

SUBDIVISIONS

| | |
|--------------------------------|---------------------|
| DALLAS— | |
| Ray to Dallas Junction | 176.0 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 | 1509.4 Miles |

SAFETY
Is of
FIRST IMPORTANCE
in the
DISCHARGE OF DUTY

ASSISTANT SUPERINTENDENTS

| | |
|---------------------|---------------------|
| B. R. Bishop | Denison, Tex. |
| W. L. Nigh | Smithville, Tex. |
| C. W. Robbins | Wichita Falls, Tex. |

ASSISTANT TRAINMASTERS

| | |
|---------------|---------------|
| R. A. Bass | T. G. Todd |
| L. M. Seifert | O. C. Putsche |
| C. D. Carson | |

CHIEF DISPATCHERS

| | |
|--|---------------|
| R. O. Johnson, Chief Dispatcher | Denison, Tex. |
| G. Harvey, Assistant Chief Dispatcher | Denison, Tex. |
| H. C. Pagel, Night Chief Dispatcher | Denison, Tex. |
| L. A. Volcik, Night Chief Dispatcher | Denison, Tex. |

DISPATCHERS

| | |
|-----------------|------------------|
| A. D. Lancaster | W. M. O'Dell |
| W. N. Porche | C. Clark |
| J. H. Crane | J. E. Dwyer, Jr. |
| A. P. Schimmel | R. R. Holden |
| J. D. Cupp | F. C. Davis |

M-K-T LINES

SOUTHERN DIVISION

TIME TABLE

No. 31

Effective At 12:01 A. M.

Sunday, February 1, 1959

FOR EMPLOYEES ONLY

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

R. B. GEORGE,
Superintendent
Denison, Texas

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

EMPLOYEES' HOSPITAL ASSOCIATION

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

| | | Phone Number | | Phone Number | |
|----------------------------|---|--------------|-----------------------------------|--------------|-----------|
| | | Office | Residence | Office | Residence |
| Albany, Tex. | Dr. Edward W. Keefer | PO-2-2266 | PO-2-3380 | | |
| Altus, Okla. | Dr. H. N. Bussey | HU-2-1462 | HU-2-1868 | | |
| Altus, Okla. | Dr. C. L. Tefertiller | HU-2-1896 | HU-2-1867 | | |
| Altus, Okla. | Dr. R. S. Strigley | HU-2-2600 | HU-2-2536 | | |
| Altus, Okla. | Dr. E. A. Abernethy Oculist | HU-2-2166 | HU-2-2166 | | |
| Alvarado, Tex. | Dr. J. F. Peters | TI-3-3317 | TI-3-3257 | | |
| Austin, Tex. | Dr. A. H. Neighbors 926 E. 32nd St. | GR-8-6689 | GR-8-3087 | | |
| Austin, Tex. | Dr. A. H. Neighbors, Jr. 926 E. 32nd St. | GR-8-6689 | GR-6-9417 | | |
| Austin, Tex. | Dr. Walter D. Roberts 20 Medical Arts Square | GR-6-0661 | GR-7-2220 | | |
| Austin, Tex. | Dr. Otto Lippman Oculist 405 W. 15th St. | GR-8-1819 | HO-5-7156 | | |
| Bastrop, Tex. | Dr. R. W. Loveless | 4 | 379 | | |
| Bastrop, Tex. | Dr. C.G. Goddard | 4 and 40 | 218 | | |
| Beaver, Okla. | Dr. Ed L. Calhoun | 5051 | 5061 | | |
| Belton, Tex. | Dr. J. W. Pittman | WE-9-3715 | WE-9-3192 | | |
| Belton, Tex. | Dr. A. R. Kirkley | WE-9-3715 | WE-9-2472 | | |
| Brookshire, Tex. | Dr. J. J. Hopkins | 104 | 164 | | |
| Burkburnett, Tex. | Dr. J. A. Davey | JO-9-3431 | JO-9-3436 | | |
| Burkburnett, Tex. | Dr. Philip A. Carpenter | JO-9-3351 | JO-9-3518 | | |
| Burleson, Tex. | Dr. C. C. Bradford | 351 | 351 | | |
| Carrollton, Tex. | Dr. Walter L. Fiegel | 4141- | 4343 | | |
| Carrollton, Tex. | Dr. W. O. Wagner | GH-7-3776 | CH-7-3429 | | |
| Cisco, Tex. | Dr. E. E. Addy | HI-2-1001 | HI-2-1322 | | |
| Dallas, Tex. | Dr. E. Stephen Stanley Division Surgeon 908 Medical Arts Bldg. | RI-8-3816 | FL-2-1240 | | |
| Dallas, Tex. | Dr. Mark L. Welch Consulting Surgeon 908 Medical Arts Bldg. | RI-7-3241 | FL-2-5002 | | |
| Dallas, Tex. | Dr. F. H. Newton Consulting Ophthalmologist 209 Medical Arts Bldg. | RI-7-7474 | RI-8-2995 | | |
| Dallas, Tex. | Dr. R. Grady Bruce Oculist 209 Medical Arts Bldg. | RI-7-7474 | DA-8-1125 | | |
| DeLeon, Tex. | Dr. A. M. Reynolds | 2944 | 2755 | | |
| Denison, Tex. | Dr. Thomas A. Moorman Asst. to Chief Surgeon | HO-5-4828 | HO-5-2527 | | |
| Denison, Tex. | Dr. W. H. Frietsch Asst. Division Surgeon | HO-5-6111 | HO-5-4401 | | |
| Denison, Tex. | Dr. John C. Saunders Asst. Division Surgeon | HO-5-8524 | HO-5-8472 | | |
| Denison, Tex. | Dr. Wilburn S. Fry, Jr. Asst. Division Surgeon | HO-5-8250 | HO-5-6548 | | |
| Denison, Tex. | Dr. F. F. Fowler Division Oculist | HO-5-3355 | HO-5-2080 | | |
| Denton, Tex. | Dr. H. M. McClendon | DU-2-4713 | DU-2-4762 | | |
| Dublin, Tex. | Dr. Tom F. Bryan | GI-5-2141 | GI-5-2197 | | |
| Elgin, Tex. | Dr. Roy H. Morris | AT-5-3381 | AT-5-4606 | | |
| Elk City, Okla. | Dr. L. V. Baker | 211 | 74 | | |
| Fort Worth, Tex. | Dr. Fred B. Aurin Division Surgeon 1216 Pennsylvania Ave. | ED-5-1243 | PE-2-1905 | | |
| Fort Worth, Tex. | Dr. Ed Etier, Jr. Asst. Division Surgeon 650 5th Ave. | ED-2-6213 | WA-3-7635 | | |
| Fort Worth, Tex. | Dr. Webb Walker Oculist Medical Arts Bldg. | ED-2-9277 | WA-4-3652 | | |
| Fort Worth, Tex. | Dr. Harold Beasley Oculist 711 5th Avenue | ED-5-5435 | WA-7-7588 | | |
| (North) Ft. Worth, Tex. | Dr. J. W. Shoemaker 2415 N. Main | MA-4-4400 | CE-7-2240 | | |
| Frederick, Okla. | Dr. Jack D. Honaker | ED-5-2158 | ED-5-5190 | | |
| Gainesville, Tex. | Dr. William F. Powell | HO-5-5381 | HO-5-4505 | | |
| Galveston, Tex. | Dr. Edward Randall, Jr. 205 National Hotel Bldg. | SO-2-3822 | SO-2-3706 | | |
| Galveston, Tex. | Dr. Herman Weinert, Jr. 710 U. S. National Bank Bldg. | SO-2-8471 | SO-2-6827 | | |
| Garland, Tex. | Dr. Richard B. Hartin | BR-6-6547 | BR-8-8074 | | |
| Georgetown, Tex. | Dr. D. H. Cooper | 2002 | 2655 | | |
| Gorman, Tex. | Dr. D. V. Rodgers | 2 | 49 | | |
| Gorman, Tex. | Dr. T. G. Jackson | 177 | 177 | | |
| Grandfield, Okla. | Dr. W. A. Fuqua | GR-9-5271 | GR-9-5271 | | |
| Grandview, Tex. | Dr. Vernon L. Thomas | 77 | MI-5-9211 (Cleburne, Texas) | | |
| Greenville, Tex. | Dr. Joe Beeton 4200 Stuart St. | GL-5-2510 | GL-5-1041 | | |
| Greenville, Tex. | Dr. T. C. Strickland Oculist 2417 Oneil St. | GL-5-3943 | GL-5-1250 | | |
| Hamlin, Tex. | Dr. Marshall L. Smith | 877 | 895 | | |
| Henrietta, Tex. | Dr. Robert E. Hurn | ID-8-4711 | ID-8-4724 | | |
| Hillsboro, Tex. | Dr. Dick Cason | JU-2-5311 | JU-2-3763 | | |
| Hillsboro, Tex. | Dr. James M. Buie | JU-2-3441 | 3521 (Whitney, Texas) | | |
| Hillsboro, Tex. | Dr. Silas W. Grant | JU-2-3441 | JU-2-3869 | | |
| Hooker, Okla. | Dr. L. G. Blackmer | 108 | 208 | | |
| Hooker, Okla. | Dr. F. P. Cawley | 108 | 208 | | |
| Houston, Tex. | Dr. Charles S. Gates Division Surgeon 1801 South Coast Life Bldg. | CA-2-6626 | JA-4-0690 | | |
| Houston, Tex. | Dr. C. C. Davis 1609 Medical Arts Bldg. | CA-5-6565 | CA-5-6565 | | |
| Houston, Tex. | Dr. J. Peyton Barnes 6601 Main Street | JA-2-2848 | JA-0-7849 | | |
| Houston, Tex. | Dr. Lyle Hooker Oculist 1013 Esperson Bldg. | CA-7-0323 | MO-4-9222 | | |
| Houston, Tex. | Dr. L. M. Flanary Oculist 530 West 20th St. | UN-2-6631 | OV-2-3334 | | |
| Houston, Tex. | Dr. E. B. Perry For Colored Employees Only 222 W. Dallas Ave. | CA-7-1055 | JA-2-6147 | | |
| Italy, Tex. | Dr. A. O. Dykes | HU-3-6377 | HU-3-6201 | | |
| Itasca, Tex. | Dr. C. C. Campbell | 1 | 131 | | |
| Itasca, Tex. | Dr. Charles G. Allen | 66 | 462 | | |
| La Grange, Tex. | Dr. E. T. Williams | 276 | 633 | | |
| La Grange, Tex. | Dr. L. F. Zalopek | 276 | 464-W | | |
| Leedy, Okla. | Dr. William E. Boswell | 21 | 106 | | |
| Leonard, Tex. | Dr. James W. Davis | 32 | 25 | | |
| Lockhart, Tex. | Dr. A. A. Ross, Jr. | EX-8-2331 | EX-8-2434 | | |
| Mangum, Okla. | Dr. Fred W. Sellers | 315 | 671 | | |
| Mangum, Okla. | Dr. Tom L. Wainwright | 314 | 217 | | |
| Muenster, Tex. | Dr. Thomas S. Myrick | 79 | 30 | | |
| New Braunfels, Tex. | Dr. Jack A. Bergfeld | MA-5-2351 | MA-5-5440 | | |
| Rockwall, Tex. | Dr. Curtis M. Jackson | PA-2-4333 | PA-2-3324 | | |
| Rotan, Tex. | Dr. Chester U. Callan | 256 | 297 | | |
| San Antonio, Tex. | Dr. Walter Walthall Division Surgeon 1114 South Texas Bldg. | CA-7-3839 | TA-6-0526 | | |
| San Antonio, Tex. | Dr. W. D. Willerson 1028 Nix Professional Bldg. | CA-7-5531 | TA-2-1833 | | |
| San Antonio, Tex. | Dr. M. W. McCurdy Oculist 1034 Nix Professional Bldg. | CA-6-9522 | TA-2-7344 | | |
| San Antonio, Tex. | Dr. Thomas W. Folbre Oculist 414 Navarro St. | CA-7-6119 | TA-6-0084 | | |
| San Antonio, Tex. | Dr. Eugene E. Fuller For Colored Employees Only 1105 E. Commerce St. | CA-7-5521 | LE-4-8042 | | |
| San Marcos, Tex. | Dr. R. F. Sowell | EX-2-2515 | EX-2-3073 | | |
| San Marcos, Tex. | Dr. M. D. Heatly | EX-2-3361 | EX-2-3044 | | |
| Sealy, Tex. | Dr. V. Gordon | TU-5-3524 | TU-5-3550 | | |
| Sherman, Tex. | Dr. C. D. Strother | TW-3-1193 | TW-2-6426 | | |
| Sherman, Tex. | Dr. D. C. Enloe | TW-3-1193 | TW-3-1640 | | |
| Sherman, Tex. | Dr. Wm. I. Southerland | TW-2-6141 | TW-2-2245 | | |
| Sherman, Tex. | Dr. J. H. Stout | TW-3-1193 | TW-2-5739 | | |
| Smithville, Tex. | Dr. J. D. Stephens Division Surgeon | 79 | 451 | | |
| Smithville, Tex. | Dr. James W. Thomas Asst. Division Surgeon | 157 | 55 | | |
| Stamford, Tex. | Dr. I. F. Hudson | PR-3-2711 | PR-3-3120 | | |
| Stamford, Tex. | Dr. L. F. Metz | PR-3-2711 | PR-3-2440 | | |
| Stamford, Tex. | Dr. E. P. Bunkley | PR-3-2711 | PR-3-3318 | | |
| Stamford, Tex. | Dr. T. A. Bunkley | PR-3-2711 | PR-3-3359 | | |
| Taylor, Tex. | Dr. Edmond Doak | EL-2-2331 | EL-2-2503 | | |
| Temple, Tex. | Dr. J. S. McCelvey | PR-3-2174 | PR-3-2070 | | |
| Temple, Tex. | Dr. L. R. Talley | PR-3-2174 | PR-3-2426 | | |
| Temple, Tex. | Dr. R. K. Harlan | PR-3-2174 | PR-3-4242 | | |
| Temple, Tex. | Dr. William J. Bruce | PR-8-8047 | PR-3-7736 | | |
| Waco, Tex. | Dr. Paul C. Murphey Division Surgeon 2320 Columbus Ave. | PL-6-2502 | PL-2-2644 | | |
| Waco, Tex. | Dr. C. Colton Smith Asst. Division Surgeon 1804 Austin Ave. | PL-4-1101 | PL-3-5623 | | |
| Waco, Tex. | Dr. James H. Colgin 2320 Columbus | PL-6-2763 | PL-4-5801 | | |
| Waco, Tex. | Dr. Cleveland H. Brooks Oculist 1104 Amicable Bldg. | PL-4-0201 | PL-2-7763 | | |
| Waco, Tex. | Dr. James H. Scruggs, Jr. Oculist 2223 Austin Ave. | PL-2-8205 | PL-2-7356 | | |
| Waxahachie, Tex. | Dr. S. H. Watson | WE-7-4710 | WE-7-1003 | | |
| Waxahachie, Tex. | Dr. M. E. Hastings | WE-7-1770 | WE-7-1032 | | |
| Waxahachie, Tex. | Dr. T. G. Estes Oculist | WE-7-1230 | WE-7-1044 | | |
| West, Tex. | Dr. W. H. Gidney | 6-2111 | 6-2105 | | |
| Whitewright, Tex. | Dr. Paul E. Gears | FO-4-2316 | FO-4-2269 | | |
| Wichita Falls, Tex. | Dr. Robert L. Hargrave Division Surgeon 222 Hamilton Bldg. | 723-7859 | 322-9260 | | |
| Wichita Falls, Tex. | Dr. J. A. Johnson Oculist 316 Hamilton Bldg. | 723-4567 | 767-2686 | | |
| Woodward, Okla. | Dr. Joe L. Duer | 1187 | 1078 | | |
| Woodward, Okla. | Dr. C. E. Williams Oculist | 266 | 209 | | |

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. 2.

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 Jct.: 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 |
| | Denison | 661.7 | Ray | 660.3 |
| Fort Worth | Ray | 662.9 | Whitesboro | 685.7 |
| | Ney | 758.5 | Bellmead | 843.6 |
| | Lamar | D-661.6 | Dallas Yard | D-766.9 |
| Dallas | MKT Junction | D-797.5 | Dallas Jct. | D-832.9 |
| Texas | Waco | 846.3 | 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 | 1083.6 |
| | Granger | 908.1 | Pershing | U-953.7 |
| | MKT Jct. | 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.

Between Absolute Signal MP 1080.3 (Eureka Yard) and Absolute Signal MP 1083.4 (Houston) in addition to complying with Rule 350 and other Rules applicable in this territory, trains, engines or yard movements finding either of these Absolute Signals displaying Stop-indication between 7:00 A.M. and 11.00 P.M., must communicate with and be governed by instructions of Yardmaster, Eureka Yard, as to moving under flag protection against opposing movements and where they are to be met. Between these hours, all northward train, engine and yard movements will notify yardmaster, Eureka Yard, before leaving city yard, Houston.

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 Warden - 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):

- a. Between interlocking limits of Staley and MP 660.0 Ray on freight main track. Control Operator Staley.
- b. Between MP 662.9 Ray and Pottsboro. Control Operator Ray.
- c. 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.

- d. 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:**

- a. 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, 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. Color light signals Lamar and Whitesboro are not Train Order Signals as defined under Rules 230, 231 and 232. Display of "Yellow" 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);

Lamar, instead of Denison - Southward Dallas Subdiv. trains originating. Southward passenger trains will remain back to clear northward movements to other station tracks while southward Absolute Signal at Lamar Interlocking displays Stop-indication. If it displays "Proceed" indication, may proceed to Lamar Interlocking Station. If Interlocking Signal inoperative, move as instructed by operator Lamar.

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

Ray, instead of Denison - Southward Fort Worth Subdiv. trains originating.

Ray - Southward Fort Worth Subdiv. trains originating.

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. Dallas (Union Station) - First Class trains and passenger extras.

Hillsboro, instead of Dallas Junction - Trains originating. Whitesboro - All trains.

North Yard, instead of Wichita Falls - Eastward freight trains. Fort Worth (T&P Passenger Station) - Passenger extras.

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

Smithville - all trains.

Austin - Northward trains, when operator on duty. M-K-T Jct. (San Antonio Subdiv.) - Southward trains.

"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. 52.
- Smithville - Nos. 41, 42, 52 and 53.
- 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:

- Hillsboro - Trains originating at Dallas Junction.
- Bellmead - No. 97.
- Granger - Trains originating except No. 73.
- Forgan - No. 93.
- Wichita Falls - No. 12.
- Elk City - Nos. 91 and 92.

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.

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

Bellmead is register station only for freight trains.

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; Dallas Junction, Nos. 2 and 6. Austin instead of Pershing.

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 |
| | Register Room, | Forgan..... | Telegraph Office |
| | Passenger Station | DeLeon..... | Telegraph Office |
| Ray..... | Yard Office | Stamford..... | Telegraph Office |
| | Enginehouse Office | Bellmead..... | Telegraph Office |
| Hunt..... | Yard Office | Waco..... | Telegraph Office |
| Dallas..... | Enginehouse Office | Temple..... | Telegraph Office |
| | Yard Office | San Antonio..... | Conductor's Room |
| | Union Station. | Sloan..... | Yard Office |
| Ney..... | Yard Office | | Enginehouse Of. |
| | Enginemen's Room | Smithville..... | Telegraph Office |
| North Yard..... | Yard Office | Eureka..... | Yard Office |
| Altus..... | Telegraph Office | | Enginehouse Of. |

11. GENERAL ORDER BOOKS:

| | | | |
|-----------------|--------------------|------------------|--------------------|
| Denison..... | Enginemen's Room | Bellmead..... | Yard Office |
| | Register Room, | | Road Enginemen's |
| | Passenger Station | | Room |
| Ray..... | Enginehouse Office | | Yard Enginemen's |
| | Yard Office | | Room |
| 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 |
| North Yard..... | Yard Office | | Enginehouse Office |
| | Enginemen's Room | Smithville..... | Telegraph Office |
| Welon..... | Yard Office | | Enginehouse Office |
| | Enginehouse Office | Eureka..... | Yard Office |
| Elk City..... | Passenger Station | | Enginehouse Office |
| Forgan..... | Telegraph Office | DeLeon..... | Telegraph Office |
| | | Stamford..... | Telegraph Office |
| | | | Enginehouse Office |

12. YARDS PROTECTED BY YARD LIMIT SIGNS:

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

| | | | |
|------------|------------|-------------|------------|
| Whitesboro | } One Yard | Hennessey | } One Yard |
| Denton | | Eureka | |
| Carter | | Houston | |
| Hodge | } One Yard | Dublin | } One Yard |
| Fort Worth | | DeLeon | |
| Ney | | Cisco | |
| Dolard | } One Yard | Albany | } One Yard |
| Bellmead | | Stamford | |
| Bem | | Hamlin | |
| Waco | } One Yard | MP U-953 to | } One Yard |
| MP 849.5 | | Pershing | |
| Temple | | Travis | |
| Smith | } One Yard | Warden | } One Yard |
| 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, any station to receive or discharge.
- Nos. 5 and 6, 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. 5, Abbott for mail to be placed in mail box on station platform when too late to go through to Waco and return on No. 6.

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-719.8, north end Hunt.

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, Dallas Subdiv.; and on Fort Worth Subdiv. between Denison passenger station yard 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.

Dallas Junction - Winslow: Between Dallas-Fort Worth Subdivision Jct. Switch, Dallas Junction, and south end siding, Winslow.

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 WITH-OUT CLEARANCE OR TRAIN ORDERS:**

Sherman Jct. and Sherman on Sherman Subdiv.

Stamford and Rotan on Rotan Subdiv.
Smith and Belton on Belton Subdiv.

16. **FORM Y TRAIN ORDERS AUTHORIZED** on all Subdivisions, but are not effective in territory where Movements are by Signal Indication (Rules 400-404) as per Special Instructions 4. When Form Y orders are received before reaching Dallas or Dallas Yard on Dallas Subdiv.; before reaching Ft. Worth or Ney on Ft. Worth Subdiv.; before reaching Smithville on Texas Subdiv.; before reaching M-K-T Jct. on San Antonio Subdiv.; before reaching Elk City on Western Subdiv.; or before reaching DeLeon on Rotan Subdiv.; to be effective beyond these points must specify a wait at a station beyond the point named on each of these 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.

Whitesboro - Fort Worth-Henrietta Subdivision Jct. Switch.

Ney - 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.

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&F 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.

⌈—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 AND REMOTE CONTROL SWITCHES.**a. **Dual Control Switches:****M-K-T Junction** (MP D-797.5)—Normally controlled from Waxahachie (Passenger Station).**McCune**—Normally controlled from Lamar Interlocking Station.b. **Remote Control Switches:****Whitesboro**—T&P - MKT Jct. Switch.**24. SPRING SWITCHES AND SPRING DERAILS:**a. **Spring Switches:** Designated by letter "S" attached to switch stand.**Ray**—East end yard, MP 660.8, where crossover intersects Warner cutoff freight main track. Normal position for crossover. Southward movements from Warner cutoff trail through. Signal 6607 protecting as per Rule 104(a) affected only by position of the switch.**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.**Dallas Junction**—Dallas-Ft Worth Subdivision Jct. Switch—normal position for Dallas Subdiv.**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.)**Ney**—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.)**Ney**—South end drill track.**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.**L A Yard** - South switch, siding.**Fayetteville** - North switch, siding.**New Ulm** - Both switches, siding.**Houston** - North switch, lead track.**Pershing** - M-K-T-T.&N.O. Jct. Switch - normal position for T.&N.O.**Ajax** - San Antonio-Lockhart Subdivision Jct. Switch - normal position for San Antonio Subdiv.**Hunter** - South switch, siding.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.**Ney**—In tail track just south Magnolia St., - trailing for southward movements, hand operated for northward movements.**25. 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

Denison 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 Denison Dispatcher's Office, Waco Relay Office, and all base stations.

26. 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 |
| Between Atkins and MP D-765 | 40 | 20 |
| Except: Highland Park, over Cole, Knox, Airline Road and Mockingbird Lane Streets | 10 | 10 |

| LIMITS | CLASS OF SERVICE | |
|---|------------------|----------------|
| | Passenger Trains | Freight Trains |
| 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 Dallas Junction | 75 | 45 |
| Except: Waxahachie, over street crossings | 20 | 20 |
| Italy, over street crossings | 30 | 30 |
| Through turnout, Dallas Junction | 20 | 20 |
| Hillsboro, over street crossings | 18 | 18 |
| 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 | 15 |
| Except: Through turnouts, both ends Two Main Tracks | 15 | 15 |
| Between MP 762.8 and Dallas Junction | 75 | 55 |
| Except: Grandview, over first crossing south of station | 30 | 30 |
| Between Dallas Junction and south end siding, Winslow | 18 | 18 |
| Between Winslow, south end siding, and Caphead | 75 | 55 |
| Except: 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 |
| Except: Wirth St. MP 1076 | 20 | 20 |
| Between T&NO crossing, Eureka and Houston | 20 | 20 |
| Between Granger and Pershing | 60 | 40 |
| Except: Through turnout, Jet. Switch, Granger | 30 | 20 |
| Over Congress Avenue, Austin | 5 | 5 |
| Between M-K-T Jct. and MP M-1036.1 | 75 | 55 |
| Except: Through turnout, M-K-T Jct. | 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 Hawes St. and 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 |
| <p>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.</p> | | |
| <p>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.</p> | | |
| <p>Any Engine - must have air brakes in operation and when set out, must be coupled to car or cars with sufficient hand brakes set to hold; hand brakes must be released while being handled dead in train, and it must not be placed next to cars of pipe, poles, piling or loads liable to shift.</p> | | |
| <p>Engines Towed in Train - Handle next to operating engine of through trains and behind short cars of trains setting out and picking up; except all 70-ton Road Switchers to be handled next ahead of caboose.</p> | | |

27. 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 | Stop | Stop |
| | | | Leave gate lined as used. | |

28. 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 DALLAS JUNCTION

| Capacity of Other Tracks, All Crossing Provisions and Other Particulars | SOUTHWARD | | | | Capacity of sidings | Station Numbers | Distance from St. Louis | TIME TABLE | | Office Call | NORTHWARD | | | | HOURS OF TELEGRAPH SERVICE | | | |
|---|---------------------|---------------------|---------------------|--------------------|---------------------|-----------------|-------------------------|---|-------|---------------------|--------------------|-------------------|------------------|---------------------------------------|---|-----------|--------------------------|------------------------------------|
| | SECOND CLASS | | FIRST CLASS | | | | | No. 31 | | | Effective | | FIRST CLASS | | SECOND CLASS | | Monday Thru Friday | Saturdays, Sundays, Holidays |
| | 43 | 41 | 5 | 1 | | | | 6 | 2 | | 52 | 44 | February 1, 1959 | | Passenger | Passenger | | |
| | Manifest Freight | Manifest Freight | Passenger | Passenger | | | | Daily | Daily | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| Yard-W-T-S-O-Y | 7.00PM | 5.00AM | | | | | | PH-R-RY...RAY | RA | | | 12.30 AM | 11.00 AM | Continuous | Continuous | | | |
| Dual Control Sw. | 7.20PM | 5.20AM | | | | | | PH McCUNE | WD | 9.50AM | 11.35PM | 11.58PM | 10.05AM | | | | | |
| Yard-W-T-S-O | | | 6.45PM | 5.40AM | | 601 | 600.0 | PH DENISON | MR | 9.28 | 11.31 | 11.52 | 9.55 | Continuous | Continuous | | | |
| Interlocking | 7.30 | 5.25 | 6.47 | 5.42 | | 601.6 | | PH T.&N.O. Crossing LAMAR | | 9.18 | 11.23 | 11.40 | 9.35 | | | | | |
| Auto. Interlocking 11-11-11 | 7.53 | 5.46 | 7.03 | 5.58 | | 601.8 | | PH T.&P. Crossing BELLS | | 9.10 | 11.16 | 11.32 | 9.25 | | | | | |
| 23-20-19 | 8.05 | 5.57 | 7.13 | 6.06 | | 601.9 | | PH-R WHITEWRIGHT | WH | 8.59 | 11.08 | 11.20 | 9.10 | * 7.45AM to 4.45PM | | | | |
| 24-22 | 8.16 | 6.14 | 7.24 | 6.14 | | 602.1 | | PH TRENTON | WH | 8.47 | 11.00 | 11.00 | 8.47 | | | | | |
| 25-8-18 | 8.27 | 6.28 | 7.33 | 6.22 | | 602.2 | | PH LEONARD | AU | 8.36 | 10.52 | 10.41 | 8.15 | * 6.45AM to 3.45PM | | | | |
| Auto. Interlocking Connection-22-11 | 8.38 | 6.38 | 7.42 | 6.30 | | 602.3 | | PH G.C.&S.P. Crossing CELESTE | | 8.25 | 10.44 | 10.30 | 8.00 | | | | | |
| | 8.48 | 6.48 | 7.51 | 6.38 | | 602.4 | | PH KELLOGG | | 8.17 | 10.37 | 10.20 | 7.40 | | | | | |
| Yard-W-O | 8.58 | 6.59 | 8.10 | 6.45 | | 602.5 | | PH GREENVILLE | | 8.10 | 10.30 | 10.10 | 7.30 | | | | | |
| Yard-S-T-Connection | 9.20 | 7.10 | 8.13 | 6.48 | | 602.6 | | PH-R HUNT | A | 7.52 | 10.23 | 10.01 | 7.10 | 7.00AM to 3.00PM 11.00PM to 7.00AM | 7.00AM to 3.00PM 11.00PM to 7.00AM (Exc. Sun.-Continuous) | | | |
| Auto. Interlocking | | | | | | 602.7 | | PH St.L.S.W. Crossing | | | | | | | | | | |
| | 9.35 | 7.49 | 8.15 | 6.50 | | 602.8 | | PH MELTON | | 7.45 | 10.20 | 9.35 | 6.50 | | | | | |
| 80 | 9.47 | 8.01 | 8.23 | 6.57 | | 602.9 | | PH CADDO MILLS | CA | 7.42 | 10.13 | 9.20 | 6.20 | * 7.00AM to 4.00PM | | | | |
| 15 | 10.04 | 8.14 | 8.33 | 7.07 | | 603.0 | | PH ROYSE CITY | RY | 7.30 | 10.04 | 9.06 | 5.55 | * 7.00AM to 4.50PM | | | | |
| 81-27 | 10.30 | 8.26 | 8.43 | 7.17 | | 603.1 | | PH ROCKWALL | RO | 7.17 | 9.55 | 8.43 | 5.30 | * 5.30AM to 2.30PM | | | | |
| | 10.50 | 8.41 | 8.56 | 7.30 | | 603.2 | | PH ELLIS | | 6.57 | 9.42 | 8.10 | 5.02 | | | | | |
| Auto. Interlocking | | | | | | 603.3 | | PH G.C.&S.P. Crossing | | | | | | | | | | |
| Yard-Connection | 10.55 | 8.43 | 9.05 | 7.32 | | 603.4 | | PH-R GARLAND | GA | 6.55 | 9.40 | 8.05 | 5.00 | 4.00AM to 3.00PM 3.00PM to 11.00PM | (Saturday Only) 4.00AM to 3.00PM 3.00PM to 11.00PM | | | |
| | 11.10 | 8.48 | 9.10 | 7.36 | | 603.5 | | PH BETHARD | | 6.46 | 9.36 | 7.59 | 3.30 | | | | | |
| 49 | 11.30PM | 8.58 | 9.28 | 7.45 | | 603.6 | | PH ATKINS | | 6.38 | 9.28 | 7.46 | 3.16 | | | | | |
| | | | 9.33 | 7.48 | | 603.7 | | PH HIGHLAND PARK | | 6.35 | 9.25 | | | | | | | |
| | | | 9.39 | 7.54 | | 603.8 | | PH DENY | | 6.29 | 9.19 | | | | | | | |
| Yard-W-S-O-Y | 2.00AM | 9.15AM 10.05 AM | 9.42PM | 7.56AM | | 603.9 | | PH-R-RY DALLAS YARD | DY | 6.26AM | 9.16PM | 7.30PM 8.00 PM | 3.00AM | Continuous | Continuous | | | |
| Interlocking | | | | | | 604.0 | | PH U.T.-T.&P. Crossing | | | | | | | | | | |
| | | | 9.45 PM 10.15 PM | 7.59 AM 8.20 AM | | 604.1 | | PH DALLAS | DT | 6.35 AM 6.00 AM | 9.15 PM 8.50 PM | | | 6.00AM to 2.00PM 4.15PM to 12.15AM | 6.00AM to 3.00PM 4.15PM to 12.15AM | | | |
| Interlocking | | | | | | 604.2 | | PH End Un.Term.Co. Tracks G.C.&S.P. Crossing (Tower 19) C.R.I.&P. Jct. | | | | | | | | | | |
| | | | 10.15 | 10.20 | | 604.3 | | PH ENDOT | | 5.58 | 8.29 | 1.35 | | | | | | |
| 88-8 | SEE JOINT TIMETABLE | | | | | 604.4 | | PH LANCASTER | CA | SEE JOINT TIMETABLE | | | | 5.30AM to 2.30PM | (Saturday Only) 5.30AM to 2.30PM | | | |
| Auto. Interlocking | | | | | | 604.5 | | PH T.&N.O. Crossing | | | | | | | | | | |
| Dual Control Sw. | | 11.20AM | 10.51PM | 8.56AM | | 604.6 | | PH M-K-T JUNCTION | | 5.01AM | 7.58 | 12.15PM | | | | | | |
| Yard-Connection | | 11.30AM | 10.53 | 8.58 | | 604.7 | | PH-R WAXAHACHIE | WD | 4.59 | 7.56 | 11.30AM | | Continuous | Continuous | | | |
| Connection-21-14 | | 12.01PM | 11.13 | 9.16 | | 604.8 | | PH ITALY | IS | 4.38 | 7.40 | 10.55 | | * 7.45AM to 4.45PM | | | | |
| | | 12.40PM | 11.36PM | 9.39AM | | 604.9 | | PH DALLAS JUNCTION | | 4.13AM | 7.14PM | 10.10AM | | | | | | |
| | 43 | 41 | 5 | 1 | | | 176.0 | | | 6 | 2 | 52 | 44 | * 1 Hour for Lunch | * 1 Hour for Lunch | | | |
| | 7.00 | 1.40 | 4.81 | 8.59 | | | | Time on Subdivisions | | 5.37 | 4.21 | 14.20 | 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

| | | | | | | | | | | | | | | | |
|--------------------|-----------|---------|--------------|----|---------------|--------------------|-----------|-------------|-------------|-----------|---------|--------------|----|---------------|-------|
| Thomas..... D-71 | MILE POST | D-731.6 | CAR CAPACITY | 15 | END CONNECTED | South | Nena..... | STATION NO. | D-802.6 | MILE POST | D-802.6 | CAR CAPACITY | 16 | END CONNECTED | North |
| Rowlett..... D-86 | D-746.5 | | 33 | | North | Nelson..... D-142 | D-803.0 | | 60 (Siding) | | | | | | Both |
| Krem..... | D-752.9 | | 76 (Siding) | | Both | Forreston D-146 | D-807.9 | | 33 | | | | | | Both |
| Sargent..... D-110 | D-770.8 | | 81 | | South | Milford..... D-157 | D-818.3 | | 35 | | | | | | Both |
| Peeler..... D-112 | D-772.7 | | 16 | | North | | | | | | | | | | |

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 No. 31 Effective February 1, 1959 | Distance from St. Louis | Station Numbers | Office Call | HOURS OF TELEGRAPH SERVICE | |
|---------------------|---------------------|-------------|-----------|-----------|---|----------------------------|--------------------|----------------|---------------------------------------|---------------------------------------|
| SECOND CLASS | | FIRST CLASS | | | | | | | Monday Thru Friday | Saturdays, Sundays, Holidays |
| 53 | 41 | 5 | 1 | 11 | | | | | | |
| Manifest Freight | Manifest Freight | Passenger | Passenger | Passenger | | | | | | |
| Daily | Daily | Daily | Daily | Daily | | | | | | |
| | | | | 7.15 AM | PH DENISON | 660.0 | 661 | WD | | |
| | | | | | End Two Main Tracks | 661.3 | | | | |
| | | | | 7.18 | PH McCUNE | 661.8 | | | | |
| | | | | 7.21 | PH SUN | 662.5 | | | | |
| | | | | 7.23 | PH SHERMAN JCT. | 662.0 | | | | |
| 2.40 PM | | | | | PH-R-RY RAY | | 662 | RA | Continuous | Continuous |
| | | | | 7.51 | PH POTTSBORO | 669.0 | 670 | JN | * 5.30PM to 2.30AM | * 5.30PM to 2.30AM |
| | | | | 8.01 | PH HANGER | 676.3 | 676 | | | |
| | | | | 8.09 | PH SADLER | 681.9 | 682 | | | |
| 8.25 PM | | | | 8.20 AM | PH-R WHITESBORO | 685.7 | 686 | WO | Continuous | Continuous |
| | | | | | PH-R DENTON | 721.7 | 722 | GN | 7.30AM to 3.30PM 4.30PM to 12.30AM | 7.30AM to 3.30PM 4.30PM to 12.30AM |
| | | | | | PH FORT WORTH | 767.0 | 757 | NY | Continuous | Continuous |
| | | | | | T.&P. Crossing | 757.1 | | | | |
| | | | | | End Two Main Tracks | 757.4 | | | | |
| | | | | | End Two Main Tracks | | | | | |
| 5.50 PM 6.30 PM | | | | | PH-R-RY NEY | 758.5 | 759 | KN | * 8.30PM to 5.30AM | * 8.30PM to 5.30AM |
| | | | | | PH T.&N.O. Crossing | 759.4 | | | | |
| 6.39 | | | | | PH LYTLE | 764.3 | | | | |
| 6.49 | | | | | PH BURLESON | 771.2 | 771 | BU | * 7.45AM to 4.45PM | |
| 6.59 | | | | | PH EGAN | 777.6 | 778 | | | |
| 7.08 | | | | | PH G.C.&S.F. Crossing ALVARADO | 784.0 | 784 | | | |
| 7.20 | | | | | PH-R GRANDVIEW | 793.2 | 793 | GW | * 7.45AM to 4.45PM | |
| 7.31 | | | | | PH ITASCA | 801.3 | 801 | SE | * 7.45AM to 4.45PM | |
| 7.43 | 12.40 PM | 11.36 PM | 9.39 AM | | PH DALLAS JUNCTION | 811.6 | | | | |
| 7.45 | 12.45 | 12.10 AM | 9.43 | | PH-R HILLSBORO | 811.0 | 812 | EB | * 8.30AM to 5.30PM | * 8.30AM to 5.30PM |
| 7.49 | 12.50 | 12.13 | 9.46 | | PH WINSLOW | 813.0 | 813 | | | |
| 8.01 | 1.12 | 12.25 | 9.55 | | PH ABBOTT | 821.5 | 821 | | | |
| 8.09 | 1.21 | 12.33 | 10.02 | | PH WEST | 827.4 | 827 | WS | * 7.45AM to 4.45PM | |
| 8.20 | 1.32 | 12.45 | 10.14 | | PH ELM MOTT | 836.4 | 836 | | | |
| 8.28 | 1.41 | 12.53 | 10.22 | | PH CAPHEAD | 841.9 | | | | |
| 9.00 PM | 2.30 PM | | | | PH-R BELLMEAD | 842.9 | 843 | BJ | * 5.30AM to 2.30PM | * 5.30AM to 2.30PM |
| | | | | | St.L.S.W. Crossing | 843.6 | | | | |
| | | | | | T.&N.O. Crossing | 844.6 | | | | |
| | | | | | End Two Main Tracks | 844.9 | | | | |
| | | | | 1.05 AM | PH WACO | 845.5 | 846 | WO | Continuous | Continuous |
| 53 | 41 | 5 | 1 | 11 | 184.6 | | | | * 1 Hour for Lunch | * 1 Hour for Lunch |
| 6.20 | 1.50 | 1.29 | 1.01 | 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 (Siding) | Both |
| Lake Dallas..... K-9 | 9.2 | 3 | Both |
| 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 (Siding) | 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. 31 Effective February 1, 1959 | NORTHWARD | | | | |
|---|---------------------|--|-------------|-----------|-----------|------------------|-------------------|
| | | | FIRST CLASS | | | SECOND CLASS | |
| | | | 6 | 2 | 12 | 52 | 42 |
| | | | Passenger | Passenger | Passenger | Manifest Freight | Manifest Freight |
| | | | Daily | Daily | Daily | Daily Ex. Sunday | Daily |
| W-T-S-O-Yard | | PHDENISON..... 0.4 End Two Main Tracks | | | s 7.30PM | | |
| Dual Control Sw. | | PHMcCUNE..... 0.5 PHSUN..... 0.7 End Two Main Tracks | | | 7.15 | | |
| | | PHSHERMAN JCT..... 0.4 | | | 7.12 | | |
| Yard-W-T-S-O-Y | | PH-R-RY.....RAY..... 2.7 | | | 7.10 | | |
| 17 | | PHPOTTSBORO..... 4.7 | | | | | 12.01 AM |
| 23 | 91 | PHHANGER..... 6.7 | | | f 6.40 | | |
| 4 | 25 | PHSADLER..... 5.6 | | | f 6.29 | | |
| Yard-Y Connection Remote Control Sw. | 113 | PHSADLER..... 5.8 | | | f 6.20 | | |
| | | PH-R.....WHITESBORO..... 36.0 | | | s 6.15PM | | 10.30 PM |
| | | PH-R.....DENTON..... 35.3 | | | | | |
| | | PHFORT WORTH..... 0.1 T.&P. Crossing | | | | | |
| Interlocking | | End Two Main Tracks 0.3 | | | | | |
| | | End Two Main Tracks 1.1 | | | | | |
| Yard-W-T-S-O | | PH-R-RY.....NEY..... 0.9 | | | | | 7.00 PM 2.00PM |
| Auto. Interlkg. | 93 | PHT.&N.O. Crossing..... 4.9 | | | | | |
| 28 | | PHLYTLE..... 0.9 | | | | | 12.35 |
| 7-North | 112 | PHBURLESON..... 6.4 | | | | | 12 20PM |
| Auto. Interlkg. 21-Connection | | PHEGAN..... 8.4 | | | | | 11.55 AM |
| 39-28 | 109 | PH { G.C.&S.F. Crossing ALVARADO } 9.2 | | | | | 11.40 |
| Yard | 92 | PH-R.....GRANDVIEW..... 8.1 | | | | | 11.10 |
| | | PHITASCA..... 10.3 | | | | | 10.45 |
| | | PHDALLAS JUNCTION..... 0.3 | 4.13AM | 7.14 | | 10.10AM | 10.15 |
| Y-Yard | 43 | PH-R.....HILLSBORO..... 1.1 | s 4.10 | f 7.13 | | 10.05 | 10.10 |
| Yard | 198 | PHWINSLOW..... 8.5 | 3.38 | 7.12 | | 9.46 | 9.46 |
| 31 | 111 | PHABBOTT..... 5.9 | f 3.28 | 7.02 | | 9.01 | 9.15 |
| 19-32-16 | 104 | PHWEST..... 9.0 | f 3.20 | 6.56 | | 8.45 | 9.03 |
| 8-North | 101 | PHELM MOTT..... 5.5 | f 3.07 | 6.47 | | 8.15 | 8.45 |
| | | PHCAPHEAD..... 1.0 | 3.01 | 6.41 | | 8.03 | 8.33 |
| Yard-W-S-Y-O-R Connection | | PH-R.....BELLMEAD..... 0.7 | | | | 8.00AM | 8.30AM |
| Crossing Device | | RYSt.L.S.W. Crossing..... 1.0 | | | | | |
| Interlocking | | T.&N.O. Crossing 0.3 | | | | | |
| | | End Two Main Tracks 0.6 | | | | | |
| Yard-W-O Connection | | PHWACO..... 184.6 | 2.50AM | 6.30PM | | | |
| | | 184.6 | 6 | 2 | 12 | 52 | 42 |
| | | Time on Subdivision | 1.23 | .44 | 1.15 | 2.10 | 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 | |

TEXAS SUBDIVISION - BELLMEAD TO HOUSTON

| Capacity of Other Trains, RR Crossing Protection and Other Facilities | SOUTHWARD | | | | Capacity of Busses | Station Number | Distance from St. Louis | TIME TABLE | | Office Call | NORTHWARD | | | | HOURS OF TELEGRAPH SERVICE | |
|---|---------------------|---------------------|-------------|----------------------|-----------------------|-------------------|----------------------------|------------------------|-----------|-----------------------|-------------|---------------------|---------------------|--|--|------------------------------------|
| | SECOND CLASS | | FIRST CLASS | | | | | No. 31 | | | FIRST CLASS | | SECOND CLASS | | Monday Thru Friday | Saturdays, Sundays, Holidays |
| | 53 | 41 | 1 | 5 | | | | 6 | 2 | | 52 | 42 | Effective | | | |
| | Manifest Freight | Manifest Freight | Passenger | Passenger | | | | Passenger | Passenger | | Freight | Manifest Freight | February 1, 1959 | | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | | |
| Yard-W-S-Y-O- Crossing Device | 10.30PM | 4.30PM | | | | 843 | 842.9 | PH-R-RY.BELLMEAD..... | EW | | | 7.00PM | 6.00AM | * 5.30AM to 2.30PM | * 5.30AM to 2.30PM | |
| Interlocking | | | | | | | 843.6 | St. L.S.W. Crossing | | | | | | | | |
| | | | | | | | 844.6 | T.&N.O. Crossing | | | | | | | | |
| | | | | | | | 844.9 | End of Two Main Tracks | | | | | | | | |
| Yard-W-O- | 10.45 | 4.45 | 10.55AM | 1.25AM | | 846 | 845.5 | PH WACO..... | WC | s 2.40AM | s 6.10PM | 5.25 | 5.35 | Continuous | Continuous | |
| | 10.55 | 5.00 ⁵² | 11.03 | 1.33 | | | 846.7 | PH BASS..... | | s 2.29 | s 5.58 | 5.00 ⁴¹ | 5.20 | | | |
| | | | | | | | 848.5 | PH LORENA..... | f 2.20 | f 5.49 | 4.35 | 5.03 | | | | |
| 15-South 4-North 24 | 11.20 | 5.20 | 11.13 | f 1.43 | | 858 | 858.2 | PH EDDY..... | f 2.12 | f 5.42 ⁴¹ | 4.20 | 4.53 | | | | |
| | 11.32 | 5.42 ³ | 11.20 | f 1.50 | 92 | 873 | 872.1 | PH TROY..... | f 2.05 | f 5.35 | 4.05 | 4.43 | | | | |
| | 11.45 | 6.05 | 11.27 | f 1.57 | | 873 | 873.3 | PH BERGER..... | f 2.01 | f 5.31 | 3.55 | 4.38 | | | | |
| Yard-S Connection Interlocking | 11.58PM | 6.25 | 11.46 | 2.25 | | 87 | 880.0 | PH-R TEMPLE..... | JN | s 1.50 | s 5.25 | 3.45 | 4.30 | 10.00AM to 6.00PM 11.59PM to 7.59AM | 10.00AM to 6.00PM 11.59PM to 7.59AM | |
| | 12.02AM | 6.35 | 11.50 | 2.29 | | 90 | 881.1 | G.C.&S.F. Crossing | | | | | | | | |
| | 12.10 | 6.55 | 11.58AM | 2.37 | | 863 | 883.3 | PH COBEL..... | | 1.40 | 5.13 | 3.20 | 3.55 | | | |
| 12-South | 12.17 | 7.10 | 12.03PM | f 2.43 | | 892 | 887.0 | PH SMITH..... | | 1.32 | 5.06 | 3.13 | 3.43 | | | |
| 84-27 | 12.32 | 7.25 | 12.13 | f 2.55 | | 297 | 898.5 | PH LITTLE RIVER..... | f 1.27 | 5.01 | 3.05 | 3.35 | | | | |
| Yard | 12.42 | 7.40 | 12.19 | f 3.04 ⁴² | | 68 | 903.0 | PH HOLLAND..... | f 1.17 | 4.51 | 2.52 | 3.20 | | * 7.30AM to 4.30PM | | |
| Yard-Y | 12.56 ⁶ | 8.05 | 12.25PM | f 3.12AM | No. 1-84 No. 2-108 | 908 | 908.1 | PH-R GRANGER..... | G | f 12.56 ⁸³ | 4.36PM | 2.30 | 2.35 | * 8.00PM to 5.00AM | * 8.00PM to 5.00AM | |
| Yard-S-Y-Conn. Auto. Interlk. Auto. Interlk. | 1.12 | 8.25 | | | No. 1-119 No. 2-33 | 918 | 918.9 | PH TAYLOR..... | JG | | | 2.01 | 2.10 | * 8.30AM to 5.30PM | | |
| Yard-Connection | 1.37 ¹³ | 8.55 | | | | 118 | 935.0 | PH-R ELGIN..... | J | | | 1.15 | 1.37 ²⁰ | * 7.30AM to 4.30PM | | |
| | 2.05 | 9.25 | | | | 91 | 948.0 | PH PHELAN..... | | | | 12.30 | 12.45 | | | |
| 40-14 | 2.15 | 9.35 | | | | 91 | 953.5 | PH BASTROP..... | BA | | | 12.10PM | 12.35 | * 7.00AM to 4.00PM | | |
| | 2.25 | 9.45 | | | | 91 | 958.4 | PH HILL..... | | | | 11.55AM | 12.25 | | | |
| Yard-W-O-S-Y- Auto. Interlk. Connection | 2.45 | 10.10 ²³ | | | | 969 | 959.4 | PH-R-RYSMITHVILLE..... | SM | | | 11.30 | 12.01 ⁴³ | 2.00PM to 10.00PM 11.59PM to 7.59AM | 2.00PM to 10.00PM 11.59PM to 7.59AM | |
| | 3.30 | 11.15 | | | | 976 | 976.0 | PH WEST POINT..... | | | | 9.30 | 11.00PM | | | |
| Yard | 4.12 | 11.58PM | | | | 988 | 988.2 | PH LAGRANGE..... | RA | | | 7.55 | 10.03 | * 8.00AM to 5.00PM | * 8.00AM to 5.00PM | |
| Yard | 4.14 | 12.01AM | | | | 83 | 989.0 | PH L. A. YARD..... | | | | 7.40 | 10.01 | | | |
| | 4.25 | 12.12 | | | | 59 | 994.3 | PH HALSTED..... | | | | 7.30 | 9.51 | | | |
| 33 | 4.41 | 12.28 | | | | 113 | 1002.1 | PH-R FAYETTEVILLE..... | VY | | | 7.10 | 9.35 | * 8.00AM to 5.00PM | | |
| 87-39 | 5.06 | 12.52 | | | | 111 | 1013.6 | PH NEW ULM..... | UM | | | 6.40 | 9.12 | * 8.00AM to 5.00PM | | |
| 24 | 5.29 | 1.14 | | | | 111 | 1024.0 | PH CAT SPRING..... | | | | 6.15 | 8.52 | | | |
| Auto. Interlk. Yard-Connection | 5.44 ⁵³ | 1.30 | | | No. 1-83 No. 2-84 | 1035 | 1035.4 | PH-R SEALY..... | BY | | | 5.44 ⁵³ | 8.35 | * 8.00AM to 5.00PM | | |
| | | | | | | 94 | 1047.8 | PH BROOKSHIRE..... | BR | | | 5.20 | 6.15 | * 8.00AM to 5.00PM | | |
| 33-12-10 | 6.15 | 2.01 | | | | 87 | 1058.0 | PH KATY..... | KS | | | 5.01 | 7.58 | * 7.30AM to 4.30PM | | |
| 18-North | 6.35 | 2.22 | | | | 148 | 1066.5 | PH ADDICKS..... | | | | 4.38 | 7.38 | | | |
| 18-South | 6.47 | 2.35 | | | | 100 | 1072.9 | PH HENNESSEY..... | | | | 4.25 | 7.25 | | | |
| Interlocking | | | | | | | 1078.9 | PH T.&N.O. Crossing | KA | | | | | Continuous | Continuous | |
| Yard-W-O-S-Y Crossing Device | 7.30AM | 3.00AM | | | | 1079 | 1080.3 | PH-R EUREKA..... | KU | | | 4.00AM | 7.00PM | * 7.00AM to 4.00PM | | |
| Yard- | | | | | | | 1080.8 | T.&N.O. Crossing | | | | | | | | |
| | | | | | | | 1083.9 | HOUSTON..... | | | | | | | | |
| | 53 | 41 | 1 | 5 | | | 241.0 | | | 6 | 2 | 52 | 42 | * 1 hour for lunch | * 1 hour for lunch | |
| | 8.00 | 10.30 | 1.30 | 1.47 | | | | Time in Subdivision | | 1.44 | 1.34 | 16.00 | 11.00 | | | |

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 |
|---------------|-----------|--------------|---------------|-----------------|-----------|--------------|---------------|
| Hewitt..... | 853 | 853.1 | 24 Both | Wendt..... | 987 | 986.9 | 16 Both |
| Sparks..... | 892 | 892.0 | 10 North | Gulf..... | 1016 | 1015.8 | 28 Both |
| Coupland..... | 927 | 926.7 | 30 Both | San Felipe..... | 1038 | 1038.3 | 10 South |
| Dunstan..... | 947 | 947.0 | 75 Both | Johnsue..... | 1052 | 1051.7 | Yard Both |
| Kirtley..... | 974 | 974.0 | 30 South | Barker..... | 1064 | 1063.9 | 28 South |
| Plum..... | 982 | 982.9 | 50 North | | | | |

LOCATION OF MAIL CRANES, OTHER THAN STATIONS ABOVE

Bruceville _____ MP 863.0

BELTON SUBDIVISION - STATIONS

| STATION NO. | MILES FROM SMITH | CAR CAPACITY | END CONNECTED |
|-------------|------------------|--------------|---------------|
| Hobbs..... | L-4 | 3.7 | 8 Both |
| Belton..... | L-7 | 6.7 | 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 | |
|--|---------------------|--------------|---------------------|-----------------|-------------------------|---|----|-------------|--------------|---------------------|----------------------------|------------------------------|
| | SECOND CLASS | FIRST CLASS | | | | No. 31 | | | FIRST CLASS | SECOND CLASS | Monday Thru Friday | Saturdays, Sundays, Holidays |
| | 63 Manifest Freight | 11 Passenger | | | | Effective February 1, 1959 | | | 12 Passenger | 62 Manifest Freight | | |
| Daily Except Sunday | Daily | | | Daily | Daily Except Sunday | | | | | | | |
| Yard-Y Connection | 10.30 PM | 8.20 AM | 84 | 886 | 685.7 | PH-R ...WHITESBORO... | WU | 6.15 PM | 10.20 PM | Continuous | Continuous | |
| Yard-Y-Connection Interlocking | 11.10 PM | 8.50 | 41 | 0-13 | 701.1 | PH ...GAINESVILLE G.C.&S.F. Crossing | GV | 5.51 | 9.40 | • 8.00AM to 6.00PM | | |
| 20-28 | 12.40 AM | 9.20 | 02 | 0-21 | 716.3 | PH ...MUNSTER... | MN | 5.20 | 8.50 | • 7.45AM to 4.45PM | | |
| 27 | 1.00 | 9.38 | | 0-41 | 728.3 | PH ...ST JO... | JO | 5.02 | 8.30 | • 7.45AM to 4.45PM | | |
| | 1.04 | 9.40 | 01 | 0-42 | 727.3 | PH ...CREST... | | 5.00 | 8.20 | | | |
| 29-3-7 | 1.45 | 10.10 | 01 | 0-37 | 743.3 | PH ...NOCONA... | NA | 4.37 | 7.50 | • 7.45AM to 4.45PM | | |
| Connection 11-4 | 2.25 | 10.34 | 04 | 0-71 | 750.2 | PH ...RINGGOLD... | RD | 4.09 | 7.20 | 8.00AM to 5.00PM | | |
| Yard Connection | 3.00 | 11.00 | 08 | 0-88 | 771.7 | PH ...HENRIETTA... | HH | 3.45 | 6.50 | • 7.00AM to 4.00PM | | |
| Auto. Interlck. | | | | | 779.1 | F.W.D. Crossing | | | | | | |
| Not Stated, Stop | | | | | 780.0 | F.W.D. Jet. | | | | | | |
| Yard-W-Y Connection | 3.45 AM | 11.30 AM | | 0-105 | 790.2 | W.V. Crossing | | | | | | |
| | | | | 0-106 | 791.1 | WICHITA FALLS | | 3.15 PM | 6.15 PM | | | |
| Yard-W-O-S-T | 6.00 AM | | | | 791.0 | W.F.&N.W. Jet. | | | 6.00 PM | • 8.00AM to 5.00PM | | |
| | 63 | 11 | | | | PH-R ...NORTH YARD... | TD | | | • 1 hour for lunch | | |
| | 7.30 | 3.10 | | | | 108.0 | | 12 | 62 | | | |
| | | | | | | | | 3.00 | 4.20 | | | |

STATIONS AND TRACKS NOT SHOWN ABOVE

| STATION NO. | MILE POST | CAR CAPACITY | END CONNECTED |
|-------------|-----------|--------------|---------------|
| Woodbine | G-7 | 6 | East |
| Hope | G-7 | 6 | West |
| Cook | G-11 | 47 (Siding) | Both |
| Page | G-13 | 91 (Siding) | Both |
| Lindsay | G-17 | 17 | Both |
| Myra | G-21 | 20-8 | Both |
| Huggins | G-27 | 2 | Both |
| Jolly | G-77 | G-763.8 | West |
| | G-99 | G-781.5 | West |

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 | |
|--|---------------------|-------------|-------------|---------------------|-----------------|-------------------------|--|----|-------------|-------------|--------------|--------------------------------------|--------------------------------------|---------------------|
| | SECOND CLASS | FIRST CLASS | | | | | No. 31 | | | FIRST CLASS | SECOND CLASS | Monday Thru Friday | Saturdays, Sundays, Holidays | |
| | 73 Manifest Freight | 1 Passenger | 5 Passenger | | | | Effective February 1, 1959 | | | 2 Passenger | 6 Passenger | | | 72 Manifest Freight |
| Daily Except Sunday | Daily | Daily | | | Daily | Daily | Daily Except Sunday | | | | | | | |
| Tara-X | 7.15 PM | 12.25 PM | 3.12 AM | No. 1-84 No. 2-108 | 908 | 908.1 | PH-R ...GRANGER... | O | 4.36 PM | 12.56 AM | 12.01 AM | • 8.00PM to 5.00AM | • 8.00PM to 8.00AM | |
| 16 | 7.35 | 12.42 | 3.30 | 36 | U-9 | 917.4 | PH ...WEIR... | | 4.24 | 12.43 | 11.15 PM | | | |
| 151-North-28 | 7.45 | 12.49 | 3.38 | 31 | U-15 | 928.2 | PH ...GEORGETOWN... | GY | 4.17 | 12.35 | 11.01 | • 7.00AM to 4.00PM | | |
| | 8.15 | 12.57 | 3.51 | 49 | U-21 | 926.4 | PH ...HUFF... | | 4.09 | 12.24 | 10.45 | | | |
| 23-10 | 8.55 | 1.08 | 4.02 | 51 | U-30 | 937.0 | PH ...PFLUGERVILLE... | | 3.59 | 12.13 | 10.27 | | | |
| | 8.30 | 1.16 | 4.10 | 38 | U-28 | 944.4 | PH ...SPRINGLE... | | 3.51 | 12.04 AM | 10.15 | | | |
| 20-21-North | 8.45 | 1.27 | 4.22 | 42 | U-45 | 953.4 | PH ...IGLEHART... | | 3.40 | 11.52 PM | 9.55 | | | |
| | 8.50 PM | 1.28 PM | 4.23 AM | | U-45 | 957.7 | PH ...PERSHING... | | 3.37 PM | 11.49 PM | 9.45 PM | | | |
| Yard-W Connection | 9.00 PM | 1.43 PM | 4.30 AM | | U-47 | 955.5 | PH ...AUSTIN Congress Ave. Colorado Bridge | TY | 8.30 PM | 11.45 PM | 9.40 PM | 7.30AM to 3.00PM 5.00PM to 1.00AM | 7.00AM to 3.00PM 5.00PM to 1.00AM | |
| | | | 5.00 AM | | | | M-K-T JCT | K | 2.47 PM | 10.50 PM | 8.31 PM | Continuous | Continuous | |
| Interlocking | 10.26 PM | 2.22 PM | 5.40 AM | | M-52 | 985.5 | PH ...ATAJ... | | 2.46 | 10.49 | 8.29 | | (Saturday Only) | |
| Y | 10.28 | 2.23 | 5.41 | | M-53 | 986.3 | PH-R ...SAN MARCOS... | O | 2.45 | 10.47 | 8.27 | • 8.00AM to 5.00PM | • 8.00AM to 5.00PM | |
| Yard-Connection | 10.47 | 2.25 | 5.47 | 24 | M-50 | 959.3 | PH ...HUNTER... | | 2.34 | 10.37 | 8.15 | | | |
| | 11.01 | 2.34 | 5.58 | 31 | M-60 | 1002.7 | PH ...N.B. YARD... | | 2.18 | 10.22 | 7.59 | | | |
| Yard | 11.20 | 2.47 | 6.11 | 90 | M-69 | 1000.3 | PH ...NEW BRAUNFELS... | NU | 2.17 | 10.22 | 7.58 | • 8.00AM to 5.00PM | | |
| Yard-Connection | 11.23 | 2.49 | 6.17 | | | 1003.6 | PH ...Mo.Pac. Crossing | | | | | | | |
| Auto. Interlck. | | | | | | 1003.6 | PH ...COMAL... | | 2.08 | 10.12 | 7.45 | | | |
| 23-North | 11.35 | 2.59 | 6.30 | 45 | M-77 | 1010.6 | PH ...LUXELLO... | | 2.00 | 10.03 | 7.35 | | | |
| 24 | 11.48 PM | 3.08 | 6.39 | | M-83 | 1018.5 | PH ...FRATTO... | | 1.50 | 9.52 | 7.23 | | | |
| 23-14-North | 12.05 AM | 3.19 | 6.50 | 68 | M-91 | 1024.8 | PH ...TRAVIS... | | 1.43 | 9.44 | 7.14 | | | |
| Yard | 12.15 | 3.27 | 6.58 | 80 | M-97 | 1020.3 | PH ...WARDEN... | | 1.40 | 9.40 | 7.10 | | | |
| | 12.25 | 3.32 | 7.02 | 37 | M-100 | 1032.8 | T.&N.O. Crossing | | | | | | | |
| Crossing Device | | | | | | 1036.1 | T.&N.O. Crossing | | | | | | | |
| Interlocking | | | | | | 1036.5 | PH-R-RY ...SLOAN... | | 1.33 | 9.33 | 7.00 PM | | | |
| Yard-T-W-O-S | 12.50 AM | 3.40 | 7.10 | | M-103 | 1037.5 | PH ...T.&N.O. Crossing | YO | | | | Continuous | Continuous | |
| Interlocking | | 3.59 PM | 7.30 AM | | M-104 | 1038.5 | PH ...SAN ANTONIO... | | 1.30 PM | 9.30 PM | | | | |
| | 73 | 1 | 5 | | | 130.4 | | | 2 | 6 | 72 | • 1 Hour for Lunch | • 1 Hour for Lunch | |
| | 5.33 | 3.34 | 4.18 | | | | | | 3.06 | 3.20 | 5.01 | | | |

STATIONS AND TRACKS NOT SHOWN ABOVE

| STATION NO. | MILE POST | CAR CAPACITY | END CONNECTED |
|-------------|-----------|--------------|---------------|
| Grange | M-68 | 9 | North |
| Oregon | M-79 | 62 | North |
| Longhorn | M-1023.6 | 62 | North |
| Drake | M-1023.9 | 1 | Both |
| Remount | M-1023.7 | 6 | Both |

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 | 61 (Siding) | Both |
| Jordan | M-14 | 14.3 | 4 | North | Reedville | M-47 | 46.8 | 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 5-88).

WESTERN SUBDIVISION - NORTH YARD TO FORGAN

| Capacity of Other Tracks, RR Crossing Protection and Other Facilities | SOUTHWARD | | | | TIME TABLE No. 31 Effective February 1, 1959 | | NORTHWARD | | HOURS OF TELEGRAPH SERVICE | |
|---|---------------------|----------------------------|---------------------|-----------------|---|-------------|---------------------|------------------------------------|---|-----------------------------------|
| | SECOND CLASS | | | | | | SECOND CLASS | | Monday Thru Friday | Saturday, Sundays, Holidays |
| | 91 Freight | 93 Freight | Capacity of Sidings | Station Numbers | Distance from Wichita Falls | Office Call | 90 Freight | 92 Freight | | |
| | Daily Except Sunday | Tuesday Thursday, Saturday | | | | | Daily Except Sunday | Monday Wednesday Friday | | |
| Yard-W-S-Y-O | | 5.00AM | | 304-B | 303.6 | FO | 3.45PM | * 7.00AM to 4.00PM | | |
| | | 5.35 | 19 | 283-B | 282.6 | | 3.00 | | | |
| 96 | | 6.10 | 35 | 282-B | 281.0 | | 2.25 | | | |
| 25-14 | | 6.45 | 26 | 271-B | 271.0 | GO | 1.50 | * 7.30AM to 4.30PM | | |
| 26 | | 7.30 | 23 | 256-B | 255.8 | NE | 1.05 | * 7.30AM to 4.30PM | | |
| 26-19 | | 8.00 | 41 | 246-B | 245.7 | | 12.20PM | | | |
| 84 | | 8.30 | 42 | 233-B | 235.1 | | 11.45AM | | | |
| Yard-W-S-Y-O | | 9.15 | 29 | 221-B | 220.4 | | 11.00 | | | |
| Interlocking (G.T.C.) | | | | | 219.9 | | | | | |
| Yard | | 9.20 | 41 | 220-B | 219.6 | WA | 9.55 | * 7.30AM to 4.30PM | (Except Sunday) * 7.30AM to 4.30PM | |
| | | 10.20 | 42 | | 219.3 | | 9.50 | | | |
| 22-23 | | 11.05 | 40 | 206-B | 206.3 | | 9.05 | | | |
| 23-18 | | 11.40AM | 40 | 196-B | 195.6 | VI | 8.30 | * 7.30AM to 4.30PM | | |
| 21 | | 12.15PM | 45 | 185-B | 185.2 | CA | 7.50 | * 7.30AM to 4.30PM | | |
| 29-20 | | 1.05 | 23 | 172-B | 171.5 | DY | 7.05 | * 7.30AM to 4.30PM | | |
| 26-4 | | 1.35 | 42 | 162-B | 162.2 | | 6.35 | | | |
| Gated | | | | | 154.8 | | | | | |
| Connections | | 2.05 | | | 154.2 | | 6.05 | | | |
| | | 2.10 | | | 153.2 | | 6.00 | | | |
| 43-35 | | 2.15 | 23 | 153-B | 152.7 | HN | 5.55 | * 7.30AM to 4.30PM | (Except Sunday) | |
| Yard-W-T | 4.00AM | 3.15PM | | 136-B | 135.6 | DK | 3.00PM | 5.00AM | * 8.00AM to 5.00PM * (Except Sunday) * 8.00AM to 4.30PM | |
| | 4.35 | | 42 | 129-B | 129.0 | | 2.30 | | | |
| 26-17 | 5.15 | | 42 | 120-B | 119.8 | CR | 2.00 | (Except Monday) * 7.30AM to 4.30PM | (Saturday Only) * 7.30AM to 4.30PM | |
| 23 | 6.00 | | 43 | 105-B | 105.2 | | 1.15 | | | |
| Not Gated. Stop | | | | | 98.3 | | | | | |
| Yard | 6.45 | | 33 | 96-B | 95.4 | MA | 12.45 | * 7.30AM to 4.30PM | * 7.30AM to 4.30PM | |
| | 7.25 | | 40 | 83-B | 83.3 | | 12.05PM | | | |
| Yard-W-O-S-Y | 8.00 | | | 77-B | 77.3 | PH | 11.45AM | | | |
| Not Gated. Stop | | | | | 76.2 | | | | | |
| Yard | 8.15 | | 51 | 76-B | 75.6 | PH | 11.05 | * 7.00AM to 4.00PM | * 7.00AM to 4.00PM | |
| Gated. Stop | | | | | 74.8 | | | | | |
| 82 | 9.00 | | 44 | 61-B | 61.1 | PH | 10.20 | * 7.30AM to 4.30PM | | |
| Not Gated. Stop | | | | | 50.3 | | | | | |
| Yard-Y | 9.45 ⁹⁰ | | | 51-B | 50.7 | PH | 9.45 ⁹¹ | * 7.30AM to 4.30PM | * 7.30AM to 4.30PM | |
| | | | | | 50.0 | PH | | | (Except Sunday) | |
| | 10.10 | | 63 | 46-B | 46.0 | PH | 8.25 | | | |
| 88 | 10.30 | | 65 | 41-B | 40.9 | PH | 8.00 | | (Except Sunday) | |
| 29-29 | 11.30AM | | 86 | 27-B | 27.1 | PH | 7.00 | * 7.30AM to 4.30PM | * 7.30AM to 4.30PM | |
| Yard | 12.30PM | | 68 | 14-B | 14.0 | PH | 5.45 | * 7.30AM to 4.30PM | * 7.30AM to 4.30PM | |
| Yard-W-T-S-O | 2.00PM | | | G-106 | 1.4 | PH-R-Y | 5.00AM | * 6.00AM to 8.00PM | | |
| | 91 | 93 | | | 302.2 | | 90 | 92 | * 1 Hour for Lunch * 1 Hour for Lunch | |
| | 10.00 | 10.15 | | | Time on Subdivision | | 10.00 | 10.45 | | |

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 (Siding) | Both | Grover | 51-B | 51.1-B | 46 (Siding) | Both |
| | | | 22 | Both | Huff | 49-B | 49.2-B | 48 (Siding) | Both |
| Carpenter | 145-B | 145.0-B | 22 | Both | Loveland | 34-B | 34.3-B | 65 (Siding) | 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 (Siding) | Both |
| Willow | 108-B | 108.1-B | 19-8 | 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 | | | | Monday Thru Friday | | Saturdays, Sundays, Holidays | | |
| | 97 Freight | | | | | | | | |
| | Daily Ex. Sunday | | | | | | | | |
| Yard-W-S-Y-O | 12.01 AM | | 843 | 2.8 | PH-R-RY ... BELLMEAD | BJ | 3.00 PM | * 5.30AM to 2.30PM | * 5.30AM to 2.30PM |
| | 12.40 | 4 | 18-A | 18.4 | 13.6 WIGGINS | | 1.10 | | |
| | 12.55 | 25 | 24-A | 23.7 | 9.3 AQUILLA | | 12.55 | | |
| 7-7 | 1.30 | | 34-A | 33.9 | 10.2 WHITNEY | WN | 12.30 PM | * 8.00AM to 5.00PM | |
| Auto. Interkg. 18 | 2.15 | 45 | 54-A | 33.9 | { G.C.&S.F. Crossing } MORGAN | | 11.40 AM | | |
| 14-7 | 2.40 | 55 | 63-A | 63.4 | 9.5 WALNUT SPRINGS | | 11.15 | | (Except Sunday) |
| 30-4-24 | 3.45 | 36 | 85-A | 84.6 | R ... HICO | HN | 10.30 | * 7.00AM to 4.00PM | * 7.00AM to 4.00PM |
| Auto Interkg. | | | | 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 7.30 | | 119-A | 119.1 | R ... DELEON | DN | 9.01 8.30 | * 7.00AM to 4.00PM | * 7.00AM to 4.00PM |
| | 7.50 ⁹⁶ | 37 | 125-A | 124.6 | 5.5 RUCKER | | 7.50 ⁹⁷ | | (Except Sunday) |
| 21-17 | 8.01 | 18 | 130-A | 130.0 | 5.4 GORMAN | GF | 7.30 | * 8.00AM to 5.00PM | * 8.00AM to 5.00PM |
| 12-East | 8.22 | | 140-A | 140.2 | 10.2 CARBON | | 7.05 | | |
| | 8.31 | 53 | 144-A | 144.3 | 4.1 MANGUM | | 6.56 | | (Except Sunday) |
| Y-S-Yard | 9.15 | | 155-A | 154.7 | 10.4 CISCO | D | 6.45 | * 8.00AM to 5.00PM | * 8.00AM to 5.00PM |
| Interlocking | | | | 154.8 | 0.1 T.&P. Crossing | | | | |
| | 9.35 | 40 | 161-A | 160.9 | 0.1 RUFUS | | 6.05 | | |
| 8-12 | 10.05 | 33 | 173-A | 172.7 | 11.6 MORAN | RM | 5.40 | * 8.00AM to 5.00PM | |
| 28-40 | 11.05 | 39 | 186-A | 188.0 | 15.3 ALBANY | AB | 5.05 | * 8.00AM to 5.00PM | * 8.00AM to 5.00PM |
| | 11.35 | 11 | 199-A | 198.5 | 10.5 ACAMPO | | 4.35 | | (Except Sunday) |
| | 11.45 AM | 26 | 203-A | 203.2 | 4.7 BUD MATTHEWS | | 4.25 | | |
| 18-8 | 12.20 PM | 15 | 212-A | 212.3 | 9.1 LUEDERS | RD | 4.05 | * 8.00AM to 5.00PM | |
| | 12.35 | 27 | 219-A | 219.3 | 7.0 AVOCA | | 3.45 | | |
| Not Gated. Stop | | | | 226.2 | 6.9 W.V. Crossing | | | | |
| Yard-O-Y-S | 1.59 PM | 42 | 226-A | 226.3 | 0.1 R ... STAMFORD | DF | 3.30 AM | * 5.30AM to 2.30PM | (Saturday Only) * 5.30AM to 2.30PM |
| Not Gated. Stop | | | | 229.3 | 3.0 W.V. Crossing | | | | |
| Gated. Stop | | | | 245.2 | 15.9 G.C.&S.F. Crossing | | | | (Except Sunday) |
| Yard | | | 246-A | 246.3 | 1.1 HAMLIN | HA | | * 8.00AM to 4.00PM | * 8.00AM to 4.00PM |
| Yard | | | 269-A | 269.5 | 22.2 ROTAN | NA | | * 8.00AM to 5.00PM | * 8.00AM to 5.00PM |
| | 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 | Yard | East |
| 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 | 2 | 1653, 1654 | 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 | 219 | | | |

| Diesel Units Equipped With Boiler | Diesel Units With Steam Pipe But No Boiler or Steam Conduitt |
|---|---|
| 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 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. | Hour | Mins. | Sec. | Hour | Mins. | Sec. | Hour | 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, 182-185 | 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, 2660-2664 | 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 | 29 |
| Baggage-Mail | 17 |
| Mail | 3 |
| Mail Storage | 9 |
| Chair | 31 |
| Coach | 5 |
| Chair-Lounge-Buffer | 2 |
| Lounge | 2 |
| Diner | 5 |
| Sleeper | 21 |
| Observation-Lounge-Sleeper | 1 |
| Business | 3 |
| RDC (Budd) Car | 1 |
| Total | 129 |

WEIGHT OF EMPTY PASSENGER CARS

| Class | Numbers | Length in Feet | Tons |
|----------------------------|--|----------------|------|
| Baggage | 173, 175, 177-179, 182-185, 187-189, 191 | 73 | 69 |
| " | 2650-2655, 2657, 2660-2664 | 73 | 69 |
| " | 216-217 | 64 | 63 |
| " | 235 | 74 | 68 |
| " | 252-254 | 73 | 69 |
| Baggage-Mail | 218-224, 226-234 | 74 | 68 |
| " | 1000 | 73 | 55 |
| Mail | 30, 2900, 2901 | 64 | 66 |
| Mail-Storage | 50 | 64 | 60 |
| " | 201, 203-209 | 81 | 68 |
| Chair | 901-913, 915-925 | 81 | 81 |
| " | 1200, 1201 | AC | 85 |
| " | 1202-R | AC | 85 |
| " | 1203-1207 | AC | 85 |
| Coach | 641-645 | AC | 81 |
| Chair-Lounge-Buffer | 1300, 1301 | AC | 85 |
| Lounge | 495 | AC | 82 |
| " | 496 | AC | 82 |
| Diner | 437-438, 2050 | AC | 81 |
| " | 1100 | AC | 85 |
| " | 1110 | AC | 85 |
| Sleeper | 1500-1506 | AC | 85 |
| " | (Clover) Glade, | | |
| " | Meadow, Brook | AC | 84 |
| " | Keightley | AC | 82 |
| " | Lake Jessie | AC | 83 |
| " | McCallsburg | AC | 83 |
| " | Kimbell | AC | 83 |
| " | McInnis | AC | 83 |
| " | McKeever | AC | 83 |
| " | McMasterville | AC | 83 |
| " | Parsons | AC | 82 |
| " | San Antonio | AC | 82 |
| " | Sunnyside | AC | 83 |
| " | Whitehead | AC | 82 |
| Observation-Lounge-Sleeper | 1400 | AC | 85 |
| Business Car | 400 | AC | 84 |
| " | 401 | AC | 82 |
| " | 403 | AC | 80 |

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 | | |
| Muskogee | 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..... | Dallas Junction..... | 1050 | 1350 | 1700 | 4000 | 6000 | 8000 | 10000 | 12000 | 2000 | 2490 |
| | North | Dallas Junction..... | Dallas..... | 1000 | 1275 | 1625 | 3800 | 5700 | 7600 | 9500 | 11400 | 1900 | 2275 |
| | | Dallas..... | 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 | 2250 | 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 |
| NOTE: Mo. Pac. rating applies Ajax to Colorado Bridge | | | | | | | | | | | | | |
| 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 |

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. 31 Effective February 1, 1959 | Distance from St. Louis | NORTH OR EAST BOUND | | | | | | |
|---------------------|---------------------------|------------|----------------------------|----------------------------|-------------|----------------------------|------------------------------|--|--|--------------------------|----------------------------|---------------------------|---------------------------|---------------------------|-------------|----|
| FREIGHT TRAINS | | | | PASSENGER TRAINS | | | | | | PASSENGER TRAINS | | | FREIGHT TRAINS | | | |
| 75 | 53 | 43 | 41 | 5 | 11 | 1 | | | | 2 | 12 | 6 | 42 | 44 | 52 | 76 |
| Lv. 4.00AM | Lv. 7.00PM | | | | | | | | | | | | | | | |
| | | Lv. 9.30PM | Lv. 9.50AM | Lv. 8.25AM | | Lv. 9.50PM | | | | | | | Ar. 4.00AM | Ar. 8.00PM | | |
| Ar. 7.00PM | Ar. 5.00AM Lv. 7.00AM | Ar. 2.00AM | Ar. 1.30PM Lv. 3.30PM | Ar. 11.20AM Lv. 11.45AM | | Ar. 12.25AM Lv. 12.35AM | 136.8 | | Ar. 7.30AM Lv. 4.50AM Ar. 4.40AM | Ar. 8.50PM | Ar. 8.00PM | Ar. 8.00AM | | | | |
| | | | Ar. 9.45PM Lv. 11.30PM | | | | 245.2 | | | Lv. 5.40PM Ar. 5.15PM | Lv. 1.30PM Ar. 11.30AM | Lv. 2.30AM | Lv. 1.00PM Ar. 9.00PM | Lv. 5.00AM | | |
| | | | Ar. 4.30AM | | | | 343.9 | | | | Lv. 12.15AM Ar. 11.30PM | | Ar. 5.15PM | | | |
| | Lv. 8.07AM | | Lv. 4.50PM | Lv. 1.01PM | | Lv. 1.30AM | 189.2 | | Lv. 3.39AM | Lv. 3.45PM | Lv. 9.35AM | | Lv. 5.50PM | | | |
| | | | Ar. 3.30AM | | | | 277.7 | | | | | | Ar. 3.15PM | | | |
| | Ar. 9.25AM Lv. 9.30AM | | Ar. 6.30PM Lv. 7.30PM | Ar. 2.20PM Lv. 2.35PM | | Ar. 2.35AM Lv. 2.45AM | 253.9 | | Lv. 2.40AM Ar. 2.30AM | Lv. 2.20PM Ar. 2.00PM | Lv. 7.40AM Ar. 7.30AM | | Lv. 9.00PM Ar. 12.45PM | | | |
| 63 | Lv. 10.50AM | | Lv. 9.20PM | Lv. 4.05PM | | Lv. 3.50AM | 316.2 | | Lv. 1.30AM | Lv. 12.35PM | Lv. 5.30AM | | Lv. 10.35AM | 62 | | |
| Lv. 9.15PM | Ar. 2.00PM Lv. 2.40PM | Lv. 7.00PM | Ar. 4.00AM Lv. 5.00AM | Ar. 6.15PM Lv. 6.45PM | Lv. 7.15AM | Ar. 5.30AM Lv. 5.40AM | 411.1 | | Lv. 11.50PM Ar. 11.35PM | Ar. 7.30PM | Lv. 10.20AM Ar. 9.50AM | Lv. 3.00AM Ar. 12.01AM | Ar. 11.00AM | Lv. 8.00AM Ar. 12.30AM | Ar. 12.30AM | |
| Lv. 10.30PM | Lv. 3.25PM | | | | Lv. 8.20AM | | 435.9 | | | Lv. 6.15PM | Lv. 10.30PM | | | Lv. 10.40PM | | |
| Ar. 6.00AM | | | | | Ar. 11.30AM | | 540.4 | | | Lv. 3.15PM | | | | Lv. 6.00PM | | |
| | | Lv. 9.20PM | Lv. 7.10AM | Lv. 8.10PM | | Lv. 6.45AM | 463.2 | | Lv. 10.30PM | Lv. 8.10AM | | Lv. 7.10AM | Lv. 10.01PM | | | |
| | | Ar. 2.00AM | Ar. 9.15AM Lv. 10.05AM | Ar. 9.45PM Lv. 10.15PM | | Ar. 7.59AM Lv. 8.20AM | 517.5 | | Lv. 9.15PM Ar. 8.50PM | Lv. 6.25AM Ar. 6.00AM | | Lv. 3.00AM | Lv. 7.30PM Ar. 3.00PM | | | |
| | Ar. 5.50PM Lv. 6.30PM | | | | | | 507.2 | | | | Lv. 7.00PM Ar. 2.00PM | | | | | |
| | Lv. 7.45PM | | Lv. 12.45PM | Lv. 12.10AM | | Lv. 9.43AM | 562.1 | | Lv. 7.18PM | Lv. 4.10AM | Lv. 10.10AM | | Lv. 10.05AM | | | |
| | Ar. 9.00PM Lv. 10.30PM | | Ar. 2.30PM Lv. 4.30PM | Ar. 1.05AM Lv. 1.25AM | | Ar. 10.40AM Lv. 10.55AM | 595.7 | | Lv. 6.30PM Ar. 6.10PM | Lv. 2.50AM Ar. 2.40AM | Lv. 8.30AM Ar. 6.00AM | | Lv. 8.00AM Ar. 7.00PM | | | |
| | Lv. 12.56AM | | Lv. 8.05PM | Lv. 3.12AM | | Lv. 12.25PM | 658.3 | | Lv. 4.30PM | Lv. 12.56AM | Lv. 2.35AM | | Lv. 2.30PM | | | |
| | | | Ar. 9.00PM | Lv. 5.00AM | | Lv. 1.43PM | 705.7 | | Lv. 3.30PM | 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. 3.59PM | 788.7 | | Lv. 1.30PM | 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:

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