

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 "
TEXAS—	
Bellmead to Houston	241.0 "
SAN ANTONIO—	
Granger to San Antonio	130.4 "
Total	1,502.7 Miles

SAFETY
Is of
FIRST IMPORTANCE
in the
DISCHARGE OF DUTY

ASSISTANT SUPERINTENDENT

C. W. Robbins Wichita Falls, Tex.

TRAINMASTERS

C. D. Carson	L. M. Seifert
B. A. Miller	C. A. Cassidy
B. G. Sinclair	O. C. Putsche

CHIEF DISPATCHERS

R. O. Johnson, Chief Dispatcher Denison, Tex.
G. Harvey, Assistant Chief Dispatcher Denison, Tex.

DISPATCHERS

A. D. Lancaster	H. C. Pagel
W. N. Porche	W. M. O'Dell
J. H. Crane	W. N. Taylor
A. P. Schimmel	C. Clark
R. R. Holden	L. A. Volcik

M-K-T R.R. CO.

SOUTHERN DIVISION TIME TABLE

No. 33

Effective At 12:01 A. M.
Sunday, April 2, 1961

FOR EMPLOYEES ONLY

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

R. B. GEORGE,
General Superintendent
Denison, Texas

B. R. BISHOP,
Superintendent
Denison, Texas

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

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.

Whitesboro: T&P movements on main track between Highway 10 Crossing and Henrietta Subdiv. Jct. Switch; and between South Switch Storage "B" track and T&P - M-K-T Jct. Switch on Fort Worth Subdiv. will be governed by M-K-T timetable and rules.

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)	MP Post	To (Station)	MP 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	663.5	Whitesboro	683.7
	Ney	758.5	Bellmead	843.5
	Lamar	D-661.8	Dallas Yard	D-766.9
Dallas	MKT Junction	D-797.5	Dallas Jct.	D-832.9
	Waco	846.3	Bass	849.7
Texas	(Southward movements on southward track)			
	Waco	847.4	Bass	849.7
San Antonio	(Northward movements on northward track)			
	Bass	849.7	Granger	908.8
	Granger	908.1	Pershing	U-953.7
	MKT Jct.	M-984.9	Sloan	M-1087.2

Southward movements from siding Melton, 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, Abbott, Berger and Temple; northward trains holding main track at meeting point Bethard; remain back of "Fouling Point" sign until opposing train is entering siding.

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

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

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

Hunter and 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 and San Antonio Subdivisions, and on Texas Subdiv. between Waco and Granger.

FLOOD INDICATORS at following locations:

MP Location	Affects Signals
D-667.1	6671 and northward Absolute Signal Penland.
D-669.5	6708 and southward Absolute Signal Penland.
D-724.6	7235 and 7258.
D-729.0	7281 and 7298.
D-729.6	7281 and 7298.
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 Waxahachie.
D-822.0	8207 and 8262.
679.9	6783 and 6800.
772.0	7732 and 7709.
780.8	7797 and 7812.
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 10038.
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 MP 663.5 Ray and Pottshoro. Control Operator Ray. "Lunar" indication displayed in unit on pole 100 feet south of new underpass indicates that Absolute Signal MP 663.5 is displaying "Proceed" indication. "Lunar" not displayed and unit on pole dark, indicates that Absolute Signal MP 663.5 is displaying Stop-indication. Telephones for communicating with Control Operator, Ray.

b. Between MP 660.3 Ray and McCune; between McCune and Lamar on freight main track. Control Operator Ray. Following instructions in effect:

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.

c. 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, Pottshoro. MP 757.4, Fort Worth and MP 758.5, Ney. Northward movements remain 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 use left hand track only when authorized to do so by yardmaster. 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 southward 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 - M-K-T 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. Sloan, instead of San Antonio - No 2. 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 - Nos. 41 and 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. Forgan - No. 93. Granger - Trains originating Elk City - Nos. 91 and 92. San Antonio - No. 6

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

a. 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. 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.

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 M-K-T 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:

Table listing standard clocks for various stations including Denison, Ray, Hunt, Dallas, Ney, North Yard, Altus, Elk City, Forgan, DeLeon, Stamford, Bellmead, Waco, Temple, San Antonio, Sloan, Smithville, and Eureka, with their respective office types like Telegraph Office, Register Room, Passenger Station, etc.

11. GENERAL ORDER BOOKS:

Table listing general order books for stations such as Denison, Ray, Hunt, Dallas, Ney, North Yard, Welton, Elk City, Forgan, Bellmead, Waco, Granger, Austin, San Antonio, Sloan, Smithville, Eureka, DeLeon, and Stamford, specifying the type of book like Enginemen's Room, Register Room, etc.

12. YARDS PROTECTED BY YARD LIMIT SIGNS:

Table listing yards protected by yard limit signs, grouped by yard type. Examples include Ray, Denison, Sherman Jct., Staley, Sherman, Greenville, Hunt, Garland, Atkins, Deny, Farmers Branch, Dallas Yard, Dallas, Sargent, Waxahachie, Dallas Junction, Hillsboro, Winslow, Whitesboro, Pagel, Gainesville, Cook, South Yard, Wichita Falls, North Yard, Oildom, Bacon, Burkburnett, Grandfield, Grover, Frederick, Huff, Altus, Welton, Guest, Woodward, Mangum, Elk City, Forgan, Denton, Carter, Hodge, Fort Worth, Ney, Dolard, Bellmead, Bem, Waco, MP 849.5, Dublin, DeLeon, Cisco, Albany, Stamford, Hamlin, Temple, Smith, Granger, Smithville, Hennessey, Eureka, Houston, MP U-953 to Pershing, Travis, Warden, Sloan, 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. 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.

USE OF TRACK

14. RESTRICTED SPEED REQUIREMENTS:

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

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

Greenville - Hunt: Approaching and between Absolute Signal at MP D-713.5, south end L&A Siding, and Absolute Signal at MP D-713.8, north end Hunt.

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.

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

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

Sherman Jct. and Sherman on Sherman Subdiv.
Stamford and Rotan on Rotan 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 663.5 west end Ray Yard. All tracks are yard tracks and switches may be left lined in any position, except crossover switches will be left with both switches lined for crossover or both switches lined against crossover movement.

Denison - First track east of passenger station designated as main track through Denison and all passenger trains will use this track unless otherwise instructed. Rule 104 and other applicable Uniform Code of Operating Rules govern. No. 2 track be left clear for meeting trains.

Sherman Jct. - Spring Switch at intersection Sherman Subdiv. main track with Ft. Worth Subdiv. main track, for Ft. Worth Subdiv. main track.

Greenville - Switch at intersection L&A main track with L&A Siding, for L&A main track.

Deny - Switch at intersection Denton Subdiv. main track with Dallas Subdiv. main track, for Dallas Subdiv.

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.

MP 844.2, Bellmead - Switch at intersection main track and yard lead, for yard lead.

WF&NW Jct., Wichita Falls - Switch at intersection M-K-T main track with FWD main track, for FWD main track.

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 - Switch at intersection Lockhart Subdiv. with San Antonio Subdiv., 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 - M-K-T Jct. Switch.

Granger: Sidings designated as:

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

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

Crossovers designated as:

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

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

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

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

Taylor - Siding No. 1, north of station.
Siding No. 2, south of Mo. Pac. crossing.
Sealy - Siding No. 1, north of station.
Siding No. 2, south of GC&SF crossing.

20. RESTRICTIONS IN OPERATION OF LOCOMOTIVES AND CARS:

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

- Diesel engines 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 and Denton 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.
- P—Sherman Subdiv.
- A—Rotan Subdiv.
- M—Smithville to San Antonio.
- 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 AND DERAILS:

a. Dual Control Switches:

- SL-SF North Jct. (MP 655.9)—Intersection of M-K-T main track and SL-SF main track—normally controlled from Ray.
- SL-SF South Jct. (MP656.2)—Intersection of M-K-T main track and SL-SF main track - normally controlled from Ray.
- MP 656.2—Intersection of M-K-T passenger main track and M-K-T freight main track south of Red River Bridge - normally controlled from Ray.
- M-K-T Junction (MP D-797.5)—Normally controlled from Waxahachie (Passenger Station).
- McCune—Normally controlled from Ray.

b. Remote Control Switches:

Whitesboro—T&P - MKT Jct. Switch.

c. Dual Control Derails:

- Woodward, Okla.—Each side of AT&SF Crossing MP 219.9-B, Normally controlled from AT&SF Dispatchers office, Amarillo. Normal position against M-K-T movement.
- Cobel—North of GC&SF crossing, MP 880.7 - Normally controlled from GC&SF Dispatchers office. GC&SF station, Temple. Normal position against M-K-T movement.

24. SPRING SWITCHES AND SPRING DERAILS:

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

- Ray—East end yard, MP 660.1, intersection of inbound and outbound tracks - normal position for inbound track.
- McCune—Both switches crossover between Two Main Tracks, - normal position for crossover.
- Sun—End Two Main Tracks—normal position for northward track.

Sherman Jct. - Sherman-Fort Worth Subdivision Jct. Switch-normal position for Fort Worth Subdiv.
Penland—South switch, siding.
Kellogg—North switch, siding.
Dallas Yard—North switch, drill track.
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 - Intersection main track and yard lead - normal position for yard lead. Southward movements on main track leave lined for yard lead. Northward movements trail through. (Signal 8415 protects.)

Bellmead, MP 844.2 - Intersection main track and yard lead - normal position for yard lead. Northward movements on main track leave lined for yard lead. (Signal 8442 protecting as per Rule 104(a) affected only by position of the switch.)

Waco, MP 844.9 north end Two Main Tracks - normal position for southward track.

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

Eddy - North switch, siding.
Little River - Both switches, siding.

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:

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 Lamar and McCune	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	30	30
Garland, through city limits	30	30
Between Atkins and MP D-765	40	20
Except: Highland Park, over Cole, Knox, Airline Road and Mockingbird Lane Streets	10	10
Between MP D-765 and Dallas Yard	20	20
Except: Dallas Yard, over Houston Street 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

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
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 Granger	75	55
Except: Temple, over street crossings	18	18
Between Granger and MP 921	50	45
Between MP 921 and Cat Spring	50	40
Except: Over Highway 95, Smithville	15	15
Between Cat Spring and Brookshire	50	45
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, Jct. 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 MP M-1038.0	20	20
Between MP M-1038.0 and San Antonio	10	10
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
Carrollton, through city limits	5	5
MP K-752 Pole 17, Shore Crest Drive	15	15
Dallas, over Harry Hines Blvd.	10	10
Over Maple Ave., 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 Smithville and Ajax	45	40
Except: Lockhart, over street crossings	10	10

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
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, scale test car, 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
Derricks X-255, X-256 and Pile Driver X-1030 must not be operated over Western, Sherman or Denton Sub-divisions, nor the BM&E Railroad. Must be located in train not less than four cars nor more than ten cars from engine. When two of these machines are handled in freight trains, they must be separated by at least six cars.		
When Derricks X-255 and X-256 are operated on tracks other than the main track, on all Subdivisions, timber bridges under those tracks must be inspected before allowing machines to pass over those bridges. If the bridges are constructed with fewer than four stringers per chord, machines will not be permitted to pass over until helper stringers are placed or cribbing placed between bents to reduce the span length. The machines must not be spotted on bridges to handle loads and must not travel across a bridge while carrying a load.		
Scale test car must be handled next ahead of caboose.		
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.		
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.		

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.	843.5	Bellmead	Restricted Speed	
StLSW Ry.	Yard Track	East Waco	Stop	Stop
			Electric gate normally against M-K-T. Instructions posted at crossing.	
StLSW Ry.	Yard Track	East Waco	Stop	Stop
T&NO R.R.	1080.8	Eureka	15	15
T&NO R.R.	1038.0	San Antonio	Stop	Stop
			Leave gate lined as used.	
T&P Ry.	P-671.4	Sherman	Stop	Stop
			Gate across main track only. Leave lined as used.	

Railroad	M.P.	At or Near Station	Not to Exceed MPH	
			Passenger	Freight
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 M-K-T	
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 Jet.	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 between Absolute Signals	
GC&SF R.R.	53.9-A	Morgan	15 MPH between Absolute Signals	
GC&SF R.R.	105.6-A	Dublin	15 MPH between Absolute Signals	
T&P Ry.	154.8-A	Cisco	20 MPH between Absolute 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.

RAILROAD COMPANY MEDICAL STAFF

Dr. Roland S. Kieffer, Medical Director, St. Louis, Mo.

		Phone Number
		Office Residence Exchange
Austin, Tex.....	Dr. Earl L. Grant 4910 Interregional Highway	GL 8-7204 GL 2-4508 GR 6-2616
Dallas, Tex.....	Dr. Loyd W. Conyers 906 Medical Arts Bldg.	RI 8-7627 DA 7-8347 LA 8-6125
Denison, Tex.....	Dr. W. D. Blassingame	HO 5-5005 HO 5-6366
Elk City, Okla.....	Dr. William G. Husband, Jr.	1263 1593
Ft. Worth, Tex.....	Dr. Fred B. Aurin 1216 Pennsylvania Ave. (For injuries only)	ED 6-1243 PE 2-1905 WA 4-4231
Ft. Worth, Tex.....	Dr. C. B. Bruner 3851 Southwest Loop	AX 2-2550 JB 4-2466 WA 4-4231
Houston, Tex.....	Dr. Price C. Campbell Hermann Professional Bldg.	JA 2-2533 MO 5-6000 JA 2-2523
San Antonio, Tex.....	Dr. Walter Walthall 1114 South Texas Bldg.	CA 7-3339 TA 6-0526 CA 6-3336
Smithville, Tex.....	Dr. J. D. Stephens	79 461
Stamford, Tex.....	Dr. George E. Pryor, Jr.	PR 8-2711 PR 8-2188
Waco, Tex.....	Dr. Paul C. Murphey 2320 Columbus Ave.	PL 6-2502 PL 2-2644
Wichita Falls, Tex.....	Dr. D. Clifford Burross 4111 Call Field Road	692-2024 692-2577
Wichita Falls, Tex.....	Dr. Kenneth H. Deets 4111 Call Field Road	692-2024 692-0423

DALLAS SUBDIVISION - RAY TO DALLAS JUNCTION

SOUTHWARD				TIME TABLE			Distance from St. Louis	Station Numbers	Office Call	HOURS OF TELEGRAPH SERVICE			
SECOND CLASS		FIRST CLASS		No. 33								Monday Thru Friday	Saturdays, Sundays, Holidays
43 Manifest Freight	41 Manifest Freight	5 Passenger	1 Passenger	Effective April 2, 1961									
Daily	Daily	Daily	Daily										
8.00 PM	4.50 AM			Rule 400	PH-R-RY RAY					RA	Continuous	Continuous	
8.20 PM	5.10 AM				PH McCUNE								
		6.30 PM	6.35 AM		PH DENISON			660.9	661	WD			
8.30	5.15	6.32	6.37	Automatic Block Signals	PH { T.&N.O. Crossing LAMAR			661.6		MR	Continuous	Continuous	
8.44	5.27	6.42	6.46		PH { PENLAND			668.7					
8.55	5.39	6.50	6.52	Automatic Block Signals	PH { T.&P. Crossing BELLS			674.3	D-13				
9.10	5.50	7.00	6.59		PH-R WHITEWRIGHT			681.3	D-20	WH	* 7.45AM to 4.45PM		
9.25	6.14	7.10	7.06		PH TRENTON			688.1	D-27				
9.37	6.32	7.19	7.13		PH LEONARD			694.6	D-34	AU	* 5.30PM to 2.30AM		
9.49	6.44	7.28	7.20	Automatic Block Signals	PH { G.C.&S.F. Crossing CELESTE			701.2	D-40				
10.00	6.54	7.37	7.27		PH KELLOGG			707.5					
10.10	7.04	7.56	7.40	Automatic Block Signals	PH GREENVILLE			713.0	D-52				
10.14	7.10	7.59	7.43		PH-R HUNT			714.0	D-53	A	11.00PM to 3.00PM	11.00PM to 3.00PM (Except continuous on Sunday)	
					St.L.S.W. Crossing			714.3					
10.29	7.45	8.02	7.45	Automatic Block Signals	PH MELTON			715.6					
11.20	8.30	8.10	7.52		PH CADDO MILLS			721.6	D-61				
11.45 PM	8.44	8.21	8.01		PH ROYSE CITY			730.3	D-69				
12.05 AM	8.58	8.34	8.12		PH ROCKWALL			738.7	D-78	RC	* 7.00AM to 4.00PM		
12.30	9.13	8.50	8.27		PH ELLIS			750.0					
					G.C.&S.F. Crossing			750.7				(Saturday Only)	
12.33	9.15	9.02	8.29		PH-R GARLAND			750.9	D-90	GC	6.30AM to 2.30PM 3.00PM to 11.00PM	6.30AM to 2.30PM 3.00PM to 11.00PM	
12.43	9.21	9.08	8.35		PH BETHARD			754.1					
12.58	9.33	9.26	8.47		PH ATKINS			761.4					
		9.32	8.55		PH HIGHLAND PARK			763.3					
		9.40	9.01		PH DENY			768.2					
2.00 AM	9.55 AM	9.42 PM	9.05 AM		PH-R-RY DALLAS YARD			768.9	D-106	DY	Continuous	Continuous	
					End Un.Term.Co. Tracks								
					U.T.-T.&P. Crossing			767.0					
		9.45 PM	9.10 AM	Automatic Block Signals	PH DALLAS			767.3		UT	6.00AM to 2.00PM 4.15PM to 12.15AM	6.00AM to 2.00PM 4.15PM to 12.15AM	
		10.15 PM	9.30 AM		PH DALLAS			767.3					
					End Un.Term.Co. Tracks								
					G.C.&S.F. Crossing			768.9					
					(Tower 19)								
					C.R.I.&P. Jct.								
	10.20 AM	10.21 PM	9.36 AM	Automatic Block Signals	PH ENDOT			769.3					
					End Two Main Tracks								
					PH LANCASTER			781.7	D-121	CA	* 5.30AM to 2.30PM	* 5.30AM to 2.30PM	
					PH T.&N.O. Crossing			786.6					
	11.00 AM	10.50 PM	10.03 AM		PH M-K-T JUNCTION			787.5					
	11.02	10.52	10.05		PH-R WAXAHACHIE			788.1	D-137	RC	Continuous	Continuous	
	11.23	11.12	10.25		PH ITALY			819.1	D-152	BG	* 7.45AM to 4.45PM		
	11.50 AM	11.38 PM	10.51 AM		PH DALLAS JUNCTION			832.0					
43	41	5	1		176.0						* 1 Hour for Lunch	* 1 Hour for Lunch	
6.00	7.00	5.08	4.16		Time on Subdivision								

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

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

STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Thomas..... D-71	D-731.6	15	South	Nena.....	D-802.6	16	North
Rowlett..... D-86	D-746.5	32	Both	Nelson..... D-142	D-803.0	60 (Siding)	Both
Krem.....	D-752.9	76 (Siding)	Both	Forreston..... D-146	D-807.3		
Sargent..... D-110	D-770.8	31	South	Milford..... D-157	D-818.3	35	Both
Peeler..... D-112	D-772.7	16	North				

DALLAS SUBDIVISION - DALLAS JUNCTION TO RAY

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	Capacity of Sidings	Rule	TIME TABLE		NORTHWARD			
			No. 33		FIRST CLASS		SECOND CLASS	
			Effective		6	2	44	52
			April 2, 1961		Passenger	Passenger	Manifest Freight	Manifest Freight
			Daily	Daily	Daily	Daily		
Yard-W-T-S-O-Y		400	PH-R-RY RAY			10.00 PM	6.00 AM	
Dual Control Sw.			PH McCUNE			9.04 PM	5.10 AM	
Yard-W-T-S-O			PH DENISON	10.40 AM	11.50 PM			
Interlocking			PH { T.&N.O. Crossing LAMAR	10.24	11.41	8.59	5.00	
	117		PH PENLAND	10.14	11.31	8.44	4.40	
Auto. Interlk.			PH { T.&P. Crossing BELLS	10.05	11.23	8.18	4.25	
11-11-11	32		PH-R WHITEWRIGHT	9.53	11.15	8.04	4.10	
23-20-18	58		PH TRENTON	9.40	11.07	7.50	3.55	
24-22	100		PH LEONARD	9.29	10.59	7.38	3.40	
25-8-18			PH { G.C.&S.F. Crossing CELESTE	9.17	10.51	7.28	3.27	
Auto. Interlk. Connection-22-11	62		PH KELLOGG	9.08	10.43	7.10	3.12	
	90		PH GREENVILLE	9.00	10.36	7.00	3.00	
Yard-W-O	38		PH-R HUNT	8.40	10.31	6.42	2.15	
Yard-S-Y-Connection			St.L.S.W. Crossing					
Auto. Interlk.			PH MELTON	8.38	10.29	6.37	2.10	
	129		PH CADDO MILLS	8.30	10.22	6.22	1.55	
	30		PH ROYSE CITY	8.21	10.10	6.10	1.40	
22			PH ROCKWALL	8.12	9.59	5.57	1.25	
31-27	100		PH ELLIS	7.53	9.44	5.34	12.30 AM	
Auto. Interlk.			G.C.&S.F. Crossing					
Yard-Connection	54		PH-R GARLAND	7.51	9.42	5.32	11.20 PM	
	49		PH BETHARD	7.47	9.37	5.25	11.10	
43	99		PH ATKINS	7.39	9.26	5.10	10.50	
			PH HIGHLAND PARK	7.35	9.16			
			PH DENY	7.28	9.08			
Yard-W-S-O-Y			PH-R-RY DALLAS YARD	7.26 AM	9.06 PM	4.45 PM	10.30 PM	
Interlocking			End Un.Term.Co. Tracks				7.30 PM	
			U.T.-T.&P. Crossing					
			PH DALLAS	7.25 AM	9.05 PM			
			PH DALLAS	7.00 AM	8.42 PM			
Interlocking			End Un.Term.Co. Tracks G.C.&S.F. Crossing (Tower 19) C.R.I.&P. Jct.					
			PH ENDOT	6.40 AM	8.30 PM		6.55 PM	
			End Two Main Tracks					
33-8	91		PH LANCASTER	SEE JOINT TIMETABLE				
Auto. Interlk.			PH T.&N.O. Crossing					
Dual Control Sw.			PH M-K-T JUNCTION	6.01 AM	8.03 PM		5.53 PM	
Yard-Connection	57		PH-B WAXAHACHIE	5.59	8.01		5.50	
Connection-21-14	60		PH ITALY	5.28	7.41		5.25	
			PH DALLAS JUNCTION	4.54 AM	7.11 PM		4.52 PM	
			178.0	6	2	44	52	
			Time on Subdivision	5.48	4.39	5.15	13.08	

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.

LOCATION OF MAIL CRANES, OTHER THAN STATIONS ABOVE

Peniel MP D-711.1
Fate MP D-734.1

FORT WORTH SUBDIVISION - DENISON TO WACO

SOUTHWARD				TIME TABLE			HOURS OF TELEGRAPH SERVICE				
SECOND CLASS		FIRST CLASS		No. 33			Distance from St. Louis	Station Numbers	Office Call	Monday Thru Friday	Saturdays, Sundays, Holidays
41	53	5	1	Effective							
Manifest Freight	Manifest Freight	Passenger	Passenger	April 2, 1961							
Daily	Daily	Daily	Daily								
				PH	DENISON	0.4	660.9	661	WD		
					End Two Main Tracks	0.5	661.3				
				PH	McCUNE	0.7	661.6				
				PH	SUN	0.4	662.5				
					End Two Main Tracks						
				PH	SHERMAN JCT.	2.7	662.9				
	8.10 PM			PH-R-RY	RAY	4.7		662	RA	Continuous	Continuous
					End Two Main Tracks						
				PH	POTTSBORO	6.7	669.6	670	JN	* 8.30AM to 5.30 PM	* 8.30AM to 5.30 PM
				PH	HANGER	5.6	676.3	676			
				PH	SADLER	3.8	681.9	682			
	9.30 PM			PH-R	WHITESBORO	36.0	685.7	688	WO	8.00AM to 4.00PM 10.00PM to 6.00AM	8.00AM to 4.00PM 10.00PM to 6.00AM
					End Two Main Tracks						
				PH-R	DENTON	35.3	721.7	722	CN	7.30AM to 3.30PM 4.30PM to 12.30AM	7.30AM to 3.30PM 4.30PM to 12.30AM
				PH	FORT WORTH	0.1	757.0	757	NY	Continuous	Continuous
					T.&P. Crossing	0.3	757.1				
					End Two Main Tracks	1.1	757.4				
					End Two Main Tracks						
	1.30 AM 2.30 AM			PH-R-RY	NEY	0.9	758.5	759	KN	* 8.30PM to 5.30AM	* 8.30PM to 5.30AM
				PH	T.&N.O. Crossing	4.9	759.4				
	2.39			PH	LYTLE	6.9	764.3				
	2.49			PH	BURLESON	6.4	771.2	771	BU	* 7.45AM to 4.45PM	
	3.00			PH	EGAN	6.4	777.6	778			
				PH	G.C.&S.F. Crossing ALVARADO	8.2	784.0	784			
	3.15			PH-R	GRANDVIEW	8.1	793.2	793	GW	* 7.45AM to 4.45PM	
	3.35			PH	ITASCA	10.3	801.3	801	SE	* 7.45AM to 4.45PM	
	3.51			PH	DALLAS JUNCTION	0.3	811.6				
11.50 AM	4.12	11.38 PM	10.51 AM	PH-R	HILLSBORO	1.1	811.9	812	HB	* 8.30AM to 5.30PM	(Saturday only) * 8.30AM to 5.30PM
11.52	4.22	12.12 AM	10.53	PH	WINSLOW	8.5	913.0	813			
11.55 AM	4.30	12.16	10.57	PH	ABBOTT	5.9	821.5	821			
12.05 PM	4.50	12.26	11.07	PH	WEST	9.0	827.4	827	WS	* 7.45AM to 4.45PM	
12.12	5.05	12.34	11.14	PH	ELM MOTT	5.5	836.4	836			
12.22	5.25	12.46	11.26	PH	CAPHEAD	1.0	841.9				
12.30	5.45	12.55	11.35	PH-R	BELLMEAD	0.7	842.9	843	BJ	* 8.30AM to 5.30 PM	* 8.30AM to 5.30 PM
12.45	6.30 AM			RY	St.L.S.W. Crossing	1.0	843.6				
					St.L.S.W. Crossing	0.3	844.6				
					End Two Main Tracks	0.1	844.9				
					T.&N.O. Crossing	0.5	845.0				
				PH	WACO		845.5	846	WC	Continuous	Continuous
41	53	5	1			184.6				* 1 Hour for Lunch	* 1 Hour for Lunch
.55	10.20	1.37	1.04			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	South
Lewisville..... K-15	15.1	24	Both
Carrollton..... K-23	22.9	18-6	Both
S.L.-S.F.-St.L.S.W. Crossing.....		Auto. Interlkg.	
Farmers Branch..... K-25	25.2	17-25	Both
Oldham..... K-29	29.0	51 (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		NORTHWARD			
		No. 33		FIRST CLASS		SECOND CLASS	
		Effective		6	2	42	52
		April 2, 1961		Passenger	Passenger	Manifest Freight	Manifest Freight
				Daily	Daily	Daily	Daily
W-T-S-O-Yard		PH	DENISON				
			0.4				
			End Two Main Tracks				
			0.5				
Dual Control Sw.		PH	McCUNE				
			0.7				
		PH	SUN				
			End Two Main Tracks				
			0.4				
		PH	SHERMAN JCT				
			2.7				
Yard-W-T-S-O-Y		PH-R-RY	RAY			11.30 PM	
			4.7				
17		PH	POTTSBORO				
			6.7				
23	91	PH	HANGER				
			5.8				
4	25	PH	SADLER				
			3.8				
Yard-Y Connection Remote Control Sw.	113	PH-R	WHITESBORO			9.30 PM	
			36.0				
		PH-R	DENTON				
			35.3				
		PH	FORT WORTH				
			0.1				
			T.&P. Crossing				
			0.3				
			End Two Main Tracks				
			1.1				
			End Two Main Tracks				
			1.1				
Yard-W-T-S-O		PH-R-RY	NEY			6.45 PM	
			0.9			6.15 PM	
Auto. Interlg.		PH	T.&N.O. Crossing				
			4.3				
93		PH	LYTLE			5.25	
			6.9				
28		PH	BURLESON			5.10	
			6.4				
7-North	112	PH	EGAN			4.55	
			6.4				
Auto. Interlg. 21-Connection		PH	G.C.&S.F. Crossing				
			9.2				
		PH-R	ALVARADO			4.40	
			9.2				
39-28	109	PH-R	GRANDVIEW			4.22	
			8.1				
Yard	92	PH	ITASCA			4.05	
			10.3				
		PH	DALLAS JUNCTION	4.54 AM	7.11 PM	3.45	4.52 PM
			0.3				
Y-Yard	43	PH-R	HILLSBORO	4.22 ⁵⁵	7.10	3.43	4.50
			1.1				
Yard	138	PH	WINSLOW	4.19	7.08	3.40	4.40
			8.5				
31	111	PH	ABBOTT	4.07	6.58	3.29	4.20
			5.9				
19-32-16	104	PH	WEST	3.57	6.51	3.21	4.05
			9.0				
8-North	101	PH	ELM MOTT	3.43	6.41	3.10	3.45
			8.5				
		PH	CAPHEAD	3.34	6.34	3.03	3.33
			1.0				
Yard-W-S-Y-O-R Connection Crossing Device		PH-R	BELLMEAD			3.00 PM	3.30 PM
		RY	0.7				
			St.L.S.W. Crossing				
			1.0				
			St.L.S.W. Crossing				
			0.3				
			End Two Main Tracks				
			0.1				
Auto. Interlg.			T.&N.O. Crossing				
			0.5				
Auto. Interlg. Yard-W-O Connection		PH	WACO	3.20 AM	6.20 PM		
			0.5				
			184.8				
			Time on Subdivision	1.34	.51	8.30	1.22

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 Tracks, Mix Carrying, etc. as Shown on Other Facilities	SOUTHWARD				Capacity of Sidings	Station Number	Distance from St. Louis	TIME TABLE		Office Call	NORTHWARD				HOURS OF TELEGRAPH SERVICE				
	SECOND CLASS		FIRST CLASS					No. 33			FIRST CLASS		SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays			
	41	53	1	5				6	2		42	52							
	Manifest Freight	Manifest Freight	Passenger	Passenger				Passenger	Passenger		Manifest Freight	Freight							
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily												
Yard-W-S-Y-O	1.00 ⁴¹	8.00 ^{AM}				843	842.0	PH-R-Y. BELLMEAD											
Crossing Device							843.6	St. L.S.W. Crossing											
Auto. Interlg.							844.0	St. L.S.W. Crossing											
							844.9	End Two Main Tracks											
Auto. Interlg.							846	T.&N.O. Crossing											
Yard-W-O	1.15	8.15	12.15 ^{PM}	1.35 ^{PM}		846	845.5	PH WACO	WC	3.00 ^{AM}	5.50 ^{PM}	12.40	4.45	Continuous	Continuous				
	1.25	8.25	12.24 ⁴²	1.43			849.7	PH (End Two Main Tracks) WACO		2.39	5.37	12.24	4.30						
16-South	1.38	8.39	12.36	1.53		858	856.4	PH LORENA		2.29	5.27	12.07 ^{PM}	4.10						
4-North	1.48	8.50	12.45	2.00		860	863.3	PH EDDY		2.22	5.20	11.55 ^{AM}	3.55						
24	1.58	9.01	12.54	2.07		872	873.1	PH TROY		2.15	5.13	11.45	3.40						
Yard-S	2.03	9.06	1.00	2.12		871	875.3	PH BERGER		2.12	5.08	11.38	3.30						
Connection Interlocking (C.T.O.)	2.10	9.15	1.25	2.40		87	880.0	PH-R TEMPLE	JN	1.50	5.00	11.30	3.20	10.00AM to 8.00PM	10.00AM to 8.00PM				
							880.7	G.C.&S.F. Crossing						11.59PM to 7.59AM	11.59PM to 7.59AM				
	2.14	9.20	1.30	2.45		90	881.1	PH COBEL		1.35	4.44	11.24	3.15						
	2.22	9.28	1.40	2.55		883	883.1	PH SMITH		1.28	4.37	11.16	3.10						
12-South	2.28	9.36	1.47	3.02		93	888	PH LITTLE RIVER		1.23	4.32	11.11	3.02						
24-27	2.41	9.50	1.59	3.14		897	896.8	PH HOLLAND		1.13	4.22	11.00	2.20						
Yard	2.50	10.00	2.07	3.22		86	902.8	PH BARTLETT	BR	1.07	4.16	10.53	2.07	7.30AM to 4.30PM					
Yard-Y	2.58	10.10	2.15 ^{PM}	3.40 ^{PM}		No. 1-84 No. 2-106	906	PH-R GRANGER	G	1.00 ^{AM}	4.10 ^{PM}	10.47	1.40	8.00PM to 5.00AM	8.00PM to 5.00AM				
Yard-S-Y-Conn. Auto. Interlg.	3.18	10.32				No. 1-119 No. 2-33	919	PH TAYLOR	JG			10.32	1.10	8.30AM to 5.30PM					
Auto. Interlg.							934.8	T.&N.O. Crossing											
Yard-Connection	3.48	11.05				115	935.0	PH-R ELGIN	J			10.00	12.40	7.30AM to 4.30PM					
	4.15	11.35				91	949	PH PHELAN				9.36	12.12						
40-14	4.25	11.45					954	PH BASTROP	BA			9.27	12.01 ^{AM}	7.00AM to 4.00PM					
	4.34	11.55 ^{AM}				91	958.4	PH HILL				9.19	11.50 ^{AM}						
Yard-W-O-T-S-Y	5.30	2.00 ^{PM}					969	PH-R-RYSMITHVILLE	SM			9.00	8.30	8.00AM to 4.00PM	8.00AM to 4.00PM				
Auto. Interlg. Connection	5.45	2.45					978	PH WEST POINT				8.15	12.35	6.00PM to 2.00AM	6.00PM to 2.00AM				
Yard	6.25	3.35					988	PH-R LAGRANGE	LA			7.53	12.10	8.00AM to 5.00PM	8.00AM to 5.00PM				
Yard	6.28	3.38				83	989	PH L. A. YARD				7.51	12.05 ^{PM}						
	6.38	3.50				89	994	PH HALSTED				7.41	11.55 ^{AM}						
23	6.54	4.10				113	1002	PH FAYETTEVILLE				7.25	11.35						
37-29	7.14	4.30				111	1014	PH NEW ULM	UM			7.02	11.10	8.30PM to 5.30AM					
24	7.32	4.48				111	1024	PH CAT SPRING				6.42	10.45						
Auto. Interlg. Yard-Connection	7.50	5.10				No. 1-58 No. 2-84	1038	PH-R SEALY	ST			6.26	10.20	8.50AM to 2.30PM					
							1048	G.C.&S.F. Crossing											
35	8.15	5.35				84	1047.8	PH BROOKSHIRE	BS			6.07	9.42	8.00AM to 5.00PM					
23-12-10	8.31	5.55				87	1056.0	PH KATY				5.50	9.25	7.30AM to 4.30PM					
18-North	8.52	6.20				143	1066.8	PH ADDICKS				5.30	9.03						
18-South	9.05	6.35				100	1072.8	PH HENNESSEY				5.17	8.50						
Interlocking							1078.0	PH T.&N.O. Crossing	KA					Continuous	Continuous				
Yard-W-O-S-Y	11.45 ^{PM}	10.00 ^{PM}					1079	PH-R EUREKA	KU			5.00 ^{PM}	8.30 ^{AM}	7.00AM to 5.00PM					
Crossing Device							1080.0	T.&N.O. Crossing											
Yard							1084	HOUSTON											
	41	53	1	5			841.0			6	2	42	52	1 hour for lunch	1 hour for lunch				
	10.45	14.00	3.00	3.05				Time on Subdivision		8.00	1.40	8.00	23.00						

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	23 Both
Coupland	927	926.7	30 Both	San Felipe	1038	1038.3	10 South
Dunstan	947	947.0	73 Both	Johnsue	1052	1051.7	Yard Both
Kirtley	974	974.0	16 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

HENRIETTA SUBDIVISION - WHITESBORO TO NORTH YARD

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	WESTWARD			Station Numbers	Distance from St. Louis	TIME TABLE		Office Call	EASTWARD		HOURS OF TELEGRAPH SERVICE		STATIONS AND TRACKS NOT SHOWN ABOVE
	SECOND CLASS		Capacity of Sidings			No. 33			SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays	
	Manifest Freight	Daily				Effective			Manifest Freight	Daily			
Yard-Y Connection	8.45 AM	02	84	888	888.7	PH-R	WHITESBORO	WO	10.15 AM	03	8.00 AM to 4.00 PM 10.00 PM to 8.00 AM	8.00 AM to 4.00 PM 10.00 PM to 8.00 AM	END CONNECTED North 9 East 6 West 47 (Siding) Both 81 (Siding) North 17 Both 20-8 Both 2 West 16-10 East. Mile Post: Woodbine G-693.1, Hope G-697.6, Cook G-699.8, Pagel G-703.2, Lindsay G-706.5, Myra G-712.4, Huggins G-768.8, Jolly G-781.5 Station No: G-7, G-11, G-13, G-17, G-21, G-27, G-77, G-93
Yard-Y-Connection Interlocking	9.30		41	G-13	701.1	PH-R	GAINESVILLE G.C.&S.F. Crossing	GV	9.30				
29-29	10.00		03	G-31	716.3	PH	MUENSTER		8.55				
27	10.20			G-41	738.5	PH	ST JO		8.35				
	10.24		03	G-43	727.3	PH	CREST		8.30				
29-S-7	10.55		07	G-37	742.3	PH-R	NOCONA	NA	8.00		* 7.45 AM to 4.45 PM		
Connection 11-4	11.25 AM		94	G-71	758.3	PH	RINGGOLD		7.30				
Yard Connection	12.01 PM		03	G-86	771.7	PH	HENRIETTA	HB	6.55		* 7.00 AM to 4.00 PM		
Auto. Interlocking					772.1		F.W.D. Crossing						
Not Gated Stop					790.0		F.W.D. Jct. W.V. Crossing						
Yard-W-Y Connection	12.40 PM			G-105	790.3		WICHITA FALLS		6.15 PM				
				G-108	791.1		W.F.&N.W. Jct.						
Yard-W-O-S-T	5.30 PM				791.6	PH-R	NORTH YARD	TD	6.00 AM		* 8.00 AM to 9.00 PM		
	63						105.8		62		* 1 hour for lunch		
	8.45								4.15				

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

SAN ANTONIO SUBDIVISION - GRANGER TO SAN ANTONIO

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD			Station Numbers	Distance from St. Louis	TIME TABLE		Office Call	NORTHWARD			HOURS OF TELEGRAPH SERVICE		STATIONS AND TRACKS NOT SHOWN ABOVE
	SECOND CLASS		Capacity of Sidings			No. 33			FIRST CLASS		SECOND CLASS	Monday Thru Friday	Saturdays, Sundays, Holidays	
	Manifest Freight	Passenger				Effective			Passenger	Manifest Freight	April 2, 1961			
Yard-Y	2.15 PM	3.40 AM	No. 1-84 No. 2-100	908	908.1	PH-R	GRANGER	G	4.10 PM	11.00 AM		* 8.00 PM to 5.00 AM	* 8.00 PM to 5.00 AM	END CONNECTED North 9 North 62 North 1 South 6 Mile Post: M-985.7, M-1012.6, M-1025.6, M-1038.7, M-1051.7 Station No: M-66, M-79, M-89, M-99 Granger M-985.7, Ogren M-79, Longhorn M-89, Dixie M-1025.7, Remount M-1051.7
16	2.35	3.58	84	U-9	917.4	PH	WEIR		3.45	12.43				
151-North-28	2.45	4.07	31	U-16	923.3	PH	GEORGETOWN	GY	3.35	12.35		* 7.45 AM to 4.45 PM		
	2.55	4.19	49	U-21	929.4	PH	HUFF		3.25	12.24				
22-10	3.10	4.32	51	U-30	937.8	PH	PFLUGERVILLE		3.10	12.13				
	3.22	4.42	86	U-36	944.4	PH	SPRINGLE		2.52	12.04 AM				
20-21-North	3.40	4.55	43	U-43	953.4	PH	IGLEHART		2.37	11.52 PM				
	3.41 PM	4.56 AM		U-43	953.7	PH	PERSHING		2.35 PM	11.49 PM				
Yard-W Connection	3.59 PM	5.20 AM		U-47	955.3	PH-R	AUSTIN Congress Ave.	TY	2.25 PM	11.45 PM	7.30 AM to 3.30 PM 2.00 PM to 1.00 AM	7.30 AM to 3.30 PM 5.00 PM to 1.00 AM		
	4.20 PM	5.50 AM					Colorado Bridge		2.24 PM	11.25 PM				
Interlocking	5.00 PM	6.30 AM			964.9	PH	M-K-T JCT	K	1.30 PM	10.50 PM	Continuous	Continuous		
Y	12.10 AM	5.01	84	M-53	965.5	PH	AJAX		1.29	10.49	2.15 PM			
Yard-Connection	12.16	5.03	84	M-53	968.5	PH-R	SAN MARCOS	O	1.18	10.47	2.01	* 8.00 AM to 5.00 PM	* 8.00 AM to 5.00 PM	
	12.28	5.13	81	M-60	969.3	PH	HUNTER		1.07	10.37	1.45			
Yard	12.45	5.28	90		1002.7	PH	N.B. YARD		12.53	10.24	1.25			
Yard-Connection	12.47	5.30	81	M-60	1003.3	PH	NEW BRAUNFELS	NB	12.52	10.22	12.52	* 8.00 AM to 5.00 PM		
Auto. Interlocking					1003.6	PH	Mo.Pac. Crossing							
28-North	1.01	5.42	48	M-77	1010.6	PH	COMAL		12.43	10.12	12.31			
94	1.12	5.53	72	M-83	1018.8	PH	LUXELLO		12.35	10.03	12.20			
28-14-North	1.26	6.06	03	M-91	1024.6	PH	FRATT		12.25	9.52	12.01 PM			
Yard	1.36	6.16	00	M-97	1030.3	PH	TRAVIS		12.18	9.44	11.50 AM			
	1.45	6.20	07	M-100	1032.3	PH	WARDEN		12.15	9.40	11.45			
Crossing Device					1039.1		T.&N.O. Crossing							
Interlocking					1039.5		T.&N.O. Crossing							
Yard-Y-W-O-S	2.00 AM	6.30	81	M-103	1037.5	PH-R	SLOAN	YD	12.08	9.33	11.30 AM	* 7.00 AM to 4.00 PM	* 7.00 AM to 4.00 PM	
Gated Stop					1038.0	PH	T.&N.O. Crossing							
	6.55 PM	8.30 AM		M-104	1038.3	PH	SAN ANTONIO		12.05 PM	9.30 PM				
	73	1	5				130.4		2	6	72	* 1 hour for lunch	* 1 hour for lunch	
	1.50	4.40	4.50						4.05	9.30	2.45			

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-6	5.5	36	Dale	M-28	28.4	46
Rosanky	M-10	10.2	8	Lockhart	M-36	36.4	51 (Siding)
Jordan	M-14	14.3	4	Reedville	M-47	46.8	35
Red Rock	M-20	20.3	12	Ajax	M-52	51.5	Wye

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

WESTERN SUBDIVISION - NORTH YARD TO FORGAN

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD		Capacity of sidings	Station Numbers	Distance from Wichita Falls	TIME TABLE		Office Call	NORTHWARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS					No. 33			SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	91	93				Effective			90	92		
	Daily Except Sunday	Tuesday, Thursday, Saturday				April 2, 1961			Daily Except Sunday	Monday Wednesday Friday		
Yard-W-S-Y-O		5.00AM		304-B	303.6	R	FORGAN 11.0	FO		3.45PM		
		5.35		293-B	292.6		MOCANE 10.7			3.00		
36		6.10		282-B	281.9		KNOWLES 10.9			2.25		
25-14		6.45		271-B	271.0		GATE 15.2	GC		1.50		* 7.30AM to 4.30PM
26		7.30		256-B	255.8		LAVERNE 10.1	NE		1.05		* 7.30AM to 4.30PM
20-19		8.00		246-B	245.7		MAY 15.6			12.20PM		
34		8.30		236-B	235.1		SUPPLY 14.7			11.45AM		
Yard-W-S-Y-O		9.15		221-B	220.4		GUEST 0.5			11.00		
Interlocking (C.T.C.) Yard		9.20			219.9		A.T.&S.F. Crossing 0.3					
		10.20		41	320-B	219.8	WOODWARD 0.3	WA		9.55		* 7.30AM to 4.30PM * (Except Sunday) * 7.30AM to 4.30PM
		11.05		42		219.3	WOODWARD SIDING 13.0			9.50		
22-23		11.40AM		40	206-B	206.3	SHARON 10.7			9.05		
23-18		12.15PM		40	196-B	195.6	VICI 10.4	R	VI	8.30		* 7.30AM to 4.30PM
21		1.05		45	185-B	185.9	CAMARGO 13.7		CA	7.50		* 7.30AM to 4.30PM
20-20		1.35		42	172-B	171.5	LEEDEY 9.3		DY	7.05		* 7.30AM to 4.30PM
20-4				42	162-B	162.2	MOOREWOOD 7.9			6.35		
Gated Connection		2.05				154.3	P.&S.F. Crossing 0.1					
		2.10				153.9	HAMMON JCT. 1.0			6.05		
43-35		2.15		23	153-B	152.7	CITY JCT. 0.5			6.00		
Yard-W-Y	4.00AM	3.15PM				138-B	HAMMON 17.1	HN		5.55		* 7.30AM to 4.30PM
	4.35					136-B	ELK CITY 6.6	R	DK	3.00PM	5.00AM	* 8.00AM to 5.00PM * (Except Sunday) * 8.00AM to 5.00PM
28-17		5.15		42	129-B	129.0	HOCKER 9.2			2.30		
23		6.00		43	120-B	119.8	CARTER 14.4			2.00		
Not Gated, Stop						105-B	BRINKMAN 8.9					
Yard		6.45				90-B	C.R.I.&P. Crossing 0.9		MA	12.45		* 7.30AM to 4.30PM * (Except Sunday) * 7.30AM to 4.30PM
		7.25		40	83-B	83.3	MANGUM 12.1			12.05PM		
Yard-W-O-S-Y		8.00				77-B	MARTHA 6.0			11.45AM		
Not Gated, Stop						76.2	WELON 1.1	PH				
Yard		8.15		51	76-B	75.6	A.T.&S.F. Crossing 0.6	PH-R	AS	11.05		* 7.00AM to 4.00PM * (Except Sunday) * 7.00AM to 4.00PM
Gated, Stop						74.8	ALTUS 0.8					
32		9.00		44	61-B	61.1	S.L.S.F. Crossing 13.7	PH		10.20		
Not Gated, Stop						50.3	TIPTON 10.8					
Yard-Y		9.45 ⁹⁰				50.3	S.L.S.F. Crossing 0.1	PH				
		10.10		65	46-B	46.0	N. FREDERICK JCT. 0.7	PH	PI	9.45 ⁹¹		* 7.30AM to 4.30PM * (Except Sunday) * 7.30AM to 4.30PM
36		10.30		65	41-B	40.9	FREDERICK 0.7	PH				
30-29		11.30AM		86	27-B	27.1	S. FREDERICK JCT. 4.0	PH				
Yard		12.30PM		68	14-B	14.0	KELL 5.1	PH-R	G	7.00		* 7.30AM to 4.30PM * (Except Sunday) * 7.30AM to 4.30PM
Yard-W-T-S-O		2.00PM				1.4	HOLLISTER 19.8	PH	B	5.45		* 7.30AM to 4.30PM * (Except Sunday) * 7.30AM to 4.30PM
							GRANDFIELD 13.1	PH-R	YD	5.00AM		* 6.00AM to 3.00PM
							BURKBURNETT 15.6					
							PH-R-Y NORTH YARD					
		91	93				303.2			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
			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 Mile	TIME TABLE	Office Call	EAST-WARD	HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS				Monday Thru Friday		Saturdays, Sundays, Holidays		
	97 Freight								
	Daily Ex. Saturday								
	No. 33 Effective April 2, 1961								
Yard-W-S-Y-O	7.00PM		843	2.8	PH-R-BY ... BELLMEAD.....	BJ	1.00PM	* 8.30AM to 5.30PM	* 8.30AM to 5.30PM
	7.40	4	16-A	16.4	13.8 WIGGINS.....		10.20AM		
	7.59	25	24-A	23.7	7.3 AQUILLA.....		9.59		
7-7	8.30		34-A	33.9	10.2 WHITNEY.....		9.30		
Auto. Interlg. 18	9.20	45	54-A	53.9	20.0 } G.C.&S.F. Crossing { MORGAN.....		8.41		
14-7	9.45	55	63-A	63.4	9.5 WALNUT SPRINGS.....		8.18		(Except Sunday)
30-4-24	10.40	36	85-A	84.6	21.2 R HICO.....	HN	7.27	* 7.00AM to 4.00PM	* 7.00AM to 4.00PM
Interlocking (C.T.C.)				105.8	21.0 G.C.&S.F. Crossing				(Except Sunday)
Yard	11.30PM	49	106-A	105.9	0.3 DUBLIN.....	DU	6.35	* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
Yard	12.01AM		119-A	119.1	13.2 R DELEON.....	DN	6.00	* 7.00AM to 4.00PM	* 7.00AM to 4.00PM
	12.20				5.5 RUCKER.....		5.45		(Except Sunday)
	12.35	37	125-A	124.6	5.4 GORMAN.....	GP	5.15	* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
21-17	12.50	18	130-A	130.0	10.2 CARBON.....		4.50		(Except Sunday)
12-East	1.15		140-A	140.2	4.1 MANGUM.....		4.40		(Except Sunday)
	1.25	53	144-A	144.3	10.4 CISCO.....	D	4.15	* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
Y-S-Yard	1.55		155-A	154.7	0.1 T.&P. Crossing				(Except Sunday)
Interlocking (C.T.C.)				154.8	6.1 RUFUS.....		3.59		
	2.40 ⁹⁸	40	161-A	160.9	MORAN.....		3.20 ⁹⁷		(Except Sunday)
8-12	3.20	33	173-A	173.7	15.3 ALBANY.....	AB	2.42	* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
23-40	3.59	39	188-A	188.0	10.5 ACAMPO.....		2.17		
	4.25	11	199-A	198.5	4.7 BUD MATTHEWS.....		2.05		
	4.40	28	203-A	203.2	9.1 LUEDERS.....	RD	1.40	* 8.00AM to 5.00PM	
18-8	5.05	15	212-A	212.3	7.0 AVOCA.....		1.20		
	5.25	27	219-A	219.3	6.9 W.V. Crossing				(Saturday Only)
Not Gated. Stop				226.2	0.1 R STAMFORD.....	DF	1.00AM	* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
Yard-O-Y-S	6.00AM	42	226-A	226.3	3.0 W.V. Crossing				(Except Sunday)
Not Gated. Stop				229.3	15.9 G.C.&S.F. Crossing				(Except Sunday)
Gated. Stop				245.2	1.1 HAMLIN.....	HA		* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
Yard			246-A	246.3	22.2 ROTAN.....	NA		* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
Yard			269-A	268.5					
	97				265.7		96	* 1 Hour for Lunch	* 1 Hour for Lunch
	11.00				Time on Subdivision		12.00		

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
Comyn.....	113-A	113.3	17-60	Wye
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	UNITS NUMBERED	Equipped For MU Control	Geared For Maximum Speed
D-1	25	51 A-C to 63 A-C incl.	Yes	85
D-2	47	1 to 11 incl., 15, 17, 20 to 32 incl., 34, 38, 42	Yes	65
		1201, 1203, 1205, 1207 to 1209 incl., 1211 to 1215 incl., 1226, 1227, 14, 16, 18, 19, 36	No	65
D-3	12	78 A-C to 81 A-C incl., 78 B-D-E-F	Yes	77
D-4	62	64 A to H, 65 A to H, 66 A-C to 77 A-C incl., 75 B-D-E-F, 82 A-C to 90 A-C incl., 226 C, 332 A-C	Yes	65
D-5	33	91 to 123 incl., 1524	Yes	65
D-6	1	148	No	65
D-6	37	124 to 147 incl., 149 to 161 incl., 1573	Yes	65
Total	217			

Diesel Units Equipped With Boiler	Diesel Units With Steam Pipe But No Boiler or Steam Conduit
51 A-C to 63 A-C incl. 78 A-C to 81 A-C incl. 78 B-D-E-F	64 A to H, 65 A to H, 66 A-C to 77 A-C incl. 75 B-D-E-F, 82 A-C to 90 A-C incl. 226 C, 332 A-C

SPEED TABLE

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

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage	31
Baggage-Mail	16
Mail	3
Mail Storage	10
Chair	31
Coach	5
Chair-Lounge-Buffer	2
Lounge	2
Diner	5
Sleeper	21
Observation-Lounge-Sleeper	1
Business	3
Total	130

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car No.	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
6	5½x10	253,500	152,500	100,000
7	5x9	204,000	139,400	65,000
175, 177	5x9	198,000	138,000	60,000
178	5x9	199,920	144,920	55,000
179, 182-185	5x9	200,535	140,535	60,000
187	5½x10	192,000	132,000	60,000
188, 189, 191	5x9	193,400	133,400	60,000
2650-2655				
2657, 2660,				
2662-2664	5x9	195,700	135,700	60,000
216, 217	5x9	172,400	125,400	47,000
226, 235	5x9	196,900	136,900	60,000
252, 254	5x9	198,900	138,900	60,000

COOPER'S RATING OF MKT UNITS

D-1	E-45
D-2	E-46
D-3	E-46
D-4	E-42
D-5	E-47
D-6	E-45

WEIGHT OF EMPTY PASSENGER CARS

Class	Numbers	Length in Feet	Tons
Baggage	6-7	82	70
"	175, 177-179,		
"	182-185, 187-189, 191	73	69
"	2650-2655, 2657,		
"	2660, 2662-2664	73	69
"	216, 217	64	63
"	226, 235	74	68
"	252-254	73	69
Baggage-Mail	218-224, 227-234	74	68
"	1000	73	55
Mail	30, 31, 2900	64	66
Mail-Storage	50	64	60
"	11	54	32
"	201, 203-209	81	68
Chair	901, 903-913,		
"	915-925 AC	81	81
"	1200, 1201 AC	85	63
"	1202-R AC	85	66
"	1203-1207 AC	85	68
Coach	641-645 AC	81	90
Chair-Lounge-Buffer	1300, 1301 AC	85	66
Lounge	495 AC	82	91
"	496 AC	82	83
Diner	1, 3, 437 AC	81	92
"	1100 AC	85	68
"	2 AC	85	75
Sleeper	1500-1506 AC	85	70
"	(Clover) Glade,		
"	Meadow, Brook AC	84	92
"	Keightley AC	82	86
"	Lake Jessie AC	83	89
"	McCallsburg AC	83	88
"	Kimbell AC	83	87
"	McInnis AC	83	88
"	McKeever AC	83	87
"	McMasterville AC	83	87
"	Parsons AC	82	86
"	San Antonio AC	82	86
"	Sunnyside AC	83	88
"	Whitehead AC	82	88
Observation-Lounge-Sleeper	1400 AC	85	66
Business Car	400 AC	84	101
"	401 AC	82	99
"	403 AC	80	98

TONNAGE RATINGS - SOUTHERN DIVISION

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

NOTE: Mo. Pac. rating applies Ajax to Colorado Bridge

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, except as provided in NOTE below.

Except in train consisting entirely of placarded loaded tank cars and as otherwise provided below, 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; when length of train will not permit, or when handled in freight train engaged in pickup or setoff service, shall not be nearer than the 2nd car from engine, occupied caboose or passenger car.

NOTE: In freight or mixed trains, cars placarded "Explosives" or "Poison Gas" or both or placarded "Flammable Poison Gas" when accompanied by cars carrying guards or gas handling crews, shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when such car is equipped with a lighted heater or stove it shall be the fourth car behind a car or cars requiring "Explosive" placards.

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

Cars placarded "Explosives" or loaded tank cars placarded "Dangerous" must not be handled next to engine or occupied caboose (except when train con-

sists only of placarded loaded tank cars); next to occupied passenger or combination car, except as provided in NOTE above, wooden underframe cars; loaded flat cars (except cars carrying trailers or containers placarded "Explosives" may be coupled to each other); (placarded loaded tank cars may be handled next to specially equipped cars in trailer-on-flat-car service or flat cars loaded with trucks or trailer bodies which are secured by means of a device designed and permanently installed for that purpose and of a type generally accepted for handling in interchange between railroads); (flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars); open-top car when any of lading extending above car ends is 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.

Cars containing explosives, Class A; poison gases or liquids, Class A or flammable poison gas and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains except as provided in NOTE above.

Cars containing "Dangerous Radio-Active Material" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

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 Railroad Company CONSOLIDATED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTH OR WEST BOUND							Distance from Kansas City	TIMETABLE No. 33 Effective April 2, 1961	Distance from St. Louis	NORTH OR EAST BOUND					
FREIGHT TRAINS					PASSENGER TRAINS					PASSENGER TRAINS		FREIGHT TRAINS			
75	51	53	43	41	5	1				2	6	42	44	50	52
Lv. 3.30AM		Lv. 7.00PM												Ar. 4.45AM	Ar. 10.00PM
			Lv. 9.30PM	Lv. 5.30PM	Lv. 8.25AM	Lv. 10.00PM									
Ar. 8.00PM	Lv. 4.30PM	Ar. 8.00AM Lv. 9.30AM	Ar. 2.00AM	Ar. 9.20PM Lv. 9.55PM	Ar. 11.30AM Lv. 11.45AM	Ar. 12.40AM Lv. 12.50AM	136.9			Ar. 8.20AM	Ar. 9.30PM	Ar. 4.45PM	Ar. 8.00AM		
	Ar. 11.50PM Lv. 1.30AM						245.2							Lv. 7.30PM Ar. 12.01AM	Lv. 12.30PM Ar. 6.00AM
61	Ar. 6.00AM						343.9							Lv. 8.00PM	60
		Lv. 11.08AM		Lv. 10.58PM	Lv. 1.02PM	Lv. 1.49AM	189.2								Lv. 2.15AM
Lv. 9.00AM				Ar. 6.00AM			295.9								
Ar. 11.30AM		Ar. 1.00PM Lv. 1.30PM		Ar. 12.15AM Lv. 12.25AM	Ar. 2.30PM Lv. 2.40PM	Ar. 3.05AM Lv. 3.20AM	253.3			Lv. 3.05AM Ar. 2.50AM	Lv. 2.55PM Ar. 2.40PM	Lv. 7.01AM Ar. 6.20AM		Lv. 11.00PM Ar. 9.30PM	Lv. 3.00AM
		63	Lv. 3.35PM	Lv. 1.55AM	Lv. 4.09PM	Lv. 4.45AM	315.2			Lv. 1.42AM	Lv. 1.20PM	Lv. 4.01AM		62	Lv. 6.20PM
	Lv. 7.30AM	Ar. 7.00PM Lv. 8.10PM	Lv. 8.00PM	Ar. 4.25AM Lv. 4.50AM	Ar. 6.15PM Lv. 6.30PM	Ar. 6.20AM Lv. 6.35AM	411.1			Lv. 12.05AM Ar. 11.50PM	Lv. 11.10AM Ar. 10.40AM	Lv. 1.00AM Ar. 11.30PM	Ar. 10.00PM	Ar. 4.00PM	Lv. 2.30PM Ar. 6.00AM
	Lv. 8.45AM	Lv. 9.30PM					435.9							Lv. 10.15AM	
	Ar. 5.30PM						540.4							Lv. 6.00AM	
			Lv. 10.10PM	Lv. 7.04AM	Lv. 7.56PM	Lv. 7.40AM	463.2			Lv. 10.36PM	Lv. 9.00AM			Lv. 7.00PM	Lv. 3.00AM
			Ar. 2.00AM	Ar. 9.55AM Lv. 10.10AM	Ar. 9.45PM Lv. 10.15PM	Ar. 9.10AM Lv. 9.30AM	517.5			Lv. 9.06PM Ar. 8.42PM	Lv. 7.25AM Ar. 7.00AM			Lv. 4.45PM	Lv. 10.30PM Ar. 7.30PM
		Ar. 1.30AM Lv. 2.30AM					507.2					Lv. 6.45PM Ar. 6.15PM			
	Lv. 4.22AM			Lv. 11.62AM	Lv. 12.12AM	Lv. 10.53AM	562.1			Lv. 7.10PM	Lv. 4.32AM	Lv. 2.43PM			Lv. 4.50PM
	Ar. 6.30AM Lv. 8.00AM			Ar. 12.45PM Lv. 1.00PM	Ar. 1.16AM Lv. 1.35AM	Ar. 11.55AM Lv. 12.15PM	595.7			Lv. 6.20PM Ar. 5.50PM	Lv. 3.20AM Ar. 3.00AM	Lv. 3.00PM Ar. 1.00PM			Lv. 3.30PM Ar. 7.30AM
	Lv. 10.10AM			Lv. 2.58PM	Lv. 3.40AM	Lv. 2.15PM	658.3			Lv. 4.10PM	Lv. 1.00AM	Lv. 10.47AM			Lv. 1.40AM
	Ar. 2.30PM				Ar. 5.20AM Lv. 5.50AM	Ar. 5.59PM Lv. 4.20PM	705.7			Lv. 2.25PM Ar. 2.14PM	Lv. 11.45PM Ar. 11.25PM	Lv. 7.00AM			
	Ar. 2.00PM Lv. 2.45PM			Ar. 5.30PM Lv. 5.45PM			719.6					Lv. 9.00AM Ar. 8.30AM			Lv. 11.30PM Ar. 2.45PM
				Ar. 2.00AM	Ar. 8.30AM	Ar. 6.55PM	766.7			Lv. 12.05PM	Lv. 9.30PM				Lv. 11.30AM
	Ar. 10.00PM			Ar. 11.45PM Lv. 2.00AM			834.1					Lv. 5.00AM Ar. 1.00AM			Lv. 8.30AM
				Ar. 4.30AM			884.2					Lv. 10.00PM			

OFFICIAL WATCH INSPECTORS

American Railroad Time Service, Arcade Building, 612 Olive St., St. Louis 1, Mo.

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

Altus, Okla.....	GREEN'S JEWELRY CO.	Greenville, Tex.....	TAYLOR BROS.
Austin, Tex.....	E. R. CARPENTER, JEWELER 203 West 7th St.	Hillsboro, Tex.....	T. B. BOND
Bellmead, Tex.....	JACK BOND 9010 Bellmead Drive	Houston, Tex.....	Houston WATCH CO. 911 Franklin Ave.
Dallas, Tex.....	ZALES JEWELRY CO. 134 West Jefferson	Houston, Tex.....	BILLING'S JEWELRY CO. 1025 North Shepherd
Dallas, Tex.....	ZALE JEWELRY CO. 1606 Main St.	New Braunfels, Tex.....	OLIVER JEWELRY CO.
Dallas, Tex.....	ACE JEWELERS 5442 East Grand	San Antonio, Tex.....	GILDEMEISTER'S 122 Broadway
DeLeon, Tex.....	ELSA PERRY	San Antonio, Tex.....	OLIVER JEWELRY CO. 1009 Rittman Road
Denison, Tex.....	ROCKWELL'S JEWELRY STORE	Smithville, Tex.....	C. E. RAGSDALE
Elk City, Okla.....	DAMRON JEWELERS	Smithville, Tex.....	GIESE'S JEWELRY CO.
Fort Worth, Okla.....	BILL ADAMS, JEWELERS	Stamford, Tex.....	HOLMES JEWELRY CO.
Fort Worth, Tex.....	WHEELER'S JEWELERS 1708 8th Ave.	Waco, Tex.....	LEONARD STUDER 814 Austin Ave.
Gainesville, Tex.....	BROWNING'S JEWELRY STORE 116 North Commerce	Waco, Tex.....	LEE JEWELRY AND WATCH SHOP 524 Austin Ave.
Galveston, Tex.....	MICHAEL JEWELRY CO. 2128 East Office St.	Waxahachie, Tex.....	MAXWELL JEWELRY CO.
		Wichita Falls, Tex.....	C. E. PFEIFER 704 Scott St.
		Woodward, Okla.....	NORTHROP JEWELRY CO.

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.

