

MAKE EVERY TRIP A SAFETY TRIP



G. L. STRICKLIN HORACE McGEE
Assistant Superintendents

W. H. McCUNE
D. H. PENTON
Road Foremen of Engines

J. A. SINGISER
Chief Dispatcher

R. O. JOHNSON
Night Chief Dispatcher

C. MANSFIELD C. W. WRIGHT
P. M. McGEE J. H. CRANE
W. L. NIGH E. ELLIOTT
R. R. HOLDEN
Dispatchers



ROAD FOREMAN OF ENGINES HAS THE SAME
AUTHORITY AS ASSISTANT SUPERINTENDENT
WHILE ON LINE OF ROAD.

Missouri-Kansas-Texas Railroad Company of Texas

EMPLOYES'

TIME TABLE No. 25-C

NORTH TEXAS DISTRICT

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

Sunday, July 3, 1949

Superseding Previous Time Table and Supplements

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYES ONLY

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

C. A. BIRGE, JR.,
Superintendent

J. H. LITTLE,
General Superintendent
of Transportation

H. M. WARDEN,
Vice-President and
General Manager

SOUTHWARD TRAINS

DALLAS DIVISION

SOUTHWARD TRAINS

FOURTH CLASS		THIRD CLASS			Distance from St. Louis	TIME TABLE NO. 25-C		Sliding Capacity Cars, Telephone, Seales, Water, Turn Table, Wye, Fuel Yards	FIRST CLASS					
95	793	181	775	Effective 12:01 A. M. July 3, 1949		STATIONS			1	7	507	511	813	5
Way	F.W.&D.C.	Katy Komet	F.W.&D.C.				Texas Special	The Bluebonnet	F.W.&D.C. Passenger	F.W.&D.C. Passenger	F.W.&D.C. Passenger	Katy Flyer		
Monday Wednesday Friday	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily		
AM 8.00		PM 5.00		767.0	N	DALLAS YARD DY	WPTYOS							
				767.2		DALLAS UT	P	AM 8.50	AM 9.00	AM 9.25	AM 9.45	PM 5.00	PM 11.00	
AM 8.15	PM 9.00	PM 5.10	PM 4.15	769.3	N	GC&SF Interlocking—CRI&G Jct. ENDOT CJ	P	AM 7.55	AM 9.05	AM 9.30	AM 9.51	PM 5.05	PM 11.05	
8.25	9.07	5.16	4.22	772.7		PEELER	45 WP	7.59	9.09	9.34	9.56	5.09	11.10	
8.45	9.25	5.29	4.40	781.7	N	LANCASTER CA	87 P	8.08	s 9.20	9.43	10.07	5.18	11.21	
8.58	9.35	5.37	4.50	787.0		ELVA	75 P	8.14	9.27	9.49	10.14	5.24	11.29	
9.08	9.43	6.00	4.58	791.2		STERRETT	80 P	8.18	9.33	9.53	10.20	5.28	11.34	
9.16	9.50	6.07	5.05	794.6		TATE	70 P	8.22	9.37	9.57	10.25	5.32	11.38	
9.25	10.00 PM	6.15	5.15 PM	797.5	N	T&NO Interlocking M-K-T JUNCTION	P	8.27	9.42	10.02 AM	10.35 AM	5.37 PM	11.44	
9.44		6.18		798.1		WAXAHACHIE	53 WP	8.28	s 9.44				s 11.46	
10.20		6.28		803.0		NELSON	60 P	8.34	9.59				11.59	
10.45		6.37		807.3	D	FORRESTON SN	35 P	8.39	t 10.07				AM 12.05	
11.15		6.47		812.1	D	ITALY BG	55 P	8.46	s 10.19				12.15	
11.45		7.09		818.3	D	MILFORD M	46 P	8.52	t 10.29				12.23	
PM 12.15		7.30		825.8		FRASER	31 P	9.01	10.40				12.34	
12.35		7.45		833.2		HILLSBORO	OY P	9.11	s 11.00				12.46	
12.40 PM		7.55 PM		834.3	N	WINSLOW HB	Yard W P	9.14 AM	11.05 AM				12.49 AM	
95	793	181	775					1	7	507	511	813	5	
14.4	28.2	23.1	28.2			67.1		47.8	32.2	49.1	36.3	49.1	36.9	
Average speed per hour														

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

Dallas Yard or Endot will not be considered as an initial or terminal station for first class schedules extending through between Denison and Winslow on combined pages 1, 2 and 3 of the Dallas Division under provisions of Rule 4. Denison and Winslow will be the initial and terminal stations for such first class schedules.

NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

FIRST CLASS						Distance from St. Louis	TIME TABLE NO. 25-C		Sliding Capacity Cars, Telephone, Seals, Water, Turn Table, Wye, Fuel Yards	THIRD CLASS			FOURTH CLASS	
508 F.W.&D.C. Passenger	8 The Bluebonnet	2 Texas Special	512 F.W.&D.C. Passenger	814 F.W.&D.C. Passenger	6 Katy Flyer		Effective 12:01 A. M. July 3, 1949			776 F.W.&D.C.	180 Katy Komet	798 F.W.&D.C.	96 Way	
Daily	Daily	Daily	Daily	Daily	Daily		STATIONS		Daily	Daily	Daily	Tuesday Thursday Saturday		
						767.0	N	DALLAS YARD	DY	WPTYOS			AM 8.00	PM 1.00
						767.2	N	DALLAS	UT	P				
PM 9.00	PM 8.45	PM 6.35	PM 4.05	PM 12.37	AM 7.15	767.2	N	DALLAS	UT	P				
PM 8.52	PM 8.36	PM 6.25	PM 3.55	PM 12.30	AM 7.05	769.3	N	GC&SF Interlocking—CRI&G Jct. ENDOT	CJ	P	AM 5.45	AM 7.40	PM 5.30	PM 12.50
						772.7		PEELER		45 WP	5.35	7.34	5.16 4.59	12.40
8.48	8.32	6.21	3.50	12.26	7.00	772.7		PEELER		45 WP	5.35	7.34	5.16 4.59	12.40
8.39	f 8.19	6.11	3.39	12.17	6.50	781.7	N	LANCASTER	CA	87 P	5.15	7.21	4.40	12.17 PM
						787.0		ELVA		75 P	5.05	7.13	4.15	11.50
8.33	8.08	6.05	3.31	12.11	6.43	787.0		ELVA		75 P	5.05	7.13	4.15	11.50
8.28	8.00	6.00	3.25	12.06	6.37	791.2		STERRETT		80 P	4.55	7.06	4.00	11.35
8.24	7.55	5.50	3.20	12.02 PM	6.32	794.6		TATE		70 P	4.45	7.00	3.45	11.20
						796.6		TATE		70 P	4.45	7.00	3.45	11.20
						797.5	N	T&NO Interlocking	HC	P				
8.20 PM	7.50	5.52	3.15 PM	11.57 AM	6.27	797.5	N	T&NO Interlocking	HC	P				
						798.1		M-K-T JUNCTION			4.35 AM	6.54	3.30 PM	11.10
	s 7.48	5.51			f 6.25	798.1		M-K-T JUNCTION			4.35 AM	6.54	3.30 PM	11.10
	7.35	5.45			6.16	803.0		WAXAHACHIE		53 WP		6.52		9.44
						803.0		WAXAHACHIE		53 WP		6.52		9.44
	f 7.29	5.40			6.10	807.3	D	NELSON		60 P		6.43		9.20
						807.3	D	NELSON		60 P		6.43		9.20
	f 7.19	5.33			6.00	812.1	D	FORRESTON	SN	35 P		6.35		9.05
						812.1	D	FORRESTON	SN	35 P		6.35		9.05
	f 7.09	5.27			5.53	818.3	D	ITALY	BG	55 P		6.25		8.46
						818.3	D	ITALY	BG	55 P		6.25		8.46
	6.58	5.18			5.42	825.8		MILFORD	M	46 P		6.16		8.15
						825.8		MILFORD	M	46 P		6.16		8.15
	s 6.46	5.08			5.30	833.2		FRASER		31 P		6.03		8.00
						833.2		FRASER		31 P		6.03		8.00
	6.39 PM	5.06 PM			5.27 AM	834.3		HILLSBORO		OY P		5.50		7.40
						834.3		HILLSBORO		OY P		5.50		7.40
						834.3	N	WINSLOW	HB	Yard W		5.47 AM		7.30 AM
						834.3	N	WINSLOW	HB	Yard W		5.47 AM		7.30 AM
508	8	2	512	814	6						776	180	798	96
45.4	31.9	45.2	36.3	45.4	37.3			67.1			24.0	29.3	14.1	12.2
								Average speed per hour			24.0	29.3	14.1	12.2

No. 2 IS SUPERIOR TO ALL TRAINS

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Dallas Yard or Endot will not be considered as an initial or terminal station for first class schedules extending through between Denison and Winslow on combined pages 1, 2 and 3 of the Dallas Division under provisions of Rule 4. Denison and Winslow will be the initial and terminal stations for such first class schedules.

THIRD CLASS				Distance from Ft. Worth	TIME TABLE NO. 25-C		FIRST CLASS						
81 Katy Komet	181 Katy Komet	75 Katy Klipper	71 Bullet		Effective 12:01 A. M. July 3, 1949	1 Texas Special	27 The Bluebonnet	31 Texas Special	7 The Bluebonnet	23 Katy Limited	25 Katy Flyer	5 Katy Flyer	
Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
PM 3.15		AM 11.30	AM 5.00	N RAY RA									
				660.9 N DENISON WD		AM 6.20	AM 6.30		AM 11.10	PM 7.05			
				661.8 McCUNE		6.23	6.33		11.13	7.08			
				662.5 SUN		6.26	6.36		11.16	7.11			
				662.8 DALLAS JCT.		6.27	6.37		11.17	7.12			
				668.8 POTTSBORO JCT.									
				669.0 N POTTSBORO JN		6.37	6.47		11.27	7.21			
				676.2 HANGER		6.47	6.57		11.37	7.31			
				681.9 SADLER		6.55	7.05		11.45	7.40			
				685.7 N WHITESBORO WO		7.05	7.15		11.55	7.50			
VIA JOINT 5.15 PM	TRACK	1.30 PM	7.10 AM	N DENTON CN		7.50 AM	VIA JOINT	12.45 PM	8.40 PM	TRACK			
				757.0 N FORT WORTH NY		8.45 AM		1.50 PM	9.55 PM				
				759.0 N NEY		9.10			10.40				
6.30 PM 7.05		3.00 PM 3.45	9.00 AM 10.00	N T&NO Inter. KN									
7.10		3.50	10.10	DOLARD		9.23			10.50				
7.16		3.56	10.20	LYTLE		9.27			10.54				
7.28		4.07	10.35	D BURLISON BU		9.32			10.59				
7.49		4.20	10.55	EGAN		9.41			11.12				
				NO GC&SF Interlocking VD		9.50			11.23				
8.05		4.30	11.10	D ALVARADO VD		10.00			11.34				
8.12		4.38	11.25	ELLIS		10.06			11.40				
8.22		4.48	11.40	D GRANDVIEW GW		10.13			11.52				
8.37		5.04	11.59	D ITASCA SK		10.25			12.06				
8.45		5.13	12.10	MARTIN		10.32			12.13				
8.56		5.25	12.30	HILLSBORO		10.45			12.25				
9.00	7.55 PM	5.28	12.35	N WINSLOW HB		AM 9.14	10.50	AM 11.05	12.30	AM 12.49			
9.12	8.15	5.40	12.55	ABBOTT		9.23	11.02	11.18	12.40	12.59			
9.21	8.25	5.49	1.10	D WEST WS		9.30	11.10	11.31	12.50	1.06			
9.33	8.40	6.01	1.30	ELM MOTT		9.40	11.22	11.44	1.02	1.17			
9.42	8.50	6.15	1.45	GILBOUGH		9.45	11.29	11.51	1.10	1.23			
9.45	9.00 PM	7.00 PM	2.00 PM	N BELLMEAD BJ		9.47	11.31	11.53	1.12	1.25			
				T&NO-IGN-StLSW Interlocking									
				N WACO WC		AM 9.55	AM 11.40	PM 12.05	AM 1.20	AM 1.35			
81	181	75	71	184.6		1	27	31	7	23	25	5	
30.1	27.6	28.1	21.6	Average speed per hour		47.6	34.6	33.3	32.5	26.7	29.5	42.3	

NOTE — THIRD CLASS TRAINS BETWEEN RAY AND WHITESBORO HAVE NO TIME TABLE AUTHORITY.

WESTWARD TRAINS

HENRIETTA DIVISION

EASTWARD TRAINS

THIRD CLASS		FIRST CLASS		Distance from St. Louis	TIME TABLE NO. 25-C		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	FIRST CLASS	THIRD CLASS			FOURTH CLASS	
371	381		31		Effective 12:01 A. M. July 3, 1949			32	370	378	372	92	
Freight	Katy Komet		Texas Special		STATIONS		Texas Special	Freight	Freight	Fast Freight	Way		
Daily Except Sunday	Daily		Daily				Daily	Daily	Daily	Daily	Daily Except Sunday		
AM 5.00	PM 10.15				N RAY RA					AM 2.35	PM 1.30		
AM 6.30	AM 12.01		s 7.15	685.7	N WHITESBORO WO		POWSY Yard	s PM 7.30	AM 8.40	PM 4.35	AM 12.35	AM 11.55	
6.50	12.16		f 7.26	692.1	WOODBINE		51 P	f 7.15	8.20	4.15	12.16	11.30	
7.10	12.35		7.36	698.6	COOK		42 O	7.05	8.05	4.00	12.01 AM	11.10	
7.31 8.00	12.40		s 7.47	701.1	N GAINESVILLE GV		41 PWY	s 7.00	8.00	3.55	11.55	11.00	
					GC&SF Interlocking								
9.30	12.50		7.53	708.2	PAGEL		91 P	6.49	7.53	3.45	11.45	10.20	
9.40	1.00		f 8.00	706.5	LINDSAY		40 P	f 6.44	7.35	3.35	11.35	10.10	
9.55	1.15		f 8.10	712.4	MYRA		27 P	f 6.34	7.20	3.20	11.20	9.55	
10.15	1.25		s 8.20	716.2	D MUENSTER MN		92 P	s 6.24	7.10	3.10	11.10	9.35	
10.50	1.55		s 8.40	726.2	D ST. JO JO		30 PW	s 6.11	6.50	2.50	10.50	9.00	
10.55	2.00		8.43	727.2	CREST		92 P	6.05	6.45	2.45	10.45	8.43	
11.10	2.20		f 8.53	732.2	BONITA		80 P	f 5.55	6.25	2.25	10.25	8.05	
11.40	2.45		s 9.10	742.2	D NOCONA NA		91 P	s 5.44	6.05	2.05	10.05	7.45	
11.55	3.05		f 9.21	749.1	BELCHERVILLE		25 PW	f 5.29	5.50	1.50	9.50	7.20	
PM 12.10	3.35		s 9.35	756.2	N RINGGOLD RD		94 P	s 5.18	5.35	1.35	9.35	7.05	
12.30	3.55		f 9.48	765.2	WALTON		92 P	f 5.03	5.15	1.15	9.15	6.35	
1.00	4.10		s 10.02	771.7	D HENRIETTA HE		93 PW	s 4.53	5.00	1.00	9.00	6.20	
1.30	4.35		f 10.17	781.5	FW&DC Crossing								
1.50	5.00		f 10.30	787.9	JOLLY		93 P	f 4.35	4.35	12.35	8.35	5.50	
2.10	5.20		10.45	790.2	MORFA		Yard P	4.24	4.20	12.20	8.20	5.30	
PM	AM		AM		N WV Crossing WICHITA FALLS WF		PSWY Yard	4.15 PM	4.10 AM	12.10 PM	8.10 PM	5.20 AM	
				791.1	W. F. N. W. JCT.								
2.30 PM	6.00 AM			791.6	N NORTH YARD YD		PSWTO Yard		4.00 AM	12.01 PM	8.00 PM	5.00 AM	
371	381		31					32	370	378	372	92	
12.2	19.0		29.9		Average speed per hour			32.5	22.6	23.1	23.2	13.1	

DENTON DIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS

THIRD CLASS		Distance from St. Louis	TIME TABLE NO. 25-C		Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	THIRD CLASS	
	475 Katy Klipper		Effective 12:01 A. M. July 3, 1949			476 Rocket	
Daily Except Sunday			STATIONS			Daily Except Sunday	
	PM 10.30	721.6	N	DENTON GN	Yard WPYS	PM 8.30	
	11.05	730.9		LAKE DALLAS	9 P	8.04	
	11.30	736.8	D	LEWISVILLE VI	25 P	7.46	
	11.52	742.7		TRINITY MILLS	18	7.28	
	11.59	744.6	N	StLSF-StLSW Interlocking CARROLLTON HF	P	7.22	
	AM 12.10	746.9		FARMERS BRANCH	18 P	7.15	
	12.25	751.0		OLDHAM	22	7.02	
	12.50	758.0		DENY		6.40	
	1.00 AM	758.8	N	DALLAS YARD DY		6.35 PM	
	475					476	
	14.8			Average speed per hour		19.3	

Denton Division trains be governed by Dallas Division Time Table Page 1. and Time Table Special Instructions No. 7 between Deny and Dallas Yard.

MINEOLA DIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS

FOURTH CLASS		Distance from St. Louis	TIME TABLE NO. 25-C		Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	FOURTH CLASS	
	53 Mixed		Effective 12:01 A. M. July 3, 1949			54 Mixed	
Mondays Wednesdays Fridays			STATIONS			Tuesdays Thursdays Saturdays	
	AM 6.30	713.0		GREENVILLE	WOPTY Yard	PM 1.36	
	6.45	714.0	N	HUNT T&NO Crossing A	Yard EP	1.30	
	7.16	720.2		DIXON	8	12.47	
	7.55	727.5	D	LONE OAK NK	33	12.10 PM	
	8.30	733.5	D	POINT NO	26	11.35	
	9.15	740.9	D	EMORY MY	20	10.55	
	10.20	750.4	D	ALBA AB	30	10.00	
	10.36	751.0		TSL Crossing HOYT		9.50	
	11.05	756.5		GOLDEN	38	9.20	
	11.35	761.5		STORAGE		8.45	
	11.50 AM	763.5	D	T&P (Cabin) Interlocking MINEOLA US	WOY Yard	8.30 AM	
	53					54	
	9.5			Average speed per hour		9.9	

TRAINS Nos. 53 AND 54 WILL HANDLE PASSENGERS, MAIL AND EXPRESS

SHERMAN DIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS

FOURTH CLASS		Distance from St. Louis	TIME TABLE NO. 25-C		Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	FOURTH CLASS	
	55 Way		Effective 12:01 A. M. July 3, 1949			56 Way	
Daily Ex. Sunday			STATIONS			Daily Ex. Sunday	
	AM 5.00		N	RAY RA	WPTYOS Yard	PM 1.00	
	5.25	862.5		SUN		12.40	
	5.40	866.1		ELLSWORTH	20	12.25	
	6.05 AM	871.6	D	T&P Crossing SHERMAN SN	WST YARD	12.01 PM	
	55					56	
	8.4			Average speed per hour		9.1	

No. 55 IS SUPERIOR TO No. 56

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS:

- a. NORTHWARD AND EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- b. No. 2 is superior to all trains.
- c. No. 1 is superior to all trains except No. 2.
- d. No. 55 is superior to No. 56.

2. CLEARING TRAINS:

- a. Other first class trains clear Nos. 1 and 2 five minutes.
- b. Third and fourth class and extra trains, and yard engines, clear Nos. 1 and 2 fifteen minutes.
- c. Third and fourth class and extra trains, and yard engines, clear first class trains, except Nos. 1 and 2, ten minutes, except between:

Leigh and Dallas Yard,
Endot and Italy,
Denison and Whitesboro,
T&NO Interlocking Ney and Ellis,
Hillsboro and Bellmead,

will clear first class trains other than Nos. 1 and 2 in time to avoid delay by automatic block signal indications.

- d. Trains or engines taking siding to meet opposing trains, stop must be made not less than 200 feet from fouling point when length of train will permit. Trains or engines standing on main track for opposing trains to enter siding, stop 200 feet from clearance point.
- e. Trains cannot meet or pass at Leigh.
- f. Bona will not be used to meet or pass trains, as storage track may be found blocked with cars at any time.
- g. At Greenville, first track west of main track opposite passenger station will be used as siding, Greenville passenger station. The track east of water tank, designated as L&A Siding, may be used for M-K-T trains to meet, avoiding delay to L&A trains or engines, who use south end of this siding between L&A and M-K-T main tracks in making movements to or from Hunt. Movements occupying L&A Siding, to meet or be passed by trains, if occupy approach circuit in south end of siding (which extends from "FOULING POINT" sign about 1000 feet north of the south switch, to the south siding switch) will cause automatic block signals 7135 and 7138 to display "stop" indication. Movements which cannot clear and remain north of "FOULING POINT" sign, should not attempt to meet or be passed by first class trains in this siding.
- h. At Pottsboro, southward passenger trains taking siding, will head through crossover located at signal 6694. Northward passenger trains taking siding will head in south end of siding at signal 6700 and head out through crossover at signal 6694.
- i. Between north end double track, M.P. 757.4, Broadway Street, Fort Worth, and T&NO crossing, M.P. 759.4, south of Ney, trains and engines use main tracks and crossovers, moving ahead of or against overdue superior trains, except movements must not be made on main tracks, against current of traffic, north of Rosedale Street underpass, M.P. 757.9, unless protected by flagman at least 750 feet in advance of movement.
- j. Dolard will not be used to meet or pass trains, as storage track may be found blocked with cars at any time.
- k. The four crossovers between Dallas and Fort Worth Divisions main tracks vicinity Hillsboro-Winslow designated as follows:

No. 1, Hillsboro, just south of stock track.
No. 2, Hillsboro, just north of Hillsboro siding.
No. 3, Hillsboro, just south of Hillsboro siding.
No. 4, Winslow, at north end of Winslow Yard.

- l. Trains and engines use crossover No. 4, Winslow, north of water tank (intersecting Fort Worth Division main track just south of Signal 8127, and intersecting Dallas Division main track just north of Signal 8342) and will occupy Fort Worth and Dallas Division main track in the vicinity of both ends of this crossover, ahead of or against overdue superior trains, when automatic signals or indicators display "proceed", otherwise under protection of flagman.
- m. All trains and engines, including yard engines and engines in charge of hostlers, between M.P. 843.0, Bellmead, and M.P. 846.0, Waco, run ahead of overdue superior trains on double track, and when receiving clear interlocking signals, ahead of or against overdue superior trains on single track, but must ascertain location of superior trains, when necessary, to avoid delaying them.
- n. DeLeon Division train No. 35 use main track Waco to Gilbough, check North Texas District train register, Waco, obtaining train orders against first class trains if necessary.

3. WHERE TRAINS WILL REPORT FOR ORDERS:

- a. Denison, Dallas (Union Station), Whitesboro, Fort Worth (T&P Passenger Station), Winslow, Waco and Wichita Falls—first class trains and extra passenger trains, before leaving.
- b. Ray, Whitesboro, Winslow, Bellmead, North Yard (Wichita Falls) and Dallas Yard—third and fourth class and extra freight trains, before leaving, except that southward freight trains leaving Ray for Fort Worth and Henrietta Divisions will report for orders before leaving Pottsboro.
- c. Denison—freight trains originating at Denison, telegraph office in passenger station, before leaving.
- d. Ney—southward trains originating, at T&NO Interlocking Station. When train is ready to proceed, four short sounds of engine whistle, answered by wigwag of train order signal, will be authority for train to proceed to T&NO Interlocking Station to receive orders and register check, provided interlocking signals authorize movement through the Interlocking.
- e. Denton—southward Denton Division trains, before leaving.
- f. Hunt and Mineola—Mineola Division trains, before leaving.
- g. Sherman—northward Sherman Division trains, before leaving.
- h. CRI&G Junction and M-K-T Junction—FW&DC trains, before leaving, except southward FW&DC trains that have received orders at Dallas (Union Station).
- i. Leigh—Train order delivery crane on Leigh cutoff at clearance point with Dallas Division main track, near Day Street, Denison, for purpose of delivering only register checks and non-restricting train orders to Dallas Division trains moving off the cutoff onto Dallas Division main track at Leigh. Trains requiring register check before occupying Dallas Division main track, or trains which have been notified by train order at Ray to report for orders at Leigh, will not depart from Leigh until have received orders or clearance card. Other trains need not secure orders or clearance card at Leigh. No train order signal at this point.

4. REGISTER STATIONS:

- a. When not practicable to comply with Rule 3(b) it will not be necessary for conductor to compare time with engineer before departing from terminal but will compare as soon as practicable after departing.
- b. Conductor will register and check the train register at all

register stations unless relieved of doing so by train order or by special instructions.

- c. First class trains and extra passenger trains register by slip at Winslow.
- d. Nos. 12 and 28 register by slip at Whitesboro when train order register check is received at that point.
- e. All trains register by slip at T&NO Interlocking Station, Ney. First class trains displaying signals from or to Ney will record this information on the register at Fort Worth.
- f. Wichita Falls is register station for first class trains and extra passenger trains only.
- g. Bellmead is register station for third class and extra freight trains only.
- h. Third and fourth class and extra trains may register by slip at Whitesboro when train order register check is received at that point.
- i. Third and fourth class and extra freight trains may register by slip at Winslow when train order register check is received at that point.
- j. Dallas is register station for M-K-T and FW&DC first class trains and extra passenger trains only. First class trains displaying signals from or to Endot or Dallas Yard will record this information on the register at Dallas.
- k. Dallas Yard is register station only for third and fourth class trains and extra freight trains originating or terminating Dallas Yard.
- l. FW&DC third class trains and extra freight trains will register in telegraph office north of CRI&G Junction.

5. MAXIMUM SPEED (M.P.H.) OBSERVING PERMANENT SLOW BOARDS, SLOW ORDERS AND OTHER RESTRICTIONS:

Between	Diesel Streamlined Passenger Trains	Other Passenger Trains	Freight Trains handled by Diesel Locomotives	Other Freight and Mixed Trains and Light Engines
Staley and Denison	70	60	35	35
Denison and Atkins	75	70	45	45
Atkins and Dallas	40	40	20	20
Dallas and M.P. D-818	75	70	45	45
M.P. D-818 and Winslow	55	50	40	40
Denison and Dallas Jct.		20	20	20
Dallas Jct. and Sadler		50	40	30
Sadler and Whitesboro		60	45	40
Fort Worth and M.P. 785		60	45	40
M.P. 785 and Winslow		50	35	35
Winslow and Bellmead	75	70	55	45
Whitesboro and Wichita Falls		50	35	35
Denton and M.P. K-736		35	30	30
M.P. K-736 and Deny		35	25	25
Sherman and Sun		30	30	30
Mineola and Hunt		12	12	12

Exceptions

- a. Steam freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.
- b. Steam road engines backing up, 25 M.P.H., except on Sherman and Denton Divisions, 20 M.P.H. and on Mineola Division, 10 M.P.H.
- c. Steam switch engines, 20 M.P.H., except on Divisions where maximum speed is less than 20 M.P.H.
- d. Diesel freight engines handling passenger trains not exceed speed authorized for freight trains.
- e. Diesel switch engines in yard service 25 M.P.H.
- f. Diesel switch engines in road freight service not exceed speed authorized over that division for type of train being handled.

- g. Trains handling Diesel switch or road engines dead in train 45 M.P.H., except where train handling restricted to lower speed.
- h. Entering or leaving main track turnouts (except on Sherman, Denton and Mineola Divisions) passenger trains 20 M.P.H. and freight trains 15 M.P.H., except, through following turnouts, passenger trains 30 M.P.H. and freight trains 20 M.P.H.:
Bellmead—north end double track.
Winslow—junction of Fort Worth and Dallas Divisions.
Endot—south end double track.
All trains 10 M.P.H. all turnouts on Sherman, Denton and Mineola Divisions.
- i. Trains handling scale test car X-1658, 25 M.P.H., except where maximum speed is less than 25 M.P.H., and handle just ahead of caboose.
- j. Steam derrick, 25 M.P.H. on Dallas, Fort Worth and Henrietta Divisions when derrick and outfit cars handled alone; when handled in trains with other cars, 20 M.P.H. on tangent track, 15 M.P.H. on curves. On Denton, Mineola and Sherman Divisions, 10 M.P.H., at all times.

6. SPEED AND OTHER RESTRICTIONS:

When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and insure absolute safety, losing time if necessary.

Dead engines in train will not be more than 10 cars from hauling engine and not less than 5 cars shall be between hauling engine and dead engine, or between two dead engines. All trains and engines clear street or highway crossing at any station on approach of fire trucks with sirens sounding indicating enroute to a fire.

a. DENISON-RAY TERMINAL:

Passenger trains 45 M.P.H., freight trains 30 M.P.H., over Red River Bridge 656.0.

20 M.P.H. over street crossings, Denison.

Derailing switch on main track, 280 feet north of Signal 6608, north of Denison passenger station. Southward trains trail through derail. Northward trains line switch before passing over it, and reset to derail unless switch is in charge of yardman. Position of this derailing switch does not affect indications displayed by block signals.

BETWEEN DENISON PASSENGER STATION AND DERAILING SWITCH 280 FEET NORTH OF SIGNAL 6608, CHOCTAW DIVISION; BETWEEN DENISON PASSENGER STATION AND "FOULING POINT" SIGN AT END OF DOUBLE TRACK, FORT WORTH DIVISION; AND BETWEEN DENISON PASSENGER STATION AND T&NO CROSSING, LEIGH, FIRST CLASS TRAINS WILL RUN AT RESTRICTED SPEED, EXPECTING TO FIND MOVEMENTS IN EITHER DIRECTION OCCUPYING MAIN OR DEPOT TRACKS WITHOUT FLAG PROTECTION. RESPONSIBILITY RESTS WITH APPROACHING TRAIN OR ENGINE REGARDLESS OF SUPERIORITY. 15 M.P.H. over puzzle switch north of passenger station, Denison.

Northward trains from Dallas Division must receive hand or lamp signal before fouling twin switches at south end of passenger station yard, Denison.

Northward trains from Fort Worth Division must receive hand or lamp signal before passing "FOULING POINT" sign at end of double track, passenger station yard, Denison.

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN END OF DOUBLE TRACK, SOUTH OF DALLAS JUNCTION, AND "FOULING POINT" SIGN AT END OF DOUBLE TRACK, DENISON PASSENGER

STATION YARD, AND APPROACH CROSSOVERS DALLAS JUNCTION, SUN AND MCCUNE EXPECTING TO FIND CROSSOVERS OR MAIN TRACK OCCUPIED BY MOVEMENTS IN EITHER DIRECTION, IN VICINITY OF THE CROSSOVER.

Southward trains 15 M.P.H., spring switch, south end of double track, just south of Dallas Junction.

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED THROUGH LEIGH CUTOFF BETWEEN MCCUNE AND LEIGH.

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN RAY AND DALLAS JUNCTION VIA CUTOFF.

30 M.P.H. on Warner cutoff and Pottsboro cutoff, 20 M.P.H. on Leigh cutoff and on cutoff between Ray and Dallas Junction.

15 M.P.H. through crossover leaving Ray via Pottsboro cutoff.

15 M.P.H. over humps at Ray.

40 M.P.H. through turnout at Staley.

Spring type derail located on inbound track, Warner cutoff, 200 feet south of overhead bridge, M.P. 660.7, north end Ray yard. Northward movements cannot be made without derail being thrown by hand. Southward movements can trail through derail.

Hand throw derail located 90 feet north of running track, No. 1 switch, Warner cutoff, on outbound track.

b. DALLAS DIVISION:

Passenger trains 35 M.P.H. freight trains 20 M.P.H. over T&P crossing, Bells.

30 M.P.H. between home signals of Automatic Interlocking, Whitewright.

Engines may move over pit tracks but must not move over scale tracks, Kimbell Mill, Whitewright.

STLSW transfer, Whitewright, not safe for engines larger than 57%.

Passenger trains 40 M.P.H., freight trains 30 M.P.H. over street crossings, Trenton.

Southward passenger trains will stop with engine north of Lee Street (first street south of passenger station) Greenville. Northward passenger trains will stop so working cars will be at gravel platform north of brick platform, blocking Lee Street only when necessary because of length of train.

20 M.P.H. between home signals of Automatic Interlocking, Hunt.

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN AUTOMATIC BLOCK SIGNAL 7135, SOUTH END L&A SIDING, GREENVILLE AND AUTOMATIC BLOCK SIGNAL 7127, NORTH OF PASSENGER STATION, GREENVILLE, EXPECTING TO FIND MAIN TRACK OCCUPIED BY FIRST CLASS TRAINS WITHOUT FLAG PROTECTION. RESPONSIBILITY RESTS WITH APPROACHING TRAIN OR ENGINE, REGARDLESS OF SUPERIORITY. THE INDICATION OF AUTOMATIC BLOCK SIGNALS DOES NOT MODIFY THE REQUIREMENTS OF THIS RULE. THIS DOES NOT RELIEVE THIRD CLASS TRAINS, EXTRA TRAINS, AND ENGINES FROM PROTECTING THEIR TRAINS IN ACCORDANCE WITH RULE 93(B).

Thomas spur not safe for engines larger than 57% beyond main track frog.

30 M.P.H. between home signals of Automatic Interlocking, Garland.

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN AUTOMATIC BLOCK SIGNAL 7625 (NORTH OF HIGHLAND PARK) AND AUTOMATIC

BLOCK SIGNAL 7640 (SOUTH OF HIGHLAND PARK) EXPECTING TO FIND MAIN TRACK OCCUPIED BY FIRST CLASS TRAINS WITHOUT FLAG PROTECTION. RESPONSIBILITY RESTS WITH THE APPROACHING TRAIN OR ENGINE, REGARDLESS OF SUPERIORITY. THE INDICATION OF AUTOMATIC BLOCK SIGNALS DOES NOT MODIFY THE REQUIREMENTS OF THIS RULE. THIS DOES NOT RELIEVE THIRD CLASS TRAINS, EXTRA TRAINS, AND ENGINES FROM PROTECTING THEIR TRAINS IN ACCORDANCE WITH RULE 93(B).

10 M.P.H. over Cole Ave. and Knox Street, Highland Park, and trains stopping at Highland Park station must clear Knox Street (first street south of depot).

30 M.P.H. around first curve north of Deny.

APPROACHING CROSSOVER AT DENY, AND BETWEEN DENY AND THE ENTRANCE TO THE UNION TERMINAL COMPANY TRACKS, M.P. D-766.9, DALLAS YARD, FIRST CLASS TRAINS WILL RUN AT YARD SPEED. THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(B). ANY TRAIN OR ENGINE, STANDING OR MOVING UNDER OBSCURE CONDITIONS MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(B).

BETWEEN SOUTH END OF THE UNION TERMINAL COMPANY TRACKS, M.P. D-768.9, AND ENDOT, M.P. D-769.3, ALL MOVEMENTS WILL RUN AT YARD SPEED.

25 M.P.H. over movable point crossing frog just north of end of double track, Endot.

5 M.P.H. over scales and dead rail, Southland Cotton Oil Mill track, Waxahachie.

20 M.P.H. over street crossings between passenger station, Waxahachie, and T&NO Crossing.

BETWEEN PASSENGER STATION WAXAHACHIE AND T&NO CROSSING ALL TRAINS RUN AT RESTRICTED SPEED. CLEAR BLOCK OR INTERLOCKING SIGNAL INDICATIONS WILL NOT MODIFY THE REQUIREMENTS OF THIS RULE. NORTHWARD MOVEMENTS ON MKT MAIN TRACK APPROACH SIGNAL 7974 AT A SPEED THAT WILL PERMIT STOPPING SHORT OF SIGNAL SHOULD IT BE FOUND DISPLAYING STOP INDICATION.

30 M.P.H. over street crossings, Italy.

18 M.P.H. over street crossings Hillsboro to Winslow inclusive.

TRAINS AND ENGINES RUN AT RESTRICTED SPEED APPROACHING CROSSOVER NO. 4, WINSLOW, NORTH OF WINSLOW WATER TANK (INTERSECTING FORT WORTH DIVISION MAIN TRACK JUST SOUTH OF SIGNAL 8127, AND INTERSECTING DALLAS DIVISION MAIN TRACK JUST NORTH OF SIGNAL 8342) AND APPROACH EXPECTING TO FIND THIS CROSSOVER OR MAIN TRACK ON EITHER FORT WORTH OR DALLAS DIVISION OCCUPIED BY MOVEMENTS IN EITHER DIRECTION, IN THE VICINITY OF THE CROSSOVER.

c. FORT WORTH DIVISION:

15 M.P.H. through turnouts, Pottsboro Junction and south end of siding, Pottsboro.

15 M.P.H. on Perrin Field Spur.

15 M.P.H. through turnout, Junction Switch, Whitesboro.

ALL TRAINS APPROACH WHITESBORO AT RESTRICTED SPEED EXPECTING TO FIND FORT WORTH AND HENRIETTA DIVISION MAIN TRACKS OCCUPIED. CLEAR BLOCK SIGNAL INDICATIONS WILL NOT MODIFY THE REQUIREMENTS OF THIS RULE.

Cars must not be stored on "Storage B" track Whitesboro.

Trains from Ray enroute Henrietta Division, will head in north siding, Whitesboro, unless otherwise instructed.

Trains from Henrietta Division enroute Fort Worth, if no first class train overdue, will use main track to wye switch, Whitesboro, unless otherwise instructed.

BETWEEN NORTH END DOUBLE TRACK, M.P. 757.4, BROADWAY STREET, FORT WORTH, AND T&NO CROSSING M.P. 759.4 SOUTH OF NEY, FIRST CLASS TRAINS WILL RUN AT YARD SPEED, EXPECTING TO FIND CROSSOVERS AND MAIN TRACKS OCCUPIED BY MOVEMENTS IN EITHER DIRECTION. THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(B). ANY TRAIN OR ENGINE, STANDING OR MOVING UNDER OBSCURE CONDITIONS, MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(B).

Northward trains 15 M.P.H. and southward trains 25 M.P.H. through spring switch, north end double track, Broadway Street, Fort Worth. Northward movements will stop to clear north end double track until receive interlocking signal authorizing movement through T&P Interlocking. PBX telephone in booth at north end double track for communicating with towerman.

Spring type derail installed in tail track just south of Magnolia St., Ney Yard, which permits southward movements to trail through, but must be lined for northward movements.

Southward freight trains will head in tail track, near Magnolia St., Ney, and use this track to move into Ney Yard, instead of using double track to Allen Ave. viaduct.

Southward trains 15 M.P.H. through spring switch, south end double track, Ney.

18 M.P.H. over street crossings Hillsboro to Winslow inclusive.

TRAINS AND ENGINES RUN AT RESTRICTED SPEED APPROACHING CROSSOVER NO. 4, WINSLOW, NORTH OF WINSLOW WATER TANK (INTERSECTING FORT WORTH DIVISION MAIN TRACK JUST SOUTH OF SIGNAL 8127, AND INTERSECTING DALLAS DIVISION MAIN TRACK JUST NORTH OF SIGNAL 8342) AND APPROACH EXPECTING TO FIND THIS CROSSOVER OR MAIN TRACK ON EITHER FORT WORTH OR DALLAS DIVISION OCCUPIED BY MOVEMENTS IN EITHER DIRECTION, IN THE VICINITY OF THE CROSSOVER.

Cotton mill track, West, not safe for engines larger than 57%. 30 M.P.H. through city limits, West.

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN M.P. 843.0 BELLMEAD AND M.P. 847.4, EXPECTING TO FIND MOVEMENTS IN EITHER DIRECTION ON EITHER TRACK BETWEEN M.P. 844.9 AND M.P. 847.4. RESPONSIBILITY RESTS WITH APPROACHING TRAIN OR ENGINE, REGARDLESS OF SUPERIORITY. A CLEAR BLOCK SIGNAL INDICATION DOES NOT MODIFY REQUIREMENTS OF THIS RULE. TRAINS CARRYING PASSENGERS, MOVING UNDER OBSCURE CONDITIONS OR STOPPING BEFORE ARRIVAL AT OR AFTER DEPARTURE FROM PASSENGER STATION, WACO, WILL PROTECT IN ACCORDANCE WITH RULE 93(B).

20 M.P.H. over StLSW crossing, Bellmead.

15 M.P.H. through double track turnouts, T&NO crossing, Waco.

d. HENRIETTA DIVISION:

ALL TRAINS APPROACH WHITESBORO AT RESTRICTED SPEED EXPECTING TO FIND FORT WORTH AND HENRIETTA DIVISION MAIN TRACKS OCCUPIED. CLEAR BLOCK SIGNAL INDICATIONS WILL NOT MODIFY THE REQUIREMENTS OF THIS RULE.

Trains from Henrietta Division enroute Ray, having authority to proceed, will be governed by signals 6857 and 6856 on Fort Worth Division, before fouling Junction Switch, Whitesboro.

10 M.P.H. over all street crossings, Gainesville.

Engines must not move north of road crossing, Denison St., Gainesville, when switching Mill tracks 1 and 2, and Elevator tracks 1 and 2.

Gainesville Ice Spur not safe for engines.

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN YARD LIMIT BOARD EAST OF MORFA AND YARD LIMIT BOARD NORTH OF NORTH YARD (WICHITA FALLS) INCLUDING BETWEEN WICHITA FALLS AND W.F.&N.W. JCT. ON FW&DC TRACKS, EXPECTING TO FIND MAIN TRACK OCCUPIED.

15 M.P.H. over street crossings Wichita Falls, except 8 M.P.H. over 7th St. and Iowa Park Crossings.

e. DENTON DIVISION:

Not safe for engines larger than 41% freight and 33% passenger.

41% freight and 33% passenger engines and diesel locomotives must not be doubleheaded nor exceed 10 M.P.H. and other engines must not exceed 15 M.P.H. over Bridge K-733.3.

20 M.P.H. between home signals of Interlocking Carrollton. Cars with gross weight exceeding 85 tons must not be handled.

f. MINEOLA DIVISION:

Not safe for engines larger than 32% freight.

Cars with gross weight exceeding 85 tons must not be handled.

g. SHERMAN DIVISION:

Flagman will protect all movements over street crossings from Pecan to King Street, both inclusive, Sherman, as required by City Ordinance.

Not safe for engines larger than 32% freight.

Cars with gross weight exceeding 85 tons must not be handled.

7. AUTOMATIC BLOCK SIGNALS:

DENISON-RAY TERMINAL:

Between Staley and Denison passenger station.

Between Staley and Ray, via Warner cutoff.

Between Pottsboro Junction and Mirick Avenue, Denison.

Between Ray and Dallas Junction via cutoff.

Between Ray and Pottsboro via Pottsboro cutoff.

Between Leigh and Bona.

Movements between Ray and Pottsboro via Pottsboro cutoff; between Ray and Staley via Warner cutoff; and between Ray and Dallas Junction via cutoff will be made on signal indications. When held by any of the following signals displaying "stop" indication, communicate with those indicated and be governed by Rule 351.

Signal 6575 (entrance to Warner cutoff, Staley)—Operator Staley.

Signal 6600 (entrance to Warner cutoff, north end Ray)—Operator Staley.

Signal 6629 (entrance to Pottsboro cutoff, south end Ray)—Operator Pottsboro.

Signals 6688 and 6664 (entrance to Pottsboro cutoff, Pottsboro Junction)—Operator Pottsboro.

Signal 6605 (entrance to cutoff, north end Ray)—Train dispatcher by telephone.

Signal 6620 (entrance to cutoff, Dallas Junction)—Train dispatcher by telephone.

Movements finding signal 6620 at Dallas Junction displaying "yellow" indication, will run at restricted speed through the block and expect to find engines or cars in vicinity of signal 6614, or switch open at Kraft Cheese Spur.

Switch from cutoff to Fort Worth Division main track at Dallas Junction, after being used, must be lined for main track before being used by another movement into the cutoff, in order to properly clear signals on the cutoff.

Unless protected by flagman, movements from wye at Dallas Junction or from Tie Plant, must not foul cutoff until switch indicator displays clear indication, regardless of movements that have just passed.

Trains or engines moving on cutoff from Ray, enroute to Dallas Junction, must not make reverse movement after passing signal 6613 at Kraft Cheese switch, unless protected by flagman.

Trains and engines use crossovers between end of double track M.P. 663.1 south of Dallas Junction, and Denison, against overdue superior trains, when automatic block signals or indicators display "proceed", otherwise under protection of flagman.

Double track between Dallas Junction and Denison will be used, ahead of overdue superior trains, when automatic block signals or indicators display "proceed"; otherwise under protection of flagman; but movements must ascertain location of superior trains, when necessary, to avoid delaying them. Movements from Leigh cutoff to Fort Worth Division main track at McCune, will be governed by color light signal 6619 which will indicate whether a movement is approaching on northward Fort Worth Division main track.

Southward Fort Worth Division trains and engines, moving from Denison or Dallas Junction, to Pottsboro via Fort Worth Division main track, will be handled by train orders. Trains or engines finding signal 6622 displaying "stop" indication with an inbound train from Dallas Division occupying southward Fort Worth Division main track in vicinity of the signal, will not pass the signal until it displays a "proceed" indication.

At Sun, movements from the Sherman Division will be governed by color light signal located on mast of signal 6626, which will indicate whether a movement is approaching on northward Fort Worth Division main track. Northward Sherman Division trains must move to within 500 feet of signal 6626 to receive signal indication.

After making a southward movement from any point south of signal 6585 just south of Reddam Spur, to north end of Ray yard, over Warner cutoff, it is necessary to complete this movement by moving through spring switch on inbound track, in the clear of signal 6600, before beginning northward movement.

FORT WORTH DIVISION:

Between Mirick Ave., Denison, and Whitesboro.

Between M.P. 758.5 and M.P. 790.8.

Between M.P. 810.0 and Bellmead.

Signal 6690, at Perrin Field Spur, near Pottsboro Junction, is controlled by operator at Pottsboro, and "proceed" indication on this signal authorizes movement out of Perrin Field Spur onto the main track and to the next signal in either direction. Telephone located at the signal for communicating with operator at Pottsboro if signal 6690 displays "stop" indication.

Northward trains moving off T&P onto M-K-T tracks and receiving "green" indication on the signal at T&P-M-K-T Junction switch, Whitesboro, are authorized to move from T&P-M-K-T Junction switch to the station at Whitesboro against overdue superior trains.

Southward automatic signal 7585 at south end double track, Ney, M.P. 758.5 protects movements on main track between signal and southward home signal at T&NO Interlocking,

Ney, and is distant signal for southward home signal at Interlocking. Northward automatic signal 7586 at south end double track, Ney, M.P. 758.5 protects spring switch at this location and it also protects movements on northward main track to a point just north of crossover located near Magnolia Street, M.P. 758 but is not affected by movements on main track north of this point. Switch indicators located at south end of crossover M.P. 758.1 and at north end of crossover M.P. 759.2. Rule 344 governs.

Southward trains occupying main track at Abbott to meet a northward train, will remain back of battery box, located on east side of track about 2300 feet north of south switch until opposing train enters the siding.

DALLAS DIVISION:

Between Leigh and Dallas Yard.

Between M.P. D-769.5 and M.P. D-813.4.

Between M.P. D-831.0 and Winslow.

Trains and engines may proceed ahead of or against overdue superior trains between south end of L&A Siding, Greenville, and north switch, Hunt Yard, when automatic block signals or indicators display "proceed" or "yellow" indications, being governed by Rule 343 when signals display "stop" indications.

Northward trains occupying main track to meet southward trains at Bethard must remain south of fouling point sign located on west side of main track about twenty-five car lengths from south end of siding, until opposing train has entered the siding.

Trains and engines may proceed ahead of or against overdue superior trains between Deny and entrance to The Union Terminal Company tracks, Dallas Yard, when automatic block signals display "proceed" indications, otherwise under protection of flagman.

Trains and engines use crossover between Dallas Yard and Denton Division, Deny, against overdue superior trains, when signals 7662, 7663 and 7583 display "proceed" or "yellow" indications; otherwise under protection of flagman.

Northward block signal 7964 just north of T&NO Crossing, north of Waxahachie, indicated by letter "A", can be controlled by operator in T&NO Interlocking Station. When signal displays "stop" indication, communicate with dispatcher through operator in Interlocking Station, then be governed by Special Instructions 7-a. Southward block signal 7951 at south end of Tate and color light dwarf signal located at fouling point, south end Tate siding, are likewise semi-automatic and can be controlled by operator in T&NO Interlocking Station. Special Instructions 7-a govern. Color light dwarf signal will display "red" indication, after switch lined for movement from siding, but may be passed if it displayed "yellow" indication before switch lined and if train has authority to proceed.

MKT signal 7974-A just south MKT Junction switch protects movements off BRI main track onto MKT main track at MKT Junction, and northward BRI home signal on BRI track at MKT Junction controls such movements. When home signal on BRI track displays "red" over "red" over illuminated letters "LS", this permits BRI movements, after stop short of signal, to open switch at Junction. After switch has been fully operated and signal indication on home signal changes to "red" over "yellow" or to "red" over "green", the BRI movement, if has authority to proceed, may do so. BRI movements finding home signal displaying "red" over "red" without letters "LS" being illuminated, be governed by letter "A" on mast of home signal. Telephone on mast of signal 7974.

Southward train occupying main track at Nelson to meet a northward train, will remain back of fouling point sign located at middle point of siding until opposing train enters the siding.

GENERAL INSTRUCTIONS:

- a. When automatic block signal under provisions of letter "A" at departing end of siding, yard or end of double track in direction train is moving, is displaying "stop" indication, train or engine will stop short of signal. If signal remains at "stop" and cause is unknown, conductor or engineer will communicate with dispatcher. Upon information from dispatcher that there is no opposing train in block, train or engine will be governed by Rule 343 provision "P". Dispatcher will make record of information given. If means of communication fail or dispatcher does not know that no opposing movement is involved, the train or engine may proceed preceded by flagman to the next signal, except that it must wait five minutes after departure of flagman before proceeding, but when the next governing signal can be plainly seen to indicate "proceed" and track is seen to be clear, the train or engine will be governed by Rule 343 provision "P".
- b. Trains must remain back of fouling point indicated by insulated rail joints, at signals, to permit clearing signals.
- c. In automatic block signal territory, where switch indicator not provided, and it cannot be determined from automatic block signal indication whether or not block is clear, a train or engine will not pass fouling point from any track onto main track until it is reasonably sure there is no train approaching, then immediately line main track switch, and wait four minutes before fouling main track. This time element to eliminate the likelihood of a train passing a "proceed" indication and to permit relining the main track switch should a train approach. This does not relieve crews from protecting their train in accordance with Rule 99.
- d. Train order semaphore when in 45 degrees position or displaying yellow light will be authority for trains to advance on main track to train order signal and will indicate "stop" for which clearance Form 117 is required. This indication will be displayed only at stations located in automatic block signal territory.

e. FLOOD DETECTORS:**Dallas Division**

	Affects Signals
M.P. D-667.1	6671 and 6682
M.P. D-669.5	6687, 6695 and 6704
M.P. D-724.6	7235, 7219 and 7258
M.P. D-729.0	7281 and 7298
M.P. D-729.6	7281 and 7298
M.P. D-732.3	7321, 7305 and 7344
M.P. D-733.3	7321, 7305 and 7344
M.P. D-742.0	7409, 7387 and 7432
M.P. D-743.2	7467 and 7482
M.P. D-753.5	7575, 7561, 7547, 7594, and 7608

M.P. D-774.6	7745 and 7776
M.P. D-775.2	7745 and 7776
M.P. D-776.7	7745 and 7776

Ft. Worth Division

M.P. 679.9	6783 and 6800
M.P. 772.0	7715 and 7732
M.P. 780.8	7807 and 7812

Trains finding these signals displaying "stop" indication will be governed by Rule 343 and in addition will expect to find track washed out or damaged by high water.

8. REMOTE CONTROL SWITCHES:

Staley—south end double track, and switch leading to Warner cutoff.
Between south end double track, Staley, and switch leading to Warner cutoff, inferior trains may proceed on the main

track ahead of or against overdue superior trains upon receiving "proceed" signal indications.

Pottsboro Junction.

Pottsboro—south end of siding. When home signal inoperative, "call-on" light, located on mast of signal 6700, permits movement through switch after communicating with operator and then observing that switch points are properly set. Telephone in booth at switch.

Between Pottsboro Junction and the south end of the siding at Pottsboro, inferior trains may proceed on the main track ahead of or against overdue superior trains, upon receiving "proceed" signal indications.

Whitesboro—T&P-M-K-T Junction.

Winslow—Junction of Dallas and Fort Worth Division main tracks. When home signal inoperative, "call-on" light, located on terminal box mast at switch, permits movement through switch after observing that switch points are properly set.

Bellmead—north end double track. Switch electrically controlled by operator in Bellmead telegraph office. When home signal inoperative, "call-on" light located at top of instrument case at switch permits movement through switch after communicating with operator and then observing that switch points are properly set. Telephone in booth at switch.

GC&SF Interlocking, M.P. D-768.9, south of Dallas, controls movements between south end of The Union Terminal Co., tracks and end of double track, Endot. Movements will be governed by signal indications, but will move at YARD SPEED within these limits. Southward movements approaching signal bridge 610 feet north of Forest Avenue will receive "green" indication if route lined for M-K-T, and "yellow" indication if route lined for T&NO or M-K-T. Movements to M-K-T will not accept "yellow" indication if switches are lined for T&NO.

9. SPRING SWITCHES: Designated by the letter "S" on disc attached to the switch stand below target: (Rule 104-f)

Intersection of inbound track with Warner cutoff, east end Ray Yard, M.P. 660.1.

West end of crossover from Pottsboro cutoff to tail track, west end Ray Yard, M.P. 662.8. (Color light signal 6630, protecting this switch, is affected by position of the switch, or by movements between the signal and east end of crossover, or by switch at east end of crossover, intersecting tail track, being lined for crossover. Block Indicator at east end crossover, must be examined before movements are made from "B" Yard onto the Pottsboro cutoff through the spring switch and displays "block occupied" indication when a movement is between point one mile west of signal 6648 and spring switch at west end of crossover. Rule 344 governs.)

M.P. 663.1—end double track, south of Dallas Junction.

M.P. 757.4—north end double track, Fort Worth. (Color light signal protecting this switch is affected only by position of the switch.)

Ney—south end double track, M.P. 758.5.

Lytle—south switch, siding.

Egan—north switch, siding.

Alvarado—south switch, siding.

West—both switches, siding.

Elm Mott—both switches, siding.

Gilbough.

Peeler—north switch, siding.

Lancaster—south switch, siding.

Color light dwarf signal switch indicator in service south end of siding, Lytle; north end of siding, Egan; south end of siding, Alvarado; north end of siding, Peeler; and south

end of siding, Lancaster. "Red" will indicate block occupied, and "yellow" will indicate block is clear. Rule 344 governs.

10. NORMAL POSITION OF SWITCHES:

Pottsboro—south crossover switch at signal 6694, leave lined for siding.

Whitesboro—switch at intersection of Fort Worth Division and Henrietta Division main tracks, leave lined for Fort Worth Division.

Whitesboro—crossover switch, south siding, leave lined for siding.

Winslow—lead switches, both ends of siding, leave lined for siding.

Gilbough—south crossover switch at intersection of Texas Central Division main track and Bellmead cutoff, leave lined for cutoff.

Greenville—switch where L&A main track intersects L&A Siding, leave lined for L&A main track.

M-K-T Junction—leave switch lined for M-K-T main track.

Waxahachie—compress lead track switch, located near south end house track, leave lined for compress lead track.

11. RAILROAD CROSSINGS:

a. DALLAS DIVISION:

Denison—M.P. D-661.2, T&NO R.R., Interlocking. Distant signals are automatic and home signals are semi-automatic.

Bells—M.P. D-674.3, T&P R.R., Interlocking. Distant signals automatic, home signals are semi-automatic.

Whitewright—M.P. D-681.6, StLSW R.R., Automatic Interlocking Signals. Interlocking rules and the following instructions govern:

Track circuit that should clear the southward home signal when movements approach, extends 1.2 miles north of distant signal located at M.P. D-679.5. Track circuit that should clear the northward home signal when movements approach, extends 1.2 miles south of distant signal at M.P. D-683.2. Track circuits in siding that should clear dwarf signals for movements, extend from dwarf signals back to battery box 500 feet in advance of dwarf signal, in each direction.

When semi-automatic home or dwarf signals display "stop" indication and no conflicting movement is being made, trainman will proceed to the crossing with proper flagging equipment, turn knob in relay box marked "M-K-T" to right as far as it will go (main track release when on main track, siding release when on siding), wait until light is burning, then start knob back to the left. After 1½ minutes, signal should indicate "proceed." If signal does not then indicate "proceed", and no train is approaching on StLSW, M-K-T train should be moved forward beyond signal, but remain clear of crossing. Trainman will then push button in relay box. If indicator light burns, train may proceed over crossing. If light does not burn, a lighted fusee must be displayed at both home signals on StLSW, by day or by night, before moving over crossing.

Celeste—M.P. D-701.3, GC&SF R.R., Interlocking. Distant signals automatic, home signals are semi-automatic. Dwarf signal which governs movement from GC&SF north transfer track displays purple light when cleared for this movement, Rules 303 and 311 govern.

Hunt—M.P. D-714.3, StLSW R.R., Automatic Interlocking Signals. Interlocking rules and the following instructions govern:

Track circuit that should clear the southward home and distant signals when movements approach, extends from a point north of Wellington Street, 330 feet north of signal 7139 to home signal. Track circuit that should clear the northward home and distant signals when movements approach, extends from M.P. D-717.1 to the home signal.

When semi-automatic home signals display "stop" indication, and no conflicting movement is being made, trainman will proceed to crossing with proper flagging equipment, turn knob (in relay box marked M-K-T) to right as far as it will go, and then release it. Home signal should clear in 2½ minutes. If home signal does not then clear, and no trains approaching on StLSW, M-K-T train should be moved forward beyond home signal but remain clear of crossing. Trainman will push button in relay box and if indicator light burns, train may proceed over crossing. If indicator light does not burn, a lighted fusee must be displayed at both home signals on StLSW, by day or by night, before moving over crossing.

Garland—M.P. D-750.7, GC&SF R.R., Automatic Interlocking Signals. Interlocking rules and the following instructions govern:

Track circuit that should clear the southward home and distant signals when movements approach, extends from M.P. D-749 to home signal. Track circuit that should clear the northward home and distant signals when movements approach, extends from M.P. D-752.5 to home signal.

Northward dwarf signal governing movements from M-K-T siding to main track, located at fouling point. Trains leaving siding remain back of dwarf signal until member of crew observes switch indicator at main track switch. If indicator clears after button is pushed, main track hand throw switch at north end of siding may be lined for movement from siding to main track, and dwarf signal should then show "proceed."

When semi-automatic home or dwarf signal displays "stop" indication, and no conflicting movement is being made, trainman will proceed to the crossing with proper flagging equipment, insert M-K-T switch key in key controller located in box at the crossing, give key ¾ turn to right and then remove key. After 2 minutes, signal should indicate "proceed." If home or dwarf signal still indicates "stop" and no train approaching on GC&SF, M-K-T train should be moved forward beyond signal but remain clear of crossing. Trainman will push button and observe indicator light in key controller box. If light burns, train may proceed over the crossing. If light does not burn, a lighted fusee must be displayed at both home signals on GC&SF, by day or by night, before moving over crossing.

A releasing section located between signal and battery box 200 feet south of northward M-K-T home signal to provide for northward movements which have occupied the south approach circuit for over five minutes without accepting this signal, since after five minutes if a GC&SF train approaches, the northward M-K-T home signal will display "stop" indication, and after 2 minutes, the GC&SF train then can receive a "proceed" indication. Northward movements having lost the right to proceed, must occupy this releasing section and wait for a "proceed" indication to re-establish their authority to proceed.

T&NO Junction—M.P. D-762.5, T&NO R.R., (Cabin) Interlocking. If semi-automatic home signal displays "stop" indication and purple light burning, be governed by Rule 311. If home signal displays "stop" indication and purple light not burning, be governed by Provision "P" Rule 343.

Dallas—M.P. D-767.0, The Union Terminal Co., T&P R.R., Interlocking.

Dallas—M.P. D-768.9, GC&SF R.R. Interlocking. Home signals are semi-automatic. Telephone at northward home signal for communicating with towerman when home signal displays "stop" indication. (See Special Instructions 8.)

M.P. D-796.6—T&NO R.R., Interlocking. Home signals are semi-automatic. Special instruction 7-a governs at semi-automatic northward and southward distant signals.

b. FORT WORTH DIVISION:

Fort Worth—M.P. 757.1, T&P R.R., Interlocking.

Ney—M.P. 759.4, T&NO R.R., Interlocking. Home signals semi-automatic and distant signals automatic.

Alvarado—M.P. 783.0, GC&SF R.R., Interlocking. Main track home signals are semi-automatic. Northward dwarf signal governing movements from siding is non-automatic and operated by towerman only. Train order signal light does not light up until track circuit between home signals is occupied, or unless route lined for main track movement.

M.P. 843.6—StLSW R.R. Crossing, Interlocking Device. If signal displays "stop" indication and no movements approaching on StLSW, line switch on StLSW to set derails against StLSW, which will clear signal on M-K-T.

M.P. 844.6—T&NO-IGN-StLSW R.R.'s, Interlocking. Semi-automatic home signal for northward trains is located just north of Brazos River Bridge, on left side of track. This interlocking controls signals for double track switch just south of Brazos River Bridge. Northward semi-automatic home signals located on half-bridge about 1000 feet south of switch. Southward semi-automatic home signals consist of three 2-position color light dwarf signals located on Brazos River Bridge near south end, and top light governs movements to southward main track, middle light governs movement to northward main track and lower light is "call-on" to either main track.

Telephones for communicating with towerman located at M-K-T northward home signal, T&NO northward home signal, T&NO southward home signal, and 250 feet north of T&NO southward home signal.

c. HENRIETTA DIVISION:

Gainesville—M.P. G-701.7, GC&SF R.R., Interlocking. When either automatic distant signal displays "stop" indication be governed by Rules 302 and 343. Home signals are semi-automatic.

Henrietta—M.P. G-772.1, FW&DC R.R. Crossing. Stop Signs. Rule 556.

Wichita Falls—M.P. G-789.9, W.V.R.R. Stop Signs. Rule 556.

d. DENTON DIVISION:

Carrollton—M.P. K-744.6, StLSF-StLSW R.R.'s, Interlocking. Distant signals are non-operative. Home signals are non-automatic and operated by towerman only.

e. MINEOLA DIVISION:

M.P. H-714.9, T&NO R.R. Crossing. Protected by gate. Normal position against M-K-T. Rule 556-a.

Hoyt—M.P. H-751.0, TSL R.R. Crossing. Stop Signs. Rule 556.

Mineola—M.P. H-762.3, T&P R.R. (Cabin) Interlocking. Distant signals are non-operative. In order to line plant for M-K-T movements, examine semaphore indicator in cabin marked "T&P" and do not operate levers unless indicator shows "clear" position. If shows "clear" first pull lever No. 1 to full reverse and wait two minutes for electric lock to operate and latch go into place. Then pull lever No. 2 and lever No. 3. Then, for southward movement pull lever No. 4; for northward movement pull lever No. 5. Home signal will then display "proceed" indications. Move lever No. 4 (or No. 5) back to normal (stop) position while movement is still between home signals.

If plant is lined for M-K-T movement and movement is not made, or if movement through plant is completed before signal lever 4 (or 5) is moved back to normal (stop) position, it will be necessary to operate time release (so marked) to restore plant to normal position. To operate time release, turn knob to right as far as it will go, hold five seconds, release and permit time release to run down (2 minutes).

All levers must be restored to normal position after movement has cleared the plant. Cabin must be kept locked. In case of failure, make prompt wire report so T&P may be notified promptly and repairs made.

f. SHERMAN DIVISION:

Sherman—M.P. P-671.6, T&P R.R. Crossing. Stop Signs. Rule 556.

12. DOUBLE TRACK:

Between Denison and M.P. 663.1 south of Dallas Junction. Between GC&SF Interlocking, M.P. D-768.9 and Endot, M.P. D-769.3.

Between M.P. 843.0, Bellmead and M.P. 844.6; (single track extends over Brazos River Bridge between M.P. 844.6 and M.P. 844.9). Between M.P. 844.9 and Waco and beyond to M.P. 853.1, Hewitt. On double track, double track rules govern, except between M.P. 844.9 and M.P. 846.0 use track for which switches are lined.

Between Broadway Street, Fort Worth, M.P. 757.4 and Ney, opposite enginehouse. (See Special Instructions 2-i).

13. WATER STATIONS OTHER THAN THOSE SHOWN ON SCHEDULE PAGES:

East Fork—MP D-742.

Ginger—MP H-745.3.

Whitewright—water station for emergency use only.

14. YARDS PROTECTED BY YARD LIMIT BOARDS.**DENISON RAY TERMINAL**

Ray	} One Yard
Denison	
Pottsboro Jct.	
Staley	
Bona	

DALLAS DIVISION

Greenville	} One Yard	Waxahachie	
Hunt			
Garland			
Dallas	} One Yard	Hillsboro	} One Yard
Atkins		Winslow	
Sargent			

FORT WORTH DIVISION

Whitesboro		Hillsboro	} One Yard	
Denton		Winslow		
Fort Worth	} One Yard	Bellmead	} One Yard	
Hodge		Waco		
Ney				
Dolard				

HENRIETTA DIVISION

Cook	} One Yard	Whitesboro	} One Yard
Gainesville		Morfa	
Page		Wichita Falls	
		North Yard	

DENTON DIVISION

Deny	Denton
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MINEOLA DIVISION

Greenville	} One Yard	Mineola
Hunt		

SHERMAN DIVISION

Sherman

15. BULLETIN BOOKS LOCATED AT:

Denison	Bellmead
Telegraph Office,	Yard Office
Psg. Station	Engineers' Wash Room
Engineers' Wash Room	Waco
Caller's Office	Telegraph Office Baggage
Yard Office	Room
Ray	Engineers' Wash Room
Enginehouse Office	Ney
Yard Office	Yard Office
Greenville	Engineers' Wash Room
Enginehouse Office	Ft. Worth
Hunt	T&P Passenger Station
Yard Office	Wichita Falls
Dallas	Tel. Office Freight Station
Enginehouse Office	Yard Office North Yard
Yard Office	Enginehouse Office
Telegraph Office,	Mineola
Union Station	Freight Station
Engineers' Wash Room,	
Union Station	

Bulletin books for benefit of FW&DC employes maintained at Teague, and at yard and engine house offices of CRI&G and FW&DC R.R.s, Fort Worth.

16. STANDARD CLOCKS LOCATED AT:

Denison	Bellmead
Telegraph Office,	Dispatchers' Office
Psg. Sta.	Waco
Dispatchers' Office	Telegraph Office, Baggage
Ray	Room
Yard Office	Winslow
Enginehouse Office	Telegraph Office
Greenville	Ney
Enginehouse Office	Yard Office
Hunt	Engineers' Wash Room
Yard Office	Ft. Worth
Dallas	T&P Passenger Station
Yard Office	Wichita Falls
Enginehouse Office	Telegraph Office, Freight
Telegraph Office, Gen-	Station
eral Office Building	Yard Office North Yard
Telegraph Office,	Mineola
Union Sta.	Freight Station

17. IMPAIRED CLEARANCES:

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

DIVISION	MILE POST
Fort Worth	Bridge 784.3.
Henrietta	FW&DC joint track Bridge 114.73, Wichita River, Wichita Falls.

Dallas	Highland Park Passenger Shed.
Dallas	Union Terminal Passenger Shed, Dallas.
Mineola	Bridge H-722.8.
All	Swinging spouts on water tanks.
All	Mail cranes when pouches are hung.

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

DIVISION	MILE POST
Fort Worth	Hattie Street Viaduct, Ft. Worth, MP 757.45.
Fort Worth	Allen Avenue Viaduct, Ft. Worth, MP 758.5.
Fort Worth	Fort Worth Passenger Shed.
Dallas	Signal Bridge MP D-766.6.
Dallas	Union Terminal Passenger Shed, Dallas
Dallas	Oak Cliff Viaduct, MP D-767.5.
Dallas	Street Railway Viaduct, MP D-767.5.
Dallas	IGN Overpass, MP D-812.7.
Denton	Bridge K-733.3.

- c. Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and that there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also that it is dangerous to be on the side of a car while passing through bridges, by buildings, platforms and other structures alongside main and other tracks.

18. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE**PAGES:**

Station	Location	End Connected	Capacity
Kingston	MP D-704.3	None	0
Peniel	MP D-711.1	None	0
Lybrand	MP D-727.2	North end	8
Thomas	MP D-731.6	South end	15
Continental	MP D-752.5	North end	25
Sargent	MP D-770.8	South end	10
Red Oak	MP D-788.0	Both ends	14
Perrin Field	MP 669.9	North end	25
Singiser	MP 806.4	South end	10
Chatt	MP 817.3	North end	3
Greer	MP 838.8	South end	25
Hope	MP G-697.6	Both ends	16
Edwards	MP G-761.5	Both ends	6
Huggins	MP G-763.8	West end	5
Corinth	MP K-727.6	Both ends	10
Millay	MP K-739.0	South end	18
Ginger	MP H-744.0	North end	2
Clearing	MP H-747.3	None	0
Ben	MP H-760.1	South end	12

19. UNLESS OTHERWISE SPECIFIED, TIME TABLE OR**TRAIN ORDER RESTRICTIONS WILL APPLY:**

Denison—at passenger station.

McCune—trains or engines enroute to the Dallas Division via Leigh cutoff, will observe restrictions south of automatic block signal 6622.

Greenville—at siding, Greenville passenger station.

Hunt—at yard lead switch, north of Wellington Street.

Dallas Yard—for first class trains and extra passenger trains—at entrance to Union Terminal tracks at M.P. D-766.9.

Endot—southward trains restricted at Endot will remain back of overhead signal bridge, first signal north of GC&SF Interlocking Station, Tower 19, except that southward trains from CRI&P tracks will remain at CRI&G Junction, to avoid fouling Interlocking.

Waxahachie—northward trains—at passenger station.
southward trains—at switch, south end siding.

Winslow—at junction switch between Fort Worth and Dallas Divisions.

Pottsboro—for northward trains, crossover at Signal 6694.
for southward trains, south switch of siding.

Whitesboro—at Junction switch between Fort Worth and Henrietta Divisions.

Morfa—at yard office.

Ney—for first class trains and extra passenger trains—south end double track.

Bellmead—for first class trains and extra passenger trains—north end double track.

24. ABBREVIATIONS:

W—Water	P—Telephone
C—Coal	D—Day Telegraph Office
O—Oil	N—Night and Day Telegraph Office
T—Turntable	NO—Night Telegraph office only
S—Track Scales	M.P.H.—Miles per hour.
Y—Wye	M.P.—Mile Post.

a. ABBREVIATIONS IN CONNECTION**WITH MILE POST LOCATIONS:**

D—Dallas Division	H—Mineola Division
P—Sherman Division	K—Denton Division
G—Henrietta Division	

25. TONNAGE RATING INSTRUCTIONS:

When actual weight of load is not obtainable, use following tonnage figures.

(a)	Weight of car and Contents Tons	Weight of Freight Tons
Carload perishable under ice.....	45	16
Carload perishable not under ice.....	42	16
Refgrs. loaded with LCL mdse.....	35	8
Other cars with LCL mdse.....	30	8
Live Stock.....	37	15
Live Poultry.....	36	10

When actual weights obtained on perishable loads in refrigerator, add three tons for ice when moving under refrigeration.

(b) Use following tonnage for tare weights on system cars:

1. Cabooses	Tons
341 to 350 incl.....	27
361 to 370, 796 to 820 incl.....	25
375 and 524 to 591 incl.....	18
411 to 523, 700 to 795, 871 to 907 incl.....	21
821 to 870 incl.....	22

2. Auto Cars	Tons
45,000 series.....	27
46,000 series.....	30
60001 to 60100 incl.....	26
61001 to 62100 incl.....	30
63000 to 63025 incl.....	31

3. Box Cars	Tons
74000 and 170000 series.....	19
76001 to 78000 incl.....	22
80001 to 80494 incl.....	25
79001 to 79157, 95000 to 96499 incl.....	23
97001 to 97300.....	22

4. Coal and Hopper Cars	Tons
23000 to 25380 incl.....	17
32000 to 33499 incl.....	20
41000 to 41700 incl.....	24
43001 to 43500 incl.....	21
40001 to 40050 incl.....	26
40500 to 40700 incl.....	30
40801 to 40950 incl.....	25

5. Flat Cars	Tons
13000 to 18139, 113000 to 113120 incl.....	21
13201 to 13500 incl.....	19

6. Stock Cars	Tons
47000 to 47500 incl.....	22

7. Tank Cars	Tons
116000 to 117019 incl.....	22

8. For loaded and empty stock cars, add two tons for bedding.

9. When stencilled tare weights on foreign cars are not obtained, use figures below:

Kind	Non-Devised Auto	Devised Auto	Box	Flat	Refrigerator	Stock	Tank	Coal	Hopper
Tons	25	26	22	21	26	Bedded 22 Clean 20	22	24	28

10. When actual tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly, for information of Assistant Auditor.

26. RULES GOVERNING OPERATION OF DIESEL POWER AND OSCILLATING SIGNAL LIGHT.

- a. Headlight on Diesel engines in road service must be burning dimly during daylight hours except will be extinguished when train turns out to meet another and has stopped clear of main track.
- b. Unless authorized Diesel-Electric locomotives shall not be operated, either by towing or using traction motors for power, through water having depth over top of rail greater than shown below:

Type of Diesel Locomotive	Depth of Water over Top of Rail
Passenger (36" wheels)	3 inches
Freight (40" wheels)	5 inches
Switch (40" wheels)	5 inches
Rail Cars (M-11 and M-12) (36" wheels)	3 inches

Maximum speed in all cases shall not exceed three miles per hour.

c. MARS OSCILLATING HEADLIGHT.

Certain Diesel engines are equipped with both a straight beam headlight and Mars Oscillating signal light. The straight beam headlight will be displayed in conformity with Rule 17 and 17(a) of Rules and Instructions of the Transportation Department. Mars Oscillating signal light is arranged to display either an oscillating white or red light. Except when display of oscillating red light is required by these special instructions, oscillating white light will be displayed between hours of sunset and sunrise and during daylight hours when weather conditions would impair vision and obscure the observance of an approaching train.

When a train becomes disabled or makes a sudden stop due to unusual occurrence or when an adjacent track is obstructed, or there is possibility of adjacent track being obstructed, if oscillating red light is not displayed automatically, enginemen must immediately display it by manual operation.

When protection of front of train is required, enginemen will immediately display oscillating red light.

When occupying main track meeting an opposing train, oscillating red light will be displayed. This operation automatically cuts out the regular headlight. Oscillating red light may be extinguished after switch has been set for opposing train to enter siding, this operation automatically cutting in the regular headlight unless it has been cut out by its regular control switch.

Oscillating signal light will be extinguished: When train turns out to meet another and has stopped clear of main track or is standing to meet a train at end of double track or junction; when standing or moving backwards in yards where yard engines are employed.

d. MARS OSCILLATING EMERGENCY REAR END LIGHT

will be displayed automatically when control switch is on the automatic position, either by an emergency application of the air brakes or by a reduction in the train speed to approximately 20 M.P.H., depending on which type of control is used.

Master control switch, located on forward platform of car, has three positions marked "on manual", "off", and "on automatic". Normal position of the switch when car is on rear of train is "on automatic". Should automatic feature

fail to function, a trainman will display the light manually by placing switch in "on manual" position. Switch will be turned to "off" position when train is clear of main track or in yards where light would interfere with switching operations. Red pilot light at master control switch when lighted indicates oscillating red light is burning.

Business cars 400, 401, 402 and 403 will be equipped with two additional pilot lights—one green and one red—located outside of the kitchen end platform door. The red light when lighted will indicate oscillating red light is burning and the green light when lighted will indicate controls are set for automatic operation.

- e. Enginemen observing the emergency red light displayed either on head or rear end of train must stop immediately and must not pass red light until it has been ascertained that track is safe and clear for movement of the train.

This rule is in effect at all hours.

The use of the emergency red headlight and rear end light does not in any way relieve enginemen and trainmen from complying with Rules 99 and 442.

Enginemen and trainmen must familiarize themselves with the operation of these lights and are responsible for their operation.

SPEED TABLE

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	Min.	Sec.		Min.	Sec.
6	10		44	1	22
8	7	30	45	1	20
10	6		46	1	18
12	5		47	1	17
15	4		48	1	15
16	3	45	49	1	13
17	3	31	50	1	12
18	3	20	51	1	11
19	3	9	52	1	09
20	3		53	1	08
21	2	51	54	1	07
22	2	43	55	1	06
23	2	36	56	1	05
24	2	30	57	1	03
25	2	24	58	1	02
26	2	18	59	1	01
27	2	13	60	1	
28	2	8	61	0	59
29	2	4	62	0	58
30	2		63	0	57
31	1	56	64	0	56
32	1	52	65	0	55
33	1	49	66	0	55
34	1	46	67	0	54
35	1	43	68	0	53
36	1	40	69	0	52
37	1	37	70	0	51
38	1	35	71	0	51
39	1	32	72	0	50
40	1	30	73	0	49
41	1	28	74	0	49
42	1	26	75	0	48
43	1	24			

TONNAGE RATINGS

Locomotives		Diesel			Steam								
From	To	(EMD)	(EMD)	(ALCO)	Adjust-	64% Booster		64%		57%		32%	
		4500 H.P.	3000 H.P.	3000 H.P.		Rating	No.	Rating	No.	Rating	No.	Rating	No.
		Rating Tons	Rating Tons	Rating Tons	ment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars
Staley	Ray	3780	2520	3600	5	2700	67	2250	56	2050	51	1180	30
Ray	Staley	5230	3480	4200	7	3165	80	2625	66	2415	60	1360	24
Ray	Ney	4780	3190	3400	5	2500	62	2110	53	1890	47	1080	27
Ray	Pilot Point	5090	3390	4250	7	3000	75	2500	63	2225	56	1255	31
Ney	Ray	3820	2550	3050	5	2050	51	1850	46	1650	41	925	23
Whitesboro	Ray	5540	3690	3800	7	3100	78	2650	66	2350	59	1320	33
Whitesboro	Wichita Falls			3300	5	2500	63	2050	51	1840	46	1080	27
Ringgold	Wichita Falls				6	2700	68	2300	58	2050	51	1215	30
Wichita Falls	Whitesboro			3800	7	3100	78	2650	66	2350	59	1320	33
Ray	Dallas			3600	6	2850	71	2380	60	2120	53	1190	30
Whitewright	Rockwall				12	4400	110	3675	92	3270	82	1880	47
Dallas	Royse City			2600	5	2300	58	1925	48	1715	43	1070	27
Royse City	Bona			4000	10	3780	95	3150	97	2800	70	1560	39
Bona	Ray			2300	5	1950	49	1680	42	1300	35	860	22
Dallas	Winslow			2900	5	2575	64	2200	55	1950	49	1100	28
Winslow	Dallas			2600	5	2250	56	1900	48	1700	43	1070	27
Ney	Bellmead	4650	3090	3450	6	3100	80	2550	63	2050	51	1150	29
Grandview	Bellmead	5690	3790	5050	9	4500	113	3900	98	3500	88	1960	49
Bellmead	Ney	5160	3500	3450	6	3050	76	2600	65	2300	58	1290	32
Dallas	Denton				5							1050	26
Denton	Dallas				5							1030	30
Lewisville	Dallas				5							1550	39
Ray	Sherman				5							935	23
Sherman	Ray				5							935	23
Hunt	Mineola				5							1100	28
Mineola	Hunt				5							1150	29

Rating for diesel locomotives of 1000 series is 1510 tons Denton to Lewisville, 2050 tons Lewisville to Dallas, and 1450 tons Dallas to Denton.

Ratings for steam engines are for trains containing number of cars listed. For each additional car deduct from rating, or for each car less, add to rating, the amount shown in adjustment columns, to give correct rating for trains of varying length.

EMPLOYES HOSPITAL ASSOCIATION:

Dr. R. S. Kieffer, Chief Surgeon, 1831 Railway Exchange Building, St. Louis 1, Missouri.

STATION	NAME
Alba	R. A. Farrington
Bells	C. S. Carter
Burleson	C. C. Bradford
Carrollton	Walter L. Fiegel
Dallas	Mark L. Welch, Division Surgeon, Medical Arts Building
	Jack F. Burnett, Asst. Division Surgeon, Medical Arts Building
	Elbert Dunlap, Consulting Surgeon, Medical Arts Building
	James H. Herndon, Internist, Medical Arts Building
	Reworth Williams, Urologist, Medical Arts Building
	Ken Mooney, Urologist, Medical Arts Building
	John R. Swanson, Oral Surgeon, Medical Arts Building
	A. L. Nygard, Consulting Oral Surgeon, Medical Arts Building
	A. J. Schwenkenberg, Neuropsychiatrist, Medical Arts Building
	Claude D. Winborn, Otolaryngologist, Medical Arts Building
	J. R. Maxfield, Jr., Radiologist, Medical Arts Building
	Jack G. S. Maxfield, Radiologist, Medical Arts Building
	Milford O. Rouse, Gastroenterologist, Medical Arts Building
	C. O. Patterson, Gastroenterologist, Medical Arts Building
	Eugene Legg, Orthopedic Surgeon, Medical Arts Building
	Arthur G. Schoch, Consulting Syphilologist, Medical Arts Building
	R. B. Giles, Consulting Cardiologist, Medical Arts Building
	F. H. Newton, Consulting Ophthalmologist, Medical Arts Building
	J. B. Howell, Dermatologist, Medical Arts Building
	* W. T. Burke, Oral Surgeon, 3205½ Thomas Avenue
Denison	W. D. Blassingame, Division Surgeon, M-K-T Hospital
	D. K. Jamison, Assistant Division Surgeon
	J. E. Meador, Oral Surgeon
	F. F. Fowler, Division Oculist
Denton	W. C. Kimbrough
Fort Worth	Ross Trigg, First National Bank Building
	T. C. Terrell, Consult. Pathologist, Medical Arts Building
	Webb Walker, Oculist, Medical Arts Building
	Wm. Webb, Oculist, Medical Arts Building
	D. C. McRimmon, Oral Surgeon, Medical Arts Building

STATION	NAME
Fort Worth	J. R. Cochran, Medical Arts Building
(continued)	Tilden L. Childs, Jr., Medical Arts Bldg.
	Wm. Parsons, First National Bank Building
	Jack Furman, 660 5th Avenue
	C. Burke Brewster, Oculist, Medical Arts Building
	Robert C. Botts, Oral Surgeon, Medical Arts Building
North Fort Worth	J. W. Shoemaker, 119 E. Exchange
Gainesville	Rufus Whiddon
	Wm. F. Powell
Garland	Coy R. Pickle
Grandview	A. F. Garner
Greenville	Joe T. Becton, Consulting Surgeon, Becton's Hospital
	W. C. Morrow
	T. C. Strickland, Oculist
Henrietta	Albert Greer
Hillsboro	T. R. Barnett
Italy	A. O. Dykes
Itasca	C. C. Campbell
Leonard	Kenneth O. Crum
Lewisville	Luis Marroquin
Milford	J. E. Killian
Muenster	Thos. S. Myrick
Nocona	W. W. Davis
Ringgold	R. E. Tyler
Rockwall	J. F. Corry
	Curtis M. Jackson
Rowlett	W. A. Maupin
Royse City	T. N. Roach
Sherman	C. D. Strother
	D. C. Enloe
	Wm. I. Southerland
Waco	Wm. G. Trice, Division Surgeon, Amicable Building
	Paul C. Murphey, Division Surgeon, 1422 Austin Avenue
	S. Richard Mortland, Asst. Division Surgeon, 1422 Austin Avenue
	Cleveland H. Brooks, Oculist, Amicable Building
	David F. Sallee, Oral Surgeon, Professional Building
	Ralph L. Coffelt, Cardiologist, 405 Amicable Building
	*J. M. Vandavell, Oral Surgeon, 1105 S. Second St.
Waxahachie	S. H. Watson
	M. E. Hastings
	T. G. Estes, Oculist
West	W. H. Gidney
Whitesboro	G. W. Greer
Whitewright	C. P. Johnson
	Ross R. May
Wichita Falls	Bailey R. Collins, Div. Surgeon, Hamilton Building
	Robert L. Hargrave, Div. Surgeon, Hamilton Building
	L. B. Holland, Hamilton Building
	J. A. Johnson, Oculist, Hamilton Building
	L. F. Stripling, Oculist, Hamilton Building
	W. T. Wells, Oral Surgeon, Waggoner Building
	Owen C. Berg, Urologist, Hamilton Building

* For colored employes only.