

# MAKE EVERY TRIP A SAFETY TRIP



G. L. STRICKLIN

J. E. DWYER, JR.

Assistant Superintendents

J. H. CRANE

Chief Dispatcher

R. O. JOHNSON

Night Chief Dispatcher

C. W. WRIGHT

E. ELLIOTT

J. D. CUPP

ROY E. REEDER

M. H. EPPERSON

Dispatchers



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

## Missouri-Kansas-Texas Railroad Company of Texas

EMPLOYEES'

# TIME TABLE

## No. 28-A

### NORTH TEXAS DIVISION

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

## Sunday, April 29, 1956

Superseding Previous Timetable

FOR THE INFORMATION AND GUIDANCE  
OF EMPLOYEES ONLY

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

R. B. GEORGE,  
Superintendent

L. M. STUART,  
General Superintendent  
Transportation

B. A. McDONALD,  
Superintendent of  
Rules-Safety

CHARLES T. WILLIAMS,  
Vice President and  
General Manager

SOUTHWARD

## DALLAS SUBDIVISION

NORTHWARD

1

THIRD CLASS		FIRST CLASS			Distance from St. Louis	TIMETABLE No. 28-A		Symbols and Capacity of Stidings	FIRST CLASS			THIRD CLASS	
271 Freight	5 Passenger	7 Passenger	1 Passenger	Effective 12:01 A. M. April 29, 1956		STATIONS			6 Passenger	2 Passenger	8 Passenger	272 Freight	
Daily Except Saturday	Daily	Daily	Daily						Daily	Daily	Daily	Daily Except Sunday	
AM 12.30								WGTS YFP Yard				AM 9.00	
1.00								P				7.35	
		PM 7.00	AM 5.55	AM 5.25	660.9	N	<b>RAY</b>	RA					
							McCUNE						
						N	<b>DENISON</b>	WD	WGTS YFP Yard	AM 10.00	PM 8.15	PM 11.15	
						N	T&NO Interlocking LEIGH	MR	NS P	9.55	8.09	11.10	7.25
1.10		7.01	5.56	5.26	661.6		BONA		43 NS P	9.47	8.03	11.03	7.00
1.20		7.07	6.02	5.32	666.0		PENLAND		117 P	9.44	8.00	11.00	6.50
1.26		7.10	6.05	5.35	668.7		T&P Interlocking BELLS	X	51 P s	9.35	7.54	10.54	6.35
		s 7.17	6.12	5.41	674.3	N	WHITEWRIGHT	WH	58 P s	9.27	7.47	10.46	6.19 5.48
2.00		s 7.25	6.19	5.48	681.3	D	TRENTON	UN	100 P s	9.16	7.40	10.39	5.20
2.15		s 7.40	6.26	5.55	688.1	D	LEONARD	AU	56 P s	9.04	7.34	10.33	5.00
2.30		s 7.50	6.32	6.01	694.6	D	GC&SF Interlocking CELESTE	KF	70 YP	8.54	7.28	10.26	4.40
2.45		s 7.58	6.38	6.07	701.2	N	YANCEY		90 P	8.43	7.22	10.20	4.20
3.00		8.05	6.44	6.13	707.5		GREENVILLE		18 WYPP 38 Yard	s 8.36	s 7.16	s 10.15	4.05
3.15		s 8.17	s 6.54	s 6.20	713.0		HUNT	A	SYP Yard	8.27	7.13	10.02	3.50
3.20		8.20	6.57	6.23	714.0	N	StLSW Auto Interlocking MELTON		129 P	8.24	7.10	9.59	3.45
3.45		8.22	6.59	6.25	715.6		CADDO MILLS	CM	57 P s	8.18	7.04	9.53	2.30
4.45		s 8.30	7.05	6.31	721.6	D	ROYSE CITY	RY	49 P s	8.07	6.55	9.44	2.10
5.15		s 8.40	7.13	6.39	730.3	D	FATE		NS P f	8.01	6.51	9.39	2.00
5.35		f 8.45	7.17	6.43	734.1		ROCKWALL	RC	100 P s	7.56	6.46	9.34	1.50
5.55		s 8.50	7.22	6.48	738.7	D	ROWLETT		47 P f	7.45	6.38	9.26	1.35
6.25		f 8.59	7.30	6.56	746.5		GC&SF Auto Interlocking GARLAND	GC	54 P s	7.35	6.33	9.21	1.25
7.03		s 9.07	7.35	7.03	750.9	N	BETHARD		49 P	7.23	6.29	9.17	1.10
7.23		9.17	7.39	7.07	754.1		ATKINS		99 P	7.15	6.21	9.09	12.55
7.39		9.30	7.47	7.15	761.4		HIGHLAND PARK		NS P s	7.03	s 6.18	s 9.04	
8.10		s 9.38	s 7.52	s 7.19	763.3		DENY		NS P	6.58	6.13	8.58	
		s 9.45	7.57	7.24	766.2		DALLAS YARD	DY	WGYS Yard	6.56 AM	6.11 PM	8.56 PM	12.30 AM
9.00 AM		9.48 PM	7.59 AM	7.26 AM	767.0	N	UT-T&P Interlocking DALLAS	UT	P	6.55 AM	6.10 PM	8.55 PM	
		9.55 PM	8.05 AM	7.30 AM	767.2	N							
<b>271</b>	<b>5</b>	<b>7</b>	<b>1</b>							<b>6</b>	<b>2</b>	<b>8</b>	<b>272</b>
12.9	36.4	49.1	51.0				106.3 Average speed per hour			34.5	51.0	45.6	12.9

No. 2 IS SUPERIOR TO ALL TRAINS

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

No. 7 IS SUPERIOR TO No. 6

Denison and Winslow are initial and terminal stations for trains Nos. 1, 2, 5 and 6, on combined pages 1, 2 and 3 of the Dallas Subdivision.



SOUTHWARD

## DALLAS SUBDIVISION

SOUTHWARD

THIRD CLASS			Distance from St. Louis	TIMETABLE No. 28-A		Symbols and Capacity of Sidings	FIRST CLASS					
775 F. W. D. Freight	181 Freight	793 F. W. D. Freight		Effective 12:01 A. M. April 29, 1956			1 Passenger	507 F. W. D. Passenger	813 F. W. D. Passenger	5 Passenger		
Daily	Daily Except Sunday	Daily	STATIONS			Daily	Daily	Daily	Daily			
	PM 5.30		767.0	N	DALLAS YARD	DY	WGSYPF Yard					
			767.2	N	DALLAS	UT	P	AM 8.25	AM 9.25	PM 5.00	PM 10.25	
	PM 7.20	PM 5.45	769.3	N	GC&SF Interlocking--CRI&P Jct. ENDOT		P	AM 8.30	AM 9.30	PM 5.05	PM 10.30	
	7.30	5.55	772.7		PEELER		40 P	8.34	9.34	5.08	10.34	
	7.50	6.11	781.7	D	LANCASTER	CA	91 P	8.45	9.43	5.22	10.44	
	8.05	6.21	787.0		ELVA		71 P	8.51	9.48	5.27	10.50	
	8.12	6.29	791.2		STERRETT		125 P	8.56	9.52	5.31	10.54	
	8.24	6.35	794.6		TATE		85 P	8.59	9.55	5.34	10.58	
			790.6	N	T&NO Interlocking	HC	NS P					
	PM 8.30	6.44	797.5		M-K-T JUNCTION		NS P	9.03	9.59 AM	5.38 PM	11.02	
		6.46	798.1		WAKAHACHIE		57 P	9.04			11.03	
		6.57	803.0		NELSON		80 P	9.11			11.13	
		7.06	807.3		FORRESTON		35 P	9.16			11.18	
		7.16	813.1	D	ITALY	BG	60 P	9.24			11.24	
		7.26	818.3		MILFORD		50 P	9.30			11.29	
		7.40	825.6		FRASER		31 P	9.39			11.38	
		7.55	833.2		HILLSBORO		YP	9.49			11.47	
		PM 8.01	834.3	N	WINSLOW	HB	Yard P 64	9.52 AM			11.50 PM	
	775	181	793					1	507	813	5	
	24.1	26.7	24.8		67.1			46.3	53.5	47.8	47.4	
					Average speed per hour							

No. 2 IS SUPERIOR TO ALL TRAINS

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

Denison and Winslow are initial and terminal stations for trains Nos. 1, 2, 5 and 6,  
on combined pages 1, 2 and 3 of the Dallas Subdivision.



WESTWARD

## HENRIETTA SUBDIVISION

EASTWARD

THIRD CLASS		FIRST CLASS		Distance from St. Louis	TIMETABLE No. 28-A		Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
371 Freight	381 Freight		31 Passenger		Effective 12:01 A. M. April 29, 1956			32 Passenger		372 Freight		92 Way Freight	
Sunday Tuesday Thursday	Daily Except Sunday		Daily		STATIONS		Daily		Daily Except Sunday		Monday Wednesday Friday		
AM 6.15	AM 12.01		a 6.55	685.7	N	WHITESBORO	WO	PY Yard 84	PM 7.30		PM 9.45		AM 11.55
6.35	12.20		f 7.06	688.1		7.4 WOODBINE		100 P	f 7.16		9.29		11.30
6.55	12.35		f 7.15	689.8		6.5 COOK		42	7.04		9.17		11.10
7.25	12.45		a 7.25	701.1	D	GAINESVILLE GC&SF Interlocking	GV	41 PY	a 6.55		9.08		11.00
						2.1 PAGEL		91 P	6.42		8.55		9.55
9.30	1.00		f 7.37	708.2		3.3 LINDSAY		NS P	f 6.35		8.47		9.45
9.40	1.15		f 7.42	706.5		3.9 MYRA		27 P	f 6.25		8.36		9.25
9.55	1.30		f 7.50	712.4		3.9 MUENSTER	MN	92 P	a 6.18		8.29		9.00
10.15	1.45		a 7.58	716.3	D	10.0 ST. JO	JO	30 P	a 6.02		8.11		8.30
10.50	2.10		a 8.12	726.3	D	1.0 CREST		92 P	5.57		8.09		8.14
10.55	2.15		f 8.14	727.3		6.5 BONITA		80 P	f 5.46		7.57		7.40
11.10	2.35		f 8.23	733.8		8.5 NOGONA	NA	91 P	a 5.33		7.42		7.20
11.40	3.00		a 8.39	742.3	D	6.8 BELCHERVILLE		25 P	f 5.20		7.29		6.55
11.55	3.20		f 8.48	749.1		7.1 RINGGOLD	RD	94 P	a 5.10		7.16		6.40
PM 12.10	3.40		a 8.57	756.2	D	9.1 WALTON		60 P	f 4.58		7.00		6.15
12.30	4.00		f 9.09	765.3		6.4 HENRIETTA FW&D Auto Interlocking	HE	93 P	a 4.50		6.49		6.00
1.00	4.20		a 9.20	771.7	D	9.8 JOLLY		93 P	f 4.37		6.31		5.40
1.30	4.45		f 9.34	781.5		8.7 WV Crossing-Unprotected WICHITA FALLS	WF	WYP Yard	4.20 PM		6.15 PM		5.20 AM
2.10	5.20		a 9.50	790.2	D	9.9 W. F. N. W. JCT.							
				791.1		9.5 NORTH YARD	YD	WGTSFP Yard			6.00 PM		5.00 AM
2.30 PM	6.00 AM			791.6	N								
371	381		31						32		372		92
12.8	17.7		35.8			105.9 Average speed per hour			33.0		28.2		15.3

NO. 31 IS SUPERIOR TO NO. 32

### DENTON SUBDIVISON

SOUTHWARD

NORTHWARD

THIRD CLASS	Distance from St. Louis	TIMETABLE No. 28-A		Symbols and Capacity of Sidings	THIRD CLASS
281 Freight		Effective 12:01 A. M. April 29, 1956			274 Freight
Daily Except Saturday		STATIONS			Daily Except Sunday
PM 8.20	721.6	N	DENTON CN	Yard PYB	PM 9.00
8.50	724.2		2.6 CARTER	100	8.50
9.10	730.9		6.7 LAKE DALLAS	9 P	8.33
9.30	780.8	D	LEWISVILLE VI	25 P	8.18
9.50	742.7		5.9 TRINITY MILLS	16	8.03
10.00	744.6	N	St LSP-St LSW Interlocking CARROLLTON HF	NS P	7.57
10.15	740.9		2.3 FARMERS BRANCH	18 P	7.51
10.35	751.0		4.1 OLDHAM	22	7.39
PM 11.30	758.0		7.0 DENY	NS P	7.04
12.30 AM	758.8	N	DALLAS YARD DY	WGSYYP Yard	7.00 PM
281					274
8.9			37.2		18.6
			Average speed per hour		

Denton Subdivision trains be governed by Dallas Subdivision Timetable Page 1, and Timetable Special Instructions No. 8-d between Deny and Dallas Yard.

### MINEOLA SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from St. Louis	TIMETABLE No. 28-A		Symbols and Capacity of Sidings	FOURTH CLASS
53 Mixed		Effective 12:01 A. M. April 29, 1956			54 Mixed
Mondays Wednesdays Fridays		STATIONS			Tuesdays Thursdays Saturdays
AM 6.30	713.0		GREENVILLE	WYYP Yard	PM 1.35
6.45	714.0	N	1.6 HUNT T&NO Crossing-Gate	A SYP Yard	1.30
7.16	720.3		6.2 DIXON	8	12.47
7.55	727.5	D	7.3 LONE OAK	NK 38	12.10
8.30	733.5	D	6.0 POINT	NO 38	11.35
8.15	740.9	D	7.4 EMORY	MY 20	10.55
10.20	750.4	D	2.5 ALBA	AB 30	10.00
10.35	751.0		9.6 TSL Crossing-Unprotected HOYT	NS	9.50
11.05	756.5		5.5 GOLDEN	38	9.20
11.35	761.5		5.0 STORAGE	NS	8.45
11.50 AM	768.5	D	2.0 MINEOLA	US Y Yard	8.30 AM
53					54
9.5			59.5		9.9
			Average speed per hour		

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

### SHERMAN SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from St. Louis	TIMETABLE No. 28-A		Symbols and Capacity of Sidings	FOURTH CLASS
55 Way Freight		Effective 12:01 A. M. April 29, 1956			56 Way Freight
Daily Ex. Sunday		STATIONS			Daily Ex. Sunday
AM 5.00		N	RAY RA	WGTBYYP Yard	PM 1.00
5.25	662.5		SUN		12.40
5.40	668.1		3.6 ELLSWORTH	20	12.25
6.05 AM	671.6	D	T&P Crossing-Gate SHERMAN	8 Yard	12.01 PM
55					56
8.4			9.1		9.1
			Average speed per hour		

No. 55 IS SUPERIOR TO No. 56

MAXIMUM SPEED MPH—DIESEL OPERATIONOBSERVING PERMANENT SPEED RESTRICTION SIGNS, SPEED RESTRICTIONS OR OTHER RESTRICTIVE CONDITIONS.

BETWEEN	Denton Staley	Denton	M.P. D-665.5 Denton	Atkins M.P. D-665.5	Dallas Yard Atkins	Winslow Endot	Dallas Jct. Denton	Sadler Dallas Jct.	Whitesboro Sadler	M.P. 761.6 Fort Worth	Grandview M.P. 761.6	Bellmead Grandview	Waco Bellmead	Wichita Falls Whitesboro	Denton	Sherman	Sun	Mineola	Hunt
Passenger Trains.....	70	45	75	40	75	20	50	50	35	75	75	20	50	25	30	12			
Freight Trains and Light Engines.....	30	35	45	20	45	20	40	40	25	55	55	20	35	25	30	12			

Freight engines handling Passenger Trains—Authorized passenger train speed but not exceeding 65 MPH.

Road and Switch Engines or Road Switchers

Towed in train.....	30	35	45	20	45	20	40	40	25	55	55	20	35	25	30	12			
Yard Service—All Yards 25 MPH.																			

Trains Handling—

Steam Derrick (See Note 4)	on Tangent Track.....	30	35	35	20	35	20	30	30	25	35	35	20	30	20	25	5		
	on Curves.....	25	25	25	20	25	20	20	20	20	25	25	20	20	10	15	5		
Ditchers (Boom Attached).....	30	35	40	20	40	20	30	30	25	40	40	20	30	20	25	5			
Scale Test Car X-1658 (See Note 3).....	25	25	25	20	25	20	25	25	25	25	25	20	25	25	25	10			
Scale Test Car X-1659 (See Note 3).....	30	35	35	20	35	20	35	35	25	35	35	20	35	25	30	12			
Pile Drivers.....	30	35	40	20	40	20	30	30	25	30	40	20	30	20	25	5			

Road, Switch or Road Switchers..... Handle next to pulling engine of through train and behind short cars of trains setting out or picking up. (Exception—as provided in Note 1 and Note 2).

Any Engine..... Must have air brakes in operation and when set out must be coupled to car or cars with sufficient hand brakes set to hold; hand brakes must be released while being handled dead in train, and engine must not be placed next to cars containing pipe, poles, piling or loads liable to shift.

Through Turnouts

	Psg.	Frt.
Winslow—Junction Switch.....	30	20
Bellmead—North end Two Main Tracks...	30	20
Endot—South end Two Main Tracks.....	30	20
Sherman, Denton & Mineola Subdivns.....	10	10
All others.....	20	15

Note 1:—When more than one unit of Switch engine or Road Switcher space five cars apart.

Note 2:—All 70-ton Road Switchers to be handled next ahead of caboose.

Note 3:—Scale Test Car X-1658 or X-1659 to be handled next ahead of Caboose—Two or more scale test cars handled in same train must be spaced three cars apart on rear of train with rear scale test car next to caboose, and maximum speed governing X-1658 must be observed.

Note 4:—Trains handling steam derrick avoid run-in of slack while derrick on curve. Except for short distances derrick to be handled with boom trailing and car placed between engine and derrick.

**CLASSIFICATION OF ENGINES**

Diesel Unit Number	Tonnage Class	Designation	Class Of Service	Steam Generator	Equipped For Multiple Unit Control	Geared For Max. Speed MPH
101	21	EA-7	PSGR.	Yes	Yes	85
106-107	27	E-8	PSGR.	Yes	Yes	85
121-124	34	FP-7	FRT.-PSGR.	Yes	Yes	77
131-135	27	E-8	PSGR.	Yes	Yes	85
151-152	27	ALCO	PSGR.	Yes	Yes	90
153-157	34	ALCO	PSGR.	Yes	Yes	90
201-207	40	F-3	FRT.	No	Yes	65
208-211	40	F-7	FRT.	No	Yes	65
226-229	40	F-7	FRT.	No	Yes	65
326-334	40	ALCO	FRT.	No	Yes	65
1000-1010	34	BALD.	SW	No	No	60
1026-1030	34	NW-2	SW	No	No	60
1201-1215	34	BALD.	SW	No	No	60
1226-1235	34	SW-9	SW	No	No	65
1501-1529	40	GP-7	RD-SW	No	Yes	65
1551-1563	48	ALCO	RD-SW	No	Yes	65
1571-1586	48	BALD.	RD-SW	No	Yes	70
1591	48	F.M.	RD-SW	No	No	70
1651-1654	21	G.E.	RD-SW	No	No	55
1701-1702	40	ALCO	RD-SW	Yes	Yes	80
1731-1734	40	F.M.	RD-SW	Yes	Yes	80
1761-1764	40	GP-7	RD-SW	Yes	Yes	65
1787-1788	48	BALD.	RD-SW	Yes	Yes	70

Note:— When unit of different make or model is operated with other unit or units, tonnage rating for all units will be that of the lowest rating of any unit of the combination except EMD E-8 unit will not be operated in combination with other units in freight service.

**TONNAGE RATING OF ENGINES BY CLASS PER UNIT**

**CHOCTAW SUBDIVISION**

Tonnage Class of Engines		21	27	34	40	48
FROM	TO					
Staley.....	Ray.....	850	1075	1350	1600	1925
Ray.....	Staley.....	1300	1700	2125	2500	3000

**FORT WORTH SUBDIVISION**

Tonnage Class of Engines		21	27	34	40	48
FROM	TO					
Ray.....	Ney.....	950	1225	1525	1800	2150
Ray.....	Denton.....	1050	1350	1700	2000	2400
Ney.....	Bellmead.....	1100	1425	1775	2100	2525
Grandview.....	Bellmead.....	1625	2100	2625	3100	3725
Bellmead.....	Ney.....	1100	1425	1775	2100	2525
Ney.....	Ray.....	825	1050	1325	1550	1850
Whitesboro.....	Ray.....	1050	1350	1700	2000	2400

**DALLAS SUBDIVISION**

Tonnage Class of Engines		21	27	34	40	48
FROM	TO					
Ray.....	Dallas.....	1000	1275	1625	1900	2275
Whitewright.....	Rockwall.....	1300	1675	2125	2500	3000
Dallas.....	Winslow.....	1050	1350	1700	2000	2400
Winslow.....	Dallas.....	1000	1275	1625	1900	2275
Italy.....	Dallas.....	1050	1350	1700	2000	2400
Dallas.....	Ray.....	850	1075	1350	1600	1925
Dallas.....	Royse City.....	925	1175	1475	1750	2100
Royse City.....	Bona.....	1150	1475	1875	2200	2650
Bona.....	Ray.....	850	1075	1350	1600	1925

**HENRIETTA SUBDIVISION**

Tonnage Class of Engines		21	27	34	40	48
FROM	TO					
Whitesboro.....	Wichita Falls.....	950	1225	1525	1800	2150
Whitesboro.....	Gainesville.....	1050	1350	1700	2000	2400
Ringgold.....	Wichita Falls.....	1050	1350	1700	2000	2400
Wichita Falls.....	Whitesboro.....	1100	1425	1775	2100	2525

**SHERMAN SUBDIVISION**

Tonnage Class of Engines		21	27	34	40	48
FROM	TO					
Ray.....	Sherman.....	775	1000	1275	1500	1800
Sherman.....	Ray.....	725	950	1200	1400	1675

**MINEOLA SUBDIVISION**

Tonnage Class of Engines		21	27	34	40	48
FROM	TO					
Hunt.....	Mineola.....	925	1175	1500	1750	2100
Mineola.....	Hunt.....	925	1175	1500	1750	2100

**DENTON SUBDIVISION**

Tonnage Class of Engines		21	27	34	40	48
FROM	TO					
Denton.....	Dallas.....	1175	1525	1900	2250	2700
Dallas.....	Denton.....	725	950	1200	1400	1675
Hawes.....	Denton.....	850	1000	1375	1600	1925

Note: 1000 H. P. and 1200 H. P. Baldwin switch engines have a special rating on the Denton subdivision of 1450 tons Dallas to Denton and 1500 tons Denton to Dallas



**Rule 2. Supplement to:**

Watches that have been examined and certified to by a designated watch inspector must be used by Superintendents, Assistant Superintendents, Trainmasters, Road Foremen of Engines, Division Engineers, Roadmasters, Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Flagmen, Firemen, Hostlers, Engine Foremen, Yardmen, Switch Tenders, Train Porters, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen, and any employe in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment.

The above employes, upon entering service, and annually in May, must provide themselves with Form CT-90 Standard, to be issued by designated watch inspector on an order from the Superintendent, or in return for Form CT-90 Standard of the immediately preceding period. They must submit watch for inspection and Card CT-90 Standard for making record thereon, to designated watch inspector as provided for in Rule 2 of the Uniform Code of Operating Rules (or similar Maintenance of Way Rules); except, such Maintenance of Way and Bridge and Building employes who are unable to comply with this Rule monthly, must do so as nearly monthly as possible. Form CT-90 Standard must be in employe's possession while on duty and presented for examination when called for by an officer.

**Rule 10 (h). Supplement to:****Permanent Speed Restriction Signs:**

(a) Where in service in certain territories, (Yellow Sign Black Numbers) located as near one (1) mile as conditions will permit in advance of where speed restricted. Resume Speed Sign (Green) at point where restrictions end.

(b) Where in service in certain territories, (Reflector Type), Advance Warning Sign (⚡) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign (⏏) at point where speed restricted and Resume Speed Sign (⏏) at end of restriction. Passenger trains not exceed speed shown on Speed Restriction Signs. Freight trains and Light engines reduce to 10 MPH below speed shown on Speed Restriction Signs, but not exceed maximum speed provided for Freight trains and Light engines.

(c) All territories are protected by Permanent Speed Signs indicated in either (a) or (b).

**Rule 12(j). Supplement to:**

Yellow fuses may be used in giving hand signals except must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

**Rule 14. Supplement to:**

In making outgoing terminal brake test, one long and one short sound of engine whistle or horn will be sounded after a signal has been received from the car inspector to apply the brakes.

**Rule 17(f). Amendment to:**

Yard engines will display standard white headlight to the front and rear by day.

**Rule 19. Amendment to:**

On passenger trains, a single electric marker lamp may be displayed in center of rear car in lieu of two marker lamps, which will show red to rear at all times, day and night except when shows green to rear as provided in Rule 19-a.

**Rule 35. Amendment to:**

<b>Day Signals.</b>	<b>Night Signals.</b>
Red Flag	White Light
Torpedoes	Torpedoes
Red Fusees	Red Fusees

**Rule 99(j). Supplement to:**

The following units of equipment do not actuate block signals at all times. Unless otherwise provided, flag protection must be afforded in accordance with Rule 99, including territory covered by the provisions of Rule 99(j):

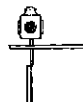
Single Unit Light Engines  
 File Drivers  
 Ballast Plows  
 Sperry Detector Cars  
 Weed Burners and Weed Mowers  
 Clam Shell and other Material Handling Cranes

**Rule 209. Amendment to:**

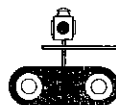
Second paragraph is cancelled.

**Rule 221(d). Operators Signal Supplies. Amendment to:**

Red Flag	Six (6) Torpedoes
White Flag	Six (6) Red Fusees
White Light	

**Rules 230 and 232. Supplement to:****Nunn Type Train Order Signal**

Aspect—Parallel with track, Green light.  
 Indication—Proceed, "No Orders".  
 Name—Clear Train Order Signal.



Aspect—At right angle to track, Red light.  
 Indication—Stop, unless clearance received.  
 Name—Stop Train Order Signal.

**Rule 290(1). Supplement to:**

In ABS territory, in the absence of a leaving signal immediately beyond interlocking or remote control switch limits (the limits in each case being the track between the Absolute Signals) movement through interlocking or remote control switch limits under the provisions of Rule 290(1) (Lunar), must comply with the provisions of Rule 350 in moving to next governing signal.

## OPERATING RULES—Cont'd

### Rule 292. Supplement to:

Low signals, commonly called dwarf signals. Rule 350 applies where Absolute Signals are located at spring switches at fouling point on siding. After opposing movement passes and backward movement is made out of siding or reverse movement made on main track, and Absolute Signal on main track displays "STOP" indication, operate switch after which main track Absolute Signal may indicate "CLEAR" per Rule 281.

### Rule 355. Block Indicators:

Color light block indicators at spring switches, south siding switch, Lytle; north siding switch, Egan; south siding switch, Alvarado; north siding switch, Peeler, and south siding switch, Lancaster, are located at fouling point and are designated by letter "B" on mast of indicator.

### Rule 356. Supplement to:

When one or more signals are taken out of service temporarily due to extending sidings, moving signals to new locations, or when signals have been knocked down or damaged, and the territory involved is less than five (5) miles, the following Form of Order may be issued:

"Signal (or signals) at (station) or (Mile Post) is (or are) temporarily out of service. The territory protected by these signals is now protected by Signals \_\_\_\_\_ and \_\_\_\_\_ between (station) and (station) or between (Mile Post) and (Mile Post)."

Before issuing this order, Signal Supervisor must confirm in writing that the control section has been properly extended and that proper protection will be afforded all movements. This order must not be used to cover signals nor territory involving spring or remote control switches. It must not be used except under conditions mentioned, and not when signals are out of service due to lightning burned out relays, or when waiting for material to make quick repairs, and must not be used for short periods of time.

### Forms of Train Orders. Supplement to Form S-E:

The following form is authorized:

"No 6 Engine 106C wait at B until 930 a m for Extra 207A South  
No 6 take siding B for Extra 207A South"

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 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 not be combined with any other form of order, and may contain only one waiting point.

### Form "Y" (b) protection orders, exception to:

Form "Y" Protection Order may be used to protect rear of passenger trains.

### SPEED TABLE

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	MIN.	SEC.		MIN.	SEC.
6	10		46	1	18
8	8	30	47	1	17
10	6		48	1	15
12	5		49	1	13
15	4		50	1	12
16	3	45	51	1	11
17	3	31	52	1	9
18	3	20	53	1	8
19	3	9	54	1	7
20	3		55	1	6
21	2	51	56	1	5
22	2	43	57	1	3
23	2	36	58	1	2
24	2	30	59	1	1
25	2	24	60	1	
26	2	18	61	0	59
27	2	13	62	0	58
28	2	8	63	0	57
29	2	4	64	0	56
30	2		65	0	55
31	1	56	66	0	55
32	1	52	67	0	54
33	1	49	68	0	53
34	1	46	69	0	52
35	1	43	70	0	51
36	1	40	71	0	51
37	1	37	72	0	50
38	1	35	73	0	49
39	1	32	74	0	49
40	1	30	75	0	48
41	1	28	76	0	47
42	1	26	77	0	47
43	1	24	78	0	46
44	1	22	79	0	46
45	1	20	80	0	45

## 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. On Dallas Subdivision, No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2.
- c. On Ft. Worth Subdivision, No. 2 is superior to all trains except No. 22. No. 1 is superior to all trains except No. 2 and No. 22.
- d. No. 7 is superior to No. 6.
- e. On Henrietta Subdivision, No. 31 is superior to No. 32.
- f. No. 55 is superior to No. 56.
- g. Between Signal 6605, Denison, and T&NO Crossing, Leigh; and between "FOULING POINT" sign at end of Two Main Tracks, Ft. Worth Subdivision and Denison Passenger Station; trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains and engines or cars standing or moving in either direction on any track.
- h. On Two Main Tracks between MP 842.9 and MP 844.6 trains and engines may run ahead of first class trains but must ascertain their location or movement to avoid delaying them. Trains and engines may use crossover between Two Main Tracks, MP 843.5, against first class trains.
- i. Between MP 844.9, south end Brazos River Bridge, and MP 847.4, trains have no timetable superiority and will run at RESTRICTED SPEED, but not exceeding 20 MPH, expecting to find other trains, engines or cars standing or moving in either direction.

2. EXCEPTION TO RULE 5: TIMETABLE OR TRAIN ORDER RESTRICTIONS APPLY AT:

McCune—(movement to Dallas Subdiv. via Leigh cutoff) south of Absolute Signal McCune MP 661.9, Ft. Worth Subdiv.

Greenville—at siding (first track west of main track, Passenger Station).

L&A Siding Greenville—may be used by M-K-T trains, avoiding delay to L&A trains or engines, who use south end siding between L&A and M-K-T main tracks moving to or from Hunt. Movements using siding remain north of "FOULING POINT" sign to avoid causing main track Signals to display "STOP" indication.

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

Dallas Yard—for first class trains and passenger extras—at entrance to Union Terminal Co. tracks MP D-766.9—for third class trains and freight extras—at Deny.

Endot—southward trains restricted remain back of Absolute Signal north of GC&SF Interlocking Station, Tower 19, except southward trains from CRI&P tracks remain at CRI&P Jct. to avoid fouling Interlocking.

Waxahachie—Northward trains—at Psgr. Station.

Winslow—Jct. Switch between Ft. Worth and Dallas Subdivisions.

Pottsboro—Siding for passenger trains will be between south siding switch and crossover at MP 669.4.

Whitesboro—at "JUNCTION SWITCH" between Ft. Worth and Henrietta Subdivisions.

Ney—first class trains and Psgr. extras—south end Two Main Tracks.

Capps Street—at station sign east side main track north side this street, Ney.

Bellmead—first class trains and Psgr. extras—north end Two Main Tracks.

3. EXCEPTIONS TO RULE D-81:

- a. On Southward Main Track between MP 842.9 (North end Two Main Tracks,) Bellmead, and crossover at MP 843.5,

- yard engines, light engines and engines in charge of hostlers may move against current of traffic and against first class trains when automatic color light Low type signal MP 843.5, located between Two Main Tracks, indicates "Proceed."
- b. Except as provided for by timetable special instructions Rule 3-a all movements on Two Main Tracks between MP 842.9 Bellmead, and MP 844.6 north end Brazos River Bridge will be with current of traffic.
- c. On Two Main Tracks between MP 844.9 south end Brazos River Bridge and MP 846.0 train and engine movements may use the tracks for which switch or switches are lined.

4. WHERE TRAINS WILL REPORT FOR CLEARANCEOTHER THAN AS REQUIRED BY RULE 83(a) (last paragraph):

- a. First class trains and passenger extras—Dallas (Union Station), Whitesboro, Fort Worth (T&P) Passenger Station and Winslow.
- b. Southward first class trains and passenger extras originating—Dallas (Union Station) instead of Endot.
- c. Northward CRI&P trains—B-RI Office, Waxahachie instead of M-K-T Jct.
- d. Southward CRI&P trains that have not received clearance at Dallas (Union Station)—CRI&P Office, Cadiz Street, instead of Endot.
- e. Third class trains, extras and work extras—Whitesboro and Winslow.
- f. Southward extras and work extras leaving Ray for Fort Worth and Henrietta Subdivisions—Pottsboro.
- g. Northward psgr. trains—Dallas Yards, when color light Train Order Signal in front of office displays aspect per Rule 232.
- h. Southward M-K-T trains originating—Dallas Yard instead of Endot.
- i. Southward trains originating Ney—at T&NO Interlocking. When ready, will sound four short sounds of engine whistle or horn and after answered by wigwag of train order signal, may proceed to T&NO Interlocking.
- j. Eastward freight trains—North Yard (Wichita Falls) instead of Wichita Falls.
- k. Southward trains Mineola Subdivision—Hunt instead of Greenville.
- l. Southward Dallas Subdivision trains leaving Denison—Leigh tower, when color light Train Order Signal at Interlocking Station displays aspect per Rule 232. This Signal does not govern trains moving on freight main track, Leigh cutoff.
- m. Leigh—Southward Dallas Subdivision freight trains moving from freight main track, Leigh cutoff that have been notified to do so by train order at Ray, or when register check is necessary.

5. REGISTER STATIONS:

- a. Nos. 22 and 28 register by ticket at Whitesboro when not necessary to check train register.
- b. All trains register by ticket 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.
- c. Wichita Falls is register station for first class trains and passenger extras only.
- d. Bellmead is register station for third class trains and freight extras only.
- e. Dallas is register station for M-K-T and CRI&P first class trains and passenger extras only. First class trains displaying signals from or to Endot or Dallas Yard will record this information on the register at Dallas.
- f. Dallas Yard is register station only for third and fourth class trains and freight extras originating or terminating Dallas Yard.
- g. CRI&P third class trains and freight extras will register in CRI&P office, Cadiz Street.

**6. EXCEPTIONS TO RULE 93:**

- a. Two Main Tracks between McCune and Denison will be used **AHEAD OF** first class trains when block signals indicate "Proceed" or block indicators indicate "Block clear".
- b. Trains and engines use crossover between Two Main Tracks, Sun MP 662.5, **AGAINST** first class trains when block indicator indicates "Block clear" after authority has been granted by operator in Leigh Interlocking Station.
- c. Between Deny and entrance to The Union Terminal Co. tracks, Dallas Yard, trains and engines may move **AHEAD OF** or **AGAINST** overdue first class trains when automatic block signals indicate "proceed", or block indicators indicate "block clear", except movements entering main track in this territory must operate switch and wait 3 minutes before fouling main track.
- d. Trains and engines use crossover between Dallas Yard and Denton Subdivision, Deny, against overdue first class trains when signals 7662 and 7663 indicate "proceed", except for movements from Denton Subdivision, color light type absolute signal on Denton Subdivision must also indicate "proceed". All movements will operate switch and wait 3 minutes before starting crossover movement.
- e. Whitesboro-Northward trains moving off T&P onto M-K-T track and receiving "clear" or "approach" aspect on signal at T&P-M-K-T Jct. switch are authorized to move from T&P-M-K-T Jct. switch to station ahead of or against overdue first class trains.
- f. Between northward Absolute Signal south of T&P R. R. Interlocking MP 757.1, Fort Worth, and T&NO Crossing, MP 759.4, south of Ney, trains and engines use tracks and crossovers, moving **AHEAD OF** or **AGAINST** first class trains, except movements must not be made on Two Main Tracks **AGAINST** current of traffic, north of Rosedale Street underpass, MP 757.9, unless protected by flagman.
- g. Between T&NO Crossing, MP 759.4, south of Ney, and yard limit sign south of Dolard, yard engines may move **AHEAD OF** or **AGAINST** first class trains when automatic block signals indicate "proceed" or block indicators indicate "block clear", except movements entering main track must operate switch and wait 3 minutes before fouling main track. Movements must also ascertain location of first class trains to avoid delaying them.
- h. Winslow—trains and engines use Crossover No. 3, intersecting Fort Worth Subdivision main track just south of Signal 8127 and intersecting Dallas Subdivision main track just north of Signal 8342, and will occupy Fort Worth and Dallas Subdivision main tracks in the vicinity of both ends of the crossover, **AHEAD OF** or **AGAINST** overdue first class trains, when automatic block signals indicate "proceed", or block indicators indicate "block clear".

**7. RULE 99 (j) AUTHORIZED ON:**

Dallas Subdivision and Fort Worth Subdivision

**8. FORM "Y" TRAIN ORDER AUTHORIZED ON:**

All Subdivisions.

**9. SPEED AND OTHER RESTRICTIONS:****a. Denison-Ray Terminal**

Denison 20 MPH over street crossings, except 15 MPH Morton Street.

Denison—puzzle switch north of passenger station—15 MPH.

Spring switch south end of Two Main Tracks just south of Dallas Jct.—southward trains 15 MPH.

Warner cutoff and Pottsboro cutoff—30 MPH.  
Leigh cutoff and cutoff Ray and Dallas Jct.—20 MPH.  
Crossover leaving Ray via Pottsboro cutoff—15 MPH.  
Over humps at Ray—10 MPH.  
Staley—through turnouts—40 MPH.

All trains and engines run at **RESTRICTED SPEED** between end of Two Main Tracks south of Dallas Jct. and "FOULING POINT" sign at end of Two Main Tracks, Denison Passenger Station yard, and approach crossover Sun expecting to find movements ahead or crossover or main track occupied by movements in either direction, in vicinity of the crossover without flag protection.

Derailing switch on main track 280 feet north of Signal 6608, north of Denison Passenger Station, is trailing for southward movements and hand operated for northward movements. It must be handled by crew of northward movements unless in charge of yardmen. This derailing switch does not actuate block signals.

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

Northward trains from Dallas Subdivision must not foul twin switches at south end of Denison Passenger Station yard, and northward trains from Fort Worth Subdivision must not pass "FOULING POINT" sign at end of Two Main Tracks, Denison Passenger Station yard, until receive hand or lamp "proceed" signal.

**b. All Subdivisions**

18 MPH over street crossings Hillsboro to Winslow, inclusive.

First class trains run at **RESTRICTED SPEED** approaching and between west switch of Coach track and "JUNCTION SWITCH", on Henrietta Subdivision; and between south switch Storage B track and T&P-MKT Junction Switch on Fort Worth Subdivision (Whitesboro), expecting to find Fort Worth or Henrietta Subdivision main tracks occupied by movements in either direction. Movements may occupy main track in this territory without flag protection, but must ascertain location of first class trains, when necessary, to avoid delaying them.

All trains and engines run at **RESTRICTED SPEED** approaching Crossover No. 3, Winslow, expecting to find this crossover or main track on either Fort Worth or Dallas Subdivision occupied by movements in either direction in vicinity of crossover without flag protection.

Storage tracks Bona and Dolard may be found blocked with cars.

At the following points there are short dead sections of track over Railroad crossings:

Leigh cutoff—T&NO R.R. crossing

Celeste—GC&SF R.R. crossing

Diesel engine, series 1651-1654, will not be operated over tracks at these points without at least one car coupled to engine account of the short wheel base on these particular engines failing to actuate signal indications.

"Capacity of Sidings" as shown on schedule pages is based on 48 feet per car less 160 feet allowable for 3 unit Diesel engine.

Trains or engines approaching street or highway crossing protected by automatic crossing signals observe the following:

When train or engine has stopped before crossing is reached or if movement has been made over crossing, it must be known crossing signals are operating before crossing is occupied. If the crossing signals are not operating, crossing must be protected by flagman. Flashing light signal units are equipped with side lights which will indicate when the

lights are burning. Otherwise, the crossing bell will indicate signal operation.

Diesel electric engines shall not be operated, either by towing or using traction motors for power, through water having depth over top of rail of more than 5 inches, except as noted below;

Type of Diesel Engine	Maximum Depth of Water Over Top of Rail
EMD Passenger (EA-7 & E-8-36" wheels)	3 inches
Alco-GE 70 ton (Road Switcher-36" wheels)	3 inches
Maximum speed in all cases shall not exceed	3 MPH.

Depths given above are to provide emergency passage through water over top of rail and are not to be considered safe for continuous operation.

A switch engine that might be required to switch through water continuously, water depth should not exceed top of rail, maximum speed 3 MPH.

At locations specified, in order to actuate automatic crossing signals following speed restrictions govern:

Whitesboro—Highway 10, Henrietta Subdivision, 20 MPH on main track and 5 MPH on Siding.

#### c. Dallas Subdivision

Bells—Passenger trains 35 MPH, freight trains 20 MPH over T&P R.R. crossing.

Whitewright—30 MPH over street crossings.

Trenton—passenger trains 40 MPH, freight trains 30 MPH over street crossings.

Hunt—30 MPH between Absolute Signals of Automatic Interlocking.

Royse City—30 MPH over street crossings.

Garland—40 MPH first curve north GC&SF R.R. Crossing.

Garland—40 MPH over street crossings.

Highland Park—10 MPH over Cole Ave. and Knox St. crossings, 12 MPH over Airline Road and Mockingbird Lane crossings.

Highland Park—Street crossing signals and gates Knox Street and Cole Avenue automatically operated. Southward movements if speed is less than 10 MPH, or if stopping at station, remain back of clearance point marked with yellow paint on south end platform approximately 120 feet north of Knox Street, except passenger trains with more than 17 cars may pull over Knox Street as necessary to place rear car at platform. When movement is to be made over Knox Street after stopping, such movement will be made up to north edge of Knox Street then wait until gates are lowered. Northward movements stopping at station will stop with rear of train north of yellow clearance marked just north of Knox Street. Northward switching movements at Armo, when part of train left on main track south of Knox Street, after switching into Armo track a northward switching movement may be made up to but not across Knox Street until gates are lowered. After switching completed and northward main track movement is to be made, move up to but not across Knox Street until gates are lowered.

First curve north of Deny—30 MPH.

Curve at Deny—20 MPH.

Movable point crossing frog just north of end of Two Main Tracks Endot—25 MPH.

Waxahachie—20 MPH over street crossings between passenger station and T&NO R.R. crossing.

Italy—30 MPH over street crossings.

Hunt—All trains and engines run at RESTRICTED SPEED but not exceeding 20 MPH, approaching and between Absolute Signal at MP D-713.5, south end L&A Siding, and

Absolute Signal at MP D-713.8, north end Hunt, expecting to find movements on main track in either direction without flag protection.

Approaching crossover at Deny, and between Deny and entrance to Union Terminal Co. tracks MP D-766.9, Dallas Yard, first class trains run at RESTRICTED SPEED expecting to find main track and crossover occupied by movements in either direction without flag protection.

Between south end Union Terminal Co. tracks MP D-768.9 and Endot, all trains and engines run at RESTRICTED SPEED.

Northward trains approach Absolute Signal at MP D-797.4, at M-K-T Junction at RESTRICTED SPEED prepared to stop short of this signal if necessary.

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

Greenville—southward passenger trains stop clear of Lee Street (first street south of passenger station). Northward trains spot working cars at gravel platform, blocking Lee Street when necessary to do so. Sound whistle or horn before starting from station.

Waxahachie—5 MPH over scales and dead rail, Southland Cotton Oil Mill track.

#### d. Fort Worth Subdivision

Turnouts, Pottsboro Jct. and south end of siding, Pottsboro—15 MPH.

Perrin Field Spur—15 MPH.

Whitesboro—over "JUNCTION SWITCH"—15 MPH.

Spring switch, north end Two Main Tracks, Broadway Street, Ft. Worth—northward movements 15 MPH and Southward movements 25 MPH. Northward movements will stop to clear north end of Two Main Tracks until receive interlocking signal authorizing movement through T&P Interlocking. This signal may be received with track occupied by movements in either direction between north end of Two Main Tracks and the Interlocking Signal. When switch movement to be made into industry tracks off single track south of Interlocking Signal, notify towerman by telephone. PBX phone in booth.

Spring switch, south end Two Main Tracks, Ney—southward movements—15 MPH.

Grandview—30 MPH first street south of station.

West—30 MPH through city limits.

Between northward Absolute Signal south of T&P R.R. Interlocking, MP 757.1, Fort Worth, and T&NO Crossing, MP 759.4, south of Ney, all trains and engines run at RESTRICTED SPEED, expecting to find crossovers and tracks occupied by movements in either direction without flag protection, except as provided by Special Instructions Rule 6-f.

Between T&NO Crossing, MP 759.4, south of Ney, and yard limit sign, south of Dolard, first class trains run at RESTRICTED SPEED, expecting to find main track occupied by movements in either direction without flag protection.

On southward main track first class trains run at RESTRICTED SPEED from MP 842.9 (north end Two Main Tracks) Bellmead, to Crossover at MP 843.5 expecting to find yard engines, light engines or engines in charge of hostlers moving against current of traffic.

On Two Main Tracks between MP 842.9 and MP 844.6 and approaching crossover between Two Main Tracks MP 843.5 first class trains run at RESTRICTED SPEED, expecting to find movements ahead or crossover movements without flag protection.

Cars must not be left on Storage "B" track, Whitesboro, without permission.



Whitesboro—Southward Henrietta Subdivision freight trains head in north siding, unless otherwise instructed.

Whitesboro—Henrietta Subdivision trains enroute Fort Worth, will, if no first class train overdue, use main track to wye switch unless otherwise instructed.

Spring type derail in tail track just south Magnolia Street, Ney Yard, trailing for southward movements, hand operated for northward movements.

Southward freight trains use tail track, near Magnolia St., Ney, for movement into Ney Yard.

#### e. Henrietta Subdivision

Gainesville—10 MPH over street crossings.

Nocona—10 MPH over Clay and Cooke Street crossings, 20 MPH over all other street crossings.

Henrietta—20 MPH between Absolute Signals of Automatic Interlocking.

Wichita Falls—15 MPH over street crossings except 8 MPH over 7th and Iowa Park crossings.

First Class trains run at RESTRICTED SPEED between yard limit sign east of South Yard (Wichita Falls) and North Yard (Wichita Falls) including between Wichita Falls and WF&NW Jct. on FWD main track.

Whitesboro—Henrietta Subdivision trains having authority to proceed on Fort Worth Subdivision, be governed by Signals 6856 and Southward Absolute color light signal on Fort Worth Subdivision, before fouling "JUNCTION SWITCH".

#### f. Denton Subdivision

Dallas—10 MPH over Harry Hines Blvd., crossing.

Carrollton—15 MPH approaching and between Approach Signals of Interlocking.

Cars with gross weight exceeding 105 tons must not be handled.

#### g. Mineola Subdivision

Cars with gross weight exceeding 100 tons must not be handled.

#### h. Sherman Subdivision

Cars with gross weight exceeding 105 tons must not be handled.

Flag protection must be provided over all street crossings Pecan to King Street, inclusive, Sherman, as required by City Ordinance.

### 10. CROSSOVERS AND SIDINGS:

#### a. Hillsboro-Winslow—Crossovers between Dallas and Fort Worth Subdivision main tracks designated as.

No. 1, Hillsboro, north of Hillsboro siding.

No. 2, Hillsboro, south of Hillsboro siding.

No. 3, Winslow, north end of Winslow Yard.

Siding, Winslow, opens off Dallas Subdivision main track just south of Crossover No. 3, connects with Fort Worth Subdivision main track south of Fort Worth-Dallas Subdivision Jct. Switch.

#### b. Sidings, Whitesboro, designated as:

North Siding—opens west from Fort Worth Subdivision main track at north end yard and intersects Henrietta Subdivision main track just west of "JUNCTION SWITCH."

South Siding—opens south from Henrietta Subdivision main track just west of "JUNCTION SWITCH" and intersects T&P main track south of T&P-M-K-T Jct. Switch.

G.H.&W. Siding—opens from Henrietta Subdivision main track at west end of yard and intersects same track 1000 feet west of "JUNCTION SWITCH."

Storage B—opens east from Fort Worth Subdivision main track at north end of yard and intersects same track just north of "JUNCTION SWITCH"

### 11. NORMAL POSITION OF SWITCHES:

Pottsboro—south crossover switch at MP 669.4 for siding.

Whitesboro—switch at intersection of Fort Worth and Henrietta Subdivision main tracks, for Fort Worth Subdivision.

Whitesboro—crossover switch, south siding, for siding.

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

Caphead—south crossover switch at intersection of DeLeon Subdivision main track and Bellmead cutoff, for cutoff.

Greenville—switch intersecting L&A main track and L&A siding, for L&A main track.

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

Mineola—MP H-762.3, M-K-T Main track-T&P North track switch, for T&P North track; switch hand operated and electrically locked, electric-lock mechanism controlled by T&P control operator, Marshall. Electrically-locked derail located at clearance point of M-K-T main track controlled by T&P control operator, Marshall. Telephone and instructions for operation located in metal compartment on south side concrete signal house vicinity connection on north side of tracks.

### 12. MOVEMENTS BY SIGNAL INDICATIONS (RULES 400, 403 AND 404):

#### a. Between Ray and Pottsboro via Freight main track, Pottsboro cutoff.

Between Ray and Interlocking Limits of Staley via Freight main track, Warner cutoff.

Between Ray and Dallas Jct. via Freight main track, cutoff. See Special Instructions Rule 17.

Between McCune, MP 661.8 and End Two Main Tracks, MP 663.1, Fort Worth Subdivision, on northward and southward main tracks. Absolute signals controlled by operator in Leigh Interlocking Station. See Special Instructions Rule 17.

Between McCune, MP 661.8 and Leigh via Freight main track, Leigh cutoff. Absolute signals controlled by operator in Leigh Interlocking Station.

#### b. Between south end L&A Siding, Greenville, and north switch, Hunt Yard.

#### c. Between south end of Union Terminal Co. tracks, MP D-768.9, and end of Two Main Tracks, Endot.

### 13. REMOTE CONTROL SWITCHES:

#### Pottsboro Junction

Pottsboro—south end siding.

(Between Pottsboro Jct. and south end of siding Pottsboro, Rule 425 applies.)

#### Whitesboro—T&P-M-K-T Jct.

Winslow—Junction of Dallas and Fort Worth Subdivision main tracks. On Northward Absolute Signal top arm is indication for Dallas Subdivision which is the turnout.

Bellmead—North end Two Main Tracks. On southward Absolute Signal top arm is indication for southward track which is the turnout.

GC&SF Interlocking. MP D-768.9. Southward two unit color light signals immediately over track which they govern located on signal bridge 610 feet north of Forest Avenue can display the following aspects: Single Red—Stop; Single Yellow—Approach; Single Green—Proceed; Red over Yellow—Diverging Approach. The Red over Yellow aspect on either signal indicates route lined for T&NO, and MKT movements will not pass signal when Red over Yellow aspect displayed unless enroute to the T&NO. Movements on northward track when operating against current of traffic, Red over Yellow aspect only authorizes movement against current of traffic on T&NO main track to crossover just south of Forest Avenue.

**14. DUAL CONTROL SWITCHES:**

M-K-T Jct. (Waxahachie) Normally controlled from T&NO Interlocking Station.  
McCune—Normally controlled from Leigh Interlocking Station.  
Dallas Jct.—Normally controlled from Leigh Interlocking Station.

**15. SPRING SWITCHES:**

(Designated by letter "S" attached to Switch Stand.)

East end Ray Yard, intersection of inbound track with Warner cutoff, MP 660.1.

East end "A" Yard, Ray, MP 660.8, where crossover No. 3 to cutoff between Ray and Dallas Jct. turns out of running track No. 1. Southward movements from Warner cutoff trail through this switch. Low type color light Signal 6607 protects and display of "lunar" aspect indicates switch points in normal position.

West end Ray Yard, west end of crossover from Pottsboro cutoff to tail track, MP 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. This indicator displays "block occupied" indication when a movement is between point one mile west of Signal 6648 and spring switch at west end of crossover.)

Both switches crossover between Two Main Tracks, McCune. Switches normally lined for crossover.

Both switches crossover between Two Main Tracks, Dallas Jct. Switches normally lined for crossover.

End Two Main Tracks South of Dallas Jct. MP 663.1.

North end Two Main Tracks, Fort Worth, MP 757.4. (Color Light Switch indicator protecting is affected only by position of the switch. "Lunar" aspect displayed indicates switch points fit properly. "Red" aspect displayed requires compliance paragraph (1) Rule 104(a) before passing over switch.)

Ney—south end Two Main Tracks, MP 758.5.

Lytle—south switch, siding.

Egan—north switch, siding.

Alvarado—south switch, siding.

Martin—both switches, siding.

West—both switches, siding.

Elm Mott—both switches, siding.

Caphead—(Signal 8415 protects.)

Dallas Yard—north switch, Drill Track

Yancey—north switch, siding.

Penland—south switch, siding.

Peeler—north switch, siding.

Lancaster—south switch, siding.

**16. TWO MAIN TRACKS BETWEEN:**

Denison passenger yard and MP 663.1, south of Dallas Jct.

GC&SF Interlocking, MP D-768.9, and Endot, MP D-769.3.

MP 842.9, Bellmead, and MP 844.6.

MP 844.9 and Hewitt.

(Single track MP 844.6 and MP 844.9 over Brazos River Bridge.)

Broadway Street, Fort Worth, MP 757.4, and Ney, MP 758.5.

On short sections of Two Main Tracks, between Denison and Dallas Jct.; Fort Worth and Ney; south end Union Terminal Co. tracks, South Dallas and Endot; and Bellmead and Waco; trains displaying signals for a following section will comply with requirements of Rule 14(k) applicable to (Single Track) instead of to (Two or More Tracks).

**17. AUTOMATIC BLOCK SIGNALS BETWEEN:**

Staley and Signal 6608, Denison.

Staley and Signal 6601, Ray via freight main track, Warner cutoff.

Absolute Signal at MP 660.3, Ray and Dallas Jct. via freight main track, cutoff.

Signal at MP 662.9 Ray and Pottsboro Jct. via freight main track, Pottsboro cutoff.

Signal 6617 Mirick Ave., Denison and Whitesboro.

Leigh and Dallas Yard, Dallas Subdivision.

Endot and Winslow, Dallas Subdivision.

Signal at MP 758.5, Ney and MP 842.9 southward movements; MP 843.6, northward movements, Bellmead, Fort Worth Subdivision.

**Denison-Ray Terminal**

Movements on Freight Main Track Cutoff between Absolute Signal, east end Ray Yard MP 660.3, and Dallas Jct. controlled by operator in Leigh Interlocking Station. All movements will before fouling cutoff east end Ray Yard communicate with, then be governed by instructions of Control Operator and the indication displayed by Absolute Signal MP 660.3. See Timetable Special Instructions Rule 12.

Movements enroute to Wye track MP 660.5, "Runaround track" Coldstream, Tie Plant, or Wye track near Dallas Jct., will immediately after arrival clear cutoff and line switches for cutoff.

Movements enroute to cutoff from Wye track MP 660.5, "Runaround track" Coldstream, Wye track near Dallas Jct., or either Tie Plant track, will before fouling cutoff communicate with and be governed by instructions of Control Operator. If authorized to foul cutoff crew member will immediately operate block indicator. "Block clear" aspect authorizes opening of switch and after waiting three minutes movement may then occupy cutoff and proceed at LOW speed. If "Block occupied" aspect displayed movement must not foul cutoff except under flag protection in both directions per Rule 99, regardless of movements which may have passed on cutoff. This is an exception to second paragraph of Rule 400.

Trains and engines enroute from Sherman Subdivision to northward Fort Worth Subdivision main track, Sun, not foul northward Fort Worth Subdivision main track until authority granted by operator in Leigh Interlocking Station and block indicator displays "Block clear" aspect.

Trains and engines enroute from Tail track, south of Dallas Jct. to northward Fort Worth Subdivision main track use southward Fort Worth Subdivision main track to crossover just north of Dallas Jct., but not foul southward main track until authority granted by operator in Leigh Interlocking Station and low type Absolute Signal located between Two Main Tracks at Tail track switch, displays "PROCEED" indication. Tail track switch hand operated.

Telephones for communicating with Control Operator, Leigh Interlocking Station. Crew members when using telephones identify themselves by pressing button on hand-set and speaking into transmitter. These telephones at following locations; East end Ray Yard MP 660.2, both switches "Run-around" track Coldstream, Tie Plant tracks and Wye track near Dallas Jct., Tail track switch near end of Two Main Tracks MP 663.1, Dallas Jct. in Relay House, Sun, McCune in Relay House and at south switch of crossover.

Audible type annunciator and whistle sign located on southward main track near location of old viaduct, Denison. Southward movements will sound whistle or horn while passing whistle sign as follows: One long sound for movements enroute to end of Two Main Tracks MP 663.1; one long and one short sound for movements enroute to cutoff at Dallas Jct.

Movements finding Signal 6626, near Sun, displaying "STOP" indication with an inbound Sherman Subdivision train occupying northward main track or crossover in vicinity of Sun, will not pass signal until it displays "PROCEED" indication. Southward movement from any point south of Signal 6585, just south of Reddam Spur, to north end of Ray Yard over Warner cutoff, must be completed by moving through spring switch on inbound track, in clear of Absolute Signal at MP 660.0, before beginning northward movement.

Yard movements enroute Gavrin Press Inc., MP 660.0 Warner cutoff, use outbound track from Ray yard, stop clear of inbound track, communicate with Control Operator Staley Interlocking and if no opposing movements Control Operator will clear northward Absolute Signal MP 660.0. Then if track can be seen clear to signal, movement may proceed to Gavrin track switch, passing Absolute Signal MP 660.0 displaying "STOP" indication to enter Gavrin track. (Opening switch causes signal to display this indication). Leave switch lined for Gavrin track while using track. Movement returning to cutoff from Gavrin track may pass Signal 6601 displaying "STOP" indication but comply with Rule 104(a) at Spring Switch MP 660.0.

#### Fort Worth Subdivision

Absolute Signal on Perrin Field Spur, near Pottsboro Jct., displaying "proceed" indication authorizes movement onto the main track and to the next signal in either direction.

Northward Signal 7586 at south end of Two Main Tracks, Ney, MP 758.5, protects spring switch this location, and is also actuated by movements on northward main track to point just north of crossover located near Magnolia Street, MP 758. Northward track from that point to north end of Two Main Tracks, Broadway Street, is non-automatic block signal territory. Block indicators at south end of crossover MP 758.1 and at north end of crossover MP 759.2.

Southward track of Two Main Tracks between Broadway Street MP 757.4 and Signal at MP 758.5 at south end of Two Main Tracks, Ney, is non-automatic block signal territory.

Single track between north end Two Main Tracks MP 757.4 and northward Absolute Signal south of T&P R.R. Interlocking, MP 757.1, Fort Worth, is non-automatic block signal territory.

Low type Absolute automatic block signal at fouling point of main track, south end siding, Winslow. Rules 285, 292 and 350 govern. Switch this location is hand operated. Push button type block indicator at switch must be operated and observed before opening switch regardless of indication displayed by the low type Absolute signal.

Color light type Block Indicator located on South lead track Bellmead indicates condition of block on southward track between MP 842.9 and MP 843.6.

#### Dallas Subdivision

Northward trains to be assisted by yard engine from Bona, finding Absolute Signal north end Penland displaying "STOP" indication, wait Penland reasonable time for yard engine to clear at Bona before complying with Rule 350. Yard engine will clear Bona promptly on arrival.

Low type Absolute Signal south end siding, Tate, controlled by Operator in T&NO Interlocking and governs southward movements from siding to main track under provisions of Rules. South siding switch hand operated. If necessary to back out of siding, in addition to complying with other Rules, Operator must be notified, since he also controls southward Absolute Signal on main track.

Low type Absolute signals north end siding Tate, south end siding Sterrett and south end siding Melton govern movements from sidings. After main track switch these locations has been opened, two minutes will elapse before aspect of signals will change.

#### All subdivisions

Northward trains or southward trains holding main track at meeting points, Elva and Melton; and southward trains holding main track at meeting points, Abbott, L&A Siding Greenville, Sterrett and Nelson; and northward trains holding main track at meetings points, Martin and Bethard remain back of "Fouling Point" sign until opposing train is entering siding.

#### a. FLOOD INDICATORS

##### Dallas Subdivision

MP D-667.1

MP D-669.5

MP D-724.6

MP D-729.0

MP D-729.6

MP D-732.3

MP D-733.3

MP D-742.0

MP D-748.2

MP D-758.5

MP D-774.6

MP D-775.2

MP D-776.7

MP D-798.3

MP D-822.0

##### Fort Worth Subdivision

MP 679.9

MP 772.0

MP 780.8

##### Effects Signals

6671 and northward Absolute Signal north end siding Penland.

6708 and southward absolute signal south end siding Penland.

7235 and 7258

7281 and northward Absolute Signal north end siding Royle City.

7281 and northward Absolute Signal north end siding Royle City.

7321 and 7344.

7321 and 7344.

7409 and 7432.

7482 and southward Absolute Signal south end siding Rowlett.

7575 and 7594.

7745 and 7776.

7745 and 7776.

7745 and 7776.

7994 and southward Absolute Signal south end siding Waxahachie.

8207 and 8228.

Trains finding these signals displaying "STOP" indication will also look out for track washed out or damaged by high water.

#### b. AUXILIARY SIGNALS

"Calling-on" indication of Train Order Signal, Bells, per Rule 221(a) repeated on Automatic Block Signal 6752 at south siding switch.

"Calling-on" indication of Train Order Signal, Alvarado Tower, per Rule 221(a) repeated in lower light, bottom unit, on Automatic Block Signal 7842 at south siding switch.

"Calling-on" indication of Train Order Signal, Winslow, per Rule 221(a) repeated on Automatic Block Signal 8341 governing southward Dallas Subdivision trains, and on Automatic Block Signal 8127 governing southward Fort Worth Subdivision trains.

"Calling-on" indication of Train Order Signal, Winslow, per Rule 221(a) will be accepted by northward trains only when route and signals lined for movement to the Subdivision to which they are enroute.

"Calling-on" indication of Train Order Signal, T&NO Interlocking, MP D-796.6, per Rule 221(a) repeated on northward Absolute Signal on M-K-T main track, M-K-T Jct., and when illuminated, authorizes movement to train order signal, T&NO Interlocking Station.

"Calling-on" indication of Train Order Signal, Ney Interlocking Station and Winslow, per Rule 221(a) indicates no train order restrictions at that point, and that Train Order Form "V" will be received covering overdue superior trains, or train order authority received to proceed ahead of or against such trains.

Whitesboro—Southward Absolute Signal in front of station has white letter "S" in unit on mast as per Rule 292(a). When "S" illuminated, and Absolute Signal displays "STOP" aspect, southward M-K-T trains enroute to T&P R.R. comply with Rules 292(a) and 405 by heading in South Siding. When Absolute Signal displays "STOP" aspect and "S" not illuminated, southward trains will stop and remain north of Jct. SWITCH until Operator contacted, then be governed by Rule 350. When southward Absolute Signal displays "proceed" aspect, with "S" not illuminated, southward trains may move on M-K-T main track ahead of or against superior trains from Jct. SWITCH to the T&P-M-K-T Jct. Switch.

Whitesboro—Three color light signals located as follows: Signal on Ft. Worth subdiv. main track in front of station governs northward trains, signal on Henrietta Subdiv. main track just west of Jct. Switch governs eastward trains, signal on Henrietta Subdiv. main track (fireman's side) just west of Jct. Switch governs westward trains. Signals display either "red" or "yellow" aspects. Approaching train not foul Jct. Switch, Whitesboro, when respective governing signal displays "red" aspect. Display of "yellow" aspect on respective governing signal indicates no train order restrictions at that point and that when required train order form "V" will be received covering superior trains or train order authority will be received to proceed ahead of or against such trains. Form "N" train order must be issued to operator when "yellow" aspect to be displayed. These signals are not train order signals as defined under Rules 230, 231 and 232.

Leigh—Color light signal located on Leigh cutoff near fouling point of Dallas Subdiv. main track, on fireman's side of southward train moving to Dallas Subdiv. Signal displays either "red" or "yellow" aspect. Approaching train on Leigh cutoff not foul Dallas Subdiv. main track when signal displays "red" aspect. Display of "yellow" aspect indicates no train order restrictions at that point and that when required train order form "V" will be received covering superior trains or train order authority will be received to proceed ahead of or against such trains. If southward train has already received train order form "V" at Ray Yard and has not been instructed by train order to report for orders at Leigh they may proceed when signal displays "yellow" aspect without receiving additional train orders except will pick up any train orders they find in delivery rack at this point. Yard movements, except those moving south of yard limit sign, MP D-662.1, need not be governed by this signal. Form "N" train order must be issued to operator when "yellow" aspect to be displayed. This is not a train order signal as defined under Rules 230, 231 and 232.

## 18. RAILROAD CROSSINGS:

### a. Choctaw Subdivision

Staley—MP 655.9, SL-SF R.R., Interlocking.

### b. Dallas Subdivision

Denison—MP D-661.2, T&NO R.R., Interlocking.

Bells—MP D-674.3, T&P R.R., Interlocking.

Celeste—M.P. D-701.3, GC&SF R.R., Interlocking.

Hunt—MP D-714.3, StLSW R.R., Automatic Interlocking. Rule 344.

Garland—MP D-750.7, GC&SF R.R., Automatic Interlocking. Rule 344 and following instructions govern: Movements from north end siding to main track in addition to other Rules, be governed by Rule 344 when northward Absolute Signal on main track this location, displays "STOP" indication.

An approaching GC&SF train will cause northward Absolute Signal on M-K-T to change from "proceed" to "STOP" indication, providing northward M-K-T main track movements occupy south approach section in excess of 5 minutes without accepting "proceed" indication, and, after two minutes, the Absolute Signal on GC&SF will change from "STOP" to "proceed" indication for their movements. "Release Section" indicated by sign 200 feet south of northward Absolute Signal must be occupied to again obtain "proceed" indication.

Dallas—MP D-767.0, The U. T. Co., T&P R.R., Interlocking.

Dallas—MP D-768.9, GC&SF R.R., Interlocking.

MP D-796.6—T&NO R.R., Interlocking.

### c. Fort Worth Subdivision

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

Ney—MP 759.4, T&NO R.R., Interlocking.

Alvarado—MP 783.0, GC&SF R.R., Interlocking. Train order signal lighted only when track circuit between Absolute Signals is occupied or route lined for main track movement.

MP 843.6—StLSW R.R. Crossing, Interlocking. If signal displays "STOP" indication and no movement approaching on StLSW, line lever on StLSW to set derails against StLSW, which will clear signal on M-K-T. Movements against current of traffic must observe indication of Absolute Signal on other main track and be governed by its indication. Manually operated Absolute Signals are not in any way connected with the operation of Automatic Block Signals.

MP 844.6—T&NO R.R. Interlocking. Northward Absolute Signal located on west side of track, just north of Brazos River Bridge.

### d. Henrietta Subdivision

Gainesville—MP G-701.7, GC&SF R.R., Interlocking. Approach Signals are automatic.

Henrietta—MP G-772.1, FW&D R.R. Automatic Interlocking. Approach signals non-operative. Rule 344 and following instructions govern. Westward trains occupying circuit between Approach and Absolute Signals longer than six (6) minutes may find westward Absolute Signal displaying "STOP" aspect. If this occurs, pressing "push button" located on mast of signal may cause signal to display "clear" aspect. Release located at crossing should be operated per Rule 344 and instructions posted in release box, when signal fails to display "clear" aspect after pressing "push button". Clearing track section on siding extends 185 feet from west switch and east limits designated by marker board on tie. Movements from siding to main track this location must not foul clearing section until ready to move onto main track, after which absolute signal on main track may change aspect to "clear".

Wichita Falls—MP G-789.9, W.V. R.R., Stop Signs. Rule 98.

e. Denton Subdivision

Carrollton—MP K-744.6, StLSF-STLSW R.R. Interlocking. Approach Signals are non-operative. Absolute Signals are non-automatic.

f. Mineola Subdivision

MP H-714.9, T&NO R.R. Gate. Stop Signs. Rule 98. Leave lined as used.

Hoyt—MP H-751.0, TSL R.R.. Stop Signs. Rule 98.

g. Sherman Subdivision

Sherman—MP P-671.6, T&P R.R. Stop Signs. Gate on main track. Rule 98. Leave lined as used.

19. YARDS PROTECTED BY YARD LIMIT SIGNS:DENISON RAY TERMINAL

Ray	} One Yard
Denison	
Dallas Jct.	
Staley	

DALLAS SUBDIVISION

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

FORT WORTH SUBDIVISION

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

HENRIETTA SUBDIVISION

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

DENTON SUBDIVISION

Deny	} One Yard	Denton	} One Yard
Farmers Branch		Carter	

MINEOLA SUBDIVISION

Greenville	} One Yard	Mineola
Hunt		

SHERMAN SUBDIVISION

Sherman

# STOP

Damage to Freight  
By Coupling Cars

NOT OVER 4 MPH

20. STANDARD TIME:a. Standard Clocks Located at

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

b. Watch Inspectors

St. Louis	American Railroad Time Service Co., 120 Olive St.
Denison	J. B. Rockwell
Gainesville	Brownings Jewelry Store
Wichita Falls	C. E. Pfeiffer
Greenville	Taylor Brothers
Mineola	Flynts
Dallas	Ace Jewelers, 2718 Samuels Blvd.
	Zales Jewelry Co., 1606 Main St.
	Looney Jewelry Co., 527 West Jefferson
Waxahachie	Maxwell Jewelry Co.
Ft. Worth	G. W. Haltom
Hillsboro	T. B. Bond
Waco	Studer's, 814 Austin Ave.

21. GENERAL ORDER BOOKS LOCATED AT:

Denison	Bellmead
Telegraph Office,	Yard Office
Psgr. Station	Rd. Engrs. Rest Room
Engineers' Wash Room	Yd. Engrs. Rest Room
Caller's Office	Waco
Yard Office	Telegraph Office
Ray	Engineers' Rest Room
Enginehouse Office	Ney
Yard Office	Yard Office
Greenville	Engineers' Rest 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

At Teague, and at yard and engine house office, CRI&P and FW&D, Ft. Worth.

22. STATIONS AND TRACKS NOT SHOWN ON SCHEDULEPAGES:

Station	Location	End Connected	Capacity
Peniel	MP D-711.1	None	0
Thomas	MP D-781.6	South end	15
Krem	MP D-752.9	Both ends	70
Sargent	MP D-770.8	South end	10
Red Oak	MP D-788.0	Both ends	14
Perrin Field	MP 689.9	North end	25
Greer	MP 828.8	South end	25
Hope	MP G-697.8	Both ends	16
Edwards	MP G-761.5	Both ends	6
Huggins	MP G-768.8	West end	5
Corinth	MP K-727.6	Both ends	18
Ginger	MP H-744.0	North end	2
Clearing	MP H-747.2	None	0
Ben	MP H-760.1	South end	12



**23. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:**

For revenue passengers only unless otherwise provided.

<u>Dallas Subdivision</u>	Station
Trains 5 and 6	MP D-788.0 Red Oak

Mineola Subdivision

Trains 53 and 54	MP H-744.0	Ginger
Trains 53 and 54	MP H-747.3	Clearing

- a. No. 1, Lancaster, Waxahachie, Forreston, Italy, Milford and Hillsboro to receive or discharge to or from regular stops.
- b. No. 2, West, Abbott, Hillsboro, Milford, Italy, Forreston, Waxahachie, and Lancaster to receive or discharge to or from regular stops.
- c. Nos. 1 and 2, Garland to receive or discharge to or from Springfield and north.
- d. No. 2, Durant, Okla., to discharge from regular stops south of Denison.
- e. No. 5, Hillsboro to discharge from Dallas and beyond.
- f. No. 5, Fate and Rowlett daily except Sunday for mail, when flagged or notified by mail clerk.
- g. Nos. 5 and 25, any station except Keller to discharge from Denison and north, and to receive for stations Waco and south.
- h. No. 7, Garland to discharge from Muskogee and north and to receive for regular stops of Nos. 1 and 21 Waco and south.
- i. No. 8, Garland to receive for Muskogee and regular stops beyond.
- j. No. 8, Bells for Muskogee or beyond.
- k. No. 21, Pottsboro and Pilot Point to receive for regular stops Ft. Worth and beyond.
- l. No. 21, Alvarado, Grandview, Itasca, Abbott and West to receive for regular stops south of Waco and to discharge from regular stops Ft. Worth and north.
- m. No. 22, West, Abbott, Itasca, Grandview, Alvarado and Burleson to discharge from regular stops south of Waco and to receive for regular stops Ft. Worth and north.
- n. No. 25, Pottsboro, Hanger and Sadler to discharge or to receive for regular or flag stops of No. 25; Sadler for exchange of mail when flagged or notified by mail clerk.
- o. No. 25 stop Collinsville daily except Sunday when flagged for receipt of parcel post mail.
- p. No. 25 stop Tioga daily except Sunday when flagged for handling parcel post mail.
- q. No. 25, Abbott for mail to be placed in mail box on station platform, when too late for mail to go through to Waco and return on No. 26.
- r. No. 26, Abbott for U. S. mail.
- s. Pilot Point is regular stop for No. 25.
- t. No. 25, any station except Keller, to discharge from Henrietta Subdivision.
- u. No. 25, Collinsville, Tioga and Aubrey.
- v. No. 28, Aubrey, Pilot Point, Tioga and Collinsville.
- w. No. 28, any station Ft. Worth to Denison for parcel post.
- x. Nos. 31, Hanger and 32, any station between Denison and Whitesboro to receive or discharge to or from stations on the Henrietta Subdivision. Nos. 31 and 32, Jolly for parcel post, when flagged or notified by mail clerk.
- y. No. 32 Sadler for passengers, or for mail, when flagged or notified by mail clerk; Pottsboro for passengers only.

**24. GOVERNING TIMETABLE AND RULES:**

- a. The Union Terminal Company—between entrance to their tracks MP D-766.9 and end of their tracks MP D-768.9 just north of GC&SF Interlocking, Tower 19, south of Dallas.
- b. FW&D R.R.—between entrance to their tracks MP G-790 Wichita Falls and WF&NW Jct.  
On FW&D R.R. tracks between MP G-790 Wichita Falls and WF&NW Jct. trains have no timetable superiority. Trains and engines must run at REDUCED speed. FW&D first class trains must not be unnecessarily delayed.

- c. T&P R.R.—between Whitesboro and Fort Worth.
- d. Employees on CRI&P trains—by M-K-T Rules and Instruction between end of The Union Terminal Co., tracks, MP D-768.9 south of Dallas and M-K-T Jct..
- e. Small figures shown on schedule pages, for information.

**25. 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.

Subdivision	Mile Post
Fort Worth	Bridge 784.3.
Henrietta	Bridge 114.73, Wichita Falls, FW&D Joint Track.
Dallas	Highland Park Passenger Shed.
Dallas	Union Terminal Passenger Shed.
Mineola	Bridge H-722.8.
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.

Subdivision	Mile Post
Fort Worth	MP 767.46, Hattle Street Viaduct.
Fort Worth	MP 768.6, Allen Avenue Viaduct.
Fort Worth	Fort Worth Passenger Shed.
Dallas	MP D-766.6, Signal Bridge.
Dallas	Union Terminal Passenger Shed.
Dallas	MP D-767.6, Oak Cliff Viaduct.
Dallas	MP D-767.6, Street Ry. Viaduct.
Dallas	MP D-811.7, I-GN Overpass.

- c. It is dangerous to stand erect on top of an engine, a high load on an open top car, or on top of a covered car, also on side of a car or engine while passing through bridges, by buildings, platforms and other structures alongside main and other tracks, due to the fact that engines, cars and loads on open top cars are of various heights and widths, which impair clearances.

**26. ENGINE WHISTLE OR HORN SIGNALS,**INTERLOCKINGS:**a. T&NO MP D-661.2:**

MKT Northward:		
Main track	_____	_____
Cut off	_____	_____
MKT Southward		
Main track	_____	_____

**b. T&NO MP 844.6:**

Southward Main to Single Main (Main track to Main track)	_____	_____
Single Main to Northward Main (Main track to Main track)	_____	_____
Northward Main to Single Main (Irregular Route)	_____	_____
Single Main to Southward Main (Irregular Route)	_____	_____
Main Track to StLSW	_____	_____

**c. ALL OTHER INTERLOCKINGS:**

Main Track to Main Track	_____	_____
Main Track to Siding, or reverse	_____	_____
Main Track to Industry or Transfer Track, or reverse	_____	_____
Main Track to Branch Line or to Main Track of other Railroad, or reverse	_____	_____

**27. ABBREVIATIONS:**

- a.
 

W—Diesel engine water	Y—Wye
G—Generator water	P—Telephone
F—Diesel Fuel	D—Day Telegraph Office
T—Turntable	N—Night and Day Telegraph Office
S—Track Scales	NO—Night Telegraph office only
	NS—No Siding
- b. The following letters before figures of schedule indicate:
  - “s”—Regular Stop.
  - “f”—Flag Stop to receive or discharge passengers or freight.
  - “q”—Stop for meals.

**c. Abbreviations in Connection With Mile Post Locations:**

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

**EMPLOYES' HOSPITAL ASSOCIATION**

Dr. R. S. Kieffer, Chief Surgeon, St. Louis 1, Mo.

Station	Name	Title	Station	Name	Title
*Burlison	Dr. C. C. Bradford	Local Surgeon	*Gainesville	Dr. William F. Powell	Local Surgeon
*Carrollton	Dr. Walter L. Fiegl	Local Surgeon	*Gainesville	Dr. George Evashwick	Local Surgeon
*Carrollton	Dr. W. O. Wagner	Local Surgeon	*Garland	Dr. Richard B. Hartin	Local Surgeon
*Dallas	Dr. E. Stephen Stanley	Division Surgeon	*Grandview	Dr. A. F. Garner	Local Surgeon
*Dallas	Dr. Mark L. Welch	Consulting Surgeon	*Grandview	Dr. Vernon L. Thomas	Local Surgeon
Dallas	Dr. Elbert Dunlap	Consulting Surgeon	*Greenville	Dr. Joe Becton	Local Surgeon
Dallas	Dr. Reworth Williams	Urologist	*Greenville	Dr. T. C. Strickland	Oculist
Dallas	Dr. Ken Mooney	Urologist	*Henrietta	Dr. Lee L. Pickett	Local Surgeon
Dallas	Dr. A. J. Schwenkenberg	Neuropsychiatrist	*Hillsboro	Dr. P. R. Barnett	Local Surgeon
Dallas	Dr. Claude D. Winborn	Otolaryngologist	*Hillsboro	Dr. Dick Cason	Local Surgeon
Dallas	Dr. J. R. Maxfield, Jr.	Radiologist	*Italy	Dr. A. O. Dykes	Local Surgeon
Dallas	Dr. G. S. Maxfield	Radiologist	*Itasca	Dr. C. C. Campbell	Local Surgeon
Dallas	Dr. Milford O. Rouse	Gastroenterologist	*Itasca	Dr. Charles G. Allen	Local Surgeon
Dallas	Dr. C. O. Patterson	Gastroenterologist	*Leonard	Dr. James W. Davis	Local Surgeon
Dallas	Dr. Eugene Legg	Orthopedic Surgeon	*Milford	Dr. J. E. Killian	Local Surgeon
Dallas	Dr. Arthur G. Schoch	Consulting Syphilologist	*Muenster	Dr. Thos. S. Myrick	Local Surgeon
Dallas	Dr. R. B. Giles	Consulting Cardiologist	*Nocona	Dr. W. W. Davis	Local Surgeon
*Dallas	Dr. F. H. Newton	Consulting Ophthalmologist	*Ringgold	Dr. R. E. Tyler	Local Surgeon
*Dallas	Dr. David S. Stayer	Consulting Ophthalmologist	*Rockwall	Dr. J. F. Corry	Local Surgeon
Dallas	Dr. J. B. Howell	Dermatologist	*Rockwall	Dr. Curtis M. Jackson	Local Surgeon
*Denison	Dr. Thomas A. Moorman	Assistant to the Chief Surgeon	*Rowlett	Dr. W. A. Maupin	Local Surgeon
*Denison	Dr. D. H. Brandt	Division Surgeon & Chief of Internal Medicine	*Royse City	Dr. T. N. Roach	Local Surgeon
*Denison	Dr. W. H. Brown	Assistant Division Surgeon	*Sherman	Dr. C. D. Strother	Local Surgeon
Denison	Dr. M. A. Weisberg	Radiologist	*Sherman	Dr. D. C. Enloe	Local Surgeon
*Denison	Dr. F. F. Fowler	Division Oculist	*Sherman	Dr. Wm. I. Southerland	Local Surgeon
*Denton	Dr. W. C. Kimbrough	Local Surgeon	*Sherman	Dr. H. I. Stout	Local Surgeon
*Denton	Dr. H. M. McClendon	Local Surgeon	*Waco	Dr. Paul C. Murphey	Division Surgeon
*Fort Worth	Dr. Fred B. Aurin	Division Surgeon	*Waco	Dr. C. Collom Smith	Assistant Division Surgeon
*Fort Worth	Dr. Ed Etler, Jr.	Assistant Division Surgeon	*Waco	Dr. James H. Colgin	Local Surgeon
*Fort Worth	Dr. T. C. Terrell	Consulting Pathologist	*Waco	Dr. H. Anspach	Consulting Radiologist
*Fort Worth	Dr. Webb Walker	Oculist	*Waco	Dr. Cleveland H. Brooks	Oculist
*Fort Worth	Dr. William S. Webb	Oculist	*Waco	Dr. James H. Scruggs, Jr.	Oculist
*Fort Worth	Dr. C. D. Fitzwilliam	Consulting Pathologist	*Waco	Dr. Ralph L. Coffelt	Cardiologist
*Fort Worth	Dr. Harold Beasley	Ophthalmologist	*Waxahachie	Dr. S. H. Watson	Local Surgeon
*Fort Worth	Dr. Dolphus E. Compere	Consulting Urologist	*Waxahachie	Dr. M. E. Hastings	Local Surgeon
*Fort Worth	Dr. Hub E. Isaacks	Consulting Urologist	*Waxahachie	Dr. T. G. Estes	Oculist
*North Fort Worth	Dr. J. W. Shoemaker	Local Surgeon	*West	Dr. W. H. Gidney	Local Surgeon
			*Whitewright	Dr. C. P. Johnson	Local Surgeon
			*Wichita Falls	Dr. Halley R. Collins	Division Surgeon
			*Wichita Falls	Dr. Robert L. Hargrave	Division Surgeon
			*Wichita Falls	Dr. J. A. Johnson	Oculist

\*—Indicates those doctors to whom Forms 2001 may be directed.

5-27-56  
119D-119C  
call 7<sup>30</sup> 8<sup>20</sup>  
left 8<sup>20</sup>  
arr 3<sup>45</sup>  
J. up 4<sup>15</sup>  
134  
13 8<sup>45</sup>  

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147

8-13-56  
507-652-637B  
call 9<sup>50</sup>  
left 9<sup>54</sup>  
arr 12<sup>25</sup>  
J. up 12<sup>26</sup>  
Johnson

508  
call 7<sup>18</sup>  
left 7<sup>24</sup>  
arr 10<sup>02</sup>  
J. up 10<sup>05</sup>  
McCarter

8-15-56  
507-648-639B  
call 8<sup>05</sup>  
left 8<sup>36</sup>  
arr 11<sup>37</sup>  
J. up 11<sup>38</sup>  
Cully

508-648-639B  
call 7<sup>17</sup>  
left 7<sup>22</sup>  
arr  
J. up

Johnson

8-17-56  
507-647-641B  
call 8<sup>30</sup>  
left 8<sup>43</sup>  
arr 11<sup>36</sup> 30.7  
J. up 11<sup>37</sup>  
McCarter

508  
call 7<sup>17</sup>  
left 7<sup>21</sup>  
arr 10<sup>10</sup>  
J. up 10<sup>13</sup>  
Cully

247  
13  

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310

60  
13  

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Your Safety . . .

DEPENDS

on the

FAITH

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