

SUBDIVISIONS

DALLAS—	
Ray to Winslow	177.4 Miles
FORT WORTH—	
Denison to Waco	184.6 "
HENRIETTA—	
Whitesboro to North Yard	105.9 "
DENTON—	
Denton to Deny	36.3 "
SHERMAN—	
Sherman Jct. to Sherman	9.1 "
WESTERN—	
North Yard to Forgan	302.2 "
LOCKHART—	
Smithville to Ajax	51.5 "
ROTAN—	
Bellmead to Rotan	265.7 "
BELTON—	
Smith to Belton	6.7 "
TEXAS—	
Bellmead to Houston	241.0 "
SAN ANTONIO—	
Granger to San Antonio	130.4 "
Total	1510.8 Miles

SAFETY

Is of

FIRST IMPORTANCE

in the

DISCHARGE OF DUTY

ASSISTANT SUPERINTENDENTS AND DISPATCHERS

R. E. Tolbert, Asst. Supt.....	Waco, Tex.
J. E. Dwyer, " "	Denison, Tex.
Downing Miller, " "	Waco, Tex.
W. L. Nigh, " "	Smithville, Tex.
C. W. Robbins, " "	Wichita Falls, Tex.
R. O. Johnson, Chief Dispatcher.....	Waco, Tex.
A. P. Schimmel, Night Chief Dispatcher	" "
C. W. Wright, Dispatcher.....	" "
A. D. Lancaster, "	" "
W. N. Porche, "	" "
J. H. Crane, "	" "
L. A. Volcik, "	" "

M-K-T LINES

SOUTHERN DIVISION

TIME TABLE

No. 30

Effective At 12:01 A. M.

Sunday, July 20, 1958

FOR EMPLOYEES ONLY

CHARLES T. WILLIAMS,
Vice President & General Manager
Dallas, Texas

L. M. STUART,
General Superintendent Transportation
Denison, Texas

C. A. BIRGE, JR.,
Superintendent of Rules-Safety
Denison, Texas

R. B. GEORGE,
Superintendent
Waco, Texas

EMPLOYEES' HOSPITAL ASSOCIATION

Dr. Roland S. Kieffer, Chief Surgeon, 1832 Railway Exchange Building, St. Louis 1, Missouri.

		Phone Number				Phone Number	
		Office	Residence			Office	Residence
Albany, Tex.	Dr. Edward W. Keefer	PO-2-2266	PO-2-3360	Hooker, Okla.	Dr. L. G. Blackmer	108	208
Altus, Okla.	Dr. H. N. Bussey	HU-2-1462	HU-2-1668	Hooker, Okla.	Dr. F. P. Cawley	108	208
Altus, Okla.	Dr. C. L. Tefertiller	HU-2-1896	HU-2-1867	Houston, Tex.	Dr. Charles S. Gates	CA-2-6626	JA-4-0690
Altus, Okla.	Dr. R. S. Strigley	HU-2-2500	HU-2-2536		Division Surgeon		
Altus, Okla.	Dr. E. A. Abernathy	HU-2-2166	HU-2-2166		1801 South Coast Life Bldg.		
	Oculist			Houston, Tex.	Dr. C. C. Davis	CA-5-6565	CA-5-6565
Alvarado, Tex.	Dr. J. F. Peters	TI-3-3317	TI-3-3257		1603 Medical Arts Bldg.		
Austin, Tex.	Dr. A. H. Neighbors	GR-8-5689	GR-8-3087	Houston, Tex.	Dr. J. Peyton Barnes	JA-2-2848	JA-9-7849
	926 E. 92nd St.				6601 Main Street		
Austin, Tex.	Dr. A. H. Neighbors, Jr.	GR-8-6689	GR-6-9417	Houston, Tex.	Dr. Lyle Hooker	CA-7-0323	MO-4-9222
	926 E. 32nd St.				Oculist		
Austin, Tex.	Dr. Walter D. Roberts	GR-6-0661	GR-7-2220	Houston, Tex.	Dr. E. B. Perry	CA-7-1055	JA-2-6147
	20 Medical Arts Square				1013 Esperson Bldg.		
Austin, Tex.	Dr. Otto Lippman	GR-8-1819	HO-5-7156		For Colored Employees Only		
	405 W. 15th St.			Italy, Tex.	Dr. A. O. Dykes	HU-3-6377	HU-3-6201
Bastrop, Tex.	Dr. R. W. Loveless	4	379	Itasca, Tex.	Dr. C. C. Campbell	1	191
Bastrop, Tex.	Dr. C. G. Goddard	4 and 40	218	Itasca, Tex.	Dr. Charles G. Allen	66	462
Beaver, Okla.	Dr. Ed L. Calhoun	5051	5061	La Grange, Tex.	Dr. E. T. Williams	276	633
Belton, Tex.	Dr. J. W. Pittman	WE-9-3715	WE-9-3192	La Grange, Tex.	Dr. L. F. Zatopek	276	464-W
Belton, Tex.	Dr. A. R. Kirkley	WE-9-3715	WE-9-2472	Leedy, Okla.	Dr. William E. Boswell	21	106
Brookshire, Tex.	Dr. J. J. Hopkins	104	164	Leonard, Tex.	Dr. James W. Davis	32	25
Burkburnett, Tex.	Dr. J. A. Davey	JO-9-3431	JO-9-3436	Lockhart, Tex.	Dr. A. A. Ross, Jr.	EX-8-2331	EX-8-2434
Burkburnett, Tex.	Dr. Philip A. Carpenter	JO-9-3351	JO-9-3518	Mangum, Okla.	Dr. Fred W. Sellers	315	671
Burleson, Tex.	Dr. C. C. Bradford	351	351	Mangum, Okla.	Dr. Tom L. Wainwright	314	217
Carrilton, Tex.	Dr. Walter L. Fiegel	4141	4343	Muenster, Tex.	Dr. Thomas S. Myrick	79	30
Carrollton, Tex.	Dr. W. O. Wagner	CH-7-3776	CH-7-3429		New Braunfels, Tex.		
Cisco, Tex.	Dr. E. E. Addy	HI-2-1001	HI-2-1322		Dr. Jack A. Bergfeld	MA-5-2351	MA-5-5440
Dallas, Tex.	Dr. E. Stephen Stanley	RI-8-3816	FL-2-1240		Dr. Curtis M. Jackson	PA-2-4333	PA-2-3324
	Division Surgeon	RI-7-0311			Dr. Chester U. Callan	256	297
	908 Medical Arts Bldg.			San Antonio, Tex.	Dr. Walter Walthall	CA-7-3339	TA-6-0526
Dallas, Tex.	Dr. Mark L. Welch	RI-7-3241	FL-2-5902		Division Surgeon		
	Consulting Surgeon				1114 South Texas Bldg.		
	908 Medical Arts Bldg.			San Antonio, Tex.	Dr. W. D. Willerson	CA-7-5531	TA-2-1833
Dallas, Tex.	Dr. F. H. Newton	RI-7-7474	RI-8-2995		1028 Nix Professional Bldg.		
	Consulting Ophthalmologist			San Antonio, Tex.	Dr. M. W. McCurdy	CA-6-9522	TA-2-7344
	209 Medical Arts Bldg.				Oculist		
Dallas, Tex.	Dr. R. Grady Bruce	RI-7-7474	DA-8-1125		1034 Nix Professional Bldg.		
	Oculist			San Antonio, Tex.	Dr. Thomas W. Folbre	CA-7-6119	TA-6-0084
	209 Medical Arts Bldg.				Oculist		
DeLeon, Tex.	Dr. A. N. Reynolds	2944	2755		414 Navarro St.		
Denison, Tex.	Dr. Thomas A. Moorman	HO-5-4828	HO-5-2527	San Antonio, Tex.	Dr. Eugene E. Fuller	CA-7-5521	LE-4-8042
	Asst. to Chief Surgeon				For Colored Employees Only		
Denison, Tex.	Dr. W. H. Frietsch	HO-5-6111	HO-5-4401		1105 E. Commerce St.		
	Asst. Division Surgeon			San Marcos, Tex.	Dr. R. F. Sowell	EX-2-2515	EX-2-3073
Denison, Tex.	Dr. John C. Saunders	HO-5-8524	HO-5-8472	San Marcos, Tex.	Dr. M. D. Heatly	EX-2-3361	EX-2-3044
	Asst. Division Surgeon			Sealy, Tex.	Dr. V. Gordon	TU-5-3524	TU-5-3550
Denison, Tex.	Dr. Wilbur S. Fry, Jr.	HO-5-8250	HO-5-6548	Sherman, Tex.	Dr. C. D. Strother	TW-3-1193	TW-2-6426
	Asst. Division Surgeon			Sherman, Tex.	Dr. D. C. Enloe	TW-3-1193	TW-3-1640
Denison, Tex.	Dr. F. F. Fowler	HO-5-3355	HO-5-2080	Sherman, Tex.	Dr. Wm. I. Southerland	TW-2-6141	TW-2-2245
	Division Oculist			Sherman, Tex.	Dr. J. H. Stout	TW-3-1193	TW-2-5739
Denton, Tex.	Dr. H. M. McClendon	DU-2-4713	DU-2-4762	Smithville, Tex.	Dr. J. D. Stephens	79	451
Dublin, Tex.	Dr. Tom F. Bryan	GI-5-2141	GI-5-2197		Division Surgeon		
Elgin, Tex.	Dr. Roy H. Morris	AT-5-3381	AT-5-4606		Asst. Division Surgeon		
Elk City, Okla.	Dr. L. V. Baker	211	74	Stamford, Tex.	Dr. I. F. Hudson	PR-3-2711	PR-3-3120
Fort Worth, Tex.	Dr. Fred B. Aurin	ED-5-1248	PE-2-1905	Stamford, Tex.	Dr. L. F. Metz	PR-3-2711	PR-3-2440
	Division Surgeon			Stamford, Tex.	Dr. E. P. Bunkley	PR-3-2711	PR-3-3318
	1216 Pennsylvania Ave.			Stamford, Tex.	Dr. T. A. Bunkley	PR-3-2711	PR-3-3359
Fort Worth, Tex.	Dr. Ed Elier, Jr.	ED-5-1485	WA-3-7635	Taylor, Tex.	Dr. Edmond Deak	EL-2-2331	EL-2-2303
	Asst. Division Surgeon			Temple, Tex.	Dr. J. S. McCalvey	PR-3-2174	PR-3-2070
	310 Professional Bldg.			Temple, Tex.	Dr. L. R. Talley	PR-3-2174	PR-3-2426
Fort Worth, Tex.	Dr. Webb Walker	ED-2-9277	WA-4-9652	Temple, Tex.	Dr. R. K. Harlan	PR-3-2174	PR-3-4242
	Oculist			Temple, Tex.	Dr. William J. Bruce	PR-8-8047	PR-8-7736
	Medical Arts Bldg.			Waco, Tex.	Dr. Paul C. Murphey	PL-6-2502	PL-2-2644
Fort Worth, Tex.	Dr. Harold Beasley	ED-5-5435	WA-7-7588		Division Surgeon		
	Oculist				2320 Columbus Ave.		
	711 5th Avenue			Waco, Tex.	Dr. C. Colom Smith	PL-4-1101	PL-3-5623
(North) Ft. Worth, Tex.	Dr. J. W. Shoemaker	MA-4-4400	CE-7-2240		Asst. Division Surgeon		
	2415 N. Main				1804 Austin Ave.		
Frederick, Okla.	Dr. Jack D. Honaker	ED-5-2158	ED-5-5190	Waco, Tex.	Dr. James H. Colgin	PL-6-2763	PL-4-5801
Gainesville, Tex.	Dr. William F. Powell	HO-5-5581	HO-5-4505		2320 Columbus		
Galveston, Tex.	Dr. Edward Randall, Jr.	SO-2-3822	SO-2-3706	Waco, Tex.	Dr. Cleveland H. Brooks	PL-4-0291	PL-2-7763
	205 National Hotel Bldg.				Oculist		
Galveston, Tex.	Dr. Herman Weinert, Jr.	SO-2-8471	SO-2-6827		1104 Amicable Bldg.		
	710 U. S. National Bank Bldg.			Waco, Tex.	Dr. James H. Scruggs, Jr.	PL-2-8205	PL-2-7356
Garland, Tex.	Dr. Richard B. Hartin	BR-6-6547	BR-8-8074		Oculist		
Georgetown, Tex.	Dr. D. H. Cooper	2002	2655		2223 Austin Ave.		
Gorman, Tex.	Dr. D. V. Rodgers	2	49	Waxahachie, Tex.	Dr. S. H. Watson	WE-7-4710	WE-7-1003
Gorman, Tex.	Dr. T. G. Jackson	177	177	Waxahachie, Tex.	Dr. M. E. Hastings	WE-7-1770	WE-7-1032
Grandfield, Tex.	Dr. W. A. Fugua	GR-9-5271	GR-9-5271	Waxahachie, Tex.	Dr. T. G. Estes	WE-7-1230	WE-7-1044
Grandview, Tex.	Dr. Vernon L. Thomas	77	MI-5-9211		Oculist		
			(Cleburne, Texas)	West, Tex.	Dr. W. H. Gidney	6-2111	6-2105
Greenville, Tex.	Dr. Joe Becton	GL-5-2510	GL-5-1041	Whitewright, Tex.	Dr. Paul E. Geers	FO-4-2316	FO-4-2269
	4200 Stuart St.			Wichita Falls, Tex.	Dr. Robert L. Hargrave	723-7859	322-9260
Greenville, Tex.	Dr. T. C. Strickland	GL-5-3043	GL-5-1250		Division Surgeon		
	Oculist				222 Hamilton Bldg.		
	2417 Oneil St.			Wichita Falls, Tex.	Dr. J. A. Johnson	723-4567	767-2686
Hamlin, Tex.	Dr. Marshall L. Smith	877	895		Oculist		
Henrietta, Tex.	Dr. Robert E. Hurr	ID-8-4711	ID-8-4724		316 Hamilton Bldg.		
Hillsboro, Tex.	Dr. Dick Cason	JU-2-5311	JU-2-5763	Woodward, Okla.	Dr. Joe L. Duer	1187	1078
Hillsboro, Tex.	Dr. James M. Buie	JU-2-3441	3521	Woodward, Okla.	Dr. C. E. Williams	266	209
			(Whitney, Texas)		Oculist		
Hillsboro, Tex.	Dr. Silas W. Grant	JU-2-3441	JU-2-3369				

SPECIAL INSTRUCTIONS

MOVEMENT OF TRAINS

1. **SUPERIORITY OF TRAINS BY DIRECTION** is shown at the bottom of schedule pages. (See Rule S-72.)

2. **GOVERNING TIMETABLE AND RULES:**

Between entrance to The Union Terminal Co. tracks MP D-766.9 and end of their tracks MP D-768.9 just north of GC&SF Interlocking, Tower 19: Be governed by The Union Terminal Co. rules.

Between south end The Union Terminal Co. tracks MP D-768.9 and M-K-T Junction, MP D-797.5: Be governed by MKT-FWD Joint Timetable No. 1.

Between Whitesboro and Fort Worth: Be governed by T&P Ry. timetable and rules.

Between entrance to FWD Ry. tracks MP G-790.0, Wichita Falls, and WF&NW Jct., and on Wichita Falls and Abilene Subdiv.: Be governed by FWD Ry. timetable and rules. On FWD Ry. between MP G-790 and WF&NW Jct., trains have no timetable superiority. Trains and engines move at Reduced Speed. FWD first class trains must not be unnecessarily delayed.

Between Pershing and Congress Ave., Austin: Be governed by T&NO R.R. timetable and rules.

Between Congress Ave., Austin and M-K-T Junction: Be governed by Mo.Pac. R.R. timetable and rules.

Time shown in small figures on schedule pages is for information only and confers no authority.

3. **AUTOMATIC BLOCK SIGNALS:**

Subdivision	From (Station)	Mile Post	To (Station)	Mile Post
Denison-Ray Terminal	Staley	655.9	Denison	660.8
	Staley	655.9	Ray	660.0
Fort Worth	Denison	661.7	Ray	660.3
	Ray	662.9	Whitesboro	685.7
	Ney	768.5	Bellmead	843.6
Dallas	Lamar	D-661.6	Dallas Yard	D-766.9
	MKT Junction	D-797.5	Winslow	D-834.3
Texas	Waco	846.8	Bass	849.7
	(Southward movements on southward track)			
	Waco	847.4	Bass	849.7
(Northward movements on northward track)				
San Antonio	Bass	849.7	Houston	1088.6
	Granger	908.1	Pershing	U-958.7
	MKT Junction	M-984.9	Sloan	M-1037.2

Southward movements from sidings Melton and Winslow, if block indicator indicates "Block Clear", must open switch and wait 2 minutes to receive "Proceed" indication on Absolute Signal in siding.

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

Automatic block signal 8469 between Two Main Tracks at 26th St., Waco and block indicator north end Duraglass Spur indicate condition of block on northward track between 26th St., Waco and Bass and also between Bass and Signal 8531. Block indicator at Duraglass Spur at south switch of crossover on southward track MP 848.7 indicates approach of trains on northward track. Block indicator at north switch of crossover on northward track MP 848.7 indicates approach of trains on southward track.

Automatic block signal 8487 just north of north switch of crossover on northward track governs southward movements on northward track to Duraglass Spur. Block indicator at south switch of crossover between northward track and Duraglass lead track MP 849.4 indicates northward movements between Signals 8531 and 8487.

Ajax - Southward Lockhart Subdiv. trains will not occupy preliminary track section located opposite phone booth until have authority to proceed on San Antonio Subdiv.

Hunter and Luxello - Northward train meeting opposing train will not pass northward Absolute Signal at south switch until southward train passes north switch or enters siding. Northward train in siding must back out after meeting southward train, and get "Proceed" indication on northward Absolute Signal at south switch.

RULE 99(j) authorized on Dallas, Fort Worth, Texas and San Antonio Subdivisions.

FLOOD INDICATORS at following locations:

MP Location	Affects Signals
D-667.1.....	6671 and northward Absolute Signal north end siding Penland.
D-669.5.....	6708 and southward Absolute Signal south end siding Penland.
D-724.6.....	7235 and 7258.
D-729.0.....	7281 and northward Absolute Signal north end siding Royse City.
D-729.6.....	7281 and northward Absolute Signal north end siding Royse City.
D-732.3.....	7321 and 7344.
D-733.3.....	7321 and 7344.
D-742.0.....	7409 and 7432.
D-748.2.....	7482 and 7467.
D-758.5.....	7575 and 7594.
D-798.3.....	7994 and southward Absolute Signal south end siding Waxahachie.
D-822.0.....	8207 and 8228.
679.9.....	6783 and 6800.
772.0.....	7732 and 7709.
780.8.....	7797 and 7812.
960.8.....	9601 and 9610.
1026.1.....	10261 and 10284.
U-909.5.....	9087 and 9106.
U-918.7.....	9187 and 9190.
U-922.1.....	9211 and 9228.
M-999.5.....	9981 and 10006.
M-1006.5.....	10049 and 10088.
M-1013.5.....	10121 and 10150.
M-1023.5.....	10231 and 10236.

When any of the above signals display Stop-indication or "Stop, Then Proceed at Low Speed" indication, also lookout for track washed out or damaged by high water.

BRIDGE INDICATORS at following locations:

Color light Signals 986 and 997 protect bridge 99.2-B. Signals 1156 and 1167 protect bridge 116.2-B. Rules 281 and 291 govern also when "Stop, Then Proceed at Low Speed" indication displayed, bridge will not be occupied until seen or known to be in safe condition. Report circumstances next telegraph office.

4. **MOVEMENTS BY SIGNAL INDICATION** (Rules 400-404):

- Between interlocking limits of Staley and MP 660.0 Ray on freight main track. Control Operator Staley.
- Between MP 662.9 Ray and Pottsboro. Control Operator Ray.
- Between MP 660.3 Ray and McCune; Between McCune and Lamar on freight main track. Control Operator Lamar. Following instructions in effect:

Absolute Signal MP 660.3 east end Ray governs movement from Ray toward McCune. Passenger trains enroute Denison will be governed by indication of this signal; other movements before accepting "Proceed" indication must stop to clear road crossing and communicate with Control Operator for permission to proceed.

Absolute signal on Lamar cutoff authorizes movements from cutoff over dual control switch onto northward track, McCune, and against current of traffic to and through crossover just south of McCune and to Absolute Signal on southward track.

Except as above, movements between McCune and Sun will operate on right hand track with current of traffic unless authority of Control Operator, including Track and Time Limits, secured.

- Between south end L&A Siding, Greenville, and north switch, Hunt Yard. No Control Operator.

5. **TWO MAIN TRACKS BETWEEN:**

Denison Passenger station yard and MP 662.5, Sun. MP 668.7 and MP 670.0, Pottsboro. MP 757.4, Fort Worth and MP 758.5, Ney. Northward movements remain in clear on northward track until interlocking signal received.

MP 844.9, Waco and MP 849.7, Bass. (Between MP 844.9 and MP 846.0 trains may use track for which switches are lined. This is an exception to Rule D-81.)

6. **AUXILIARY SIGNALS:**

- Whitesboro - When Stop-indication and illuminated "S" displayed on southward Absolute Signal in front of station, southward trains enroute to T&P comply with Rule 292 (A) by heading in south siding. When Stop-indication displayed and "S" not illuminated south-

ward trains stop and remain north of Henrietta Subdiv. Jct. Switch until communicate with operator then be governed by Rule 350.

Whitesboro - Trains enroute to or from T&P are authorized to move between Henrietta Subdiv. Jct. Switch and T&P Jct. Switch ahead of or against superior trains when receive "Proceed" indication on southward Absolute Signal at station (with "S" not illuminated) or northward Absolute Signal at T&P - MKT Jct. Switch.

b. Color light signal on cutoff Lamar, and Whitesboro at locations shown, when "Yellow" aspect displayed; and "Calling-on" indication of Train Order Signal at "KN" Tower, T&NO Interlocking, MP 759.4, or at Winslow; 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 received to proceed ahead of or against them. Train Order Form N required before operator can display "Yellow" aspect or "Calling-on" indication. Color light signals Lamar and Whitesboro are not Train Order Signals as defined under Rules 230, 231 and 232. Display of "Yellow" or "Calling-on" does not affect observance of Block or Interlocking Rules.

Lamar - When signal displays "Red" aspect, Dallas Subdiv. main track at Lamar will not be fouled. (Yard movements not governed by this signal.)

Whitesboro - Signal on Fort Worth Subdiv. main track in front of station governs northward trains; signals on Henrietta Subdiv. main track just west of Jct. switch govern Henrietta Subdiv. trains in both directions. When "Red" aspect displayed on governing signal, Henrietta Subdiv. Jct. Switch will not be fouled.

7. TRAINS WILL REPORT FOR CLEARANCE, FORM 118, OTHER THAN REQUIRED BY RULE 83(a) (last paragraph); Dallas (Union Station), and Fort Worth (T&P Passenger Station) - First Class trains and passenger extras.

Ray, instead of McCune - Southward Dallas Subdiv. freight trains.

Ray - Southward Fort Worth Subdiv. trains originating.
Ray - Southward Fort Worth Subdiv. trains originating
Denison when have been instructed by train order to do so.

Lamar - Southward trains that have been instructed at Ray by train order to do so.

Dallas Yard - All freight trains; northward passenger trains when Train Order Signal displays "Stop, Unless Clearance Received".

Dallas Yard, instead of Deny-Denton Subdiv. trains.
Whitesboro - All trains.

T&NO Interlocking, "KN" Tower - Southward trains originating.
North Yard, instead of Wichita Falls - Eastward freight trains.

Woodward - All trains.
Altus - All trains except No. 90.

Waco, instead of Bellmead - Southward trains originating, when no operator on duty Bellmead.

Smithville - all trains.
Austin - Northward trains, when operator on duty.

"YD" Tower, instead of San Antonio - Trains originating.
Trains originating Sloan - Requirements of this rule may be fulfilled by delivery at Sloan of clearance issued at "YD" Tower.

T&NO Interlocking 13, MP 1078.9, instead of Eureka - Trains originating.

DeLeon - All trains.

8. EXCEPTIONS TO RULES 82(a) and 83(a):

a. Exception to Rule 82(a): Schedules may be assumed without train order authority at other than the initial station on the Subdiv. at the following points:

- Dallas Yard - No. 42.
- Smithville - Nos. 41, 42, 52 and 53.
- Welon - No. 91.
- Woodward - Nos. 94 and 93.
- DeLeon - Nos. 96 and 97.

Northward trains from M-K-T-FWD Joint Track may assume their schedule or train order authority at Dallas Yard upon receipt of clearance, Form 118, at Dallas (Union Station) or Dallas Yard.

Southward trains from M-K-T-FWD Joint Track may assume their schedule or train order authority at M-K-T Junction upon receipt of clearance, Form 118, at Waxahachie (passenger station). "Proceed" indication of Southward Absolute Signal at M-K-T Junction authorizes movement to Train Order Signal, Waxahachie.

b. Exception to Rule 83(a) (last paragraph): Unless Train Order Signal displays "Stop, Unless Clearance Received", regular trains may leave their initial station without clearance, Form 118, at the following points:

- Winslow - Trains originating.
- Bellmead - No. 97.
- Granger - Trains originating except No. 73.
- Forgan - No. 93.
- Wichita Falls - No. 12.
- Welon - No. 92.
- Elk City - No. 91.

9. REGISTER STATIONS: (Designated by full-faced type)

a. Ray is register station only for freight trains.
Dallas is register station only for first class trains, and passenger extras.

First class trains displaying signals from or to Dallas Yard will record this information on the register at Dallas.

Dallas Yard is register station only for freight trains.

Whitesboro. May register by ticket.

First class trains displaying signals from or to Ney will record this information on register at Fort Worth.

Bellmead is register station only for freight trains.

Wichita Falls is register station only for first class trains and passenger extras.

Waco is register station only for first class trains and passenger extras.

Granger is register station only for first class trains.

Sloan is register station only for freight trains.

b. Trains will register at other than register stations as follows; "KN" Tower, T&NO interlocking, instead of Ney. Register by ticket.

Austin instead of Pershing. Register by ticket.

c. Signals must not be ordered displayed to or taken down at Endot or M-K-T Junction.

When a regular northward MKT train is registered at Dallas Yard or Dallas, or when such train is identified on M-K-T FWD Joint track between Endot and M-K-T Junction, it will not be required to ascertain if the same train has arrived M-K-T Junction.

10. STANDARD CLOCKS:

Denison.....	Telegraph Office	Elk City.....	Telegraph Office
	Caller's Office	Woodward.....	Telegraph Office
Ray.....	Yard Office	Forgan.....	Telegraph Office
	Enginehouse Office	DeLeon.....	Telegraph Office
Hunt.....	Yard Office	Stamford.....	Telegraph Office
Dallas.....	Enginehouse Office	Bellmead.....	Telegraph Office
	Yard Office	Waco.....	Telegraph Office
	Union Station.	Temple.....	Telegraph Office
Winslow.....	Telegraph Office	San Antonio.....	Conductor's Room
Ney.....	Yard Office	Sloan.....	Yard Office
	Enginemen's Room		Enginehouse Of.
Fort Worth.....	T&P Passenger Station	Smithville.....	Telegraph Office
North Yard.....	Yard Office	Eureka.....	Yard Office
Altus.....	Telegraph Office		Enginehouse Of.
Welon.....	Yard Office		

11. GENERAL ORDER BOOKS:

Denison.....	Telegraph Office	Forgan.....	Telegraph Office
	Enginemen's Room	Bellmead.....	Yard Office
	Caller's Office		Road Enginemen's Room
Ray.....	Enginehouse Office		Yard Enginemen's Room
	Yard Office		
Hunt.....	Yard Office	Waco.....	Telegraph Office
Dallas.....	Enginemen's Room		Enginemen's Room
	Yard Office	Belton.....	Telegraph Office
	Union Station	San Antonio.....	Enginemen's Room
Ney.....	Yard Office		Conductor's Room
	Enginemen's Room	Sloan.....	Yard Office
Fort Worth.....	T&P Passenger Station		Enginehouse Office
North Yard.....	Yard Office	Smithville.....	Telegraph Office
	Enginemen's Room		Enginehouse Office
Altus.....	Telegraph Office	Eureka.....	Yard Office
Welon.....	Yard Office		Enginehouse Office
	Enginehouse Office		Enginehouse Office
Elk City.....	Passenger Station	DeLeon.....	Telegraph Office
Woodward.....	Telegraph Office	Stamford.....	Telegraph Office
Guest.....	Enginehouse Office		Enginehouse Office

12. YARDS PROTECTED BY YARD LIMIT SIGNS:

Ray	} One Yard	Pagel	} One Yard
Denison		Gainesville	
Sherman Jct.		Cook	
Staley	} One Yard	South Yard	} One Yard
Sherman		Wichita Falls	
Greenville		North Yard	
Hunt	} One Yard	Burkburnett	} One Yard
Garland		Grandfield	
Atkins		Frederick	
Deny	} One Yard	Altus	} One Yard
Farmers Branch		Welon	
Dallas		Guest	
Sargent	} One Yard	Woodward	} One Yard
Waxahachie		Mangum	
Hillsboro		Elk City	
Winslow	} One Yard	Forgan	} One Yard

Whitesboro	} One Yard	Hennessey	} One Yard
Denton		Eureka	
Carter		Houston	
Hodge	} One Yard	Dublin	} One Yard
Fort Worth		DeLeon	
Ney		Cisco	
Dolard		Albany	
Bellmead	} One Yard	Stamford	} One Yard
Bem		Hamlin	
Waco		MP U-953 to	
MP 849.5		Pershing	
Temple	} One Yard	Travis	} One Yard
Smith		Warden	
Granger		Sloan	
Smithville		San Antonio	

13. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:

For revenue passengers only unless otherwise provided.

Nos. 1 and 2, Garland and Waxahachie, to receive for or discharge from regular stops Denison and north and Waco and south.

Nos. 1 and 2, New Braunfels, San Marcos and Georgetown to receive for or discharge from regular stops Dallas and north.

No. 2, New Braunfels regular stop Sundays and Holidays. San Marcos regular stop Sundays.

Nos. 11 and 12. Any station to receive or discharge mail or passengers.

Nos. 5 and 6, Nos. 15 and 16, any station to receive or discharge.

Nos. 5 and 6, Nos. 15 and 16, will also stop at any flag stop shown for head end traffic. Conductors will ascertain from postal clerk and express messenger-baggage man stops necessary to comply with the above. Trains may be flagged at these stations as outlined.

No. 15, Abbott for mail to be placed in mail box on station platform when too late to go through to Waco and return on No. 16.

USE OF TRACK

14. RESTRICTED SPEED REQUIREMENTS:

a. **FIRST CLASS TRAINS RUN AT RESTRICTED SPEED** between MP M-1036.5 and Sloan (MP M-1037.5).

b. **FIRST CLASS TRAINS RUN AT RESTRICTED SPEED** at the following locations, expecting to find main track occupied or crossovers fouled by trains or engines moving in either direction without flag protection:

Greenville - Hunt: 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.

Winslow: Approaching crossover No. 3, on either main track. Movements are authorized to use crossover and occupy Dallas and Fort Worth Subdiv. main tracks in the vicinity of both ends of crossover, ahead of or against first class trains, when automatic block signals indicate "Proceed" or block indicators indicate "Block Clear."

Whitesboro: Approaching and between Highway 10 crossing and Henrietta Subdiv. Jct. switch; and between south switch storage "B" track and T&P - MKT Jct. Switch on Fort Worth Subdiv. Switching movements are authorized to occupy main track in this territory avoiding unnecessary delay to first class trains. Movements also authorized as per Special Instructions 6-a.

c. **TRAINS WILL HAVE NO TIMETABLE SUPERIORITY AND ALL TRAINS AND ENGINES WILL MOVE AT RESTRICTED SPEED** at following locations:

Denison-Ray Terminal: Between Signal 6605, Denison, and yard limit sign MP D-662.1, south of Lamar, and between Denison and yard limit sign MP 663.0, south of Ray.

Dallas: Between MP D-765, north of Drill track, north end Dallas Yard, and entrance to The Union Terminal Co. tracks, MP D-766.9.

Fort Worth - Ney: Between northward Absolute Signal south of T&P interlocking Fort Worth, and yard limit sign at MP 762.8.

Wichita Falls: Between yard limit sign MP G-786.8, east of south yard, and entrance to FWD tracks, MP G-790.

Western Subdiv.: Between City Jct. and Hammon Jct.

Bellmead - Waco: Between Caphead, MP 841.9, and MP 847.4.

Temple-Smith: Between MP 880.0, Temple passenger station and MP 883.3, Smith.

San Antonio - Sloan: Between Sloan, MP M-1037.5, and San Antonio passenger station, MP M-1038.5.

15. BETWEEN THE FOLLOWING POINTS TRAINS AND ENGINES WILL OPERATE UNDER PROVISIONS OF RULE 93 WITHOUT CLEARANCE OR TRAIN ORDERS:

- Sherman Junction and Sherman Subdiv.
- Stamford and Rotan on Rotan Subdiv.
- Smith and Belton on Belton Subdiv.

16. FORM Y ORDERS AUTHORIZED on all Subdivisions.

On Henrietta, Western and Rotan Subdivisions, regular trains will be notified of following extra trains by train dispatcher who will issue train order to all concerned as follows:

"C&E....."
After (time) protect against Extra....."

Preceding trains receiving this order will, after the specified time, while occupying main track, protect in accordance with Rule 99.

In the absence of this train order, regular scheduled trains on the Subdivisions designated may occupy the main track between Station Whistling Signs (Black letter "S" on white background) protecting against scheduled trains only and following extra trains must approach all stations prepared to stop at the Station Whistling Sign and thereafter proceed only as the way is seen or known to be clear.

17. EXCEPTIONS TO RULE 5. TIMETABLE OR TRAIN ORDER RESTRICTIONS APPLY AT:

McCune - South of Absolute Signal south of crossover between main tracks, Fort Worth Subdiv.

Greenville - At siding, first track west main track, passenger station.

L&A Siding Greenville - May be used by MKT trains, avoiding delay to L&A trains or engines, who use south end siding moving to or from Hunt. Remain north of "Fouling Point" sign to avoid signals displaying Stop-indication.

Hunt - At yard lead track, north of Wellington St.

Dallas Yard - First class trains and passenger extras, entrance to Union Terminal Co. tracks; freight trains, at Deny.

Waxahachie - Northward trains, at passenger station.

Winslow - Dallas-Fort Worth Subdivision Jct. Switch.

Whitesboro - Fort Worth-Henrietta Subdivision Jct. Switch.

Ney - First class trains and passenger extras, south end Two Main Tracks.

Bellmead - First class trains and passenger extras, old southward track between switch MP 842.9 and crossover MP 843.5.

Bass - South end Two Main Tracks.

Cisco - First track south of main track.

Granger - First class trains, Texas - San Antonio Subdivision Jct. Switch; other trains, siding No. 2.

Taylor - Siding No. 1.

Sealy - Siding No. 1.

18. NORMAL POSITION OF SWITCHES:

Ray - No track designated as main track between Absolute Signal MP 660.3, east end Ray Yard and Absolute Signal MP 662.9 west end Ray Yard. All tracks are yard tracks and switches may be left lined in any position.

Greenville - Switch intersecting L&A main track and L&A Siding, for L&A main track.

Waxahachie - Compress lead track switch intersecting house track, for compress lead track.

Whitesboro - Fort Worth - Henrietta Subdivision Jct. Switch for Fort Worth Subdiv.; intersection of Henrietta Subdiv. with north siding, for siding; intersection of Henrietta Subdiv. with south siding, for Henrietta Subdiv.

Whitesboro - Crossover switch, south siding, for siding.

Winslow - Lead switches, both ends of siding, for siding.

Caphead - Switch at intersection main track and yard lead, for yard lead.

Switch at intersection of Rotan Subdiv. main track and yard lead, for yard lead.

WF&NW Jct., Wichita Falls - For FWD Ry.

North Yard, Wichita Falls - All main track switches from WF&NW Jct. to and including north drill track switch, lined as needed.

Elk City - All main track switches between yard limit signs, lined as needed.

DeLeon and Stamford - Main track switches within yard limits, lined as needed.

Granger - Texas-San Antonio Subdivision Jct. Switch, for Texas Subdiv.

Ajax - For San Antonio Subdiv.

Sloan - No. 4 track designated inbound passenger main track and normal position of switch is for outbound main track.

19. CROSSOVERS AND SIDINGS:

Whitesboro - Sidings designated as:
North Siding - From north end yard to Henrietta Subdiv. main track just west of Jct. Switch.

South Siding - From Henrietta Subdiv. main track to T&P main track south of T&P-MKT Jct. Switch.

Storage "B" - North of station along east side of Fort Worth Subdiv. main track.

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 Winslow.

Winslow - Siding opens off Dallas Subdiv. main track just south of crossover No. 3, connects with Fort Worth Subdiv. main track south of Jct. switch.

Granger: Sidings designated as:

Siding No. 1 - Track west of main track, north switch intersects Texas Subdiv. main track near Signal 9071, south switch intersects San Antonio Subdiv. main track just north of Signal 9083.

Siding No. 2 - Track east of main track intersecting Texas Subdiv. main track north of station.

Crossovers designated as:

No. 1 - Texas Subdiv. main track to siding No. 1, just north of Jct. switch.

No. 2 - San Antonio Subdiv. main track to siding No. 1, just south of Jct. switch.

No. 3 - Texas Subdiv. main track to San Antonio Subdiv. main track at south switch Siding No. 1.

No. 4 - Texas Subdiv. main track to siding No. 2, just south of north switch to storage track.

Taylor - Siding No. 1, north of station.

Siding No. 2 - South of Mo. Pac. crossing.

Sealy - Siding No. 1, north of station.

Siding No. 2 - South of GC&SF crossing.

20. RESTRICTIONS IN OPERATION OF LOCOMOTIVES AND CARS:

Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except where greater depths are authorized by special instructions:

Diesel engines and R.D.C. (Budd) Cars.... 5 inches

Passenger cars..... 9 inches.

Freight cars..... 25 inches.

When trains are operated through water a maximum speed of 5 MPH must not be exceeded.

Cars with gross weight exceeding 105 tons must not be handled on Western, Sherman, Denton and Belton Subdivisions and between DeLeon and Rotan on Rotan Subdiv.

21. ABBREVIATIONS:

a. The following signs placed in column provided on schedule pages indicate:

W—Water.

T—Turntable.

Y—Wye.

PH—Telephone.

R—Radio base station.

RY—Radio yard station.

O—Fuel for diesel locomotives.

S—Track scales.

s—Regular stop.

f—Flag stop for passengers.

ff—Stop for meals.

b. Abbreviations in connection with MP location and station numbers:

D—Dallas Subdiv.

G—Henrietta Subdiv.

U—Granger to Pershing.

K—Denton Subdiv.

—A—Rotan Subdiv.

P—Sherman Subdiv.

M—Smithville to San Antonio.

L—Belton Subdiv.

—B—Western Subdiv.

22. PRECAUTIONS TO BE TAKEN TO INSURE SAFE TRAIN OPERATION DURING AND FOLLOWING SEVERE STORMS:

OPERATORS—Notify Train Dispatcher promptly of nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.

TRAIN AND ENGINEMEN—Bring train under control and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is doubt as to safety of movement, take siding and wait until advised track is safe.

TRAIN DISPATCHERS—On receipt of report of storm, notify trains likely to be affected; see that Superintendent, Division Engineer and Roadmaster are notified and that Section Foremen are patrolling track and get all information necessary to protect safe movement of trains as quickly as possible. If necessary, have Operator call Section Foreman.

23. DUAL CONTROL SWITCHES:

M-K-T Junction (MP D-797.5)—Normally controlled from Waxahachie (Passenger Station).

McCune—Normally controlled from Lamar Interlocking Station.

Pershing—Normally controlled by Control Operator, Austin.

24. REMOTE CONTROL SWITCHES:

Whitesboro—T&P - MKT Jct. Switch.

Winslow - Dallas-Fort Worth Subdivision Jct. Switch. On northward Absolute Signal, top arm governs Dallas Subdiv. which is the turnout.

25. SPRING SWITCHES AND SPRING DERAILS:

a. **Spring Switches:** Designated by letter "S" attached to switch stand.

Ray—East end yard, MP 660.1, intersection of inbound and outbound tracks - normal position for inbound track.

McCune—Both switches crossover between Two Main Tracks, - normal position for crossover.

Sun—End Two Main Tracks—normal position for northward track.

Sherman Jct. - Sherman - Fort Worth Subdivision Jct. Switch - Normal position for Fort Worth Subdiv.

Penland—South switch, siding.

Kellogg—North switch, siding.

Dallas Yard—North switch, drill track.

Pottsboro—Both ends Two Main Tracks - normal position for movement on right hand track.

Fort Worth - North end Two Main Tracks, MP 757.4 - normal position for southward track. (Signal protecting per Rule 104(a) affected only by position of the switch.)

Neey—South end Two Main Tracks, MP 758.5 - normal position for northward track. (Signal 7586 protecting as per Rule 104(a) also actuated by movements on northward main track between switch and crossover MP 758.)

Egan - North switch, siding.

West - Both switches, siding.

Elm Mott - Both switches, siding.

Caphead - (Signal 8415 protects). Normal position lined for yard. Southward movements on main track leave lined for yard. Northward movements trail through.

Bass - End of Two Main Tracks - Normal position for northward track.

Eddy - Both switches, siding.

Little River - Both switches, siding.

Elgin - South switch, siding.

Ajax - San Antonio-Lockhart Subdivision Jct. Switch - Normal position for San Antonio Subdiv.

Hunter - South switch, siding.

L A Yard - South switch, siding.

Fayetteville - North switch, siding.

New Ulm - Both switches, siding.

Houston - North switch, lead track.

b. Spring Derails:

Denison - On main track 280 feet north of Signal 6608, north of passenger station - trailing for southward movements, hand operated for northward movements. Must be handled by crew of northward movements unless in charge of yardmen.

Neey - In tail track just south Magnolia St., - trailing for southward movements, hand operated for northward movements.

26. CONELRAD

The CONELRAD program is a civil defense procedure mandatory to all radio stations in the Land Transportation Radio Service, which includes railroads, to provide for the alerting and operation of radio broadcasting stations during periods of air attack or imminent threat thereof and to minimize navigational aid to an enemy from such radio broadcast stations.

CONELRAD ALERT

The CONELRAD RADIO ALERT message for actual alert is as follows:

"We interrupt our normal program to cooperate in Security and Civil Defense measures as requested by the United States Government.

THIS IS A CONELRAD RADIO ALERT.

Normal broadcasting will now be discontinued for an indefinite period.

Civil Defense information will be broadcast in most areas at 640 or 1240 on your regular radio receiver."

The above message is then repeated once and if it is a CONELRAD test or drill broadcast station will so announce.

The above message will be broadcast by all standard AM, FM and TV broadcast stations upon direction of the Air Defense Command

at which time all broadcast stations must leave the air except certain stations on CONELRAD frequencies 640kc and 1240kc, which will broadcast under controlled conditions which render the broadcasts useless for direction finding purposes.

The Air Defense Command, when the danger of Radio Navigational aid is removed, initiates a RADIO ALL CLEAR message as follows:

"CONELRAD radio all clear. Resume normal operations."

The message is repeated once, after which normal operations may be resumed.

CONELRAD RADIO ALERT may be given over the whole country or just certain zones. The M-K-T is divided into two zones: all of Missouri, Kansas and that part of Oklahoma north of a point between Checotah and Oktaha on the Muskogee Subdivision, and north of a point between Yale and Jennings on the Oklahoma Subdivision is Zone 20; the remainder of Oklahoma and Texas in Zone 33.

OPERATION DURING A CONELRAD RADIO ALERT

Upon receipt of a CONELRAD RADIO ALERT all radio stations, which includes railroad base and mobile stations, must interrupt any communication in progress, make a brief announcement (base stations, for instance, notify mobile stations); leave the air, and maintain radio silence for the duration of the alert, except for limited transmissions handled in accordance with the following restrictions: (1) No transmissions shall be made unless they are of extreme emergency affecting the national safety, or the safety of people and property;

- (2) All transmissions shall be as short as possible;
- (3) No station identification nor geographical location shall be given.

PROCEDURE ON THE M-K-T RAILROAD

Waco Dispatcher's Office is equipped with an automatic "CON-ALERT" receiver and when a CONELRAD RADIO ALERT is received will notify Waco Relay Office and all base radio stations on Southern Division, except Hico, DeLeon and Stamford, who will be notified by Waco Relay Office.

Radio base stations will notify all mobile units within range by repeating the ALERT message twice, then leaving the air.

The same procedure will be followed when the RADIO ALL CLEAR is received.

Base, fixed or mobile stations not directly receiving the CONELRAD RADIO ALERT must use caution in returning to the air after an "out of service" period, to insure that a CONELRAD RADIO ALERT is not in progress before making any transmissions.

A log must be maintained for all CONELRAD tests, drills and operations on forms provided by Waco Dispatcher's Office, Waco Relay Office, and all base stations.

27. SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track, except as otherwise restricted by Yard Limits, Train Orders, Speed Restriction Signs, General Orders, Special Instructions, or other restrictive conditions.		
MAXIMUM SPEED MPH - DIESEL OPERATION:		
Between Staley and Denison	70	30
Except: Over Red River Bridge, MP 656.0	30	25
Over puzzle switch north of Denison passenger station	15	15
Denison, over street crossings	20	20
Between Staley and Ray, freight main track	30	30
Except: Denison, over street crossings	20	20
Between Denison and MP D-662.1	20	20
Between MP D-662.1 and MP D-665.5	45	35
Between MP D-665.5 and Atkins	75	45
Except: Whitewright, over street crossings	30	30
Trenton, over street crossings	40	30
From first street crossing north of passenger station, Greenville, to Hunt	20	20
Royse City, over street crossings	30	30
Around first curve north of GC&SF crossing, Garland	40	40
Garland, over street crossings	40	40

LIMITS

CLASS OF SERVICE

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Between Atkins and MP D-765	40	20
Except: Highland Park, over Cole, Knox, Airline Road and Mockingbird Lane Streets	10	10
Between MP D-765 and Dallas Yard	20	20
Except: Dallas Yard, over Alamo and Houston Streets and McKinney Ave.	10	10
Between M-K-T Junction and Winslow	75	45
Except: Waxahachie, over street crossings	20	20
Italy, over street crossings	30	30
Hillsboro, over street crossings	18	18
Through turnout, Jct. Switch, Winslow	30	20
Between Denison and MP 660.3, Ray	20	20
Except: Through turnouts, Sun and McCune	15	15
Denison, over Morton Street	15	15
Between MP 662.9, Ray, and Pottsboro	30	30
Except: Through turnouts, both ends of Two Main Tracks, Pottsboro	15	15
On southward track, Pottsboro	20	20
Between Pottsboro and MP 680	50	40
Between MP 680 and Whitesboro	75	55
Between Ft. Worth and MP 762.8	20	20
Except: Through turnouts, both ends of Two Main Tracks	15	15
Between MP 762.8 and Caphead	75	55
Except: Grandview, over first crossing south of station	30	30
Hillsboro, over street crossings	18	18
West, over street crossings	30	30
Between Caphead and MP 847.4	20	20
Between MP 847.4 and Bass	50	35
Except: Through turnout, end Two Main Tracks, Bass	30	20
Between Bass and Hewitt	60	40
Between Hewitt and MP 880	75	55
Between MP 880 and Smith	18	18
Between Smith and MP 921	75	55
Between MP 921 and Cat Spring	50	40
Except: Over Highway 95, Smithville	15	15
Between Cat Spring and Brookshire	75	55
Between Brookshire and T&NO crossing, Eureka	50	40
Between T&NO crossing, Eureka and Houston	20	20
Between Granger and Pershing	60	40
Except: Through turnout, Jct. Switch, Granger	30	20
Over Congress Avenue, Austin	5	5
Between M-K-T Junction and MP M-1036.1	75	55
Except: Through turnout, M-K-T Junction	30	20
Between MP M-1036.1 and San Antonio	20	20
Between Sherman Jct. and Sherman	30	30
Except: Sherman, over street crossings, Pecan to King Street; inclusive		Flag crossings
Perrin Field Spur Track	10	10
Between Whitesboro and Wichita Falls	50	35
Except: Whitesboro, over Highway 10	20	20
On siding	5	5
Gainesville, over street crossings	10	10
Nocona, over Clay and Cooke Streets	10	10
Other street crossings	20	20
Wichita Falls, over 7th and Iowa Park Streets	8	8
Other street crossings	15	15
Between North Yard and Forgan	40	25
Except: North Yard, over Jefferson Street	5	5
Other street crossings	15	15
MP 2.1-B, over crossing north of Panhandle Refinery	15	15
MP 3.2-B, over US Highway 277-A	20	20
Burkburnett, over crossings north and south of station	8	8
Burkburnett and Devol	35	20
Grandfield, over crossing MP 28-B	15	15
Loveland and Altus	35	20
Altus, between Main and Blaine Streets, inclusive	8	8
Elk City, over Main Street	8	8
Forgan, over Main Street	8	8
Between Denton and Deny	25	25
Except: MP K-735.5, street crossing	10	10

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Dallas, over Harry Hines Blvd.	10	10
Over Inwood Road	15	15
Between Bellmead and Stamford	40	30
Except: Gorman, over two crossings east of station	10	10
Cisco, over West 6th Street	10	10
Albany, over crossing east of station ..	10	10
Between Stamford and MP 234-A	25	25
Between MP 234-A and Rotan	15	15
Except: Over all bridges between Hamlin and Rotan, when handling 70-ton coal and hopper cars		10
Between Belton and Smith	10	10
Between Smithville and Ajax	45	40
Except: Lockhart, over street crossings	10	10
MISCELLANEOUS:		
All trains and engines operating through turnouts	20	15
Except: Through turnouts on Sherman, Denton and Western Subdivisions ..	10	10
TRAINS HANDLING:		
Steam derricks, pile driver, ditchers or cranes on their own wheels (except where maximum speed is lower)		30
Derricks X-255 and X-256, (Cooper's rating E-58), Pile Driver X-1030 (Cooper's rating E-53) and Crane X-1020 (Cooper's rating E-28) (Except where maximum speed is lower)		25
These machines must not be operated over Western, Sherman, Denton or Belton Subdivisions, nor the BM&E Railroad. Must be located in train not less than four cars nor more than ten cars from engine. When two of these machines are handled in freight trains, they must be separated by at least six cars.		
When Derricks X-255 and X-256 are operated on tracks other than the main track, on all Subdivisions, timber bridges under those tracks must be inspected before allowing machines to pass over those bridges. If the bridges are constructed with fewer than four stringers per chord, machines will not be permitted to pass over until helper stringers are placed or cribbing placed between bents to reduce the span length. The machines must not be spotted on bridges to handle loads and must not travel across a bridge while carrying a load.		
Any Engine - must have air brakes in operation and when set out, must be copped to car or cars with sufficient hand brakes set to hold; hand brakes must be released while being handled dead in train, and it must not be placed next to cars of pipe, poles, piling or loads liable to shift.		
Engines Towed in Train - Handle next to operating engine of through trains and behind short cars of trains setting out and picking up; when more than one unit of switch engine or Road Switcher, space 5 cars apart; all 70-ton Road Switchers to be handled next ahead of caboose.		

28. MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	M.P.	At or Near Station	Not to Exceed MPH	
			Passenger	Freight
T&NO R.R.	D-661.6	Lamar	Restricted Speed	
T&P Ry.	D-674.3	Bells	35	20
StLSW Ry.	D-714.3	Hunt	30 MPH between Absolute Signals	
StLSW Ry.	843.6	Bellmead	Restricted Speed	
T&NO R.R.	1080.8	Eureka	15	15
T&P Ry.	P-671.4	Sherman	Stop	Stop
			Gate across main track only. Leave lined as used.	
FWD Ry.	G-772.1	Henrietta	20 MPH between Absolute Signals.	
WV R.R.	G-790.0	Wichita Falls	Stop	Stop
SL-SF R.R.	50.3-B	Frederick	Stop	Stop
SL-SF R.R.	74.8-B	Altus	Stop	Stop
			Gate normally against MKT	
AT&SF R.R.	76.2-B	Altus	Stop	Stop
CRI&P R.R.	96.3-B	Mangum	Stop	Stop
P&SF R.R.	154.3-B	Hammon Jct.	Restricted Speed not exceeding 15 MPH. Gate normally against P&SF.	
AT&SF R.R.	219.9-B	Woodward	8 MPH between Approach Signals	
SL-SF R.R.) StLSW Ry.)	K-744.6	Carrollton	15 MPH approaching and between Approach Signals.	
GC&SF R.R.	53.9-A	Morgan	15 MPH approaching and between Approach Signals.	
GC&SF R.R.	105.6-A	Dublin	15 MPH approaching and between Approach Signals.	
WV R.R.	226.2-A	Stamford	Stop	Stop
WV R.R.	229.3-A	Stamford	Stop	Stop
GC&SF R.R.	245.2-A	Hamlin	Restricted Speed. Leave gate lined as used.	

29. EXCEPT WHERE OTHER RESTRICTIONS REQUIRE SLOWER SPEED, ALL TRAINS REDUCE SPEED TO 25 MPH WHILE MEETING OR PASSING ANOTHER TRAIN OCCUPYING A SIDING.

STATE STATUTES

TEXAS..... Whistle must be sounded and bell rung at least 80 rods from place where the railroad shall cross any public road or street, and the bell shall be kept ringing until locomotive shall have crossed such public road.

OKLAHOMA..... Whistle shall be sounded or bell rung at least 80 rods from place where the railroad shall cross any road or street.

OPERATING INSTRUCTIONS FOR WHITE AND RED OSCILLATING HEADLIGHT

WHITE LIGHT

Must be displayed at night and during the day when weather conditions impair visibility. Must be extinguished when the standard white headlight is dimmed or extinguished.

RED LIGHT

Will be displayed by day or by night when train is stopped suddenly under circumstances in which adjacent tracks may be fouled, or when head end protection is required. Must be extinguished when necessity no longer exists. A headlight burning red is a signal for an approaching train on the same or adjacent track to stop before passing such headlight, and be governed by conditions.

DISPLAY OF HEADLIGHTS DOES NOT RELIEVE ENGINE MEN OR TRAINMEN FROM PROTECTING TRAIN IN ACCORDANCE WITH RULE 99.

DALLAS SUBDIVISION - RAY TO WINSLOW

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD				Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE				Office Bell	NORTHWARD				HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS		FIRST CLASS					No. 30					FIRST CLASS		SECOND CLASS		Monday thru Friday	Saturdays, Sundays, Holidays
	43	41	5	1				Effective					6	2	42	44		
	Manifest Freight	Manifest Freight	Passenger	Passenger				July 20, 1958					Passenger	Passenger	Manifest Freight	Freight		
Daily Ex. Sunday	Daily	Daily	Daily					Daily	Daily	Daily Ex. Sunday	Daily							
Yard-W-T-S-O-Y	7.00 PM	5.00 AM						PH-R-RY	RAY	RA		12.30 AM	11.00 AM	Continuous	Continuous			
Dual Control Sw.	7.25 PM	5.20 AM						PH	McCUNE	WD	9.40 AM	8.00 PM	11.50 PM	10.05 AM	Continuous	Continuous		
Yard-W-T-S-O								PH	DENISON	MR	9.27	7.45 ⁴⁰	11.45	9.55	Continuous	Continuous		
Interlocking	7.45 ²	5.25	7.22	7.12				PH	T.&N.O. Crossing LAMAR	UN	8.56	7.18	11.09	9.05	* 7.45AM to 4.45PM	Continuous		
	8.00	5.37	7.22	7.21	117	661.6	668.7	PH	PENLAND	AU	8.32	7.01	10.48	8.18	* 8.00AM to 3.00PM	Continuous		
Auto. Interlog.								PH	T.&P. Crossing BELLS	XP	8.20	6.53	10.38	8.00	* 8.30PM to 2.30AM	Continuous		
20-20-10	8.15	5.46	7.42	7.28	22	D-13	874.3	PH	WHITEWRIGHT	WH	8.56	7.18	11.09	9.05	* 7.45AM to 4.45PM	Continuous		
24-22	8.27	5.57	7.53	7.36	58	D-20	881.3	PH	TRENTON	UN	8.44 ⁴⁴	7.09	10.58	8.44 ⁸	* 8.00AM to 3.00PM	Continuous		
25-8-18	8.39	6.08	8.02	7.44	100	D-27	889.1	PH	LEONARD	AU	8.32	7.01	10.48	8.18	* 8.45AM to 3.45PM	Continuous		
Auto. Interlog. Connection-22-11	8.51	6.18	8.11	7.52				PH	G.C.&S.F. Crossing CELESTE	XP	8.20	6.53	10.38	8.00	* 8.30PM to 2.30AM	Continuous		
	9.03	6.28	8.20	8.00	62	D-40	701.2	PH	KELLOGG	GC	6.45	5.41	8.05	5.00	* 8.45AM to 3.45PM	Continuous		
	9.14	6.38	8.28	8.08	90	D-52	707.5	PH	GREENVILLE	A	7.51	6.30	10.10	7.20	* 7.00AM to 3.00PM	Continuous		
Yard-W-O	9.24	6.52	8.42	8.15	38	D-52	713.0	PH-R	HUNT	A	7.37	6.30	10.10	7.20	* 11.00PM to 7.00AM	* 7.00AM to 3.00PM		
Yard-S-T-Connection	10.10 ⁴³	7.20 ⁴⁴	8.45	8.18				PH-R	HUNT	A	7.37	6.30	10.10	7.20	* 11.00PM to 7.00AM	* 7.00AM to 3.00PM		
Auto. Interlog.								PH	MELTON	CN	7.26	6.19	9.25	6.20	* 7.00AM to 4.00PM	Continuous		
80	10.33	7.34 ⁰	8.47	8.20	129	D-61	718.6	PH	CADDO MILLS	RY	7.14	6.08	9.06 ⁸	5.55	* 7.30AM to 4.30PM	Continuous		
18	10.44	7.52	8.55	8.27	46	D-69	730.3	PH	ROYSE CITY	SC	7.02	5.57	8.35	5.30	* 8.30AM to 3.30PM	Continuous		
31-27	10.59	8.07	9.06 ⁴³	8.37	46	D-78	738.7	PH	ROCKWALL	UT	6.47	5.43	8.10	5.02	* 8.45AM to 3.45PM	Continuous		
Auto. Interlog.	11.15	8.22	9.18	8.47	100	D-78	738.7	PH	ELLIS	GC	6.45	5.41	8.05	5.00	* 8.45AM to 3.45PM	Continuous		
Yard-Connection	11.34	8.39	9.33	9.00	84	D-90	750.9	PH-R	GARLAND	GC	6.45	5.41	8.05	5.00	* 8.45AM to 3.45PM	Continuous		
	11.37	8.41	9.44	9.02	54	D-90	750.9	PH	BETHARD	UT	6.15	5.15	7.30	3.00	* 8.45AM to 3.45PM	Continuous		
48	11.43	8.47	9.48	9.06	48	D-90	750.9	PH	ATKINS	UT	6.15	5.15	7.30	3.00	* 8.45AM to 3.45PM	Continuous		
	11.56 PM	8.58	9.57	9.15	99	D-90	750.9	PH	HIGHLAND PARK	UT	6.15	5.15	7.30	3.00	* 8.45AM to 3.45PM	Continuous		
			10.01	9.18				PH	DENY	DY	6.16 AM	5.16 PM	7.30 PM	3.00 AM	Continuous	Continuous		
Yard-W-S-O-Y	2.00 AM	9.15 AM	10.10 PM	9.27 AM				PH-R-RY	DALLAS YARD	DY	6.16 AM	5.16 PM	7.30 PM	3.00 AM	Continuous	Continuous		
Interlocking								PH	DALLAS	UT	6.15 AM	5.15 PM	7.30 PM	3.00 AM	* 6.00AM to 2.00PM	* 6.00AM to 2.00PM		
			10.15	9.30 AM				PH	DALLAS	UT	6.15 AM	5.15 PM	7.30 PM	3.00 AM	* 4.15PM to 12.15AM	* 4.15PM to 12.15AM		
Interlocking			10.45	10.00 AM				PH	DALLAS	UT	6.15 AM	5.15 PM	7.30 PM	3.00 AM	* 4.15PM to 12.15AM	* 4.15PM to 12.15AM		
			10.15	10.05				PH	ENDOT	UT	6.32	4.48	1.35		* 5.30AM to 3.30PM	* 5.30AM to 3.30PM		
33-8	SEE JOINT TIMETABLE				91	D-121	781.7	PH	LANCASTER	GA	SEE JOINT TIMETABLE				* 5.30AM to 3.30PM	* 5.30AM to 3.30PM		
Auto. Interlog.								PH	T.&N.O. Crossing	GC	4.55 AM	4.11 PM	12.15 PM		* 7.45AM to 4.45PM	Continuous		
Dual Control Sw.	11.20 AM	11.21 PM	10.36 AM					PH	M-K-T JUNCTION	GC	4.55 AM	4.11 PM	12.15 PM		* 7.45AM to 4.45PM	Continuous		
Yard-Connection	11.30 AM	11.23	10.38		57	D-137	795.1	PH-R	WAXAHACHIE	GC	4.27	3.54	10.56 ⁴¹		* 7.45AM to 4.45PM	Continuous		
Connection-21-14	12.05 PM	11.41 PM	10.56		80	D-152	813.1	PH-R	HILLSBORO	GC	4.04	3.32	10.05		* 7.45AM to 4.45PM	Continuous		
Y-Yard	12.45	112.05 AM	11.20		812	803.2		PH	WINSLOW	HB	3.58 AM	3.28 PM	10.00 AM		* 8.00AM to 5.00PM	* 8.00AM to 5.00PM		
Remote Control Sw. Yard	1.00 PM	12.10 AM	11.24 AM		64	813	834.3	PH	WINSLOW	HB	3.58 AM	3.28 PM	10.00 AM		* 11.00PM to 7.00AM	* 11.00PM to 7.00AM		
	43	41	5	1					177.4		6	2	42	44	* 1 hour for lunch	* 1 hour for lunch		
	7.00	8.00	4.50	4.14					Time on Subdivision		8.42	4.52	14.30	8.00				

Southward trains are superior to northward trains of the same class.

Between End of The Union Terminal Co. tracks, MP D-768.9, and M-K-T Junction, trains and engines will be governed by M-K-T - FWD Joint Time Table.

STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Thomas.....	D-71	D-731.6	15 South Peeler.....	D-112	D-772.7	16	North
Howlett.....	D-36	D-746.5	33 North Nelson.....	D-142	D-803.0	60 (Sliding)	Both
Kreu.....		D-752.9	76 Both Forreton.....	D-146	D-807.3	33	Both
Sargent.....	D-110	D-770.8	31 South Millford.....	D-157	D-818.3	35	Both

LOCATION OF MAIL CRANES, OTHER THAN STATIONS ABOVE

Peniel MP D-711.1
Fate MP D-734.1

FORT WORTH SUBDIVISION - DENISON TO WACO

SOUTHWARD						TIME TABLE				HOURS OF TELEGRAPH SERVICE					
SECOND CLASS		FIRST CLASS				No. 30				Distance from St. Louis	Station Numbers	Office Call	Monday Thru Friday	Saturdays, Sundays, Holidays	
53	41	5	15	1	11	Effective July 20, 1958									
Manifest Freight	Manifest Freight	Passenger	Passenger	Passenger	Passenger										
Daily	Daily	Daily	Daily	Daily	Daily										
			7.20 PM		7.15 AM	PH	DENISON				660.9	661	WD	Continuous	Continuous
							End Two Main Tracks				661.3				
			7.23		7.18	PH	McCUNE				661.8				
			7.26		7.21	PH	SUN				662.5				
			7.28		7.23	PH	SHERMAN JCT.				662.9		RA		
2.40 PM						PH-R-RY	RAY					662		Continuous	Continuous
			7.56		7.51	PH	POTTSBORO				669.6	670	JN	* 5.30 PM to 2.30 AM	* 5.30 PM to 2.30 AM
			8.06		8.01	PH	HANGER				676.3	676			
			8.14		8.09	PH	SADLER				681.9	682			
3.25 PM			8.25 PM		8.20 AM	PH-R	WHITESBORO				685.7	686	WO	Continuous	Continuous
			9.20 PM			PH-R	DENTON				721.7	722	CN	7.30 AM to 8.30 PM 4.30 PM to 12.30 AM	7.30 AM to 3.30 PM 4.30 PM to 12.30 AM
			10.15 PM			PH	FORT WORTH				757.0	757	NY	Continuous	Continuous
			10.45 PM				T.&P. Crossing				757.1				
							End Two Main Tracks				757.4				
5.50 PM						PH-R-RY	NEY				758.5	759			
6.30 PM						PH	T.&N.O. Crossing				759.4		KN	Continuous	Continuous
			11.07			PH	LYTLE				764.3				
			11.14			PH	BURLESON				771.2	771	BU	* 7.45 AM to 4.45 PM	
			11.21			PH	EGAN				777.6	778			
			11.28			PH	G.C.&S.F. Crossing ALVARADO				784.0	784	DO		
			11.38			PH-R	GRANDVIEW				793.2	793	GW	* 7.45 AM to 4.45 PM	
			11.48 PM			PH	ITASCA				801.3	801	SK	* 7.45 AM to 4.45 PM	
			12.02 AM			PH-R	HILLSBORO				811.9	812			
	1.00 PM	12.10 AM	12.05		11.24 AM	PH	WINSLOW				813.0	813	HB	9.00 AM to 5.00 PM 11.00 PM to 7.00 AM	9.00 AM to 5.00 PM 11.00 PM to 7.00 AM
	1.12	12.20	12.15		11.34	PH	ABBOTT				821.5	821			
	1.21	12.28	12.23		11.41	PH	WEST				827.4	827	WS	* 7.45 AM to 4.45 PM	
	1.32	12.38	12.33		11.51 AM	PH	ELM MOTT				836.4	836			
	1.41	12.44	12.39		12.01 PM	PH	CAPHEAD				841.8				
9.00 PM	2.30 PM					PH-R	BELLMEAD				842.9	843	BJ	* 7.00 AM to 4.00 PM	* 7.00 AM to 4.00 PM
						RY	St.L.S.W. Crossing				843.6				
							T.&N.O. Crossing				844.6				
							End Two Main Tracks				844.9				
			1.00 AM		12.50 AM	PH	WACO				845.5	846	WO	Continuous	Continuous
53	41	5	15	1	11	184.6							* 1 Hour for Lunch	* 1 Hour for Lunch	
6.20	1.30	.50	5.30	.36	1.05	Time on Subdivision									

Southward trains are superior to northward trains of the same class.

DENTON SUBDIVISION — STATIONS

	STATION NO.	MILES FROM DENTON	CAR CAPACITY	END CONNECTED
Carter.....		2.5	100	Both
Lake Dallas.....	K-9	9.2	3	South
Lewisville.....	K-15	15.1	24	Both
Carrollton.....	K-23	22.9	18-6	Both
S.L.-S.F.-St.L.S.W. Crossing.....			Auto. Interlkg.	
Farmers Branch.....	K-25	25.2	17-25	Both
Oldham.....	K-29	29.0	51	Both
Deny.....	D-104	36.3	Yard	

Denton to Deny is southward; Deny to Denton is northward.
 Unless otherwise provided, at meeting points between extra trains the northward extra must take the siding. (See Rule S-88).

FORT WORTH SUBDIVISION – WACO TO DENISON

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	Capacity of Sidings	TIME TABLE No. 30 Effective July 20, 1958	NORTHWARD					
			FIRST CLASS				SECOND CLASS	
			16	6	2	12	42	52
			Passenger	Passenger	Passenger	Passenger	Manifest Freight	Manifest Freight
			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
W-T-S-O-Yard		PH DENISON 0.4 End Two Main Tracks	s 9.35 AM			s 7.30 PM		
Dual Control Sw.		PH McCUNE 0.5 PH SUN 0.7 End Two Main Tracks	9.18 9.15			7.15 7.12		
Yard-W-T-S-O-Y		PH SHERMAN JCT. 0.4 2.7	9.13			7.10		
17		PH-R-RY RAY 4.7						12.01 AM
23	91	PH POTTSBORO 6.7	f 8.45			f 6.40		
4	25	PH HANGER 5.6	8.34			f 6.29		
Yard-Y Connection Remote Control Sw.	113	PH SADLER 3.8	f 8.25			f 6.20		
Interlocking		PH-R WHITESBORO 86.0 PH-R DENTON 85.3 PH FORT WORTH 0.1 T.&P. Crossing 0.3 End Two Main Tracks 1.1 End Two Main Tracks	f 8.20 ¹¹ s 7.20 AM s 6.25 AM 5.45 AM			s 6.15 PM		10.30 PM
Yard-W-T-S-O		PH-R-RY NEY 0.9	5.30					7.00 PM 2.00 PM
Interlocking	93	PH T.&N.O. Crossing 4.9 PH LITTLE 6.9	5.14					12.35 12.20 PM
28		PH BURLESON 6.4	f 5.05					11.55 AM
7-North	112	PH EGAN 8.4 PH { G.C.&S.F. Crossing ALVARADO 9.2	f 4.55 f 4.45					11.40 11.10
Auto. Interlkg. Connection	109	PH-R GRANDVIEW 8.1	f 4.33					10.45
39-28	92	PH ITASCA 10.9	f 4.20					10.15
Yard	43	PH-R HILLSBORO 1.1	s 4.03					10.00
Yard	64	PH WINSLOW 8.5	3.53	3.58 AM	3.28 PM		9.15 AM	10.00
31	111	PH ABBOTT 5.9	f 3.44	f 3.49	3.19		9.00	9.15
19-32-16	104	PH WEST 9.0	f 3.37	f 3.42	3.12		8.45	9.03
8-North	101	PH ELM MOTT 5.5 PH CAPHEAD 1.0	f 3.27 3.21	f 3.32 3.26	3.02 2.56		8.15 8.03	8.45 8.33
Yard-W-S-Y-O-R Connection Crossing Device		PH-R BELLMEAD 0.7 RY St.L.S.W. Crossing 1.0 T.&N.O. Crossing 0.3 End Two Main Tracks 0.6					8.00 AM	8.30 AM
Interlocking								
Yard-W-O Connection		PH WACO 184.6	3.10 AM	3.15 AM	2.45 PM			
		184.6	16	6	2	12	42	52
		Time on Subdivision	0.25	.43	.43	1.15	1.15	15.31

Southward trains are superior to northward trains of the same class.

STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Perrin Field.....669	669.9	Yard	North
Greer.....839	838.8	Yard	South

SHERMAN SUBDIVISION —STATIONS

STATION NO.	MILES FROM SHERMAN JCT.	CAR CAPACITY	END CONNECTED
Standard.....P-8	6.0	5	Both
T&P Crossing.....	8.9	Stop. Gate across main track only.	
Sherman.....P-11	9.1	Yard	

HENRIETTA SUBDIVISION - WHITESBORO TO NORTH YARD

Capacity of Other Trains, RR Crossing, Protection and Other Facilities	WESTWARD		Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE		Office Call	EASTWARD		HOURS OF TELEGRAPH SERVICE		STATIONS AND TRACKS NOT SHOWN ABOVE	
	SECOND CLASS	FIRST CLASS				No. 30			FIRST CLASS	SECOND CLASS	Monday Thru Friday	Saturdays, Sundays, Holidays		
	63 Manifest Freight Daily Ex. Saturday	11 Passenger Daily				Effective July 20, 1958			12 Passenger Daily	62 Manifest Freight Daily Ex. Sunday				
Yard-Y Connection	10.30PM	8.20AM	84	696	663.7	PH-R	WHITESBORO	WO	6.15PM	10.20PM	Continuous	Continuous	END CONNECTED East West Both Both Both Both West East CAR CAPACITY 9 6 47 91-6 17 20-3 2 16-10 MILE POST G-893.1 G-897.6 G-899.5 G-903.2 G-905.5 G-912.4 G-918.8 G-924.5 G-931.1 STATION NO. G-7 G-11 G-13 G-17 G-21 G-27 G-33	
Yard-Y-Connection Interlocking	11.10PM	8.50	41	G-15	701.1	PH	GAINESVILLE 15.4 G.C.&S.F. Crossing 15.2	GV	5.51	9.40	* 8.30AM to 3.30PM			
28-29	12.40AM	9.20	92	G-91	716.8	PH	MUNSTER 10.0	MN	5.20	8.50	* 7.45AM to 4.45PM			
27	1.00	9.38	G-41	G-41	728.8	PH	ST JO 12.0	JO	5.02	8.30	* 7.45AM to 4.45PM			
	1.04	9.40	89	G-42	727.3	PH	CREST 12.0	NA	5.00	8.20				
28-5-7	1.45	10.10	91	G-57	742.8	PH	NOONA 18.0	NA	4.37	7.50	* 7.45AM to 4.45PM			
Connection 11-4	2.25	10.34	94	G-71	758.2	PH	RINGGOLD 15.5	RD	4.09	7.20	8.00AM to 5.00PM			
Yard Connection 1-4	3.00	11.00	89	G-86	771.7	PH	HENRIETTA 15.0	HE	3.45	6.50	* 7.00AM to 4.00PM			
Auto. Interlck.					772.1		E.W.D. Crossing 17.0							
Not Cated. Blup					790.0		F.W.D. Jct. 17.0							
Yard-W-Y Connection	3.45AM	11.30AM			790.2		W.V. Crossing 0.2		3.15PM	6.15PM				
					791.1		WICHITA FALLS 0.0							
Yard-W-O-S-T	6.00AM				791.6	PH-R	W.F.&N.W. Jct. 0.0	RY		6.00 PM	* 8.00AM to 3.00PM			
	63	11			105.9		NORTH YARD			12	62	* 1 hour for lunch		
	7.80	3.10			Time on Subdivision				8.00	4.20				

Westward trains are superior to eastward trains of the same class.

SAN ANTONIO SUBDIVISION - GRANGER TO SAN ANTONIO

Capacity of Other Trains, RR Crossing, Protection and Other Facilities	SOUTHWARD			Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE		Office Call	NORTHWARD			HOURS OF TELEGRAPH SERVICE		STATIONS AND TRACKS NOT SHOWN ABOVE
	SECOND CLASS	FIRST CLASS					No. 30			FIRST CLASS	SECOND CLASS	Monday Thru Friday	Saturdays, Sundays, Holidays		
	73 Manifest Freight Daily Except Sunday	1 Passenger Daily	5 Passenger Daily				Effective July 20, 1958			2 Passenger Daily	6 Passenger Daily			72 Manifest Freight Daily Except Sunday	
Yard-Y	7.15PM	2.10PM	3.22AM	No. 1-84 No. 2-108 84	908	908.1	PH-R	GRANGER	G	12.39PM	12.56AM	12.01AM	* 7.00PM to 4.00AM	* 7.00PM to 4.00AM	END CONNECTED North North North North South Both CAR CAPACITY 9 63 6 1 6 STATION NO. M-990.7 M-996 M-79 M-1012.6 M-1023.6 M-1029.7 M-1037.1 M-1037.1 MILE POST M-990.7 M-996 M-79 M-1012.6 M-1023.6 M-1029.7 M-1037.1 M-1037.1
16	7.35	2.28	3.40	84	U-9	917.4	PH	WEIR	GX	12.27	12.43	11.15PM			
161-North-25	7.45	2.36	3.48	81	U-18	928.2	PH	GEORGETOWN	GX	12.20	12.35	11.01	* 7.00AM to 4.00PM		
	7.55	2.45	4.01	49	U-21	929.4	PH	HUFF	GX	12.12	12.22	10.45			
22-19	8.15	2.57	4.12	51	U-30	937.8	PH	PFLUGERVILLE	GX	12.01PM	12.11	10.27			
	8.30	3.06	4.20	36	U-30	944.4	PH	SPRINKLE	GX	11.52AM	12.02AM	10.15			
20-21-North	8.45	3.18	4.32	43	U-45	953.4	PH	IGLEHART	GX	11.40	11.50PM	9.55			
Dual Control Sw. Yard	8.50PM	3.19PM	4.33AM 4.40 AM 5.00 AM		U-45	953.7	PH	PERSHING	GX	11.39AM	11.49PM	9.45PM			
	9.00 PM	8.88 PM	5.00 AM		U-47	955.5	PH	AUSTIN 1.8 Congress Ave. 0.2 Colorado Bridge 29.2	GX	11.85 AM	11.35 PM	9.40 PM	Continuous	Continuous	
Interlocking	10.26PM	4.26PM	5.40AM		M-52	984.9	PH	M-K-T JCT.	K	10.50AM	10.50PM	8.31PM	Continuous	Continuous	
Y	10.28	4.27	5.41		M-52	985.5	PH	AJAX	O	10.49	10.49	8.29			
Yard-Connection	10.47	4.29	5.47	84	M-53	989.3	PH-R	SAN MARCOS	O	10.47	10.47	8.27	* 8.00AM to 5.00PM	(Saturday Only) * 8.00AM to 5.00PM	
Yard	11.01	4.38	5.58	81	M-60	993.3	PH	HUNTER	O	10.37	10.37	8.15			
Yard-Connection	11.20	4.50	6.11	80	M-69	1002.7	PH	N.B. YARD	NB	10.24	10.24	7.59			
Auto. Interlck.	11.23	4.51	6.17		M-69	1003.2	PH	NEW BRAUNFELS	NB	10.22	10.22	7.58	* 8.00AM to 5.00PM		
23-North	11.35	5.00	6.30	45	M-77	1010.0	PH	COMAL	NB	10.12	10.12	7.45			
	11.48PM	5.08	6.39	94	M-83	1018.8	PH	LUXELLO	NB	10.03	10.03	7.35			
23-14-North	12.05AM	5.18	6.50	83	M-91	1024.9	PH	FRATT	NB	9.52	9.52	7.23			
Yard	12.15	5.25	6.58	80	M-97	1030.3	PH	TRAVIS	NB	9.44	9.44	7.14			
	12.25	5.28	7.02	97	M-100	1032.8	PH	WARDEN	NB	9.40	9.40	7.10			
Crossing Device						1038.1		T.&N.O. Crossing							
Interlocking						1038.5		T.&N.O. Crossing							
Yard-Y-W-O-S	12.50AM	5.36	7.10		M-103	1037.6	PH-R-RY	SLOAN	RY	9.33	9.33	7.00PM	Continuous	Continuous	
Interlocking						1038.0	PH	T.&N.O. Crossing							
	73	1	5		M-104	1038.8	PH	SAN ANTONIO		9.30AM	9.30PM		* 1 Hour for Lunch	* 1 Hour for Lunch	
	5.35	3.35	4.08			Time on Subdivision			2.09	3.28	5.01				

Southward trains are superior to northward trains of the same class.

LOCKHART SUBDIVISION - STATIONS

STATION NO.	MILES FROM SMITHVILLE	CAR CAPACITY	END CONNECTED	STATION NO.	MILES FROM SMITHVILLE	CAR CAPACITY	END CONNECTED		
Togo	M-5	5.5	36	Both	Dale	M-28	28.4	46	Both
Rosanky	M-10	10.2	8	North	Lockhart	M-36	36.4	51	Both
Jordan	M-14	14.3	4	North	Reedville	M-47	46.3	35	North
Red Rock	M-20	20.3	12	South	Ajax	M-52	51.5	Wye	

Smithville to Ajax is southward; Ajax to Smithville is northward.
 Unless otherwise provided, at meeting points between extra trains the northward extra must take the siding. (See Rule S-88).

WESTERN SUBDIVISION - NORTH YARD TO FORGAN

Capacity of Other Trains, RR Crossing Proceedion and Other Facilities	SOUTHWARD				Capacity of Sidings	Station Numbers	Distance from Wichita Falls	TIME TABLE			Office Call	NORTHWARD			HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS							No. 30				SECOND CLASS			Monday Thru Friday	Saturdays, Sundays, Holidays
	91		93					Effective				90	92	94		
	Daily Except Saturday		Tues, Thursday, Saturday					July 20, 1958				Daily Except Sunday	Daily Except Saturday	Monday Wednesday Friday		
Yard-W-S-Y-O		4.01 AM		304-B	303.6		FORGAN	YO			3.10 PM	* 7.00AM to 4.00PM				
		4.29		10	293-B	292.6	MOCANE				2.19					
86		4.56		35	282-B	281.0	KNOWLES				1.35					
25-14		5.23		26	271-B	271.0	GATE	GG			12.48 PM	* 7.30AM to 4.30PM				
26		6.18		23	258-B	255.8	LAVERNE	NE			11.55 AM	* 7.30AM to 4.30PM				
28-19		6.48		41	246-B	245.7	MAY				11.25					
94		7.21		42	235-B	235.1	SUPPLY				10.45					
Yard-W-S-Y-O		8.01		20	221-B	220.4	GUEST				10.03					
Interlocking (C.T.C.)						219.0	A.T.&S.F. Crossing									
		8.05		41	220-B	219.6	WOODWARD	WA			10.00	* 7.30AM to 4.30PM	(Except Sunday) * 7.30AM to 4.30PM			
		10.00		42		219.3	WOODWARD SIDING				7.45					
22-23		10.06					SHARON				7.43					
23-18		10.40		40	206-B	206.5	VICI	VI			7.10	* 7.30AM to 4.30PM	(Saturday Only) * 7.30AM to 4.30PM			
21		11.10		40	196-B	195.6	CAMARGO	CA			6.40	* 7.30AM to 4.30PM	* 7.30AM to 4.30PM			
28-20		11.40 AM		45	185-B	185.2	LEEDY	CA			6.10	* 7.30AM to 4.30PM	(Saturday Only) * 7.30AM to 4.30PM			
28-20		12.25 PM		23	172-B	171.5	MOOREWOOD	CA			5.25	* 7.30AM to 4.30PM	* 7.30AM to 4.30PM			
20.4		12.50		42	162-B	162.2	HAMMON JCT.				4.55					
Gated						154.3	CITY JCT.									
		1.10				154.2	HAMMON				4.34					
		1.13				153.2	ELK CITY	DK			4.31					
43-35		1.15		23	163-B	152.7	HOCKER	DK			4.29	* 7.30AM to 4.30PM				
Yard-W-Y	11.50 PM	2.01 PM				136-B	CARTER	DK		11.20 PM	3.45 AM	* 8.00AM to 5.00PM	* 8.00AM to 5.00PM			
	12.10 AM			42	126-B	129.0	BRINKMAN	DK		10.45		(Except Monday) * 7.30AM to 4.30PM	(Saturday Only) * 7.30AM to 4.30PM			
28-17	12.35			42	120-B	119.8	C.R.I.&P. Crossing	CB		9.40		* 7.30AM to 4.30PM	* 7.30AM to 4.30PM			
23 Not Gated Stop	1.20			48	105-B	105.2	MANGUM	CB		8.50						
Yard	1.50			33	86-B	85.4	MARTHA	MA		8.20		* 7.30AM to 4.30PM	* 7.30AM to 4.30PM			
	2.20			40	88-B	83.3	WELON	MA		7.50						
Yard-W-O-S-Y Not Gated Stop	2.35					77-B	ALTUS	MA	2.00 PM	7.35 PM						
Yard	6.00					76.2	TIPTON	MA								
	6.10			51	76-B	75.6	N. FREDERICK JCT.	AS	1.50			* 6.00AM to 3.00PM	* 6.00AM to 3.00PM			
Gated Stop						74.8	FREDERICK	AS								
32 Not Gated Stop	6.55			44	61-B	61.1	S. FREDERICK JCT.	ON	1.05			* 7.30AM to 4.30PM				
						60.3	KELL	ON								
Yard-Y	7.35					50.2	HOLLISTER	ON								
						50.0	GRANDFIELD	ON				* 7.30AM to 4.30PM	(Except Sunday) * 7.30AM to 4.30PM			
98	7.50			65	46-B	46.0	BURKBURNETT	ON				* 7.30AM to 4.30PM	(Except Sunday) * 7.30AM to 4.30PM			
	8.07			65	41-B	40.9	NORTH YARD	ON				* 6.00AM to 3.00PM				
30-20	9.30			88	27-B	27.1	302.2	ON								
Yard	10.15			68	14-B	14.0	Time on Subdivision	B								
Yard-W-T-S-O	11.00 AM					1.4	90	YD	8.15 AM			* 6.00AM to 3.00PM	* 1 Hour for Lunch			
							92									
							94									
	11.10	10.00					5.45									

Southward trains are superior to northward trains of the same class.

STATIONS AND TRACKS NOT SHOWN ABOVE

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED		STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Rosston	263-B	263.4-B	27	Both	Burt	56-B	56.1-B	6	South
Trail	181-B	181.0-B	77	Both	Grover	51-B	51.1-B	46	Both
			22	Both	Huff	49-B	49.2-B	48	Both
Carpenter	145-B	145.0-B	22	Both	Loveland	34-B	34.3-B	65	Both
	125-B	125.0-B	38	Both				26	Both
Moravia	113-B	112.8-B	24	Both	Devol	21-B	20.9-B	59	Both
Willow	103-B	103.1-B	19-3	Both				30	Both
Hester	89-B	89.2-B	23	Both	Bacon	7-B	6.7-B	30	Both
Humphreys	68-B	67.7-B	25	Both	Oildom	4-B	4.0-B	45	Both

ROTAN SUBDIVISION – BELLMEAD TO ROTAN

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	WEST-WARD	Capacity of Sidings	Station Numbers	Distance from Waco	TIME TABLE	Office Call	EAST-WARD	HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS				PH-R-RY .. BELLMEAD ..		SECOND CLASS	Monday Thru Friday	Saturdays, Sundays, Holidays
	97 Freight						Effective July 20, 1958		
	Daily Ex. Sunday							WIGGINS	Daily Ex. Monday
Yard-W-S-Y-O	12.01 AM		848	2.8	PH-R-RY .. BELLMEAD ..	BJ	3.00 PM	* 7.00AM to 4.00PM	* 7.00AM to 4.00PM
	12.40	4	16-A	16.4	19.0 WIGGINS		1.10		
	12.55	25	24-A	23.7	10.2 AQUILLA		12.55		
7-7	1.30		34-A	33.9	20.0 WHITNEY	WN	12.30 PM	* 8.00AM to 5.00PM	
					} G.C.&S.F. Crossing {				
Auto. Interlkg. 18	2.15	45	54-A	53.9	9.5 MORGAN		11.40 AM		
14-7	2.40	55	63-A	63.4	21.2 WALNUT SPRINGS		11.15		(Except Sunday)
30-4-24	3.45	36	85-A	84.6	21.0 HICO	HN	10.30	* 7.00AM to 4.00PM	* 7.00AM to 4.00PM
Auto Interlkg.				105.6	G.C.&S.F. Crossing				(Except Sunday)
Yard	4.50	49	106-A	105.9	0.3 DUBLIN	DU	9.40	* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
Yard	6.00		110-A	119.1	13.2 DELEON	DN	9.01	* 7.00AM to 4.00PM	* 7.00AM to 4.00PM
	7.30				5.5 RUCKER		8.30	* 7.00AM to 4.00PM	* 7.00AM to 4.00PM
	7.50 ⁹⁶	87	125-A	124.6	5.4 GORMAN	GF	7.30	* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
21-17	8.01	16	130-A	130.0	10.2 CARBON		7.05		(Except Sunday)
61-9	8.22	41	140-A	140.2	4.1 MANGUM		6.56		(Except Sunday)
	8.31	53	144-A	144.3	10.4 CISCO	D	6.45	* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
Y-S-Yard	9.15		155-A	154.7	0.1 T.&P. Crossing				
Interlocking				154.8	6.1 RUFUS		6.05		
	9.35	40	161-A	160.9	11.8 MORAN	RM	5.40	* 8.00AM to 5.00PM	(Except Sunday)
H-12	10.05	33	173-A	172.7	15.3 ALBANY	AB	5.05	* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
23-40	11.05	39	188-A	188.0	10.5 ACAMPO		4.35		
	11.35	11	199-A	198.5	4.7 BUD MATTHEWS		4.25		
	11.45 AM	26	208-A	203.2	9.1 LUEDERS	RD	4.05	* 8.00AM to 5.00PM	
18-8	12.20 PM	15	212-A	212.3	7.0 AVOCA		3.45		
	12.35	27	219-A	219.3	6.9 W.V. Crossing				
Not Gated. Stop				226.2	0.1 STAMFORD	DF	3.30 AM	* 5.30AM to 2.30PM	(Saturday Only)
Yard-O-Y-S	1.59 PM	42	226-A	226.3	3.0 W.V. Crossing				(Except Sunday)
Not Gated. Stop				226.3	15.9 G.C.&S.F. Crossing				
Gated. Stop				245.2	22.2 HAMLIN	HA		* 8.00AM to 4.00PM	* 8.00AM to 4.00PM
Yard			246-A	246.3	22.2 ROTAN	NA		* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
Yard			269-A	268.5					
	97				265.7		96	* 1 Hour for Lunch	* 1 hour for lunch
	13.58				Time on Subdivision		11.30		

Westward trains are superior to eastward trains of the same class.

Between Stamford and Rotan trains will operate under provisions of Rule 93 without clearance or train orders.

STATIONS AND TRACKS NOT SHOWN ABOVE

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Ross.....	13-A	12.8	4	East
Iredell.....	73-A	73.4	12	Both
Alexander.....	97-A	97.1	6	East
Texas Co.....	174-A	174.0	21	West
Tuxedo.....	236-A	235.5	11	Both
Celotex.....	251-A	250.5	12	Both
Reynolds.....	254-A	253.6	17	West
Royston.....	258-A	257.8	10	East
North Roby.....	263-A	263.0	6	Both

CLASSIFICATION OF ENGINES

CLASS	UNITS	ENGINE NUMBERS	Equipped For MU Control	Geared For Maximum Speed
D-1	4	1651 to 1654 incl.	No	55
D-2	2	101 A-C	Yes	85
D-3	4	106 A-C & 107 A-C	Yes	85
	5	131 to 135 incl.	Yes	85
D-4	14	151 A-C to 157 A-C incl.	Yes	90
D-5	6	1 to 6 incl.	Yes	65
	11	1000 to 1010 incl.	No	60
	5	1026 to 1030 incl.	No	60
	15	1201 to 1215 incl.	No	60
	10	1226 to 1235 incl.	No	65
D-6	12	121 A-B-C to 124 A-B-C incl.	Yes	77
D-7	20	201 A-B-C to 207 A-B incl.	Yes	65
	12	208 A-B-C to 211 A-B-C incl.	Yes	65
	12	226 A-B-C to 229 A-B-C incl.	Yes	65
	18	326 A-C to 334 A-C incl.	Yes	65
D-8	29	1501 to 1529 incl.	Yes	65
	2	1701, 1702	Yes	80
	4	1731 to 1734 incl.	Yes	80
	4	1761 to 1764 incl.	Yes	65
D-9	13	1551 to 1563 incl.	Yes	65
	16	1571 to 1586 incl.	Yes	70
	1	1591	No	70
	2	1787, 1788	Yes	70
Total	221			

Diesel Units Equipped With Boiler	Diesel Units With Steam Pipe But No Boiler or Steam Conduit
101 A-C 106 A-C, 107 A-C 131 A to and incl. 135 A 121 A-B-C to and incl. 124 A-B-C 151 A-C to and incl. 157 A-C 1701, 1702 1731 to and incl. 1734 1761 to and incl. 1764 1787, 1788	201 A-B-C to and incl. 206 A-B-C 207 A-B 208 A-B-C to and incl. 211 A-B-C 226 A-B-C to and incl. 229 A-B-C 326 A-C to and incl. 334 A-C

SPEED TABLE

Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Mins.	Sec.		Mins.	Sec.		Mins.	Sec.
6	10	0	33	1	49	55	1	5
8	7	30	34	1	45	56	1	4
10	6	0	35	1	42	57	1	3
12	5	0	36	1	40	58	1	2
15	4	0	37	1	37	59	1	1
16	3	45	38	1	34	60	1	0
17	3	31	39	1	33	61	0	59
18	3	20	40	1	30	62	0	58
19	3	9	41	1	27	63	0	57
20	3	0	42	1	25	64	0	56
21	2	51	43	1	23	65	0	55
22	2	43	44	1	21	67	0	54
23	2	36	45	1	20	68	0	53
24	2	30	46	1	18	69	0	52
25	2	24	47	1	16	70	0	51
26	2	18	48	1	15	72	0	50
27	2	13	49	1	13	73	0	49
28	2	8	50	1	12	75	0	48
29	2	4	51	1	10	76	0	47
30	2	0	52	1	9	78	0	46
31	1	56	53	1	7	80	0	45
32	1	52	54	1	6			

COOPER'S RATING OF M-K-T ENGINES

D-1	E-25
D-2	E-44
D-3	E-45
D-4	E-41
D-5	E-46
D-6	E-46
D-7	E-42
D-8	E-47
D-9	E-45

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car No.	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
173, 175, 177	5x 9	198,000	138,000	60,000
178	5x 9	199,920	144,920	55,000
179, 181-185	5x 9	200,535	140,535	60,000
187, 188	5½x10	192,000	132,000	60,000
189, 191	5x 9	193,400	133,400	60,000
2650-2655,				
2657-2664	5x 9	195,700	135,700	60,000
216, 217	5x 9	172,400	125,400	47,000
235	5x 9	196,900	136,900	60,000
252, 254	5x 9	198,900	138,900	60,000

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage	32
Baggage-Mail	17
Mail	3
Mail Storage	10
Chair	32
Coach	5
Chair-Lounge-Buffer	2
Lounge	3
Diner	5
Sleeper	21
Observation-Lounge-Sleeper	1
Business	3
RDC (Buidd) Car	1
Total	135

WEIGHT OF EMPTY PASSENGER CARS

Class	Numbers	Length in Feet	Tons
Baggage	173, 175, 177-179, 181-185, 187-189, 191	73	69
"	2650-2655, 2657-2664	73	69
"	216-217	64	63
"	235	74	68
"	252-254	73	69
Baggage-Mail	218-224, 226-234	74	68
"	1000	73	56
Mail	30, 2900, 2901	64	66
Mail-Storage	50	64	60
"	201-209	81	68
Chair	901-913, 915-925 AC	81	81
"	1200, 1201 AC	85	63
"	1202-R AC	85	66
"	1203-1207 AC	85	68
Coach	641-645 AC	81	90
Chair-Lounge-Buffer	1300, 1301 AC	85	66
Lounge	494, 495 AC	82	91
"	496 AC	82	83
Diner	437-438, 2050 AC	81	92
"	1100 AC	85	68
"	1110 AC	85	75
Sleeper	1500-1506 AC	85	70
"	(Clover) Glade, Meadow, Brook AC	84	92
"	Keightley AC	82	86
"	Lake Jessie AC	83	89
"	McCallsburg AC	83	88
"	Kimbell AC	83	87
"	McInnis AC	83	88
"	McKeever AC	83	87
"	McMasterville AC	83	87
"	Parsons AC	82	86
"	San Antonio AC	82	86
"	Sunnyside AC	83	88
"	Whitehead AC	82	88
Observation-Lounge-Sleeper	1400 AC	85	66
Business Car	400 AC	84	101
"	401 AC	82	99
"	403 AC	80	98

TONNAGE RATINGS - SOUTHERN DIVISION

SUBDIVISION	Direction	FROM STATION	TO STATION	Class D-1 & D-2	Class D-3	Class D-4 & D-5	Class D-6 & D-7					Class D-8	Class D-9
							3000	4500	6000	7500	9000		
Choctaw	South	Staley.....	Ray.....	1000	1225	1500	3500	5250	7000	8750	10500	1750	2075
	North	Ray.....	Colbert.....	1000	1250	1600	3700	5550	7400	9250	11100	1850	2200
Dallas	South	Ray.....	Dallas.....	1000	1275	1625	3800	5700	7600	9500	11400	1900	2275
		Whitewright.....	Rockwall.....	1300	1675	2125	5000	7500	10000	12500	15000	2500	3000
		Dallas.....	Winslow.....	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
	North	Winslow.....	Dallas.....	1000	1275	1625	3800	5700	7600	9500	11400	1900	2275
		Italy.....	Dallas.....	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
		Dallas.....	Ray.....	850	1075	1350	3200	4800	6400	8000	9600	1600	1925
Dallas.....	Royse City.....	925	1175	1475	3500	5250	7000	8750	10500	1750	2100		
Royse City.....	Bona.....	1150	1475	1875	4400	6600	8800	11000	13200	2200	2650		
Ft. Worth	South	Ray.....	Ney.....	950	1225	1525	3600	5400	7200	9000	10800	1800	2150
		Ray.....	Denton.....	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
		Ney.....	Bellmead.....	1100	1425	1775	4200	6300	8400	10500	12600	2100	2525
		Grandview.....	Bellmead.....	1625	2100	2625	6200	9300	12400	15500	18600	3100	3725
	North	Bellmead.....	Ney.....	1100	1425	1775	4200	6300	8400	10500	12600	2100	2525
		Ney.....	Ray.....	825	1050	1325	3100	4650	6200	7750	9300	1550	1850
		Whitesboro.....	Ray.....	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
Sherman	South	Ray.....	Sherman.....	775	1000	1275	3000	4500	6000	7500	9000	1500	1800
	North	Sherman.....	Ray.....	725	950	1200	2800	4200	5600	7000	8400	1400	1675
Henrietta	West	Whitesboro.....	Wichita Falls.....	950	1225	1525	3600	5400	7200	9000	10800	1800	2150
		Whitesboro.....	Gainesville.....	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
		Ringgold.....	Wichita Falls.....	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
	East	Wichita Falls.....	Whitesboro.....	1100	1425	1775	4200	6300	8400	10500	12600	2100	2525
Western	South	Forgan.....	Mocane.....	1425	1825	2300	5400	8100	10800	13500	16200	2700	3250
		Mocane.....	Supply.....	3675	4725	5950	14000	21000	28000	35000	42000	7000	8400
		Supply.....	Woodward.....	1675	2150	2725	6400	9600	12800	16000	19200	3200	3850
		Woodward.....	Hocker.....	1325	1700	2125	5000	7500	10000	12500	15000	2500	3000
		Hocker.....	Mangum.....	1575	2025	2550	6000	9000	12000	15000	18000	3000	3600
		Mangum.....	Altus.....	3675	4725	5950	14000	21000	28000	35000	42000	7000	8400
		Altus.....	Grandfield.....	1900	2425	3050	7200	10800	14400	18300	21600	3600	4325
		Grandfield.....	Wichita Falls.....	1575	2025	2550	6000	9000	12000	15000	18000	3000	3600
	North	Wichita Falls.....	Altus.....	1425	1825	2300	5400	8100	10800	13500	16200	2700	3250
		Altus.....	Mangum.....	1575	2025	2550	6000	9000	12000	15000	18000	3000	3600
		Mangum.....	Hammon.....	1175	1525	1925	4500	6750	9000	11250	13500	2250	2700
		Hammon.....	Woodward.....	1275	1650	2075	4900	7350	9800	12250	14700	2450	2950
		Woodward.....	Forgan.....	1325	1700	2125	5000	7500	10000	12500	15000	2500	3000
Denton	South	Denton.....	Dallas.....	1175	1525	1900	2250	3375	4500	5625	6750	1125	2700
	North	Dallas.....	Denton.....	725	950	1200	2800	4200	5600	7000	8400	1400	1675
		Hawes.....	Denton.....	850	1000	1375	3200	4800	6400	8000	9600	1600	1925
<p>NOTE: Rating shown Denton to Dallas is for multiple operation. Single unit engines handle 650 tons less than rating shown Denton to Dallas. Rating for Baldwin switch engines is 1450 tons Dallas to Denton and 1500 tons Denton to Dallas:</p>													
Rotan	West	Bellmead.....	DeLeon.....	900	1150	1450	3400	5100	6800	8500	10200	1700	2050
		DeLeon.....	Albany.....	850	1075	1350	3200	4800	6400	8000	9600	1600	1925
		Albany.....	Stamford.....	525	675	850	2000	3000	4000	5000	6000	1000	1200
		Acampo.....	Rotan.....	1000	1275	1625	3800	5700	7600	9500	11400	1900	2275
	East	Rotan.....	Stamford.....	2000	2575	3225	7600	11400	15200	19000	22800	3800	4550
		Stamford.....	DeLeon.....	900	1150	1450	3400	5100	6800	8500	10200	1700	2050
		Cisco.....	DeLeon.....	950	1225	1525	3600	5400	7200	9000	10800	1800	2150
		DeLeon.....	Bellmead.....	850	1075	1350	3200	4800	6400	8000	9600	1600	1925
Dublin.....	Bellmead.....	950	1225	1525	3600	5400	7200	9000	10800	1800	2150		
Texas	South	Bellmead.....	Smithville.....	1000	1275	1625	3800	5700	7600	9500	11400	1900	2275
		Eddy.....	Smithville.....	1100	1425	1775	4200	6300	8400	10500	12600	2100	2525
		Smithville.....	Houston.....	1000	1275	1625	3800	5700	7600	9500	11400	1900	2275
		Smithville.....	L. A. Yard.....	1250	1625	2050	4800	7200	9600	12000	14400	2400	2875
		New Ulm.....	Houston.....	2000	2575	3225	7600	11400	15200	19000	22800	3800	4550
	North	Houston.....	Smithville.....	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
		Houston.....	New Ulm.....	1300	1675	2125	5000	7500	10000	12500	15000	2500	3000
		L. A. Yard.....	Smithville.....	1200	1550	1950	4600	6900	9200	11500	13800	2300	2750
		Smithville.....	Bellmead.....	950	1225	1525	3600	5400	7200	9000	10800	1800	2150
		Granger.....	Bellmead.....	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
San Antonio	South	Granger.....	Austin.....	900	1150	1450	3400	5100	6800	8500	10200	1700	2050
		Austin.....	Ajax..... (via Mo. Pac)				2500	3750	5000	6250	7500	1250	1250
		Ajax.....	San Antonio.....	925	1175	1475	3500	5250	7000	8750	10500	1750	2100
North	San Antonio.....	Granger.....	925	1175	1475	3500	5250	7000	8750	10500	1750	2100	
<p>NOTE: Mo. Pac. rating applies Ajax to Colorado Bridge</p>													
Lockhart	South	Smithville.....	Ajax.....	925	1175	1475	3500	5250	7000	8750	10500	1750	2100
	North	Ajax.....	Smithville.....	925	1175	1475	3500	5250	7000	8750	10500	1750	2100
Belton	West	Smith.....	Belton.....	725	950	1200	2800	4200	5600	7000	8400	1400	1675
	East	Belton.....	Smith.....	725	950	1200	2800	4200	5600	7000	8400	1400	1675
GH&H	South	Houston.....	Congress Ave.....	1000	1500	2250	6000	9000	12000	15000	18000	3000	4000
		Congress Ave.....	Galveston.....	2625	3375	4250	10000	15000	20000	25000	30000	5000	6000
	North	Galveston.....	Houston.....	2625	3375	4250	10000	15000	20000	25000	30000	5000	6000

18 SPECIAL SAFETY CODE FOR EMPLOYEES IN TRAIN, ENGINE, AND YARD SERVICE

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight outside of rails when getting off engine or cars.
6. When alighting from or boarding rear end of freight train, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car, face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side or top of car, keep close watch for unsafe clearances.
11. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
12. One man will be permitted to ride the leading footboard of switch engine on short switch moves. He will board the footboard from a position outside of the rails, remaining in sight of engineer or fireman. He will alight from the footboard before coupling into other equipment. Enginemen will not permit their engine to couple into other equipment while a man is riding the leading footboard.
13. Employees will not attempt to board oncoming footboards when the movement is of such speed to be unsafe, or when engine is moving over frogs, crossovers, turnouts, or where a safe footing on the ground or footboards is in doubt.
14. Firm grip and safe foothold are essential to safety when on sill-step, side ladder, end platform, or in transferring or changing position.
15. When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
16. When engineman sees or knows that ground man is about to get on or off, he will regulate speed down to point of assured safety. Consider the footing, visibility and other conditions.
17. In setting or releasing brakes, be alert to the hazard of slipping or losing hold, sudden lurch, stop or start of car, brake club breaking or slipping, brake chains kinking or overlapping, also grabbing or kicking of brake. (Study the peculiarities and proper handling of different types of brakes.) Pressure on brake should be exerted toward body of car. Do not hold brake tension by hand—use the dog and ratchet.
18. Leave cars in clear and tied down to avoid possibility of fouling other tracks or man on side of car. Do not leave cars standing on tracks too near street or highway crossing, preferably 75 feet away from the crossing.
19. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
20. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
21. It is prohibited to use foot or hand to adjust drawbar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
22. Angle cocks will be closed before uncoupling air hose when there is pressure in train line. When setting brakes by turning angle cock, keep firm grip on hose.
23. Do not place hands, feet, or any part of body between inside end of car and lumber, pipe, or other lading likely to shift. Keep clear of unsecured drop end doors. Do not use gate of gondola for handhold.
24. Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
25. Do not attempt to cross track close in front of moving engine or car.
26. Wear safe shoes and other apparel, and use suitable clear goggles when needful to protect against sand, cinders, or other eye hazards.
27. Keep feet in clear of the path of counterweights on ground throw switch levers. Do not handle switch stand lever when switch is being run through.
28. A habit of too much idle conversation across cab or caboose may contribute to serious accident.
29. Keep the mind on the work and have a clear and mutual understanding of the moves to be made.

DIESEL LOCOMOTIVE SAFETY RULES

30. Enginemen and others will use hard rubber or nonmetallic cased flashlights in and around Diesel locomotives.
31. Never place hands or face near main generator or any high voltage equipment while it is working under load.
32. Do not smoke or have open flame in engine room.
33. Rings and wrist watches will not be worn while working around electrical equipment.
34. Fuses will not be pulled while under load.
35. High voltage cabinet will not be opened while motor is running, other than idling.
36. Stepping out of side doors of moving Diesel units to elevated platform or other side elevation is prohibited.
37. At any time an engine is overheated or shut down for mechanical defect, no handhold cover plates should be removed until sufficient time has elapsed to permit engine to cool down sufficiently to prevent possibility of an explosion (minimum one hour).

RULES REGARDING HANDLING OF PLACARDED CARS

Cars placarded "Explosives" shall, when length of train permits, be placed not nearer than the 16th car from both engine or occupied caboose; otherwise, near middle of train; except in train made up in "blocks" or classifications, be placed near middle of the "block" or classification in which moving, but not nearer than 6th car from both engine or occupied caboose; in train performing pickup or setoff service shall be not nearer than 2nd car from both engine or occupied caboose, when length of train permits.

Placarded loaded tank cars shall, when length of train permits, be placed not nearer than the 6th car from engine, occupied caboose, or passenger car; otherwise, or when handled in freight train engaged in pickup or setoff service, shall not be nearer than the 2nd car from both engine or occupied caboose.

Cars placarded "Explosives" must not be handled next to any car placarded "Dangerous", "Dangerous-Class D Poison", "Poison Gas" or car containing poison liquids Class A. Placarded loaded tank cars must also not be handled next to any car placarded "Poison Gas." Cars placarded "Poison Gas" or containing poison liquid Class A must also not be handled next to cars placarded "Explosives" or "Dangerous."

Cars placarded "Explosives" or placarded loaded tank cars must not be handled next to engine or occupied caboose (except when train consists only of placarded loaded tank cars); next to occupied passenger or combination car, other than gas handlers accompanying shipment as excepted below; wooden underframe cars; loaded flat cars (except cars carrying trailers or containers placarded "Explo-

sives" may be coupled to each other); (flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars); open-top car when any of lading protrudes beyond car ends or any extending above car ends if liable to shift and protrude beyond car ends; car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation; cars containing lighted heaters, stoves or lanterns; cars loaded with live animals or fowl, occupied by an attendant. (Exception: A car placarded "Explosives" or "Poison Gas" or both shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove it shall be the 4th car behind a car or cars with "Explosive" placards. Otherwise, cars containing explosives, Class A; poison gases or liquids, Class A; and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains.)

When handling car placarded "Explosives" in terminals, yards, side tracks or sidings, such car shall be separated from engine by at least one non-placarded car.

At all terminals or other places where trains are made up by crews other than road crews accompanying them outbound, numbered notice Form 1169, showing the location in train of every car placarded "Explosives" shall be delivered to the train and engine crew. At points where train or engine crews are changed, the notice shall be transferred from crew to crew.

Missouri-Kansas-Texas Lines CONSOLIDATED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTH OR WEST BOUND							Distance from Kansas City	TIMETABLE No. 30 Effective July 20th 1958	Distance from St. Louis	NORTH OR EAST BOUND						
FREIGHT TRAINS			PASSENGER TRAINS							PASSENGER TRAINS			FREIGHT TRAINS			
75	53	43	41	5-15	11	1				2	12	6-16	42	44	52	76
Lv. 4.00AM	Lv. 7.00PM					Lv. 5.40PM			Ar. 8.00AM				Ar. 4.00AM	Ar. 6.00PM		
		Lv. 9.30PM	Lv. 9.50AM	Lv. 8.20AM	Lv. 9.40PM											
Ar. 7.00PM	Ar. 5.00AM Lv. 7.00AM	Ar. 2.00AM	Ar. 2.30PM Lv. 3.30PM	Ar. 11.20AM Lv. 11.45AM	Ar. 12.25AM Lv. 12.40AM		136.8			Ar. 8.50AM	Ar. 9.40PM	Ar. 8.00PM	Ar. 8.00AM			
			Ar. 9.45PM Lv. 11.30PM				245.2			Lv. 5.50AM Ar. 5.35AM	Lv. 6.10PM Ar. 5.45PM	Lv. 1.30PM Ar. 11.30AM	Lv. 2.30AM	Lv. 1.00PM Ar. 9.00PM		
			Ar. 4.30AM				343.9					Lv. 12.15AM Ar. 11.30PM		Ar. 5.15PM		
	Lv. 8.07AM		Lv. 4.50PM	Lv. 1.01PM	Lv. 1.50AM	Lv. 1.10AM	189.2		Ar. 1.10AM	Lv. 4.27AM	Lv. 3.57PM	Lv. 9.35AM		Lv. 6.50PM		
			Ar. 3.30AM				277.7							Ar. 3.15PM		
	Ar. 9.25AM Lv. 9.30AM		Ar. 6.30PM Lv. 7.30PM	Ar. 2.35PM Lv. 3.00PM	Ar. 3.00AM	Ar. 2.30AM Lv. 3.30AM	253.8		Lv. 11.53PM Ar. 11.25PM	Lv. 3.15AM	Lv. 2.35PM Ar. 2.20PM	Lv. 7.40AM Ar. 7.30AM		Lv. 3.00PM Ar. 12.45PM		
63	Lv. 10.50AM		Lv. 9.20PM	Lv. 4.30PM		Lv. 4.45AM	316.2		Lv. 10.16PM		Lv. 12.95PM	Lv. 5.30AM		Lv. 10.35AM		
Lv. 9.15PM	Ar. 2.00PM Lv. 2.40PM	Lv. 7.00PM	Ar. 4.00AM Lv. 5.00AM	Ar. 6.45PM Lv. 7.20PM	Lv. 7.15AM	Ar. 6.40AM Lv. 7.10AM	411.1		Lv. 8.35PM Ar. 8.00PM	Ar. 7.30PM	Lv. 10.20AM Ar. 9.40AM	Lv. 3.00AM Ar. 12.30AM	Ar. 11.00AM	Ar. 8.00AM Ar. 12.01AM		
Lv. 10.30PM	Lv. 3.25PM			Lv. 8.25PM	Lv. 8.20AM		435.9			Lv. 6.15PM	Lv. 8.20AM			Lv. 10.30PM		
Ar. 6.00AM					Ar. 11.30AM		540.4			Lv. 3.15PM				Lv. 10.40PM		
		Lv. 10.10PM	Lv. 7.20AM	Lv. 8.42PM		Lv. 8.15AM	463.2		Lv. 6.37PM		Lv. 7.51AM	Lv. 10.10PM	Lv. 7.20AM			
		Ar. 2.00AM	Ar. 9.15AM Lv. 10.05AM	Ar. 10.15PM Lv. 10.45PM		Ar. 9.30AM Lv. 10.00AM	517.5		Lv. 5.15PM Ar. 4.55PM		Lv. 6.15AM Ar. 5.45AM	Lv. 7.30PM Ar. 3.00PM	Lv. 3.00AM			
	Ar. 5.50PM Lv. 6.30PM			Ar. 10.15PM Lv. 10.45PM			507.2				Lv. 6.25AM Ar. 5.45AM			Lv. 7.00PM Ar. 2.00PM		
	Lv. 7.45PM		Lv. 1.00PM	Lv. 12.05AM		Lv. 11.20AM	562.1		Lv. 3.32PM		Lv. 4.04AM	Lv. 10.05AM		Lv. 10.15AM		
	Ar. 9.00PM Lv. 10.30PM		Ar. 2.30PM Lv. 4.30PM	Ar. 1.00AM Lv. 1.40AM		Ar. 12.20PM Lv. 12.45PM	595.7		Lv. 2.45PM Ar. 2.20PM		Lv. 3.15AM Ar. 2.35AM	Lv. 8.00AM Ar. 6.00AM		Ar. 8.30AM Ar. 7.00PM		
	Lv. 12.56AM		Lv. 8.05PM	Lv. 3.22AM		Lv. 2.10PM	658.3		Lv. 12.39PM		Lv. 12.56AM	Lv. 2.35AM		Lv. 2.30PM		
			Ar. 9.00PM	Lv. 5.00AM		Lv. 3.38PM	705.7		Lv. 11.35AM		Lv. 11.45PM	Lv. 9.40PM				
	Ar. 2.45AM Lv. 3.30AM		Ar. 10.10PM Lv. 11.15PM				719.6					Lv. 12.01AM Ar. 11.00PM		Lv. 11.30AM Ar. 9.30AM		
			Ar. 12.50AM	Ar. 7.30AM		Ar. 5.45PM	788.7		Lv. 9.30AM		Lv. 9.30PM	Lv. 7.00PM				
	Ar. 7.30AM Lv. 10.30AM		Ar. 3.00AM				834.1					Lv. 7.00PM		Lv. 4.00AM Ar. 12.01AM		
	Ar. 2.30PM						884.2							Lv. 8.00PM		

OFFICIAL WATCH INSPECTORS

American Railroad Time Service, Arcade Building, 812 Olive St., St. Louis 1, Mo.

Watch Inspectors (See Rule 2) are located as follows:

Altus, Okla.....	GREEN'S JEWELRY CO.	Galveston, Tex.....	MICHAEL JEWELRY CO.
Austin, Tex.....	E. R. CARPENTER, JEWELER 203 West 7th St.		2128 East Office St.
Bellmead, Tex.....	J. N. CRUSE 3010 Bellmead Drive	Greenville, Tex.....	TAYLOR BROS.
Belton, Tex.....	R. H. STOCKING	Hillsboro, Tex.....	T. B. BOND
Dallas, Tex.....	LOONEY'S JEWELRY CO. 537 West Jefferson	Houston, Tex.....	HOUSTON WATCH CO. 911 Franklin Ave.
Dallas, Tex.....	ZALE JEWELRY CO. 1606 Main St.	Houston, Tex.....	BILLING'S JEWELRY CO. 1025 North Shepherd
Dallas, Tex.....	ACE JEWELERS 5442 East Grand	New Braunfels, Tex.....	OLIVER JEWELRY CO.
DeLeon, Tex.....	ELSA PERRY	San Antonio, Tex.....	GILDEMEISTER'S 122 Broadway
Denison, Tex.....	ROCKWELL'S JEWELRY STORE	Smithville, Tex.....	C. E. RAGSDALE
Elk City, Okla.....	DAMRON JEWELERS	Smithville, Tex.....	GIESE'S JEWELRY CO.
Forgan, Okla.....	CHAS. E. SUTTLE	Stamford, Tex.....	J. C. MAY
Forgan, Okla.....	BILL ADAMS, JEWELERS	Waco, Tex.....	LEONARD STUDER 814 Austin Ave.
Fort Worth, Tex.....	HALTOM'S JEWELERS 614 Main Street	Waxahachie, Tex.....	MAXWELL JEWELRY CO.
Gainesville, Tex.....	BROWNING'S JEWELRY STORE 116 North Commerce	Wichita Falls, Tex.....	C. E. PFEIFER 704 Scott St.
		Woodward, Okla.....	NORTHROP JEWELRY CO.

