standard clock, must obtain time from train dispatcher, or compare and regulate their watches daily with those of conductors and engineers who have standard time and have registered as provided.

When practicable, conductors or engine foremen, and engineers will also compare time with each other and with trainmen, or yardmen, and firemen before commencing each day's work or trip.

Rule 6. Amended to read: General orders will be numbered consecutively beginning with January 1st of each year; will be issued and cancelled by the Superintendent or other designated officer, and will expire with the calendar year. They supersede any rule or special instructions with which they conflict.

Train, engine and yard employes, train dispatchers, and other employes whose duties require, must familiarize themselves with general orders and other notices before commencement of each trip or day's work. If a register station for a train, conductors and engineers of trains must record information on train register indicating that they have read and understand general orders. Location of general orders will be designated by special instructions.

Special instructions in timetable, or when issued in pamphlet form, supersede any rule with which they conflict.

Rule 10 (g). Supplement to: Yellow and green reflector signals as provided by Temporary Speed Restriction Chart, page 130, Uniform Code of Operating Rules, may be used both by day and by night in lieu of signs by day and signs and lights by night.

Rule 12 (J). Supplement to: Five (5) minute yellow fuses may be used for giving hand signals as prescribed by this rule, except yellow fuses must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

Rule 20. All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engine.

Rule 20 (a). Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

Rule 34—Amended to read: All members of engine and train crews must, when practicable, communicate to each other the indication of any signal restricting the movement of their train or engine.

Signal indication (except audible signals) must be seen before being communicated to each other.

Rule 35: Amended to read: The following signals will be used by flagmen:

Day Signals—A red flag, Torpedoes and Red Fuses.

Night Signals—A white light, Torpedoes and Red Fuses.

Rule 99. Between Ft. Worth and TP-MKT Jct. Switch Whitesboro, Whitesboro Subdivision, and between Ft. Worth and Texarkana, Dallas Subdivision, following exception in effect.

When a train or engine is on a main track with at least two automatic block signals to the rear; the requirements of first paragraph of Rule 99 with respect to dropping lighted red fuses from a moving train, or the leaving of unattended red fuses at rear of train when a movement is started after having been stopped, is not required.

This exception does not modify or eliminate the use of lighted red fuses if, or when required:

- (a). By flagman of a standing train or engine to stop an approaching train or engine.
- (b). When entering onto a main track and required by Rule 99 (e) or 104 (a).
- (c). When required by Rule 99 (g) for the protection of trains or engines moving on adjacent tracks.
- (d). By flagmen of work train extras, or flagmen of any equipment which does not actuate the block signals.

Rule 103. Supplement to: Cars must not be left standing too near street or highway crossings. When practicable, cars must be left at least seventy five (75) feet away from crossings.

OPERATING RULES—Continued

When a train or cut of cars is parted to clear a public crossing at grade; in addition to a trainman, when practicable, protecting the crossing against trains or engines approaching on adjacent tracks, the crossing must be cleared not less than 75 feet on each side.

Rule 103 (A) Paragraph (9) amended to read: Before switching occupied passenger equipment or occupied outfit cars, see that brake pipe connections are made, angle cocks opened between the cars and brake system charged.

When coupling passenger cars or occupied outfit cars, moving portion must be properly controlled and utmost caution used to avoid rough handling; couplers must be fully compressed and after coupling appears to have been made, couplers must be stretched to know that knuckles are locked before making air and steam connections.

Rule 104 (1). Amended to read: Main track switches must be lined and locked for main track when not in use. Other than main track switches equipped with switch locks must be lined and locked for normal position when not in use.

Except while movement through them is being made:

- (1). Switches connecting other than a main track with a siding must be left lined for movement on siding.
- (2). Switches of crossover between two main tracks, or between a main track and other than a main track must be kept lined against a crossover movement except as follows:
  - (a). When main track switch of such crossover is a spring switch or a power-operated switch, the other switch of crossover will be kept lined and locked for crossover.
  - (b). When crossover is one end of a siding, the inside switch will be kept lined for movement to or from siding to main track.
- (3). Switches of crossovers between two tracks, neither of which is a main track, must be left with both switches of crossover lined for or against a crossover movement.

Rule 104 (16). Amended to read: Main track switch targets will show RED when switch is lined for movement to or from main track.

Targets on all switches, except main track switches, will show "Yellow" when switch is lined for:

- (a). Crossover movement.
- (b). For turnout from a straight route or lead.

Exception to Rule 104 (c): Any member of train or engine crew may examine a remote control switch, see that switch is properly lined and that switch points fit properly; such member of crew must remain at switch until leading wheels pass over switch.

Rule 206. 5th paragraph amended to read: Except when being used on a work train extra, the number of operating control unit of a diesel engine must be displayed and this number will be the identifying number of the engine and will be the engine number used in train orders; numbers on other units may be displayed but such numbers will not be used in train orders.

When a diesel engine with more than one control compartment unit is used on a work train extra, the numbers of all control compartment units may be displayed but the number of only one of the control compartment units will be used in train orders relating to such work train extra. When a diesel engine consisting of more than one unit is used on a work train extra, white train signals (two white lights only) as provided by Rule 20 (a) and special instructions must be displayed on all units equipped to display such signals.

Rule 221 (d). Amended to read: Operators must have the following signal appliances ready for immediate use:

One Red flag, One white flag, One white light, Six torpedoes and Six Red Fuses.

Rule 508 (1). Exception to: A fireman who for any reason is permanently restricted to service as a fireman must not operate an engine except while working in hostler service. Engineers must not permit a permanently restricted fireman to operate an engine in their charge.

Rule 508, paragraph (3)—Duties of Engine Men—reading: "Engine men must know that their engine is furnished with sufficient fuel, water, tools, sand and other supplies and equipment" is cancelled.

## EASTERN DIVISION

### SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

#### OPERATING RULES (continued)

Train Order, Form S-E. The following form is authorized:  
No. 2 Eng 900 wait at C until 8:30 A.M.  
for Extra 600 West  
No. 2 take siding C for Extra 600 West  
Special rules governing:

When a superior train is directed by train order form S-E (wait order) to take siding for another train, such instructions, unless annulled by a subsequent train order, are in effect after the time stated in the order has expired and the superior train must approach the designated point at restricted speed prepared to stop, expecting to find the inferior train on the main track between the siding switches without flag protection and must take the siding if the inferior train is at the designated point.

If the superior train arrives at the designated point after the time stated in the order has expired and the expected train has not arrived, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding.

This form of train order must contain only one waiting point and must not be combined with any other form of order except Form L.

Train Order, Form L.—A Form L train order may be combined with a Form B train order.

#### RADIO RULES

1. The use of radio communication in any manner by any employe to supersede the requirement of complying with any rule of the Uniform Code of Operating Rules, Supplements Thereto, or Special Instructions supplementing Uniform Code of Operating Rules, is prohibited.

2. Except as provided in paragraph (3), the use of radio communication is prohibited:

- (a). To transmit train orders, or any part of contents of train orders.
- (b). To comply with Rule 350 requiring communication with a train dispatcher or control operator at a Stop indication of a block or interlocking signal.
- (c). To obtain track and time limits prescribed by Rule 402.

3. Radio communication may be used:

- (d). By train dispatcher to transmit a train order direct to an operator, or direct to a conductor or engineer, or both as provided in Rule 206 (b).
- (e). By an operator to relay a train order as provided in Rule 206 (c) to another operator, or to relay direct to a conductor or engineer, or both a train order addressed to their train at a location not a train order office or at which the office is closed.
- (f). When stopped at a Stop indication of a block or interlocking signal where there is no other form of communication, or where other forms of communications have failed, the requirements of Rule 340 or 350 may be fulfilled by use of Radio Communication System to communicate with the train dispatcher or control operator, or may be used to communicate with an operator at a railroad base radio station who has communication with the train dispatcher or control operator. Such operator at the railroad base radio station may relay information between a member of crew and train dispatcher or control operator.
- (g). At a station, or between stations where there is no telephone or other forms of communication, or where other forms of communication have failed, radio communication may be used to obtain track and time limits prescribed by Rule 402 when such radio communication is between a crew member and the control operator and without being relayed through a third person.

#### RADIO RULES (continued)

4. The instructions contained in (b) and (c) of Paragraph 2 do not prohibit the use of radio communication by a member of crew to transmit information to the engineer of his train in connection with Rules 340, 350 or 402.

5. Under conditions where hand, flag or lamp signals prescribed by Rule 12 cannot be seen, the use of radio communication is authorized to govern and control the movement of a train or engine in lieu of hand, flag or lamp signals.

5. (a). When movement of a train or cut of cars is being made with the engine on trailing end, or in between cars of such train or cut of cars, and the movement is being controlled by radio communication as provided in paragraph (5), the employe transmitting the instructions for the movement must transmit continuously and the failure of engineer to receive continuous transmission must be construed as a STOP signal.

6. Rule 8 of the Rules and Regulations Governing the Operation of a Railroad Communication System read as follows:

"Employes, except in yard operation, shall identify the radio station from which they are calling by prefacing their call with the railroad name, for example: "T&P Caboose 2315 calling Engine 1508", or "T&P Engine 1515 calling T&P Caboose Extra 1515 West."

In addition thereto, any person operating or using a railroad base radio station shall identify the station being used by the name of the railroad and the actual location of the base station, using the name of the city or town in which located, for example: "T&P Railway Dallas." If a base station is being actuated from another point or location, i.e., remotely controlled, the station shall be identified by the actual location of the remotely controlled Base Station; for example: Operator at Mineola Yard remotely using Wills Point Base Station, shall identify the station as: "T&P Railway Wills Point, Mineola control."

6. (a). When radio communication is used as authorized in Paragraphs (3), (5) or (5-a), employes operating each radio station shall further identify themselves to each other by giving their name and occupation.

#### SPECIAL SAFETY RULES

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

Special attention is called to Uniform Code of Operating Rule No. 510 as amended, and in addition to Rule No. 510, the following is prohibited:

- (1) Giving signal to move an engine or cars and then crossing track in front of movement.
- (2) (a) Giving signal to move an engine or cars without first placing switch in proper position.
- (b) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
- (c) Engineman drifting down too close to switches that are to be thrown.
- (3) To stand on top of a box car, covered hopper, caboose or any other similar type car while such car is moving under an overhead structure.
- (4) Permitting any car with a defective or missing hand hold to be moved or set out with first notifying all employes on the train and making wire report to the Superintendent.
- (5) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.
- (6) Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

Employes must provide themselves with a copy, be conversant with and comply with Safety Rules issued in separate book or other form.

All employes are cautioned when passing through steel bridges, switching cotton platforms, station platforms and industry tracks as a number of steel bridges, platforms and buildings at various places will not clear a man on side or top of cars.



# EASTERN DIVISION

## SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

### MAXIMUM SPEEDS

#### All Subdivisions

	Miles per hour	
	Maximum freight train speed	Maximum freight train speed
Trains of mixed freight and passenger equipment. (Cabooses are freight equipment).....	45	
Trains of deadhead passenger equipment.....		
Trains handling scale test cars; conductor will keep engineer advised when such cars in train.....	45	
Trains handling cars equipped with arch-bar trucks, or wooden underframes (except cabooses), and not otherwise restricted.....	45	
Light engines in road movement, freight or passenger, and engines handling cabooses, or rider cars, and not otherwise restricted.....	40	
Trailing movements through a spring switch with points lined against movement.....	30	
When not otherwise restricted, normal speed may be resumed after leading wheels have passed through switch points.		
Engines (yard or road service) shoving cars ahead of engine.....	20	
All subdivisions except Texarkana and D&PS.....	15	
Texarkana and D&PS Subdivisions.....		
Engines in yard service, with or without cars, and not otherwise restricted:		
All subdivisions except Texarkana and D&PS.....	40	20
Texarkana and D&PS Subdivisions.....	15	15
Diesel engines, series 1500 and 2000, and foreign line diesel engines of similar construction, when running with operating control compartment not on leading end, and not otherwise restricted.....	40	20
Trains handling steam wrecking derricks, boom in trailing position, not otherwise restricted:		
Dallas and Marshall Subdivisions.....	40	20
Bonham and Whitesboro Subdivisions, except between M.P. A-83 and Whitesboro.....	40	20
Between M.P. A-83 and Whitesboro.....	25	25
Texarkana and D&PS Subdivisions.....	15	15
Trains handling steam wrecking derricks, boom in forward position; self-propelled pile drivers, ledgerwoods, brown-holts and other machinery of similar description; also steam pile drivers moving under own power; not otherwise restricted.....	20	15

#### Marshall Sub-Division

	Miles per hour	
	Passenger Trains	Freight Trains
Between Cut Off Jct.—Marshall.....	75	60

#### Dallas Sub-Division

Texarkana-Fort Worth.....	75	60
Except:		
Around curve on siding Marshall passenger station.....	20	20

#### Bonham Sub-Division

Texarkana—M. P. A-83.....	45	25
M. P. A-83—Bonham.....	40	20
Except:		
Over Church St. Crossing, Paris.....	10	10

#### Whitesboro Sub-Division

Bonham—M. P. A-173.....	40	25
Mile Post A-173—Ft. Worth.....	75	55

#### Texarkana Sub-Division

T. S. & N. Jct.—Texarkana.....	25	25
Except between:		
M. P. T-3 and M. P. T-25.....	15	15
M. P. T-24 and M. P. T-25.....	15	15
M. P. T-27 and M. P. T-29.....	20	20
M. P. T-46 and M. P. T-49.....	20	20

#### D. & P. S. Subdivision

Sherman Jct.—Denison.....	40	40
Except:		
Around and through turnouts Sherman Jct. wye.....	15	15

### MAXIMUM SPEEDS—Continued

#### TURN-OUTS

	Kind	Miles per Hour
No. 16.....	No. 16	20
All other turn-outs.....	All other turn-outs	15

#### Location of No. 16 Turn-outs

	Mile Post	Number of Turn-Outs		Description
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#### Dallas Sub-Division

National.....	9.7	1	1	East End Siding
National.....	1.8	1	1	West End Siding
Sulphur.....	7.4	1	1	East End Siding
Sulphur.....	2.6	1	1	West End Siding
Springdale.....	14.8	1	1	East End Siding
Springdale.....	15.8	1	1	West End Siding
Queen City.....	20.2	1	1	East End Siding
Queen City.....	21.2	1	1	West End Siding
Atlanta.....	22.1	1	1	East End Siding
Atlanta.....	22.1	1	1	West End Siding
Bivins.....	22.4	1	1	East End Siding
Bivins.....	21.4	1	1	West End Siding
Kildare.....	22.9	1	1	East End Siding
Kildare.....	22.0	1	1	West End Siding
Payne.....	43.2	1	1	East End Siding
Payne.....	44.2	1	1	West End Siding
Jefferson.....	50.1	1	1	East End Siding
Jefferson.....	51.2	1	1	West End Siding
Woodlawn.....	57.9	1	1	East End Siding
Woodlawn.....	58.9	1	1	West End Siding
Marshall.....	65.6	1	1	East End Siding
Marshall.....	68.0	1	1	West End Siding
Quincy.....	70.0	1	1	East End Siding
Quincy.....	71.0	1	1	West End Siding
Keokuk.....	72.1	1	1	East End Siding
Keokuk.....	72.1	1	1	West End Siding
Hallsville.....	80.1	1	1	East End Siding
Hallsville.....	82.6	1	1	West End Siding
Lansing.....	82.6	1	1	East End Siding
Lansing.....	82.6	1	1	West End Siding
Longview.....	88.4	1	1	East End Water Track
Greggton.....	92.2	1	1	East End Siding
Greggton.....	94.6	1	1	West End Siding
Gladewater.....	104.0	1	1	East End Siding
Gladewater.....	105.5	1	1	West End Siding
Big Sandy.....	114.5	1	1	East End Siding
Fada.....	123.4	1	1	West End Siding
Fada.....	124.9	1	1	East End Siding
Hoard.....	129.6	1	1	West End Siding
Hoard.....	130.5	1	1	East End Siding
Mineola.....	136.0	1	1	West End North Track
Grand Saline.....	149.6	1	1	East End Siding
Grand Saline.....	151.1	1	1	West End Siding
Wills Point.....	168.2	1	1	East End Siding
Elmo.....	175.1	1	1	West End Siding
Lawrence.....	187.7	1	1	East End Siding
Marth.....	198.2	1	1	West End Siding
Marth.....	199.8	1	1	East End Siding
Scottdale.....	206.5	1	1	West End Siding
Scottdale.....	207.5	1	1	East End Siding
T&P Jct.....	208.2	1	1	East End Siding
T. & P. Jct.....	209.9	1	1	Belt Lane Connections
Browder.....	218.6	2	2	East End Siding
Browder.....	218.6	4	4	West End Siding
Grand Prairie.....	224.6	2	2	East End Siding
Grand Prairie.....	225.5	2	2	West End Siding
Arlington.....	222.1	2	2	East End Siding
Arlington.....	224.1	2	2	West End Siding
Ft. Worth.....	244.2	1	1	East End Siding—North Track
Lancaster Yard.....	248.0	1	1	Westward Main Track
Lancaster Yard.....	248.0	1	1	Eastward Main Track
Lancaster Yard.....	251.1	1	1	End Double Track

#### Marshall Sub-Division

Cut Off Jct.....	B-330.2	1	1	West Entrance to Interlocker Hollywood yard
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## EASTERN DIVISION

## SPECIAL INSTRUCTIONS

## ALL SUB-DIVISIONS

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND  
PROTECTED BY PERMANENT SLOW SIGNALS

Note: The designation "Mile Post—Poles" refer to Mile Post location and number of poles beyond in the direction of next higher Mile Post.

Miles per Hour		Restriction Begins		Restriction Ends	
Psg.	Other	Mile Post	Poles	Mile Post	Poles
Trains	Trains				

## Dallas Sub-Division

70		11	3	11	15
70		12	24	13	4
70		15	13	15	25
70		17	32	18	14
35	35	23	21	23	32
55	55	30	29	31	13
50	50	36	13	38	0
65		39	23	39	32
70		42	10	42	22
60		45	2	45	20
30	30	50	8	51	18
65		53	0	53	27
60		53	27	54	1
70		56	14	56	24
65		59	0	59	9
70		59	9	60	23
70		62	1	62	10
50	50	65	18	66	13
15	15	66	13	66	23
50	50	66	23	67	31
65		67	31	68	33
65		80	10	80	24
65		84	28	85	1
40	40	89	28	90	29
40	40	102	21	102	33
60		112	29	113	3
70		125	30	126	28
40	40	136	0	136	14
70		139	28	141	8
40	40	148	34	149	19
35	35	166	11	167	2
40	40	182	7	183	11
50	50	193	9	193	23
50	50	194	23	196	13
40	40	207	34	208	30
50*	50*	216	18	216	41
60		224	27	225	26
50	50	225	26	225	48
40	40	225	48	226	41
50	50	226	41	227	34
60		227	34	228	21
65		230	1	230	11
70		230	11	230	46
40	40	232	30	233	6
40	40	239	12	239	33
70		241	7	244	3
45	45	244	3	244	19
30	30	248	1	248	3

\*Applies North Track Only.

## Marshall Sub-Division

65		326	7	326	17
65		333	23	334	1
65		336	24	336	33
65		340	24	340	32
65		344	20	345	14
65		346	26	347	5
30	30	350	3	350	13

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND  
PROTECTED BY PERMANENT SLOW SIGNALS (cont'd)

Miles per Hour		Restriction Begins		Restriction Ends	
Psg.	Other	Mile Post	Poles	Mile Post	Poles
Trains	Trains				

## Bonham Sub-Division

30	30	60	20	61	12
30	30	90	16	90	18
25	25	111	20	112	13
25	25	128	3	128	25

## Whitesboro Sub-Division

25	25	128	3	128	25
20	20	153	25	155	23
30	30	173	8	173	24
50	50	186	8	186	17
50	50	188	14	189	2
70		190	25	191	15
20	20	191	15	192	4
70		200	10	200	17
70		201	15	201	22
45	35	203	10	203	20
65		203	20	204	6
20	20	207	33	210	4
50	50	211	34	212	3
45	35	221	0	222	0
55		228	20	228	30
65		236	14	236	29
35	35	241	25	242	4

## D. &amp; P. S. Subdivision

30	30	1	11	1	15
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## RAILROAD GRADE CROSSINGS

## Dallas Sub-Division

Location	Intersection Railroad	Miles per hour	
		Passenger	Freight
Texarkana Yard	St. L.-S. W. Ry. (Interlocked)		
M.P. 2.4	K. C. S. Ry.-I. C. C. Co. (Automatic Interlocked)	30	30
M.P. 51.2	L. & A. Ry. (Interlocked) (All signals controlled by Operator, Marshall)		
Big Sandy	St. L.-S. W. Ry. (Interlocked)		
Terrell	T. & N. O. R. R. (Interlocked)	25	25
M.P. 209.9	T. & N. O. R. R. (Interlocked)		
M.P. 212.1	G. C. & S. F. Ry. (Automatic Interlocked)	20	20
West Dallas	{ M. K. T. R. R. } { St. L.-S. W. Ry. } (Interlocked)		
Fort Worth	{ G. R. I. & G. Ry. } { M. K. & T. R. R. } { G. C. & S. F. Ry. } (Interlocked)	10	10
Yard	{ T. & N. O. R. R. }		

## Marshall Sub-Division

M.P. B-222.5	L. & A. Ry. (Automatic Interlocked)		
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## Bonham Sub-Division

Texarkana	St. L.-S. W. Ry. South End Yd. (Interlocked)		
Texarkana	St. L.-S. W. Ry. (Gate)		
Texarkana	K. C. S. Ry. (Interlocked)		
M.P. A-51.7	{ G. C. & S. F. Ry. } { T. & N. O. Ry. } (Automatic Interlocked)	30	30

## 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)		
M.P. A-252.1	St. L.-S. W. Ry. (Automatic Interlocked)	30	30
Fort Worth	{ M. K. T. R. R. } { G. C. & S. F. Ry. } (Interlocked)	10	10
Yard	{ T. & N. O. R. R. }		

## SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

### AUTOMATIC BLOCK SYSTEM

Automatic Block Signal Rules are effective on the Marshall and Dallas Subdivisions, and between Whitesboro and Ft. Worth on the Whitesboro Subdivision.

1. Rule 99(j) not applicable for protection of Sperry Rail Detector test cars, pile drivers, ballast plows, weed burners, weed mowers, clam shells and other material handling cranes.

2. Sperry Rail Detector Test Cars must comply with Block and Interlocking indications when moving on or using any track.

3. Within operating limits of automatic public crossing signals, switches must not be left open nor cars left standing in circuit longer than necessary, thereby causing excessive operation of the crossing signal.

### LIMITS OF CONTROL OPERATORS

Location	Between
Cut Off Jct.	Interlocking and Jct. switch Reisor.
Texarkana	T&P-StLSW Interlocking and west end siding National.
Marshall	West end siding National and east end Water Track Longview and from M.P. 90.1, Longview yard to MW Crossover, M.P. 136.9.
Longview	East end water track and M.P. 90.1, Longview yard.
Terrell	East end siding Terrell and Interlocking.
T&P Jct.	East end siding Scottdale and T&P Jct.
Fort Worth	UT Jct. Interlocking and East limits Interlocking, Fort Worth, MP 245.6.
Hodge	Peach Street, Fort Worth and north end siding, Hodge.

### SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS

1. In the following designated territory, trains and engines will be governed by block signals, whose indications will supersede the superiority of trains for both opposing and following movements on the same track, as provided for by rules 400 to 406, inclusive. Between:

Cut Off Jct. Interlocking and Junction Switch, Reisor;  
T&P-StLSW Interlocking, Texarkana and MW Crossover, MP 136.9.  
East end siding Scottdale and T&P Jct;  
UT Jct. Interlocking and East Interlocking Limits, Fort Worth, MP 245.6  
Peach Street Ft. Worth and north end siding Hodge.

2. Rule 425 is in effect between east and west ends siding Terrell.

3. Between:  
T&P-SLSW Interlocking, Texarkana, and west end siding National;

yard engines and other engines may enter the main track at a hand-operated switch without authority from the control operator. Engines entering the main track within these limits without authority from the control operator, or having entered these limits on signal indication at other than a hand-operated switch, must not occupy the main track when it is known a first class train will be delayed and must give way to other trains promptly.

4. Yard engines clearing the main track at M&ET Connection or at Darco Plant, Marshall, must report clear of the main track and must have authority from the control operator at Marshall before again entering the main track.

5. The two main tracks between east interlocking limits, Ft. Worth, MP 245.6, and crossovers just east of interlocking limits may be entered at a hand-operated switch without authority from the train dispatcher. Trains, yard engines, and other engines having entered either of the main tracks at or between limits specified without authority from the train dispatcher, or on signal indication at other than a hand-operated switch, must not occupy a main track within these limits when it is known a first class train will be delayed. Yard engines must give way to road freight trains as promptly as possible.

### SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS—Continued

6. Yard engines must not enter the main track at Hodge, Peach Street Ft. Worth, or any point between, until control operator has been notified by engine foreman of the move to be made and proper signal indication displayed. Yard engines doing work on main track at Hodge, Belt Jct., or compress track north of Peach Street Ft. Worth, must not occupy main track until authorized by control operator Hodge, with track and time limits as prescribed by rule 402.

7. Authority to enter the main track at a hand-operated switch, not authorized by signal indication, as provided in Paragraphs 3, 4, 5, and 6, does not modify compliance of rule 104 (15).

8. Extra trains may be run without train orders as provided for by rules 88 (a) and 401, between:

Texarkana and Mineola Yard;  
Cut Off Jct. and Reisor;  
U.T. Jct. and Ft. Worth.

Clearance at initial station as prescribed by rule 401 and supplement thereto will authorize the movement and identify the train as an extra.

A train authorized to run extra between a Marshall subdivision station and a Dallas subdivision station west of Marshall may leave Marshall without clearance when train order signal governing such movement indicates Proceed.

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

Ballast discers, rail oilers, weed burners, weed mowers, pile drivers, burro cranes, clam shells and other similar uninsulated machines must not occupy main track within territory where Rules 400 to 406 inclusive, are in effect except on authority of track and time limits as prescribed by Rule 402.

10. Annunciator system, of the miniature semaphore type, governing trains leaving Texarkana located on train shed post immediately west of stairway tracks 4, 5, and 6 for Passenger Trains and on post at extreme west end Passenger Track 6 for freight trains. Conductor will push button located on miniature signal case which will indicate to Towerman Texarkana that train is ready to depart; and the train must wait until miniature semaphore signal clears. If miniature signal does not clear promptly, notify Towerman Texarkana and be governed by his instructions.

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

12. The signalman at North Tower, Dallas Union Terminal, will report to the train dispatcher Fort Worth the departure of westward trains, also the westward movement of yard engines when such movements are to Browder or beyond.

13. When necessary to use train order in connection with movements between U. T. Jct. and Fort Worth the following station names will refer to crossovers located as follows:

<u>Station</u>	<u>Location</u>
Handley	M.P. 239.1
Cloudy	M.P. 222.0
Eagle Ford	M.P. 220.0
Harrys	M.P. 217.5

## EASTERN DIVISION

SPECIAL INSTRUCTIONS  
ALL SUB-DIVISIONS

## SPRING SWITCHES

Station	Mile Post	Track	Facing Point Direction	Normal Position
<b>Texarkana Sub-Division</b>				
TS&N Jct.	T-24.5	North Wye	Eastward	For movement to Texarkana Sub-Division Main track.
TS&N Jct.	226.5	West Wye	Southward	Must be lined as necessary for facing point movements. May be left as used and trailed through from either leg of wye.

## Marshall Sub-Division

Reisor	212.0	Junction switch	Westward	Main track
Waskom	220.9	East End Siding	Westward	Main track
Waskom	222.0	West End Siding	Eastward	Main track
Scottsville	241.9	East End Siding	Westward	Main Track
Scottsville	242.7	West End Siding	Eastward	Main Track
Marshall	247.8	East End Siding	Westward	Main track
Marshall	249.8	West End Siding	Eastward	Main track

## Dallas Sub-Division

National	1.8	West End Siding	Eastward	Main track
Marshall	45.2	East End Crossover	Westward	Main track
Mineola Yard	158.9	West End Pull-out	Eastward	Main track
Silver Lake	141.7	East End Siding	Westward	Main track
Silver Lake	142.7	West End Siding	Eastward	Main track
Grand Saline	149.6	East End Siding	Westward	Main track
Grand Saline	151.1	West End Siding	Eastward	Main track
Fruitvale	153.9	East End Siding	Westward	Main track
Fruitvale	154.9	West End Siding	Eastward	Main track
Edgewood	155.0	East End Siding	Westward	Main track
Edgewood	159.6	West End Siding	Eastward	Main track
Wills Point	166.7	East End Siding	Westward	Main track
Wills Point	168.2	West End Siding	Eastward	Main track
Elmo	175.1	East End Siding	Westward	Main track
Elmo	176.7	West End Siding	Eastward	Main track
Terrell	181.2	East End Siding	Westward	Main track
Lawrence	186.2	East End Siding	Westward	Main track
Lawrence	187.7	West End Siding	Eastward	Main track
Forney	192.2	East End Siding	Westward	Main track
Forney	194.1	West End Siding	Eastward	Main track
Marlith	192.2	East End Siding	Westward	Main track
Marlith	192.8	West End Siding	Eastward	Main track
Scottdale	204.5	East End Siding	Westward	Main track

## Whitesboro Sub-Division

Fort Worth	A-242.2	End of two main tracks, Peach Street	Southward	Main track
Hodge	239.2	North End Siding	Southward	Main Track
Denton	209.5	South end Siding	Northward	Main track

Spring switches must be lined for intended move before attempting to move track machines such as rail rollers, ballast, discer machines, burro cranes or any roadway equipment through them where the weight of such equipment is less than weight of an empty freight car.

A member of train or yard crew riding caboose or rear car in out should observe spring switches after passing through them in trailing point direction to see if points move or if any indication of switch being in damaged condition, and if such condition noticed, make report accordingly.

## SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED SWITCHES

## Dallas Sub-Division

Spring switch at west end National; power-operated switch at east end National; switch and signals east end National controlled by Towerman Texarkana; signals at west end National controlled by Operator Marshall.

Power-operated switches at each end passing sidings Sulphur to Lansing, inclusive, and signals in connection therewith controlled by Operator, Marshall.

All power-operated switches Longview and signals in connection therewith controlled by Operator, Longview.

Power-operated switches at each end passing sidings Greggton to Hoard, inclusive; switches and signals in connection therewith, except switches and signals at east end siding Big Sandy, controlled by Operator, Marshall.

Switches and signals at east end Big Sandy siding controlled by Operator Big Sandy and are part of Interlocking, T&P-StLSW crossing, Big Sandy.

Power-operated switch at east end North Track, Mineola MP 136.0, and both ends MW Crossover, MP 136.9; switches and signals in connection therewith controlled by Operator Marshall.

Power-operated switches at east end siding T&P Jct and at west end siding, Scottdale, and all Absolute Signals in connection therewith controlled by Towerman, T&P Jct.

Absolute Signals at east end siding Scottdale, controlled by Towerman, T&P Jct.

Power-operated switches at west end siding T&P Jct and at T&P-T&NO connection, T&P Jct. and all Absolute Signals in connection therewith are a part of Interlocking, T&P Jct.

Power-operated switches U.T. Jct. and at east end U.T. track No. 1, and signals in connection therewith, are controlled by Operator at North Tower, Dallas Union Terminal Interlocking and are a part of North Tower Interlocking. Interlocking North Tower, Dallas Union Terminal begins at Signal Bridge, 2 poles east of M. P. 215.

Power-Operated switches at east end siding Fort Worth and at each end of sidings, Arlington Grand Prairie and Browder and east end drill track Browder and the signals in connection therewith controlled by Train Dispatcher Fort Worth.

## Whitesboro Sub-Division

Power-operated switch and derail south end Drill Track Belt Jct., and at south end siding Hodge; Switches, derail and signals in connection therewith controlled by operator, Hodge.

Power-operated switch at Junction of the T&P and MK&T main tracks at Whitesboro and signals in connection therewith controlled by operator Whitesboro.

Should a train or engine approach a power-operated switch and find it not lined for the movement to be made, a member of crew must communicate with train dispatcher or operator.

## SPECIAL INSTRUCTIONS GOVERNING ELECTRICALLY

## LOCKED HAND-OPERATED SWITCHES

1. To Leave Main Track: Necessary for engine or car occupy short track section directly ahead of switch points; remove switch lock from main track switch, and when indicator lamp on top of electric lock mechanism lights, press foot pedal to release throw lever, and then the switch stand operating switch and the stand operating the derail may be operated the same as any ground-throw switch stand.

2. To Enter Main Track From a Track Equipped with an Electrically-locked Derail: Remove switch lock from derail stand and with lock removed wait approximately three minutes for lamp in top of electric lock mechanism to light; when lighted, press foot pedal to release throw lever and throw derail off rail, then the main track switch stand may be operated the same as any other ground-throw switch stand.

When entering the main track, the derail must be thrown from rail before attempting to operate the main track switch stand.

3. To Enter Main Track From Passing Siding Not Protected by Derails: Remove switch lock from stand, and if no train is approaching, the indicator lamp in top of electric lock mechanism should light; and switch may be operated at once. If indicator lamp does not light when lock is removed, wait at least three minutes for an approaching train to pass.

4. To enter main track at a crossover equipped with electric locks, the inside switch of the crossover must be operated first, or in the same manner as an electrically locked derail.

5. Switch locks must be replaced in hasps of electrically locked switches and derails when not in use.

6. If after waiting three minutes by watch for an indicator lamp to light as provided in paragraphs 2 and 3, and lamp does not light, try foot pedal to ascertain if indicator lamp is burned out and the switch is unlocked.

SPECIAL INSTRUCTIONS  
ALL SUB-DIVISIONS

GENERAL ORDER STATIONS

Texarkana Yard Office	Ft. Worth East Yard
Texarkana Roundhouse	Ft. Worth Passenger Station
Marshall Telegraph Office	Ft. Worth Coach Yard
Marshall Yard Office	Ft. Worth West Yard
Longview Telegraph Office	Lancaster Yard Round House
Longview Yard Office	Lancaster Yard Sub Yard Office
Longview Roundhouse	Lancaster Yard Hump Office
Mineola Yard	Bonham
Mineola Roundhouse	Denison KOG-MKT Offices
Grand Saline	Whitesboro
East Dallas Yard Office	Hollywood Round House
East Dallas Roundhouse	Hollywood Yard
Dallas Union Terminal	Cut Off Jet.
Dallas Downtown Yard Office	Mart I-GN Yard Office

YARD LIMITS

Dallas Sub-Division

Texarkana } One Yard	Mineola } One Yard	T.&P. Jct. } One Yard
National } One Yard	Mineola Yard } One Yard	Dallas } One Yard
Marshall } One Yard	Grand Saline } One Yard	U. T. Jct. } One Yard
Longview } One Yard	Torrell } One Yard	Browder } One Yard
Greggton } One Yard	Fort Worth } One Yard	Bagle Ford } One Yard
Camps } One Yard	Lancaster Yard } One Yard	

Whitesboro-Bonham-Texarkana Sub-Divisions

Texarkana } One Yard	Whitesboro } One Yard
Argo } One Yard	Denton } One Yard
Paris } One Yard	Hodge } One Yard
Bonham } One Yard	Belt Jct. } One Yard
Denison } One Yard	Fort Worth } One Yard
Sherman Jct. } One Yard	Lancaster Yard } One Yard
Sherman } One Yard	

INTERLOCKING WHISTLE SIGNAL CODE

Cut Off Jet.

Route to inbound main track and to Marshall	0000
Route to main track towards Natchitoches	00 --
Route to Yard	0 --

Texarkana

Dallas Sub-Division, Main Track	00 --
Bonham Sub-Division	{ East 0 -- 00
	{ West 0 -- 00
Texarkana Sub-Division	{ North 0 -- 00
	{ South 0 -- 00

Big Sandy

Main Track	00 --
Passing Siding	0 -- 0
Transfer Track	0 -- 0

Terrell

Main Track	00 --
Passing Siding	0 -- 0

T. & P. Junction

T. & P. Main track, either direction, eastward or westward	00 --
Wye track entering or leaving T. & P. Yard west of T. & N. O. crossing	0 -- 0
Crossover from old T. & P. main track to Passing siding in either direction	00 -- 0
Storage Track	0 -- 0
T. & P. Track B-1	0 -- 0
T. & P. Track B-2	0 -- 0
T. & P. Track B-3	0 -- 0
T. & P. Track B-4	0 -- 0

Dallas Union Terminal

Levee Track to Main Track	00 --
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Bells

M. K. T. Crossing	00 --
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Sherman

T. & N. O. crossing from main track	00 --
T. & N. O. crossing for passing siding	0 -- 0

TIME SERVICE

NATIONAL RAILWAY TIME SERVICE COMPANY

Chicago, Ill.

LOCAL WATCH INSPECTORS

NAME	HEADQUARTERS	TERRITORY
G. W. Haltom	Ft. Worth	Ft. Worth to Belser and to Texarkana.
G. W. Haltom	Ft. Worth	Ft. Worth to Sherman.
J. B. Rockwell	Denison	Sherman to Texarkana.
Parks Credit Jewelers	Texarkana	Local.
McDaniel Jewelry, Inc.	Marshall	Local.
McCarley's Jewelry Store	Longview	Local.
A. C. Flynt	Mineola	Local.
Smith's Jewelry	Grand Saline	Local.
Busch & Sons	Dallas	Local.
Gough Jewelry Co.	Dallas	Local.
Ace Credit Jewelers	Dallas	Local.
Looney's	Dallas	Local.
Skinnners Jewelry	Arlington	Local.
Bonham Jewelry Co.	Bonham	Local.
Bryan's Jewelry	Shreveport	Texarkana Sub-Division.
Youngblood Jewelry Co.	Shreveport	Local.

HOSPITAL

DR. JOHN E. HILL, Chief Surgeon

Marshall, Texas

LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. A. A. Herold	Shreveport	Dr. F. C. Shands	Monquite
Dr. A. A. Herold, Jr. (Assoc.)	"	The Samuel Clinic	Dallas
Dr. Paul D. Abramson (Assoc.)	"	Dr. H. V. Cepeland	Grand Prairie
Dr. R. P. Bays (Assoc.)	"	Dr. Sidney Gaines	Grand Prairie
Dr. I. R. Fowier	Waskem	Dr. F. L. Harvey	Arlington
Dr. H. E. Murry	Texarkana	The Coffey Clinic	Fort Worth
Dr. Charles A. Smith	Texarkana	Dr. J. W. Shoemaker	
Dr. J. D. Nichols	Atlanta	(Associate)	North Fort Worth
Dr. E. W. Grumbles	Atlanta	Dr. M. B. McGee	New Boston
Dr. T. K. Nichols (Assoc.)	Atlanta	Dr. C. S. Crew	DeKalb
Dr. B. Joelin (Assoc.)	Atlanta	Dr. R. W. Payne	Clarkeville
Dr. Wm. S. Terry	Jefferson	Dr. M. A. Walker	Paris
Dr. J. T. McRee	Longview	Dr. H. C. Chancellor	Honey Grove
Dr. Frank V. Mondrik	Longview	Dr. J. M. Donaldson	Bonham
Dr. Carl Nichols	Gladeater	Dr. Joe A. Risser	Bonham
Dr. E. R. Moser	Gladeater	Dr. H. I. Stoutt	Sherman
Dr. R. O. Moore	Mineola	Dr. D. C. Enloe (Assoc.)	Sherman
Dr. James M. Williams	Mineola	Dr. Joe H. Stoutt (Assoc.)	Sherman
Dr. V. E. Cosby	Grand Saline	Dr. G. A. Lively	Whitesboro
Dr. Geo. Marsh, Jr. (Associate)	Grand Saline	Dr. Paul Pierce	Danison
Dr. H. T. Fry	Wills Point	Dr. J. D. Harvey	Tiega
Dr. G. E. Alexander	Terrell	Medical-Surgical Clinic	Denton
Dr. O. S. Leinart, Jr.	Terrell	Dr. James L. Robins	Belcher
Dr. L. W. Conradt (Assoc.)	Terrell		
Dr. Christine E. Walker	Forney		

OCULISTS

Dr. J. A. Wilkinson	Shreveport
Dr. A. W. Roberts	Texarkana
Dr. V. E. Hurst	Longview
Dr. W. B. Norman (Assoc.)	Longview
Dr. C. W. Payton (Assoc.)	Longview
Dr. S. F. Harrington	Dallas
Dr. W. M. Knowles	Dallas
Dr. Lloyd Richey	Dallas
Dr. J. Robert Harris	Fort Worth
Dr. Thomas E. Hunt	Paris
Dr. Bert B. Davis	Denton

## SPECIAL INSTRUCTIONS

## DALLAS SUB-DIVISION

First class trains must run at restricted speed between the east end of siding and passenger station, Ft. Worth.

Rule 93. Exception to within Longview and West Dallas yards:

(1) In the following designated territory, extra trains and engines entering and using a block on a:

- Clear signal Rule 281,
- Approach Medium signal Rule 282, or
- Medium Clear signal Rule 283

may accept such indication to supersede the requirement of Rule 93 to move at Restricted Speed within the limits of the block governed

- (a). Between yard limit boards, MP 88 and MP 93 pole 16 (Longview-Greggton-Camps yard limits).
- (b). Between yard limit boards, MP 214.9 and MP 220.8 (UT Jct-Browder-Eagle Ford yard limits).

In the above territory, trains and engines will be governed by the following:

(2). An extra train or engine entering and using a block on other than indications prescribed by Rules 281, 282 or 283, must move at Restricted Speed as prescribed by Rule 93 until leading wheels pass another signal displaying an indication prescribed by Rule 281, 282 or 283.

(2-a). A train or engine having entered a block on a proceed indication and stops, or is delayed, must move at Low Speed as prescribed by Rule 330.

(3). When an Absolute Signal governing the use of a block displays "Stop" Rule 292, a train or engine must not enter that block without flag protection against opposing trains or engines, except:

- (a). Upon verbal advice from Train Dispatcher or Control Operator in the words: "There is no opposing train or engine in the block.
- (b). To enter track and time limits as prescribed by Rule 402.
- (c). When within track and time limits prescribed by Rule 402.
- (4). A train or engine having passed beyond the limits of a block must not back into, or re-enter such block without flag protection against opposing trains or engines, except:

- (a). When within track and time limits prescribed by Rule 402.
- (b). As provided for in Rule 404.
- (5). When entering a main track, or crossing from one main track to another, at an electrically locked hand-operated switch, not authorized by a block or interlocking signal indication, trains and engines must obtain track and time limits as prescribed by Rule 400, and in addition if conditions require a three (3) minute or more time interval before switch is released for hand operation, protection must be afforded a sufficient distance to stop trains or engines moving at Low Speed before fouling the main track.

(6). Such operating, interlocking and block signal rules as are not modified by these instructions remain in force.

Rule 99 (j) is effective on the Dallas subdivision.

Rule 375 (10). Exception to: Control Operator Marshall may, when conditions or work requires, grant track and time limits between:

- (1) East switch Bivins and west switch Queen City
- (2) East switch Woodlawn and west switch Payne
- (3) East switch Big Sandy and west switch Greggton.

Train order, Form Y, is authorized between Mineola Yard and T&P Jct.

Between T&P-StLSW Interlocking Texarkana and Texarkana (passenger station and freight yard) there is no superiority of trains and all trains and engines within these limits must move at restricted speed, not exceeding 15 miles per hour. Within these limits, freight trains, yard engines and other engines must, immediately upon the approach of scheduled passenger trains, clear route for their movement; yard engines and other engines must give way to freight trains as promptly as possible.

Time at Dallas is shown for information only.

Time of Nos. 501 and 502 at Ft. Worth applies at G.C.&S.F. passenger station.

(Continued)

## DALLAS SUBDIVISION—continued

Times of departure Ft. Worth and arrival Lancaster Yard Nos. 1 and 7, and departure Lancaster Yard and arrival Ft. Worth Nos. 2 and 8 are shown for information only.

Time at Gladewater applies at station.

Time at Mineola Yard for all trains applies at crossover, west end Mineola Yard, MP 138.6.

Marshall is a register station for Nos. 21 and 22 only.

Longview is a register station for Nos. 221, 222, 225, 226, 237, and 238 only.

Mineola Yard is a train order office and register station for second class and inferior trains only. No train order signal at Mineola Yard. Second class and inferior trains must secure clearance before leaving Mineola—Mineola Yard limits unless such train has been delivered train order reading—"This clears (train) at Mineola Yard".

Trains may leave T&P Jct without a T&P clearance when T&P train order signal indicates proceed, Rule 230, for the direction of movement, except that trains originating at, or turning at East Dallas Yard, must secure clearance and train orders, if required, before leaving T&P Jct.

Dallas (Union Terminal) is a register station for Nos. 501 and 502 only. No. 501 and other trains originating there must secure a clearance at Dallas (Union Terminal) train order office.

Ft. Worth is a register station for first class trains and other trains originating or terminating at that station, and is a train order office for first class trains and other trains originating at that station only; other trains may leave Ft. Worth without a clearance.

Trains originating at Lancaster Yard must not leave without a clearance.

Santa Fe trains between Dallas and Ft. Worth may display at night markers with red and yellow lights, instead of red and green. The yellow lights so displayed have the same meaning as do the green lights prescribed by rule 19.

Freight trains and yard engines with freight cars will not use passenger track Marshall and No. 1 passenger track Longview.

Second class and inferior trains, yard and other engines may run ahead of overdue eastward first class trains between MP 250, Lancaster Yard, and crossovers at MP 245.6 just east of interlocking limits Ft. Worth, without train order authority, but will not occupy main track within these limits when it is known a first class train will be delayed.

Second class and inferior trains may run ahead of overdue westward first class trains between crossovers at MP 245.6 just east of interlocking limits Ft. Worth, and MP 250 Lancaster Yard, without train order authority.

Yard and other engines may run ahead of overdue westward first class trains between crossovers at MP 245.6 just east of interlocking limits, Ft. Worth, and MP 250 Lancaster Yard, without train order authority, but will not occupy main track within these limits when it is known a first class train will be delayed.

Employees of the FW&DC, GC&SF, I-GN, KCS, MKT, SLSF&T. and T&NO Railways are subject to the rules, time-table, and special instructions of the Texas and Pacific Railway while occupying its tracks.

Between U.T. Jct. and T&P Jct., employees of the Texas and Pacific Railway are subject to the rules, time-table, and special instruction of the T&NO RR and to rules and special instructions of the Union Terminal Co., Dallas, while occupying their tracks.

Standard Clocks: Texarkana Dallas Yard  
Marshall Dallas Union Terminal  
Longview Ft. Worth (Passenger Station)  
Mineola Yard

(Continued on page 15)

## SPECIAL INSTRUCTIONS

DALLAS SUBDIVISION—continuedOTHER PASSENGER TRAIN FLAG STOPS

Train	Stations
No. 1	Atlanta: discharge passengers from north of Texarkana and receive passengers for Dallas and beyond. Jefferson: discharge passengers from north of Texarkana and receive passengers for west of Fort Worth. Mineola and Wills Point: discharge passengers from north of Texarkana. Grand Saline: to discharge passengers from St. Louis and beyond. Terrell, Grand Prairie and Arlington: to discharge passengers from Texarkana and beyond.
No. 2	Arlington and Grand Prairie: to receive passengers for Texarkana and beyond. Terrell, Wills Point and Mineola: to discharge passengers from El Paso and beyond and receive passengers for Texarkana and beyond. Grand Saline: to receive passengers for St. Louis and beyond. Jefferson: to discharge passengers from Dallas and beyond and receive passengers for Texarkana and beyond. Atlanta: to discharge passengers from Dallas and beyond and to receive passengers for north of Texarkana.
No. 4	Edgewood to discharge passengers from Dallas and beyond and to receive passengers for Marshall and beyond. Hawkins: to discharge passengers from El Paso and beyond and to receive passengers for St. Louis, Memphis and beyond. Angler: to discharge passengers from Dallas and beyond. Queen City: to discharge passengers from Longview and points west.
No. 7	Hallsville: to receive passengers for west of Longview. Jarvis College: to receive or discharge passengers to or from Texarkana, Shreveport, Dallas and beyond. Angler: On Saturdays, Sundays and Mondays to receive passengers for Dallas and beyond. Grand Prairie and Arlington: to discharge passengers from Texarkana and beyond or Shreveport and beyond.
No. 8	Grand Prairie: to discharge passengers from Abilene and beyond. Terrell, Wills Point and Mineola: to discharge passengers and to receive passengers destined points scheduled to stop. Jefferson: to discharge passengers from west of Ft. Worth Atlanta: to discharge passengers from Dallas and beyond.
No. 11	Angler: Mondays only to receive passengers Dallas and beyond. Grand Saline: to discharge passengers from Shreveport and beyond and to receive passengers for Dallas and beyond. Forney: to discharge passengers from Shreveport and beyond and to receive passengers for Fort Worth and beyond. Arlington: to discharge passengers from Shreveport and beyond, and to receive passengers for points west of Ft. Worth. Grand Prairie: to receive passengers destined beyond Ft. Worth and to discharge passengers from Shreveport and east.
No. 12	Forney and Hawkins: to discharge passengers and to receive passengers destined to points scheduled to stop or flag. Grand Saline: to discharge passengers from Dallas and beyond and to receive passengers for Marshall and beyond where scheduled to stop. Big Sandy: to receive passengers for Shreveport and beyond.
No. 221	Atlanta and Jefferson: to receive passengers destined south of Longview where I-GN No. 21 scheduled to stop.
No. 222	Atlanta and Jefferson: to discharge passengers from points south of Longview.
No. 225	Jefferson: to receive passengers destined south of Longview and passengers for Dallas.
No. 226	Jefferson: to discharge passengers from south of Longview.
No. 227	Lodi and Domino: to receive and discharge passengers. Queen City, Bivins, Kildare, and Lodi: to load or unload mail, parcel post or express.
No. 228	Hallsville: to discharge passengers from points on I-GN south of Longview and to receive passengers for points north of Marshall. Lodi and Domino: to receive and discharge passengers. Lodi, Kildare, Bivins and Queen City: to load or unload mail, parcel post or express.

WHITESBORO SUBDIVISION

1. Time of M-K-T trains Whitesboro applies at T&P-MKT Junction switch Whitesboro.
2. No train order signal at Whitesboro. All trains must secure clearance unless such train has been delivered train order reading—"This clears (train) at Whitesboro".
3. First class trains must run at restricted speed between 17th Street and Peach Street, Ft. Worth.  
Second class and inferior trains and engines may run ahead of overdue first class trains between Ft. Worth (Passenger Station) and Ft. Worth (Peach Street) without train order authority, but will not occupy the main track within these limits when it is known a first class train will be delayed.
4. Two main tracks in service between 17th Street and Peach Street, Ft. Worth.  
South switch at end Two Main Tracks 17th Street, 200 feet north of Interlocking Tower, power-operated; switch and signals controlled by Towerman, Ft. Worth Interlocking.
4. (a) Two tracks around wye in service between Passenger Station tracks and Whitesboro Subdivision main tracks 17th Street, Ft. Worth; power-operated switches and signals in connection therewith controlled by Towerman, Ft. Worth Interlocking.  
Passenger trains and engines entering or leaving Passenger Station will, unless otherwise routed by interlocking signals, use the right hand track in direction moving.  
Freight trains and engines moving between 17th Street and Lancaster Yard via route to Passenger Station will, unless otherwise routed by interlocking signals, use Outbound Track between end of Two Main Tracks 17th Street and connection with Dallas Subdivision main tracks, west of South Main Street subway.  
Southward trains or engines enroute to West Yard or Lancaster Yard will, unless otherwise routed by interlocking signals, use crossover from Southward to Northward Main Track 17th Street, thence Outbound Track around wye to connection with Dallas Subdivision main tracks, west of South Main Street subway.
5. Between Ft. Worth and Hodge, extra trains may be run without train orders, as provided by rules D-88, 88(a), and 401.  
5 (a). Trains originating at Lancaster Yard must not leave without a clearance.
6. Rule 99 (j) is effective on the Whitesboro Subdivision between Ft. Worth and T&P-MKT junction switch, Whitesboro.  
The use of train order form Y is authorized on the Whitesboro Subdivision between Bonham and Sherman Jct.
7. All trains will register at Hodge by Register ticket.  
MKT Nos. 311, 312, 327 and 328 will register at Whitesboro by register ticket.
8. On MKT passenger trains between Ft. Worth and Whitesboro the standard marker lamps prescribed by Rule 19 may be replaced by a single electric light showing red to rear by day and by night, which red light will designate the rear of MKT passenger trains.  
When electric current is not available for such single unit marker light, a lighted red lantern may be substituted therefor.
9. Both switches of crossover between Two Main Tracks north of 9th Street Crossing Ft. Worth electrically locked.  
North switch No. 4 track, just north 9th Street, Ft. Worth electrically locked; derails opposite each other on No. 4 and North Lead Tracks, located approximately 160 feet south of this switch, are pipe connected and operated by switch lever.  
Both switches of crossover, M.P. 240.6, just south depot Hodge, electrically locked and electric locks controlled by Operator Hodge.  
Normal position main track switch, south end Sherman Jct. siding, M.P. 151.4, lined and locked for movement to and from siding; target will display RED when lined for siding, GREEN when lined for main track.
10. Employees of Missouri Kansas Texas Railroad are subject to the Rules, Timetable and Special Instructions of the Texas and Pacific Railway while occupying its tracks.
11. Standard Clocks: Ft. Worth (Passenger Station), Hodge, Whitesboro and Bonham.