

SUBDIVISIONS

DALLAS —	
Ray to Dallas Junction.....	176.0 Miles
FORT WORTH —	
Denison to Bellmead.....	182.0 Miles
HENRIETTA —	
Whitesboro to North Yard.....	105.9 Miles
DENTON —	
Denton to Deny.....	36.3 Miles
SHERMAN —	
Sherman Jct. to Sherman.....	9.1 Miles
WESTERN —	
North Yard to Forgan.....	302.2 Miles
ROTAN —	
Bellmead to Rotan.....	265.7 Miles
TEXAS —	
Bellmead to Houston.....	241.3 Miles
AUSTIN —	
Granger to Austin.....	47.4 Miles
SAN ANTONIO —	
Taylor to San Antonio.....	117.6 Miles
LOCKHART —	
Smithville to Ajax.....	51.5 Miles
Total	1535.0 Miles

SAFETY
Is of
FIRST IMPORTANCE
in the
DISCHARGE OF DUTY

ASSISTANT SUPERINTENDENT

C. W. Robbins.....Wichita Falls, Tex.

TRAINMASTERS

L. M. Seifert.....Smithville, Tex.
M. D. Woodroof.....Denison, Tex.
C. A. Cassidy.....Denison, Tex.
W. E. Dusenberry.....Denison, Tex.
R. E. Berglund.....Denison, Tex.
J. D. Harvey.....Denison, Tex.
D. D. Doyle.....Denison, Tex.

CHIEF DISPATCHERS

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

DISPATCHERS

J. H. Crane	H. C. Pagel
A. P. Schimmel	W. M. O'Dell
L. A. Volcik	C. Clark
J. D. Cupp	R. R. Holden
G. E. Canaday	J. R. Nash
H. F. Carter	
R. R. McCrery	

M-K-T R.R. CO.

SOUTHERN DIVISION

TIME TABLE

No.

2

Effective At 12:01 A.M.
Sunday, September 12, 1965

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

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

O. C. PUTSCHE,
Superintendent
Denison, Texas

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

R. B. GEORGE,
General Superintendent
Denison, Texas

T. S. CARTER,
Vice President — Operations
Dallas, Texas

SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE		LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains		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.			Between Cat Spring and Brookshire.....	50	40
MAXIMUM SPEED MPH —			Between Brookshire and S.P.Co. Crossing Eureka	45	35
DIESEL OPERATION:			Except: Wirt street MP 1076.....	20	20
Between Staley and MP 656.2.....	30	25	Between MP 1077 pole 17 and pole 27.....	20	20
Between MP 656.2 and Denison.....	45	30	Between S.P.Co. Crossing Eureka to Houston.....	20	20
Except: Over puzzle switch north of Denison passenger station.....	15	15	Between Smithville and MP M-21.....	30	25
Denison, over street crossings.....	20	20	Between MP M-21 and Lockhart.....	20	20
Between Staley and Ray, freight main track.....	30	30	Except: Lockhart, over street crossings.....	10	10
Except: Between MP Q-657 and Q-660.....	20	20	Between Lockhart and Ajax.....	15	15
Denison, over street crossings.....	20	20	Between Ajax and MP M-999.7.....	45	35
Between Lamar and McCune.....	20	20	Between MP M-999.7 and MP M-1034.....	60	40
Between Denison and MP D-662.1.....	20	20	Except: Between MP M-1025 pole 26 and MP M-1027.....	25	25
Between MP D-662.1 and D-665.5.....	45	35	Between MP M-1034 and MP M-1036.1.....	45	35
Between MP D-665.5 and Royse City.....	60	45	Between MP M-1036.1 and MP M-1038.....	20	20
Except: Whitewright, over street crossings.....	30	30	Between MP M-1038 and MP M-1038.5.....	10	10
Trenton, over street crossings.....	40	30	Between Sherman Jct. and MP P-671.6.....	20	20
From first street crossing north passenger station, Greenville, to Hunt.....	20	20	Except: Between MP P-667 pole 8 and MP P-670 pole 13.....	10	10
Royse City, over street crossings.....	30	30	Between MP P-671.6 and Sherman.....	30	30
Between Royse City and Atkins.....	45	30	Except: Sherman, over street crossing, Pecan to King Street, inclusive.....		Flag Crossing
Except: Around first curve north of GC&SF crossing, Garland.....	30	30	Between Whitesboro and Wichita Falls.....	40	30
Garland, through city limits.....	30	30	Except: Whitesboro, over Highway 10.....	20	20
Dallas, through city limits.....	35	30	On siding.....	5	5
Between Atkins and Dallas Yard.....	20	20	Gainesville, over street crossings.....	10	10
Except: Highland Park, over Cole, Knox, Airline Road and Mockingbird Lane Street.....	10	10	Nocona, over street crossings.....	10	10
Dallas Yard, over Houston Street and McKinney Ave.....	10	10	Wichita Falls, within city limits.....	15	15
Between MP D-768.9 and Endot.....	Restricted Speed		Wichita Falls, over 7th and Iowa Park Streets.....	8	8
Except: Over Moveable point crossing frog just north Endot.....	25	25	Between North Yard and Forgan.....	15	15
Between Endot and M-K-T Junction.....	75	45	Except: Wichita Falls, within city limits.....	15	15
Except: Dallas, through city limits.....	35	35	North Yard, over Jefferson Street.....	5	5
Red Oak, over street crossings.....	40	40	Burkburnett over crossings north and south of station.....	8	8
Waxahachie, over street crossings.....	20	20	Altus, between Main and Blaine Streets, inclusive.....	8	8
Between M-K-T Junction and Dallas Junction.....	50	35	Elk City, over Main Street.....	8	8
Except: Waxahachie, over street crossings.....	20	20	Forgan, over Main Street.....	8	8
Italy, over street crossings.....	30	30	Between Denton and MP K-738.....	25	25
Through turnout, Dallas Junction.....	20	20	Except: West leg of Wye, Denton.....	10	10
Hillsboro, over street crossings.....	18	18	MP K-735.5, street crossing.....	10	10
Between Denison and MP 660.3 Ray.....	20	20	Between MP K-738 and K-750.....	15	15
Except: Through turnouts, Sun and McCune.....	15	15	Except: Farmers Branch, through city limits.....	10	10
Denison, over Morton Street.....	15	15	Over street crossings.....	5	5
Between MP 662.9, Ray, and Pottsboro.....	30	30	Between MP K-750 and Deny.....	25	25
Except: Perrin Field Spur Track.....	10	10	Except: MP K-752 pole 17, Shore Crest Drive.....	15	15
Through turnouts, both ends of Two Main Tracks, Pottsboro.....	15	15	Dallas, over Harry Hines Blvd.....	10	10
On southward track, Pottsboro.....	20	20	Over Maple Ave., Hawes St., and Inwood Road.....	15	15
Between Pottsboro and Whitesboro.....	60	50	Between Bellmead and MP 234-A.....	25	25
Except: Between MP 672 and MP 673.....	10	10	Except: Gorman, over two crossings east of station.....	10	10
Between Ft. Worth and MP 762.8.....	20	15	Cisco, over West 6th Street.....	10	10
Except: Through turnouts, both ends Two Main Tracks.....	15	15	Albany, over crossing east of station.....	10	10
Between MP 762.8 and Dallas Junction.....	50	40	Between MP 234-A and Rotan.....	15	15
Except: Grandview, over first crossing south of station.....	30	30	Except: Over all bridges between Hamlin and Rotan, when handling 70-ton coal and hopper cars.....		10
Between Dallas Junction and south end siding, Winslow.....	18	18	Highway 92 crossing MP 247-A plus 13 poles, Highway 70 crossing MP 264-A plus 18 poles and Highway 70 crossing MP 268-A plus 4 poles: Stop, place burning fusee each side of track before moving over crossing.....		
Between Winslow, south end siding, and Caphead.....	55	45	Between Granger and Pershing.....	25	25
Except: West, over street crossings.....	30	30	Except: Through turnout, Jct. Switch Granger.....	20	20
Between Caphead and MP 847.4.....	20	20	Between MP U-911 pole 35 and MP U-911 pole 38.....	20	20
Between MP 847.4 and Bass.....	40	25	Over Highway 81 crossing Georgetown connection.....	6	6
Except: Through turnout, end Two Main Tracks, Bass.....	30	20			
Between Bass and Hewitt.....	50	30			
Between Hewitt and Elgin.....	50	45			
Except: Temple, over street crossings.....	18	18			
Elgin, through city limits.....	20	20			
Between Elgin and Cat Spring.....	45	30			
Except: Over Highway 95, Smithville.....	15	15			

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
MISCELLANEOUS:		
All trains and engines operating through turnouts (except where other restrictions require slower speed)	20	15
Except: Through turnouts on Sherman, Denton and Western Subdivisions, End Two Main Tracks, Endot	10 30	10 20
During snow storms and fog, all freight trains will stop and inspect their train every 60 miles.		
TRAINS HANDLING:		
Steam derricks, pile driver, ditchers or cranes on their own wheels (except where maximum speed is lower)		30
Derricks X-255 and X-256, (Cooper's rating E-58), Pile Driver X-1030 (Cooper's rating E-53) Crane X-1020 (Cooper's rating E-28) and Scale test car X-77 (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 Subdivisions, nor the BM&E Railroad. Must be located in train not less than four cars nor more than ten cars from engine. When two of these machines are handled in freight trains, they must be separated by at least six cars.		
When Derricks X-255 and X-256 are operated on tracks other than the main track, on all Subdivisions, timber bridges under those tracks must be inspected before allowing machines to pass over those bridges. If the bridges are constructed with fewer than four stringers per chord, machines will not be permitted to pass over until helper stringers are placed or cribbing placed between bents to reduce the span length. The machines must not be spotted on bridges to handle loads and must not travel across a bridge while carrying a load.		
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.		

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.

ARTICLE 6377 OF REVISED CIVIL STATUTES, STATE OF TEXAS, reads as follows: "In forming passenger train, baggage or freight or merchandise or lumber cars shall not be placed in rear of passenger cars and if they are or any of them shall be so placed and any accident happens to life or limb, the officer or agent who so directed or knowingly suffers such an arrangement and the conductor or engineer of the train shall each be held guilty of intentionally causing the injury and be punished accordingly. Provided however, that this article shall not apply where railroad trains are carrying only personnel and equipment in connection with military or naval personnel."

MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	M.P.	At or Near Station	Not to Exceed MPH	
			Passenger	Freight
S.P.Co.	D-661.6	Lamar	Restricted	Speed
T&P Ry.	D-674.3	Bells	35	20
StLSW Ry.	D-714.3	Hunt	30 MPH between Absolute Signals	
StLSW Ry.	843.6	Bellmead	Restricted Speed	
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
S.P.Co.	1080.8	Eureka	15	15
S.P.Co.	1084.2	Houston	10 MPH between Absolute Signals.	
S.P.Co.	M-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.	
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 Jct.	Restricted Speed not exceeding 15 MPH. Gate normally against P&SF.	
AT&SF R.R.	219.9-B	Woodward	8 MPH between Approach Signals	
SL-SF R.R.) StLSW Ry.)	K-744.6	Carrollton	15 MPH 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.	

RAILROAD COMPANY MEDICAL STAFF

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

		Office	Residence	Exchange
Austin, Tex.	Dr. B. J. Smith	GL 3-7356	GL 2-0548	GR 6-2616
Dallas, Tex.	4910 Interregional Highway Dr. Loyd W. Conyers	RI 8-7627	DA 7-8347	LA 8-6125
Denison, Tex.	514 Medical Arts Bldg.	HO 5-5005	HO 5-6366	
Elk City, Okla.	Dr. W. D. Blassingame	CA 5-1263	CA 5-1593	
Ft. Worth, Tex.	Dr. William G. Husband, Jr.	ED 5-1243	PE 2-1905	WA 4-4231
	Dr. Fred B. Aurin			
	1216 Pennsylvania Ave. (For injuries only)			
Ft. Worth, Tex.	Dr. C. B. Bruner	AX 2-2550	JE 4-2466	WA 4-4231
	3851 Southwest Loop			
Houston, Tex.	Dr. Price C. Campbell	JA 2-2523	MO 5-6000	JA 2-2523
	Hermann Professional Bldg.			
San Antonio, Tex.	Dr. Walter Walthall	CA 7-3339	TA 6-0526	CA 6-3336
	1114 South Texas Bldg.			
Smithville, Tex.	Dr. J. D. Stephens	AD 7-2463		
Stamford, Tex.	Dr. George E. Pryor, Jr.	PR 3-2745	PR 3-2188	
Waco, Tex.	Dr. Paul C. Murphy	PL 5-2502	PL 2-2644	
	2320 Columbus Ave.			
Wichita Falls, Tex.	Dr. D. Clifford Burross	692-2024	692-2577	
	4111 Call Field Road			
Wichita Falls, Tex.	Dr. Kenneth H. Deets	692-2024	692-0423	
	4111 Call Field Road			

DALLAS SUBDIVISION - RAY TO DALLAS JUNCTION

SOUTHWARD					TIME TABLE No. 2 Effective September 12, 1965	Disances from St. Louis	Station Numbers	Office Call	HOURS OF TELEGRAPH SERVICE	
SECOND CLASS				FIRST CLASS					Monday Thru Friday	Saturdays, Sundays, Holidays
55 Freight Daily	775 F.W.D. Freight Daily	779 C.R.I.&P. Freight Daily	1 Freight Daily	813 F.W.D. Passenger Daily						
9.15 PM			12.45 AM		PH-R-RY RAY		RA	Continuous	Continuous	
9.35PM			1.05AM		PH McCUNE	660.9	661	WD	6.00AM to 2.00PM 4.30PM to 12.30AM	6.00AM to 2.00PM 4.30PM to 12.30AM
9.40			1.10		PH { S.P. Co. Crossing LAMAR	661.6				
9.54			1.22		PH { PENLAND	668.7				
					PH { T.&P. Crossing BELLS	674.3	D-13			
					PH { WHITEWRIGHT	681.3	D-20			
10.21 ⁶			1.49		PH TRENTON	688.1	D-27			
					PH LEONARD	694.6	D-34			
					PH { G.C.&S.F. Crossing CELESTE	701.2	D-40			
10.48			2.16		PH KELLOGG	707.5				
10.56			2.24		PH GREENVILLE	713.0	D-52			
10.59			2.27		PH-R HUNT	714.0	D-53	A	10.30PM to 2.30PM	10.30PM to 2.30PM (Except continuous on Sunday)
					St.L.S.W. Crossing	714.3				
11.02			2.30		PH MELTON	715.6				
					PH CADDO MILLS	721.6	D-61			
11.39PM			3.07		PH ROYSE CITY	730.3	D-69			
12.02AM			3.30		PH ROCKWALL	738.7	D-78	RC	*7.00AM to 4.00PM	
					PH ELLIS	750.0				
					G.C.&S.F. Crossing	750.7				
12.04			3.32		PH-R GARLAND	750.9	D-90	GC	6.30AM to 2.30PM 3.00PM to 11.00PM	(Saturday Only) 6.30AM to 2.30PM 3.00PM to 11.00PM
12.08			3.36		PH KREM	752.9	D-89			
12.11			3.39		PH BETHARD	754.1				
12.26			3.54		PH ATKINS	761.4				
					PH DENY	766.2				
2.00AM			5.00AM 5:45 AM		PH-R-RY DALLAS YARD	766.9	D-106	DY	Continuous	Continuous
					End Un.Term.Co. Tracks					
					U.T.-T.&P. Crossing	767.0				
					PH DALLAS	767.3		UT	6.30AM to 2.30PM 4.15PM to 12.15AM	6.30AM to 2.30PM 4.15PM to 12.15AM
					End Un.Term.Co. Tracks	768.9				
					G.C.&S.F. Crossing (Tower 19)					
					C.R.I.&P. Jct.					
					PH ENDOT	769.3				
					End Two Main Tracks					
					PH SARGENT	770.8	D-110			
					PH LANCASTER	781.7	D-121	CA	*7.30AM to 4.30PM	
					PH ELVA	787.0				
					PH STERRETT	791.2	D-134			
					PH S.P.Co. Crossing	796.6				
					PH M-K-T JUNCTION	797.5				
					PH-R WAXAHACHIE	788.1	D-137	HC	Continuous	Continuous
					PH ITALY	813.1	D-152			
					PH MILFORD	818.3	D-157			
					PH DALLAS JUNCTION	832.9				
55	775	779	1	813	176.0				*1 Hour for Lunch	*1 Hour for Lunch
4.45	.50	.40	6.52	.35	Time on Subdivision					

Sherman T&P Crossing
 Standard T&P Crossing
 STATION NUMBER P-8
 SHERMAN SUBDIVISION — STATIONS
 OFFICE CALL P-11
 MILES FROM SHERMAN JCT. SN
 6.0
 8.9
 9.1
 CAPACITY 5
 Stop. Gate across main track only. Yard
 END CONNECTED Both
 HOURS OF TELEGRAPH SERVICE
 * 8.00AM to 5.00PM
 * Monday through Friday

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

DALLAS SUBDIVISION - DALLAS JUNCTION TO RAY

Capacity of Other Trains, RR Crossing Protection and Other Facilities	Capacity of Sidings	TIME TABLE No. 2 Effective September 12, 1965	NORTHWARD				
			FIRST CLASS	SECOND CLASS			
			814 P.W.D. Passenger Daily	776 F.W.D. Freight Daily	6 Freight Daily	798 C.R.I.&P. Freight Daily	54 Freight Daily
Yard-W-T-S-O-Y		PH-R-RY RAY 3.9			2.30 AM	2.00 PM	
Yard-W-T-S-O		PH McCUNE DENISON 0.7			11.10PM	12.54	
Auto. Interlkg.		PH { S.P.Co. Crossing LAMAR 7.1 }			11.02	12.48	
	117	PH PENLAND 5.6			10.48	12.34	
Auto. Interlkg. 5-South		PH { T.&P. Crossing BELLS 7.0 }					
23-20-16		PH WHITEWRIGHT 6.8					
24	100	PH TRENTON 8.5			10.21 ⁶⁶	12.01PM	
25-8-18		PH LEONARD 6.4					
Auto. Interlkg. Connection-5		PH { G.C.&S.F. Crossing CELESTE 8.3 }					
	90	PH KELLOGG 5.5			9.33	11.35AM	
Yard-W-0		PH GREENVILLE 1.0			9.23	11.25	
Yard-S-Y-Connection		PH-R HUNT 0.3			9.05	11.20	
Auto. Interlkg.		S.L.S.W. Crossing MELTON 1.9			9.00	11.15	
	129	PH CADDO MILLS 8.7					
	30	PH ROYSE CITY 8.4					
22	100	PH ROCKWALL 11.3			8.20	10.35	
31-27	94	PH ELLIS 0.7			7.57	10.12	
Auto. Interlkg.		G.C.&S.F. Crossing GARLAND 2.0			7.55	10.10	
Yard-Connection	54	PH KREM 1.2			7.51	10.06	
	76	PH BETHARD 7.3			7.48	10.03	
	49	PH ATKINS 4.8			7.33	9.48	
	99	PH DENY 0.7					
Yard-W-S-O-Y		PH-R-RY DALLAS YARD End Un.Term.Co. Tracks			7.15PM 4.00 PM	9.30AM	
Interlocking		U.T.-T.&P. Crossing DALLAS 1.6			12.47 PM		
Interlocking		End Un.Term.Co. Tracks G.C.&S.F. Crossing (Tower 19) C.R.I.&P. Jct. ENDOT End Two Main Tracks 1.5			12.39PM	3.51AM	
		SARGENT 10.9			11.33AM	3.30PM	
31		PH LANCASTER 5.3			12.26	3.34	
33-10-4	91	PH ELVA 4.2			12.20	3.26	
8-South	125	PH STERRETT 5.4			12.15	3.15	
Auto. Interlkg.		PH S.P.Co. Crossing M-K-T JUNCTION 0.9			12.07PM	3.06AM	
Dual Control Sw.		PH-R WAXAHACHIE 15.0				10.03	
Yard-Connection	57	PH ITALY 5.2				10.01	
Connection-21-14	60	PH MILFORD 14.6				9.35	
35		DALLAS JUNCTION				9.01AM	
176.0			814	776	6	798	54
Time on Subdivision			.40	.45	17.29	.50	4.30

STATIONS AND TRACKS NOT SHOWN ABOVE

	MILE POST	STATION NO.	CAR CAPACITY	END CONNECTED
Thomas.....	D-71	D-71	15	South
Rowlett.....	D-86	D-133	26	Both
Peeler.....	D-112	D-142	16	North
Red Oak.....	D-127	D-146	2	South
		Service.....		
		Nena.....		
		Forreston.....		
		D-793.5		
		D-802.6		
		D-807.3		
		D-781.6		
		D-746.5		
		D-772.7		
		D-788.0		

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

FORT WORTH SUBDIVISION - DENISON TO BELLMEAD

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD			Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE			Office Calls	NORTHWARD			HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS						No. 2				SECOND CLASS			Monday Thru Friday	Saturdays, Sundays, Holidays
	1	3	5				Effective				4	6	2		
Freight	Freight	Freight	September 12, 1965			Freight	Freight	Freight	Daily	Daily	Daily				
W-T-S-O-Yard					661	660.8	PH DENISON		WD				6.00AM to 2.00PM	6.00AM to 2.00PM	
						661.3	0.4 End Two Main Tracks						4.30PM to 12.30AM	4.30AM to 12.30AM	
						661.8	0.5 PH McCUNE								
						662.5	0.7 PH SUN								
						662.8	0.4 End Two Main Tracks								
						662.8	0.4 PH SHERMAN JCT.								
Yard-W-T-S-O-Y	7.00 AM	10.00 PM			662	662.8	2.7 PH-R-RY RAY		RA	3.00 PM		2.30 AM	Continuous	Continuous	
Yard-North					669	668.9	4.0 PERRIN FIELD								
17					670	669.6	0.7 PH POTTSBORO		JN				* 7.00AM to 4.00PM		
					91	676	676.3 PH HANGER								
4					25	682	681.9 PH SADLER								
Yard-Y Connection Remote Control Sw.	7.35 AM	11.01PM			118	686	685.7 PH-R WHITESBORO		WO	2.00 PM		1:30 AM	Continuous	Continuous	
	9.30 AM	12.01AM			722	721.7	35.3 PH-R DENTON		CN	1.00 PM		12.30 AM	6.00AM to 2.00PM	6.00AM to 2.00PM (Saturday only)	
					757	757.0	0.1 PH FORT WORTH		FC				Continuous	Continuous	
Interlocking						757.1	0.4 T.&P. Crossing								
						757.5	1.0 End Two Main Tracks								
Yard-W-T-S-O	11.15 AM	2.30AM			759	758.5	0.9 PH-R-RY NEY		KN	11.15 AM		10.30 PM	*8.30PM to 5.30AM	*8.30PM to 5.30AM	
Auto. Interlkg.	12.01PM	3.30AM				759.4	4.9 PH S.P.Co. Crossing								
						764.3	6.9 PH LYTLE								
28					771	771.2	6.4 PH BURLESON								
	12.41	4.10			112	777.6	6.4 PH EGAN			9.22		8.28			
Auto. Interlkg. 21-Connection						784	784.0 PH { G.C.&S.F. Crossing ALVARADO }								
39-20	1.11	4.40			109	793.2	8.1 PH GRANDVIEW			8.56		8.02			
Yard						801	801.3 PH ITASCA		SK				* 7.45AM to 4.45PM		
	7.37AM	1.39	5.11			811.6	10.3 PH DALLAS JUNCTION			8.28	9.01	7.31			
Y-Yard	7.38	1.43	5.15		48	812	0.9 PH-R HILLSBORO		HB	8.27	9.00	7.30	* 7.30AM to 4.30PM	(Saturday only) *7.30AM to 4.30PM	
Yard	7.42	1.48	5.20		138	813	1.1 PH WINSLOW			8.22	8.56	7.25			
31						821	821.5 PH ABBOTT								
19-32-16	8.02 ⁴	2.08	5.40		104	827	6.9 PH WEST		WS	8.02 ¹	8.34	7.02	* 7.45AM to 4.45PM		
8-North	8.20 ⁶	2.23	5.55		101	836	9.0 PH ELM MOTT			7.25	8.20 ¹	6.42			
Yard-South						839	2.4 PH GREER								
						841.9	3.1 PH CAPHEAD								
Yard-W-S-Y-O Connection	9.30AM	4.30PM	7.00AM ⁴		843	842.9	1.0 PH-R BELLMEAD		WG	7.00AM ⁵	8.00AM	6.30PM	Continuous	Continuous	
	1	3	5				182.0			4	6	2	* 1 Hour for Lunch	* 1 Hour for Lunch	
	1.58	9.30	9.00				Time on Subdivision			8.00	1.01	8.00			

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

DENTON SUBDIVISION — STATIONS

STATION NUMBER	OFFICE CALL	MILES FROM DENTON	CAR CAPACITY	END CONNECTED	HOURS OF TELEGRAPH SERVICE
Carter.....		2.5	100 (Siding)	Both	
Lake Dallas.....	K-9	9.2	3	South	
Lewisville.....	K-15	15.1	24	Both	* 7.45 AM to 4.45 PM
{ Carrollton.....	K-23	22.9	18-6	Both	* 7.00 AM to 6.00 PM
{ 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.)

* Monday through Friday

HENRIETTA SUBDIVISION - WHITESBORO TO NORTH YARD

7

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	WEST-WARD		Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE		Office Call	EAST-WARD		HOURS OF TELEGRAPH SERVICE		STATIONS AND TRACKS NOT SHOWN ABOVE		
	SECOND CLASS					No. 2			Effective		SECOND CLASS			Monday Thru Friday	Saturdays, Sundays, Holidays
	63					September 12, 1965			64						
	Freight	Monday						Freight							
	Wednesday	Friday						Tuesday							
								Thursday							
								Saturday							
Yard-Y Connection	8.45AM		84	686	688.7	PH-R	WHITESBORO	WO	10.15AM	Continuous	Continuous				
	9.20		47	G-13	689.6	PH	COOK		9.40			9	East		
Yard-Y-Connection Interlocking	9.30		41	G-16	701.1	PH-R	GAINESVILLE G.C.&S.F. Crossing	GV	9.30	*8.30AM to 5.30PM		6	West		
6 North	9.35		91	G-17	703.2	PH	PAGEL		9.25			17	Both		
28-20	10.00			G-31	716.3	PH	MUENSTER		8.55			20	Both		
27	10.20			G-41	720.3	PH	ST JO		8.35			2	West		
	10.24		92	G-42	727.3	PH	CREST		8.30			2	West		
29	10.55		37	G-67	742.8	PH-R	NOCONA	NA	8.00	*7.45AM to 4.45PM		16-10	East		
Connection 11	11.25AM		94	G-71	766.2	PH	RINGGOLD		7.30						
Yard Connection	12.01PM		98	G-86	771.7	PH	HENRIETTA	HE	6.55	*7.30AM to 4.30PM					
Auto. Interlkg.					772.1		F.W.D. Crossing								
Not Gated. Stop					790.0		F.W.D. Jct.								
Yard-W-Y Connection	12.40PM			G-105	790.2		W.V. Crossing								
				G-106	791.1		WICHITA FALLS		6.15AM						
					791.6		W.F.&N.W. Jct.								
Yard-W-O-S-T	5.30 PM				791.6	PH-R	NORTH YARD	YD	6.00 AM	*6.00AM to 3.00PM					
	63				105.9				64	*1 Hour for Lunch					
	8.45				Time on Subdivision				4.15						

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

SAN ANTONIO SUBDIVISION - TAYLOR TO SAN ANTONIO

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTH-WARD		Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE		Office Call	NORTH-WARD		HOURS OF TELEGRAPH SERVICE		STATIONS AND TRACKS NOT SHOWN ABOVE		
	SECOND CLASS					No. 2			Effective		SECOND CLASS			Monday Thru Friday	Saturdays, Sundays, Holidays
	83					September 12, 1965			84						
	Freight	Daily						Freight							
								Daily							
Yard-S-Y-Conn. Auto. Interlkg.	10.30 PM		919	919.9		PH-R	TAYLOR	X	1.00 AM	Continuous	Continuous				
	11.59 PM			U-47	955.5	PH-R	AUSTIN	F	10.15 PM	Continuous	Continuous	9	North		
							COLORADO BRIDGE					63	North		
	12.30AM			984.9		PH	M-K-T JCT.	K	9.04PM	8.00PM to 4.00AM	8.00PM to 4.00AM	62	North		
Y	12.32			M-52	985.5	PH	AJAX		9.02			1	South		
Yard-Connection	12.38		24	M-53	986.3	PH-R	SAN MARCOS	C	9.00	*8.00AM to 5.00PM	*8.00AM to 5.00PM	6	Both		
Yard	1.07			90	1002.7	PH	N.B. YARD		8.24						
Yard-Connection	1.10			M-89	1003.3	PH	NEW BRAUNFELS	NB	8.22	*8.00AM to 5.00PM					
Auto. Interlkg.					1008.6	PH	Mo.Pac. Crossing								
23-North	1.24		46	M-77	1010.6	PH	COMAL		8.01						
23-14-North	1.49		63	M-91	1024.8	PH	FRATT		7.31						
Yard	1.59			M-97	1030.3	PH	TRAVIS		7.20						
	2.10		37	M-100	1032.8	PH	WARDEN		7.15						
Crossing Device					1036.1		S.P.Co. Crossing								
Interlocking					1036.5		S.P.Co. Crossing								
Yard-Y-W-O-S	5.00AM			M-103	1037.5	PH-R-RY	SLOAN	YD	7.00PM	*8.30AM to 5.30PM					
Gated. Stop					1038.0	PH	S.P.Co. Crossing								
Yard				M-104	1038.5	PH	SAN ANTONIO								
	83				117.6				84	*1 Hour for Lunch	*1 Hour for Lunch				
	6.30				Time on Subdivision				6.00						

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

TEXAS SUBDIVISION - BELLMEAD TO SMITHVILLE

Capacity of Other Tracks, RR Crossing, Protection and Other Facilities	SOUTHWARD			Capacity of Siding	Station Number	Distance from St. Louis	TIME TABLE No. 2 Effective September 12, 1965	Office Call	NORTHWARD			HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS								SECOND CLASS			Monday Thru Friday	Saturdays, Sundays, Holidays
	3	1	5						4	2	6		
	Freight Daily	Freight Daily	Freight Daily						Freight Daily	Freight Daily	Freight Daily		
Yard-W-S-Y-O- Crossing Device	6.00PM	10.30AM	9.00AM	848	842.9	PH-R-RY	BELLMEAD	WC	6.00AM	5.00PM	5.30AM	Continuous	Continuous
Auto. Interlkg.					843.8		St. L.S.W. Crossing						
Auto. Interlkg.					844.8		St. L.S.W. Crossing						
Yard-W-O-					844.9		End Two Main Tracks						
4-North					845.0		S.P.Co. Crossing						
22	6.20	10.50	9.20	846	845.5	PH	WACO		4.40	2.53	12.12AM		
24	6.43	11.13	9.43	858	858.4	PH	BASS		4.17	2.30	11.45PM		
Yard-S Connection Interlocking (T.C.S.)	6.57	11.27	10.05	200	865.2	PH	LORENA		4.03	2.09	11.15		(Saturday Only)
Connection	7.04	11.34	10.12	872	872.1	PH	EDDY		3.56	2.02	11.00	*7.45AM to 4.45PM	*7.45AM to 4.45PM
12-South	7.08	11.40	10.16	61	875.3	PH	TROY		3.52	1.57	9.45		
34	7.17	11.55AM	10.25	87	875.3	PH	BERGER		3.43	1.48	9.15		
Yard				880	880.0	PH-R	TEMPLE	JN					
Yard-Y	8.15	1.20PM	10.53	880.7	880.7		G.C.&S.F. Crossing						
Yard-S-Y-Conn. Auto. Interlkg.	9.30	2.00	11.08	881.1	881.1	PH	COBEL						
Auto. Interlkg.	9.52	2.22	11.30	889	889.1	PH	SMITH						
Yard-Connection	10.20	2.50	11.58AM	889	889.1	PH	LITTLE RIVER						
40-14				92	889.6	PH	HOLLAND						
4-South				893	892.8	PH	BARTLETT						
Yard-W-O-T-S-Y-	11.30PM	4.00PM	3.45PM	903	902.8	PH-R	GRANGER	G	3.15	1.20	8.15	*5.30 PM to 2.30AM	(Saturday Only) *5.30PM to 2.30AM
	3	1	5	No. 1-84 No. 2-106	908	908.1	TAYLOR	JG	3.00	1.00	7.30	9:30AM to 1:30AM	9:30AM to 1:30AM
					919	918.9	Mo.Pac. Crossing						
					934.8		S.P.Co. Crossing						
					935.0		ELGIN	J	1.40	12.26PM	6.10	*7.30AM to 4:30PM	
					91	949	PHELAN		1.12	11.58AM	5.42		
					954	953.8	BASTROP	BA				*8.00AM to 5.00PM	
					958	958.4	HILL						
					969	969.4	PH-R-RY	SM	12.30AM	11.00AM	5.00PM	8.00AM to 4.00PM 6.00PM to 2.00AM	8.00AM to 4.00PM 6.00PM to 2.00AM
							126.5		4	2	6	*1 hour for lunch	*1 hour for lunch
	5.30	5.30	6.45				Time on Subdivision		5.30	6.00	12.30		

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

Bellmead and Eureka are initial and terminal stations for trains No. 1, 2, 3, 4, 5 and 6 on combined pages 8 and 9 of the Texas Subdivision.

STATIONS AND TRACKS NOT SHOWN ABOVE

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Hewitt	853	853.1	24	Both
Coupland	927	926.7	30	Both
Dunstan	947	947.0	Yard	South

AUSTIN SUBDIVISION — STATIONS

	STATION NO.	OFFICE CALL	MILE POST LOCATION	CAR CAPACITY	END CONNECTED	HOURS OF TELEGRAPH SERVICE
Weir	U-9		917.4	16	Both	
Georgetown	U-15	GY	923.2	151	North	*8.30AM to 5.30PM
Pflugerville	U-30		937.8	25	Both	
Iglehart	U-45		953.4	51	Both	
Pershing	U-45		953.7	42	Both	
Austin	U-47		955.5	Yard		

Between Pershing and Congress Avenue, Austin, S.P.Co. timetable and Rules govern. Granger to Pershing is Southward; Pershing to Granger is northward.

*Monday through Friday
* 1 Hour for Lunch

TEXAS SUBDIVISION - SMITHVILLE TO HOUSTON

Capacity of Other Tracks, RR Crossing, Protection and Other Facilities	SOUTHWARD			Capacity of Sidings	Station Number	Distance from St. Louis	TIME TABLE			Office Call	NORTHWARD			HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS						No. 2				SECOND CLASS			Monday Thru Friday	Saturdays, Sundays, Holidays,
	5	1	3				Effective				2	6	4		
	Freight	Freight	Freight				September 12, 1965				Freight	Freight	Freight		
Daily	Daily	Daily				Daily	Daily	Daily							
Yard-W-O-T-S-Y	⁶ 7.30PM	⁶ 4.30PM	⁴ 12.01AM		969	969.4	PH-R-RY	SM	10.30AM	¹⁻⁵ 4.00PM	³ 12.01AM	8.00AM to 4.00PM 6.00PM to 2.00AM	8.00AM to 4.00PM 6.00PM to 2AM		
Auto Interlkg. 5-South					978	978.0	PH {								
							WEST POINT S.P.Co. Crossing								
	8.30	5.09	12.40		988	988.2	PH-R	RA	8.54	11.00AM	10.20PM	*8.00AM to 5.00PM	*8.00AM to 5.00PM		
Yard	8.45	5.12	12.43		82	989.0	PH		8.51	10.57	10.17		(Saturday Only) *8.00AM to 5.00PM		
							LAGRANGE								
							L. A. YARD								
							HALSTED								
28-South	⁴ 9.50	5.39	1.10		188	1002.1	PH		8.24	10.30	⁵ 9.50				
							FAYETTEVILLE								
37-29	10.14	6.03	1.34		111	1014.8	PH		8.00	10.00	9.09				
							NEW ULM								
24	10.36	6.25	1.56		111	1024.0	PH		7.38	9.38	8.47				
							CAT SPRING								
Auto. Interlkg. Yard-Connection	10.54	6.43	2.14		No. 1 53 No. 2-84	1035.4	PH-R {	SY	7.20	9.20	8.29	6.10AM to 2.10PM	(Saturday Only) 8.30AM to 10.30AM		
							SEALY G.C.&S.F. Crossing								
85	11.14	7.03	2.33		94	1048.8	PH	BK	7.00	9.00	8.09	* 5.30AM to 2.30PM			
							BROOKSHIRE								
25-12-10	11.28	7.17	2.47		87	1056.0	PH	RS	6.46	8.46	7.55	* 7.30AM to 4.30PM			
							KATY								
19-North	11.47	⁴ 7.36	3.06		143	1066.5	PH		6.28	8.28	¹ 7.36				
							ADDICKS								
16-South	11.58PM	7.47	3.17		100	1073.9	PH		6.17	8.17	7.17				
							HENNESSEY								
Interlocking							S.P.Co. Crossing	KA				Continuous	Continuous		
Yard-W-O-S-Y	3.00AM	9.00PM	5.00AM		1079	1080.2	PH-R	KU	6.00AM	8.00AM	7.00PM	7.00AM to 3.00PM			
							EUREKA								
Crossing Device							S.P.Co. Crossing								
Auto. Interlkg. Yard					1084	1084.2	{								
							S.P.Co. Crossing								
							HOUSTON								
	5	1	3				114.8		2	6	4	* 1 Hour for Lunch	* 1 Hour for Lunch		
	7.30	4.30	4.59				Time on Subdivision		4.30	8.00	5.01				

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

Bellmead and Eureka are initial and terminal stations for trains No. 1, 2, 3, 4, 5 and 6 on combined pages 8 and 9 of the Texas Subdivision.

STATIONS AND TRACKS NOT SHOWN ABOVE



	STATION NUMBER	MILE POST	CAR CAPACITY	END CONNECTED
Kirtley.....	974	974.0	16	South
Plum.....	982	982.9	32	North
Wendt.....	987	986.9	16	Both
Johnsue.....	1052	1051.7	30	South
Barker.....	1064	1063.9	13	South

LOCKHART SUBDIVISION — STATIONS

STATION NUMBER	OFFICE CALL	MILE POST LOCATION	CAR CAPACITY	END CONNECTED	HOURS TELEGRAPH SERVICE
Smithville.....	969		Yard		8.00AM to 4.00PM
Rosanky.....	M-10		8	North	6.00PM to 2.00AM
Red Rock.....	M-20	10.2	12	South	
Lockhart.....	M-36	20.3	51 (Siding)		* 8.00AM to 5.00PM
		36.4	Yard		
Maxwell.....	M-44	43.5	29	Both	
Reedville.....	M-47	46.8	35	Both	
Ajax.....	M-52	985.5	—		* 1 Hour for Lunch

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.)
 Between Ajax and Lockhart trains will operate under provisions of Rule 93 without clearance or train orders.

WESTERN SUBDIVISION - NORTH YARD TO FORGAN

Capacity of Other Tracks, RR Crossing Protection, and Other Facilities	SOUTHWARD		TIME TABLE				Office Call	NORTHWARD		HOURS OF TELEGRAPH SERVICE	
		Capacity of Sidings	Station Numbers	Distance From Wichita Falls	No. 2 Effective September 12, 1965				Monday Thru Friday	Saturdays, Sundays, Holidays	
Yard-W-S-Y-O			304-B	808.6	R	FORGAN	FO		*7.00AM to 4.00PM		
96		35	282-B	281.0		21.7 KNOWLES					
25-14		26	271-B	271.0		10.9 GATE	GC		*7.30AM to 4.30PM		
26		23	256-B	255.8		15.2 LAVERNE	NE		*6.00AM to 3.00PM		
28-19		41	246-B	245.7		10.1 MAY					
34		42	235-B	235.1		10.6 SUPPLY					
Yard-W-S		29	221-B	220.4		14.7 GUEST					
Interlocking (T.C.S.)				219.9		0.5 A.T.&S.F. Crossing					
Yard		41	220-B	219.6	R	0.3 WOODWARD	WA		*6.00AM to 3.00PM	(Except Sunday) *6.00AM to 3.00PM	
		42		219.3		0.8 WOODWARD SIDING					
22-23		40	206-B	204.3		13.0 SHARON					
23-18		40	196-B	195.6	R	10.7 VICI	VI		*7.30AM to 4.30PM		
21		45	185-B	185.2		10.4 CAMARGO	CA		*7.30AM to 4.30PM		
29-20		23	172-B	171.5		13.7 LEEDEY	DY		*7.30AM to 4.30PM		
26-4			162-B	162.2		9.3 MOOREWOOD					
Gated				154.3		7.9 P.&S.F. Crossing					
Connection				164.2		0.1 HAMMON JCT.					
				158.2		1.0 CITY JCT.					
43-35		23	153-B	152.7		0.5 HAMMON					
Yard-W-Y			136-B	135.6	R	17.1 ELK CITY	DK		*6.00AM to 3.00PM	(Except Sunday) *6.00AM to 3.00PM	
		42	129-B	129.0		6.6 HOCKER					
28		42	120-B	119.8		9.2 CARTER					
23		43	105-B	105.2		14.6 BRINKMAN					
Not Gated. Stop				96.3		9.9 C.R.I.&P. Crossing					
Yard		33	90-B	95.4		0.9 MANGUM	MA		*7.30AM to 4.30PM	(Except Sunday) *7.30AM to 4.30PM	
Yard-W-O-S-Y			77-B	77.3	PH	18.1 WELON					
Not Gated. Stop				76.2		1.1 A.T.&S.F. Crossing					
Yard		51	76-B	75.6	PH-R	0.6 ALTUS	AS		*8.00AM to 5.00PM	(Except Sunday) *8.00AM to 5.00PM	
Gated. Stop				74.8		0.8 S.I.S.F. Crossing					
82		44	61-B	61.1	PH	18.7 TIPTON					
Not Gated. Stop				50.3		10.8 S.I.S.F. Crossing					
Yard-Y			51-B	50.7	PH	0.8 FREDERICK	FI		*7.30AM to 4.30PM	(Except Sunday) *7.30AM to 4.30PM	
38		65	41-B	40.9	PH	9.8 HOLLISTER					
39-29		80	27-B	27.1	PH-R	18.8 GRANDFIELD	G		*7.30AM to 4.30PM	(Except Sunday) *7.30AM to 4.30PM	
Yard		68	14-B	14.0	PH	13.1 BURKBURNETT	B		*7.30AM to 4.30PM	(Except Sunday) *7.30AM to 4.30PM	
Yard-W-T-S-O			G-106	1.4	PH-R-RY	12.6 NORTH YARD	YD		*6.00AM to 3.00PM		

802.2

*1 Hour for Lunch

*1 Hour for Lunch

Unless otherwise provided, at meeting points between extra trains the northward extra must take the siding. (See Rule S-88).

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	Huff.....	49-B	49.2-B	48 (Siding) Both
Trail.....	181-B	181.0-B	77 (Siding) Both	Loveland.....	34-B	34.3-B	65 (Siding) Both
			22 Both				26 Both
Willow.....	125-B	125.0-B	38 Both	Devol.....	21-B	20.9-B	59 (Siding) Both
			19 Both				30 Both
Humphreys.....	68-B	67.7-B	25 Both	Bacon.....	7-B	6.7-B	30 Both
Grover.....	51-B	51.1-B	46 (Siding) Both	Oildom.....	4-B	4.0-B	16 Both

ROTAN SUBDIVISION - BELLMEAD TO ROTAN

Capacity of Other Tracks, R.R. Crossing Protection and Other Facilities	WEST-WARD	Capacity of Sidings	Station Numbers	Distance from Waco	TIME TABLE No. 2 Effective September 12, 1965	Office Call	EAST-WARD	HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS						Monday Thru Friday	Saturdays, Sundays, Holidays	
	73 Freight Daily Except Saturday								SECOND CLASS
	72 Freight Daily Except Monday								
Yard-W-S-Y-O	7.00PM		848	2.8	PH-R-RY ... BELLMEAD <small>13.6</small>	WC	1.00PM	Continuous	Continuous
4-East			16-A	16.4	WIGGINS <small>7.3</small>				
	7.59	25	24-A	23.7	AQUILLA <small>10.2</small>		10.40AM		
7-7			34-A	38.9	WHITNEY <small>20.0</small>				
Auto-Interlk. 18			54-A	58.9	{ G.C.&S.F. Crossing MORGAN } <small>9.5</small>				
15			63-A	63.4	WALNUT SPRINGS <small>21.2</small>				
30-4-24	10.40		85-A	84.6	HICO <small>21.0</small>	HN	8.08	* 7.00AM to 4.00PM	(Except Sunday) * 7.00AM to 4.00PM
Controlled Auto. Interlk. Yard	11.30PM	49	106-A	105.9	G.C.&S.F. Crossing <small>0.3</small> DUBLIN <small>13.2</small>	DU	7.16	* 8.00AM to 5.00PM	(Except Sunday) * 8.00AM to 5.00PM
Yard	12.01AM 12.20		119-A	119.1	DELEON <small>5.6</small>	DN	6.41 6.26	* 5.30AM to 2.00PM	(Except Sunday) * 5.30AM to 2.30PM
			125-A	124.6	RUCKER <small>5.4</small>				
21-17	12.50	18	130-A	130.0	GORMAN <small>10.2</small>	GF	5.46	* 8.00AM to 5.00PM	(Except Sunday) * 8.00AM to 5.00PM
12-East			140-A	140.2	CARBON <small>14.5</small>				
S-Yard Connection	1.55		155-A	154.7	CISCO <small>0.1</small>	CN	4.46	* 7.00AM to 4.00PM	
Interlocking (C.T.C.)	2.10	40	161-A	160.9	T.&P. Crossing <small>6.1</small> RUFUS <small>11.8</small>		4.26		
12			173-A	172.7	MORAN <small>15.3</small>				
20	⁷² 3.18	20	188-A	188.0	ALBANY <small>10.5</small>	AB	⁷³ 3.18	* 8.00AM to 5.00PM	(Except Sunday) * 8.00AM to 5.00PM
	3.44	11	190-A	198.5	ACAMPO <small>4.7</small>		2.17		
26 East			203-A	203.2	BUD MATTHEWS <small>9.1</small>				
8	4.29	15	212-A	212.3	LUEDERS <small>7.0</small>		1.40		
11 East			219-A	219.3	AVOCA <small>6.9</small>				
Not Gated. Stop				226.2	W.V. Crossing <small>0.1</small>				
Yard-O-Y-S	6.00AM	42	226-A	226.3	STAMFORD <small>8.0</small>	DF	1.00AM	* 8.00AM to 5.00PM	(Saturday Only) * 8.00AM to 5.00PM
Not Gated. Stop				229.3	W.V. Crossing <small>15.9</small>				
Gated. Stop				245.2	G.C.&S.F. Crossing <small>1.1</small>				
Yard	10.00 AM		246-A	246.3	HAMLIN <small>22.2</small>	HA	10.30 PM	* 8.00AM to 5.00PM	(Except Sunday) * 8.00AM to 5.00PM
Yard	4.30 PM		269-A	268.5	ROTAN	NA	8.00 PM	* 8.00AM to 5.00PM	(Except Sunday) * 8.00AM to 5.00PM
	73			265.7			72	* 1 Hour for Lunch	* 1 Hour for Lunch
	21.30			Time on Subdivision			17.00		

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	3	West
North Roby.....	263-A	263.0	6	Both

THE UNIFORM CODE OF OPERATING RULES, EFFECTIVE MAY 1, 1950, ARE SUPPLEMENTED AND AMENDED AS FOLLOWS:

Rule G. Supplement to:

Numerous medicines contain drugs which may produce a condition ranging from drowsiness to an almost complete inability to remain awake, and in some cases periods of mental confusion. Such drugs are in many cold cures, sleeping pills, headache tablets, pain killers, cough mixtures, etc. Employees, especially those working on or around moving trains, machinery, etc., are not to use any of the above preparations while on duty or for a period of at least 12 hours before reporting for duty. Each employee must find out if any medicine taken contains such drugs.

Rule 2. Supplement to:

Watches that have been examined and certified as per Rule 2 must be used by Superintendents, Assistant Superintendents, Trainmasters, Assistant Trainmasters, Road Foreman of Engines, Division Engineers, Assistant Division Engineers, Roadmasters, Assistant Roadmasters, Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Firemen, Hostlers, Yardmen, Switch Tenders, Train Porters, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen and any employees in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment. Upon entering service and annually in May, they must provide themselves with Form CT-90 Standard, issued by designated watch inspector on an order from the Superintendent, or in return for Form CT-90 Standard of the immediately preceding period. Watch with Form CT-90 Standard must be submitted to designated watch inspector for inspection as per Rule 2 of the Uniform Code of Operating Rules (or similar Maintenance of Way Rules), except Maintenance of Way Bridge and Building employees, unable to comply monthly must do so as nearly monthly as possible. Form CT-90 Standard must be in employee's possession while on duty.

Rule 5. Supplement to:

Capacity of sidings as shown on schedule pages in timetable is based on 48 feet per car less 160 feet allowed for 3 units diesel engine.

Rule 10(g). Amendment to:

Yellow and Green reflectorized signals as provided by Temporary Speed Restriction Chart, page 130, Uniform Code of Operating Rules, may be used both by day and by night, in lieu of signs by day and signs and lights by night.

Rule 10(h). Supplement to:

First paragraph of this Rule changed to read: Permanent speed restriction signs as prescribed in Special Instructions or General Orders, will be placed a sufficient distance in advance of the point where speed restrictions become effective.

Permanent Speed Restriction Signs in Service:

- (1) Yellow Signs, Black Numerals, located as near one (1) mile as conditions will permit in advance of where speed restrictions become effective. Resume Speed Sign (green) where restriction ends.
 - (2) Reflector Type: Advance Warning Sign (⚡) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign (⊠ or ⊡) at point where speed restriction becomes effective. Resume Speed Sign (⊙ or ⊢) where restriction ends. Passenger trains not exceed speed shown on Speed Restriction Sign.
- Freight trains and light engines reduce to 10 MPH below speed shown on Speed Restriction Signs; but in no territory will they exceed maximum speed provided for freight trains and light engines.

Rule 10(i). Unattended Red Flag or Red Light:

A train or engine finding a red flag or red light on or near the track must stop before passing the flag or light if practicable. If there is no one there to explain, flagman must precede movement and carefully examine track and structures for defects. After flagman has started ahead, train may proceed at restricted speed, following flagman for at least 20 rail lengths. If it can then be seen that it is safe to proceed, flagman may be picked up but train must proceed at restricted speed for at least one mile additional, unless cause for red flag or red light has been found. If it cannot be seen that it is safe for train to proceed, train must follow flagman as far as conditions make it necessary. If the red flag or red light is on the track, it must be moved to the side of track to clear passing train and left to afford protection for a following train.

Rule 12(j). Supplement to:

When hand, flag or lamp signals prescribed by Rule 12 cannot be plainly seen, the use of radio communication is authorized to govern and control movement of a train or engine in lieu of hand, flag or lamp signals.

Rule 12(i). Amendment to:

Last paragraph of Rule 12(i) is amended to read "When backing or shoving a train, engine or cars, the disappearance from view of employe or light by which signals are given, or failure to hear his voice continually on radio when movement is being controlled by radio instructions, must be construed as a stop signal, unless the movement is otherwise protected."

Rule 12(j). Supplement to:

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

Rule 14. Supplement to:

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

Rule 14(k). Supplement to:

On two or more tracks, train displaying signals for a following section will comply with requirements applicable to single track instead of Two or More Tracks.

Rule 17(f). Supplement to:

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

Rule 19 and 19(a). Amendment To:

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

On freight trains, two flashing type electric marker lamps may be displayed on rear in lieu of standard marker lamps. By night will show red to rear and green to front except must be turned to show green to rear as provided in Rule 19(a).

Reflector type markers showing red to rear, yellow to front and no reflection to side authorized in lieu of standard marker lamps between Whitesboro, Texas and Durant, Okla.

Rule 20. Amendment to:

All sections except the last will display two green lights only, by day and by night, in the places provided for that purpose.

Rule 20(a). Amendment to:

Extra trains will display two white lights only, by day and by night, in the places provided for that purpose.

Rule 27 and 221(c). Amendment to:

Second paragraph of Rule 221(c) reading: "When train order office hours are designated in timetable or general orders, light in a color light type train order signal may be extinguished during the hours such office is closed" is cancelled.

Where the train order signal is a semaphore type or Nunn type, train order signal, and no light displayed at night, the position of the semaphore arm or disc will govern as prescribed by Rule 27.

Where the train order signal is a color light type signal (either flashing light or non-flashing type) and no light displayed, such signal must be regarded as displaying Rule 232 (Stop Unless Clearance Received) Indication.

A train stopped by a train order signal displaying Rule 232 indication or by reason of no light, after communicating with train dispatcher and ascertaining no operator on duty, may proceed without a clearance on permission of train dispatcher and information from him that there are no orders for that train at that station. Any member of crew may obtain this permission but other members of crew must be informed of the permission before leaving.

Rule 35. Amendment to:

Flagging Signals, Red Light no longer required.

Rule 83(a). Amendment to:

The train register may be used as evidence of the arrival of an extra train by a train restricted therefore, only when authorized by Train Order, Form V, Supplement To, Example (3).

Rule 93. Supplement to:

At locations listed below, standard Yard Limit Signs cover yard limits where Rule 93 is in effect. Switch Limit Signs (Black letters on white background) located on right hand side of main track as viewed from trains or engines leaving the yard, indicate limit of yard engine operations. Between Yard Limit Signs and Switch Limit Signs, train movements will be governed by rules governing movements outside limits of Yard Limit Sign; between Yard Limit Sign MP 663.5 Ray and Switch Limit Sign MP 668.79, Pottsboro, yard engine movements will be governed by Special Instructions 4. Movements by Signal Indications (Rules 400-404); at other locations shown yard engine movements will be made only on train order authority or under flag protection. Train Order authority to include either Form G train order or Form S-H train order.

Ray-Pottsboro	Yard Limit Sign MP 663.5
	Switch Limit Sign MP 668.79
Bona-Lamar	Yard Limit Sign MP D-662.1
	Switch Limit Sign MP D-666.16
Dallas Yard-Krem	Yard Limit Sign MP D-760.6
	Switch Limit Sign MP D-753.15

Rule 99(d). Amendment to:

On passenger trains, the flagman will be permitted to leave the rear of train to perform work as directed by conductor under following conditions:

- (1) When a competent employe who is qualified to protect the train takes his place.
- (2) When train is clear of main track.
- (3) When train is within yard limits, either standing or moving, under conditions where protection is not required against a following train.
- (4) When under the provisions of Protection Order Form Y, rear end protection against following trains is not required.

Rule 99(j). Supplement to:

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

Single Unit Light Engines	
Pile Drivers	Jackson Tamperers
Ballast Regulators	Spike Masters
Track Liners	Tie Bed Scarifiers
Diesel Electric Locomotive Crane	Sperry Detector Cars
and Other Material handling cranes.	

Rule 103. Supplement to:

At crossings where automatic crossing devices are located, when movement approaches slowly or stops before crossing is reached, or makes a reverse movement over crossing, or makes a forward movement after making a reverse movement, or when movement approaches crossing on sidings or auxiliary tracks, or when the approaching movement is one of the units of equipment listed in Rule 99(j) Supplement to, which does not actuate block signals at all times, such crossing must be approached at Restricted Speed, prepared to stop short of crossing, until known that devices are operating for movement over crossing on track being used. If they are not operating, movement over the crossing must be protected by flagman.

Rule 104. Supplement to:

Some hand operated switches equipped with safety type switch stands and when trailing movement made through them points line for route being used and switch target indication changes to indicate route switch then lined for a facing point movement. Only such switches identified by bowl of switch stand painted yellow are designated switches that may be run through when lined against movement, without operating switch. When making trailing movement over such switches, either lined for or against movement, it must be seen and known there is no conflicting movement on or closely approaching route to be used. This supersedes conflicting portions of Rules 104(5) and 104(13) but does not supersede Southern Division Timetable Special Instructions 17 with reference to crossover switches.

Rule 104(b), Rule 104(c), Item 62 of Instructions for Train Dispatchers,

Item 3 of Instructions for Operators. Amendment to:

Unless dual control switch has been placed in hand operation per Rule 104(b), Control Operator will not give information to train or engine that will permit movement over dual control switch until indication on control board denotes that switch is over and locked.

Rule 206. Amendment to:

Fifth paragraph amended to read: When diesel engines are composed of

multiple units, the number of the operating control unit must be displayed and this number will be the identifying number of the engine, and will be the number of the leading unit, except that on work extras the number of any of the control units may be used in train orders relating to such work extras; numbers on other units may be displayed but such numbers will not be used in train orders.

Rule 209. Amendment to:

Second paragraph is cancelled.

Rule 216(b). Amendment to:

Rule 216(b) amended to read as follows: Restricting orders after cleared or by signal. An operator must not repeat a train order restricting the movement of a train after clearance and train orders have been delivered, nor after engine of a train has passed the train order signal displaying proceed indication, until he has taken up and destroyed all clearances previously issued to the train at that station and has obtained the signature of the engineer to the order, and, when practicable, also obtain signature of the conductor.

After signature of the engineer and, when practicable, of the conductor, have been obtained, all previous clearances destroyed and train dispatcher notified as prescribed in Rule 216, the operator will repeat the order and transmit the signatures to train dispatcher who will then give "Complete".

Clearances will then be issued and OK'd by train dispatcher showing ALL orders delivered to the train at that station.

Rule 221(d). Amendment to:

Operator Signal Supplies:

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

Rules 230 and 232. Supplement to:

Nunn Type Train Order Signal



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

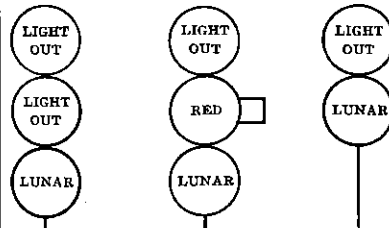


Aspect - At right angle to track, Red Light.
Indication - Stop, Unless Clearance Received.
Name - Stop Train Order Signal.

Rule 290. Amendment to:

The following Block and interlocking Signal Aspects will be indications: "Proceed at Low Speed"

- (1) Within ABS - to next signal governing in same direction.
- (2) At interlockings outside ABS - through interlocking limits.
- (3) Where this signal governs movement onto non-signalled track - until entire train is through turnout.



Semaphore arms have been removed from "Lunar" aspects and when semaphore arm is in 45 degree angle with light out, the day indication will be as if "yellow" light was displayed in the semaphore arm in 45 degree angle.

Rule 290(1). Supplement to:

At interlockings or remote control switches within ABS territory when a train or engine has moved within interlocking or remote control switch limits under the provisions of Rule 290(1) (Lunar) (the limits in each case being the track between Absolute Signals), unless there is a siding immediately beyond the interlocking or remote control switch limits, or a leaving signal governing movements beyond the limits, in addition to complying with Rule 290, it must not move beyond the limits except as prescribed by Rule 350.

Rule 326. Amendment to:

Rule 326 amended to read as follows:

326. Imperfectly Displayed Signals or Absence of Lights-The absence of a light, or a white light displayed where a colored or lunar light should be,

on a block or interlocking signal must be regarded as the most restrictive indication that can be given by that signal, except that when the position of the semaphore arms are plainly seen, or a colored light is displayed in the top unit, or it is known that a yellow light is displayed in the light-out unit per Rule 285 or a lunar light displayed anywhere on the signal per Rule 290, such indications will govern. When block signal rules have been suspended per Rule 356, the provisions of such rule will govern.

Rule 332. Supplement to:

First and second paragraphs will also apply to R.D.C. (Budd) cars and similar types of equipment.

Rule 340 and 344. Amendment to:

Sperry Detector Cars actually in service testing rails, and the other units of Maintenance of Way equipment listed in Rule 99(j) Supplement to — that do not actuate block signals at all times, must not, at Automatic Interlockings, move into or through such interlocking limits until Signal Department representatives have actuated interlocking signals so that they display Stop-indication against movements on conflicting routes, and employ in charge of the equipment is so notified; or until flag protection per Rule 99 has been provided on conflicting routes if no signalman available. At Manually Controlled Interlockings, must not move into or through interlocking limits on interlocking signal indications until permission of control operator in charge of interlocking has also been secured, and must notify control operator when movement through interlocking has been completed.

Rule 344. Amendment to:

After approach circuit occupied causing signals for movement through interlocking to display "Proceed" if no conflicting movement, if movement through interlocking is not completed within a designated time, at some interlockings, absolute signal will change to display Stop-indication. To regain route, if there is a re-clearing section in advance of Absolute signal, it must be occupied. Where push buttons are located on absolute signals, their operation may cause Absolute Signal to display "Proceed" indication, after losing route, or when making reverse movement through the interlocking after a forward movement. If Absolute Signal still displays Stop-indication, or if interlocking not so equipped, time release in relay box at crossing must be operated under provisions of Rule 344.

Rule 355. Block Indicators, Supplement to:

Block indicators other than those prescribed by Rule 355 will be designated by letter "B".

Rule 356. Supplement to:

When one or more signals are taken out of service and the territory involved is less than 5 miles, the following form of train order may be issued: "Signal (or signals) at (station) (or MP) is (or are) temporarily out of service. The territory protected by these signals is now protected by signals.....and.....between (station) and (station) (or between MP.....and MP.....)" This order must not be used to cover signals or territory involving spring or remote control switches.

Rule 400. Amendment to:

Pile drivers, Ballast Regulators, Track Liners, Jackson Tampers, Spike Masters, Tie Bed Scarifiers, Diesel Electric Locomotive Crane and other material handling cranes, and Sperry Detector cars actually in service testing rails will be handled on Track and Time Limits (Rule 402) in territory where Movement by Signal Indications (Rules 400-404) are in effect, or move under flag protection. In addition to complying with the last paragraph Rule 375(10), Control Operators will maintain absolute block and not permit other movements into such block until information received as required by this rule. Sperry Detector cars not testing rails may be moved on signal indications.

Rule 401. Amendment to:

In territory where Movements by Signal Indications (Rules 400-404) are in effect, an extra train originating at a station not an open train order office, may leave such station without a clearance.

Rule 510. Amendment to:

Riding on pilot step on freight or passenger diesel locomotives is prohibited.

Forms of Train Orders:

(a) Form S-E Supplement to:

The following form is authorized:

"No. 6 Eng 64A wait at B until 930am for Extra 65C South

No. 6 take siding at B for Extra 65C South"

When a superior train is directed by Train Order Form S-E (Time Order) to take siding for another train, such instructions, unless annulled by a subsequent train order, are in effect after the time stated in the order has

expired and the superior train must approach the designated point at restricted speed, prepared to stop, expecting to find the inferior train on the main track between the siding switches, without flag protection, and must take siding if the inferior train is at the designated point. If the superior train arrives at the designated point after the time stated in the order has expired, and the expected train has not arrived, the superior train may proceed without entering and using the siding only if main track can be seen to be clear to the other end of the siding. This form of train order must not be combined with any other form and may contain only one waiting point.

(b) Form V. Supplement to:

The following forms are authorized:

(3) "No 3 (or Extra 101 South) may check train register at R against Extra 100 North on Order No 76"

(4) "Extra 100 North register at R on Order No 76"

When example (4) is used, number and date of the order specified will be inserted in column of train register captioned "Classification Signals".

(c) Form X. Supplement to:

The following form is authorized:

"801am until 501pm trains approach (extra, rail, bridge, etc.) gang working between MP.....Pole.....and MP.....Pole..... (or at Bridge MP.....Pole.....) prepared to stop and proceed only on hand signal by foreman in charge given with yellow flag"

(d) Form Y. Amendment to:

Form Y protection order may be used to protect rear of passenger trains.

Supplement to "Rules and Instructions for Operators" and "Rules and Instructions for Train Dispatchers."

When train order office is opened, in emergency, at hours other than established by timetable, general order or train order, the operator will use stop signals (red flag or red fuses) in addition to, or in lieu of, train order signal to stop trains, and if view is restricted will use torpedoes to be placed so as to give ample warning, except, a non-restricting "wait order" as per Forms of Train Orders S-E and E, addressed to an inferior train, when "Stop Train Order Signal" as per Rule 232 and Supplement to Rule 232 (above) is displayed, may be delivered without train having to be flagged with hand signals and brought to a stop. The underscored words "or in lieu of" to take care of a condition where, in emergency, such as derailment, train order office had to be opened where there was no train order signal (non-telegraph office or blind siding) and this would be the method to handle train orders for trains at such point, in absence of a train order signal.

OPERATION OF RADIO.

All employes using Railroad Radio Communication must have a copy of and comply with MKT Lines Rules and Instructions Governing Operation of a Railroad Radio Communication System effective November 1, 1952, in addition to complying with Federal Communication Commission Rules and MKT Lines Instructions issued and posted by the Communications and Signal Department. Radio communications systems are under the jurisdiction of the Federal Communications Commission. The Railroad Company and its employes are governed by the Commissions' Operating Rules. Violation is a Federal offense for which severe penalties are provided.

Federal Communications Commission Rule 2 reads as follows:

"No employe shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language by radio."

Communications via radio must not be utilized by any employe in any manner that would have the effect of supplementing or modifying strict compliance with Operating Rules and Special Instructions.

Radio will not be used in the transmission of train orders directly to a train or engine, except in emergencies. When so used every precaution must be taken to prevent any misunderstanding. Uniform Code of Operating Rules covering train orders transmitted by telephone will be followed.

The use of radio to transmit train orders is prohibited except as follows:

(1) In an emergency, train dispatcher may transmit a train order by use of radio communication direct to an operator, or direct to a conductor or engineer as provided in Rule 206(b).

(2) In an emergency, train orders may be relayed by radio communication direct to a conductor, an engineer, or another operator, by an operator, as provided in Rule 206(c).

Employes are prohibited from advising approaching trains as to the posi-

tion of train order signal, or informing them of the contents of any train orders for their train, or for any other train. Train and engine crews are prohibited from requesting such information by radio.

FIXED AND BASE STATIONS – Operators Requirements

Railroad employes may, without holding any class of commercial operators license, operate fixed and base stations in Railroad Radio Service, provided the Railroad has adopted and published Railroad General and Operating Rules in a form which has been approved by the Commission. All railroad employes who have occasion to use the radio at a base station are required to pass an examination given by railroad examiners on the applicable Railroad Radio General and Operating Rules. The first such examination must be given prior to the operation of any radio transmitting apparatus by the employes and re-examination shall thereafter be given at intervals not in excess of two years.

STATION OR IDENTIFICATION

A base or mobile station must be identified in each transmission. Identification shall be by assigned call letters unless a different method is specifically authorized by the Commission. Stations in the Railroad Radio Service may be identified in lieu of the use of the assigned call letters, by name of the railroad and the train number, truck number, engine number or fixed wayside station, or, if that is not practicable, by such other number or name as may be specified by the Railroad concerned to identify the fixed or mobile unit. Where identification is made other than by train number, caboose number or engine number, a list of such identification shall be maintained by the railroad. An abbreviated name or initial letters of the Railroad may be used where such name or initials are in general usage, such as, the word "Katy".

IMPAIRED CLEARANCES:

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

Subdivision	Mile Post	Kind of Structure
Dallas	D-763.3	Highland Park Passenger Shed
Dallas		Union Terminal Passenger Shed
Ft. Worth	784.3	Bridge
Henrietta-		
Western(FWD)	114.73	Bridge, Wichita Falls (on FWD)
Rotan	20.8-A	Bridge
Rotan	65.9-A	Bridge
Rotan	81.7-A	Bridge
Rotan	82.2-A	Bridge
Rotan	88.1-A	Bridge
Rotan	97.6-A	Bridge
Rotan	144.8-A	Bridge
Rotan	184.5-A	Bridge
San Antonio	M-992.2	Overpass
San Antonio	M-1033.5	Overpass
Texas	1084.1	Overpass

Greer, MP 838.8 Connaly Air Force Base – loading dock on south side of and near end of track serving base warehouse will not clear man on side of car.

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

Subdivision	Mile Post	Kind of Structure
Dallas	D-766.6	Signal Bridge
Dallas		Union Terminal Passenger Shed
Dallas	D-767.5	Viaduct, Oak Cliff
Dallas	D-812.7	Overpass
Ft. Worth	757.45	Viaduct
Ft. Worth	758.5	Viaduct
Ft. Worth		T&P Psgr. Station Psgr. Shed
Western	136.1-B	Overpass
Western	198.0-B	Loading Dock
Austin	U-948.0	Overpass
San Antonio	M-992.2	Overpass, Mo. Pac. Railroad
San Antonio	M-992.2	Overpass, Highway
San Antonio	M-1031.6	Overpass
San Antonio	M-1033.7	Overpass
San Antonio	M-1034.0	Overpass
San Antonio	M-1034.1	Overpass
San Antonio	M-1034.2	Overpass
San Antonio	M-1034.4	Overpass
San Antonio	M-1034.5	Overpass
San Antonio	M-1034.6	Overpass
Texas	1084.1	Overpass

It is dangerous to stand erect on top of engine, a high load or an open top car or on top of a covered car, or on side of a car or engine, while passing through bridges, by buildings, platforms and other structures

alongside main and other tracks, due to the fact that engines, cars and loads on open top cars are of various heights and widths, which impair clearances.

Gainesville—Footbridge extending across track just ahead of unloading dock, Gainesville Cotton Seed Cake and Meal Co. will not clear man on top of car.

Whitewright – Shed on track serving LaRoe Lbr. Co. will not clear engine or car.

Eddy – Scaffolding on side of building east side of house track between north switch and cotton platform will not clear man on side or top of car or engine.

ENGINE WHISTLE OR HORN SIGNALS, INTERLOCKING:

- (a) S.P.Co. Interlocking, Tower 105, Sloan
Yard to transfer track..... O
- (b) All other interlockings
Main track to main track..... O
Main track to siding, or reverse..... O
Main track to industry or transfer or reverse..... OO
Main track to subdivision, or main track of another railroad, or reverse..... OO

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 south end L&A Siding Greenville and north switch Hunt yard: L&A trains will be governed by M-K-T timetable and rules.

Between end of 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 and instructions.

Between end of The Union Terminal Co. tracks, MP D-768.9, and M-K-T Junction MP D-797.5: FWD and CRI&P trains will be governed by M-K-T Timetable and Rules.

Between City Jct. and Hammon Jct: P&SF trains will be governed by MKT Timetable and Rules.

Between T&P Jct. Switch, Whitesboro and Ray: T&P trains will be governed by M-K-T Timetable and rules.

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 S.P.Co. timetable and rules.

Between Taylor and M-K-T Jct., (MP 984.9) and on Mo. Pac. tracks south of Congress Ave. and other Mo. Pac. tracks Austin: M-K-T trains operating via Mo. Pac. be governed by Mo. Pac. timetable and rules.

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

3. AUTOMATIC BLOCK SIGNALS

Subdivision	From (Station)	Mile Post	To (Station)	Mile Post
Denison-Ray Terminal	Staley	655.9	Denison	660.8
	Staley	655.9	Ray	660.0
	Denison	661.7	Ray	660.3
Fort Worth	Ray	663.5	Whitesboro	695.7
	Ney	758.5	Bellmead	843.6
	Lamar	D-661.6	Dallas Yard	D-766.9
Dallas	End U.T.C. Tks.	D-768.9	Dallas Jct.	D-832.9
	Waco	846.3	Bass	849.7
Texas	(Southward movements on southward track)			
	Waco	847.4	Bass	849.7
Austin	(Northward movements on northward track)			
	Bass	849.7	Granger	908.8
San Antonio	Granger	908.1	Pershing	U-953.7
	M-K-T Jct.	-984.9	Sloan	M-1037.2

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 L&A Siding

Greenville, Berger and Temple; northward trains holding main track at meeting point Bethard and Elva; 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.

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 and Fort Worth Subdivisions; and on San Antonio Subdivision between M-K-T Jct. and Sloan; 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-774.6.....	7745 and 7776.
D-775.2.....	7745 and 7776.
D-776.7.....	7745 and 7776.
D-791.9.....	7913 and 7926.
D-798.3.....	7994 and southward Absolute Signal Waxahachie
D-802.8.....	8015 and 8028.
D-807.2.....	8057 and 8090.
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 10088.
M-1013.5.....	10121 and 10150.
M-1023.5.....	10231 and 10236.

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

BRIDGE INDICATORS at following locations:

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

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

a. Between MP 663.5 Ray and Pottsboro, 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.

d. Between south end of The Union Terminal Co. tracks, MP D-768.9, and end of Two Main Tracks, Endot. Control Operator GC&SF Interlocking Station, Tower 19.

Southward two unit color light signals, immediately over track which they govern, located on signal bridge 610 feet north of Forest Ave. can display following aspects: Single Red-Stop; Single Yellow-Approach; Single Green-Proceed; Red-over-Yellow-Diverging Approach. The Red-over-Yellow aspect on either signal indicates route lined for S.P.Co., and M-K-T movements will not pass signal when Red-over-Yellow aspect displayed unless enroute to the S.P.Co. Movements on Northward track when operating against current of traffic, Red-over-Yellow aspect only authorizes movement against current of traffic on S.P.Co. main track to crossover just south of Forest Ave.

5. TWO MAIN TRACKS BETWEEN:

Denison Passenger station yard and MP 662.5, Sun. MP 668.7 and MP 670.0, Pottsboro.

MP 757.5, Fort Worth and MP 758.5, Ney. Northward movements remain on northward track until interlocking signal received. May use left hand track when authorized by yardmaster. This is an exception to Rule D-81.

GC&SF Interlocking MP D-768.9 and Endot.

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 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 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.

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);

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

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) - Passenger extras.

Dallas (Union Station) instead of Dallas Yard-Northward passenger extras originating.

Dallas (Union Station) instead of Endot-Southward first class trains and passenger extras originating.

Dallas Yard instead of Endot-southward M-K-T trains originating.

CRI&P-FWD Office, Cadiz Street, instead of Endot-Southward CRI&P and FWD trains that have not received clearance at Dallas (Union Station).

CRI&P-FWD Office, Waxahachie, instead of M-K-T Junction-Northward CRI&P and FWD trains.

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.

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

Dallas Junction - Dallas-Ft. Worth Subdivision Jct., Spring Switch for Ft. Worth Subdivision.

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 - Spring 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 - Spring switch at intersection main track and yard lead, for yard lead.

MP 844.9, Waco - Spring switch north end Two Main Tracks, for southward track.

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-Austin Subdivision Jct. Switch, for Texas Subdiv.

Pershing - Spring Switch at intersection M-K-T main track with S.P.Co. main track, for S.P.Co. main track.

New Ulm - Storage Track switches will be left lined for movement thru storage track.

M-K-T Jct. - Switch at intersection M-K-T main track with Mo. Pac. main track, for Mo. Pac. main track.

Ajax - Switch at intersection Lockhart Subdiv. with San Antonio Subdiv., for San Antonio Subdiv.

18. 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 Austin 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 - Austin Subdiv. main track to siding No. 1, just south of Jct. Switch.

No. 3 - Texas Subdiv. main track to Austin 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.

Sealy - Siding No. 1, north of station.

Siding No. 2, south of GC&SF crossing.

19. 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 117 tons must not be handled on Western, Sherman and Denton Subdivisions and between DeLeon and Rotan on Rotan Subdiv.

Sherman - Do not operate engine over rock unloading pit AEC track. Enter Hardwick- Etter spur at Pecan Street only from track No. 2. Engines must not move from house track or team track onto this spur track.

Carrollton - Do not operate more than one road switcher unit into turnout Simms-Moore Lumber Co. track.

Garland - Do not exceed 5 MPH while handling large tank cars on Kraft tracks Nos. 3 and 4.

West - Do not operate more than one road switcher unit around curve flour mill.

Foam Rubber Spur, just north Eureka Yard Limit Sign - Do not operate more than one road switcher unit around curve on this spur.
Ringgold - Engines must not move on or over scale in siding.

20. 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.

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.

21. 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.

22. 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. (MP 656.2) — Intersection of M-K-T-passenger 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.

McCune - Normally controlled from Ray.

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

b. Other 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.

23. SPRING SWITCHES AND SPRING DERAILS:

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

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.

Lamar - Intersection Dallas Subdiv. main track and Lamar Cutoff freight main track-normal position for Lamar Cutoff.

Penland — South switch, siding.

Dallas Yard — North switch, drill track.

Lancaster - South switch, siding.

Dallas Junction — Dallas-Ft. Worth Subdivision Jct. Switch — Normal position for Ft. Worth Subdivision.

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

Fort Worth - North end Two Main Tracks, MP 757.5 - 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 - Both switches, siding.

Little River - Both switches, siding.

Pershing - M-K-T-S.P.Co. Jct. Switch - normal position for S.P.Co.

b. Spring Derails:

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

24. INSTRUCTIONS AT RAILROAD CROSSINGS.

At railroad crossings listed below, in addition to observing applicable Rules of the Uniform Code of Operating Rules and Timetable Special Instructions "Maximum Speed of Trains Over Railroad Crossings" these additional instructions and information are in effect, and must be observed:

NOTE: Where instructions show movements "time out" at certain automatic interlockings, this means that if an MKT movement in either direction, after receiving a "Proceed" indication, does not enter interlocking limits within the period of time shown, Absolute Signal governing MKT movement will automatically change to display Stop-indication. Where a "re-clearing" circuit is shown in advance of Absolute Signal, occupying this "re-clearing" circuit, if no movement approaching crossing on the other railroad, may cause Absolute Signal that is displaying Stop-indication to be restored to indicate "Proceed."

Where push buttons, other than those in release box at crossing are shown, operation of push button on Absolute Signal displaying Stop-indication, if no movement approaching crossing on the other railroad, may cause Absolute Signal displaying Stop-indication to be restored to indicate "Proceed." Also, if train or engine has moved through interlocking and a reverse movement is required to return to train standing beyond the opposing Absolute Signal, operation of push button on the Absolute Signal displaying Stop-indication in direction of reverse movement may result in this Absolute Signal displaying "Proceed" indication or Rule 290 (Lunar) aspect, provided there is no conflicting movement on the other railroad approaching the crossing.

SL-SF Crossing, MP 655.9-656.2 Staley (Interlocking). This is not an automatic interlocking, but remotely controlled by control operator Ray Yard. Rules 325 to 345, inclusive, except Rule 344, as well as other applicable Rules of the Uniform Code of Operating Rules, and Timetable Special Instructions in Northern Division timetable, will govern.

S.P.Co. Crossing, MP D-661.6 Lamar (Automatic Interlocking). Northward approach signal and southward approach signal on Lamar cutoff freight main track are automatic block signals. No southward approach signal on Dallas Subdiv. main track. Northward approach circuit extends 4500 feet south of northward approach Signal 6622 which is single unit signal and will indicate for movement through interlocking on Lamar cutoff. Southward approach circuit on Lamar cutoff extends to Perry avenue, 1775 feet south of Absolute Signal at McCune, when McCune switch lined for Lamar cutoff. If McCune switch lined for movement to Denison Passenger station switching movements will not operate or clear automatic interlocking. Southward approach circuit on Dallas Subdiv. main track extends 450 feet north of southward Absolute Signal. Northward Absolute Signal just south of junction switch at intersection Lamar cutoff freight main track and Dallas Subdiv. main track, top unit governs movement through interlocking on Lamar cutoff; second unit governs movement through interlocking on Dallas Subdiv. main track and should clear after junction switch lined for movement on Dallas Subdiv. main track. No "lunar" aspect.

Movements "time out" in 12 minutes. Northward "re-clearing" circuit and southward "re-clearing" circuit on Lamar cutoff begin 380 feet in advance of Absolute Signals. Push buttons on Absolute Signals for regaining route after timing out and for making reverse movements. Push buttons on Absolute Signals also to be used to change from southward Dallas Subdiv. main track to southward Lamar cutoff freight main track, or vice versa, should both southward approaches be occupied at same time. Time interval for change over from southward Dallas Subdiv. main track to southward Lamar Cutoff freight main track, 2 minutes. No directional preference. Push button time release and indicator light in release box marked MKT at Lamar cutoff crossing of S.P.Co. attached to instrument house in northeast angle of crossing. Release box at Dallas Subdiv. main track crossing of S.P.Co. located in southwest angle of crossing. Uniform Code of Operating Rules, Rule 344 and other applicable rules will govern. When operate time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 4 minutes and 30 seconds, must wait this interval after operating release unless signal changes to indicate "Proceed."

If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on S.P.Co. indicate STOP, but time release must have been operated and time release interval expired and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection, per Rule 99, on conflicting routes.

T&P Crossing, MP D-674.3 Bells (Automatic Interlocking). Approach signals are automatic block signals. "Lunar" aspects on both Absolute Signals. Movements "time out" in 11 minutes 50 seconds. No "re-clearing" circuits. Push button on both Absolute Signals to regain route or make reverse movement. Southward movements have preference. Miniature semaphore arm indicator marked MKT horizontal position of semaphore arm indicates T&P movement approaching crossing on "Proceed" indication. Vertical position indicates that release may be operated immediately. If semaphore arm in horizontal position, wait three minutes before operating time release. Push button time release and indicator light in release box at crossing marked MKT. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 2 minutes 39 seconds, and must wait this interval after operating release unless signal changes to indicate "Proceed." If signal has not changed to indicate "Proceed" at expiration of time release interval indicator light illuminated in release box will denote that signals on T&P RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

GC&SF Crossing, MP D-701.2 Celeste (Automatic Interlocking). Approach signals are automatic block signals. "Lunar" aspects on both Absolute Signals. Movements "time out" in 12 minutes 15 seconds. No "re-clearing" circuits. Push buttons on both Absolute Signals to regain route or make reverse movement. Northward movements have preference. Miniature semaphore indicator marked MKT horizontal position of semaphore arm indicates GC&SF movement approaching crossing on "Proceed" indication. Vertical position indicates that release may be operated immediately. If semaphore arm in horizontal position, wait 3 minutes before operating time release. Push button time release and indicator light in release box marked MKT at crossing. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operating time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 2 minutes 39 seconds, and must wait this interval after operating release, unless signal changes to indicate "Proceed." If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will indicate that signals on GC&SF RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made thru interlocking without providing flag protection per Rule 99 on conflicting routes. Operation of push button time release to clear signal for northward movement through interlocking causes flashers to start operating on highway crossing and time release should not be operated until ready to move through interlocking.

St.L SW Crossing, MP D-714.3 Hunt (Automatic Interlocking). Approach Signals are Automatic Block Signals. No "Lunar" aspects. Movements do not "time out". Push button on instrument case opposite southward Absolute Signal and on northward Absolute Signal for reverse movements. Knob-type time release and indicator light in release box at crossing, one marked MKT is for MKT movements. Southward approach circuit starts only 2,375 feet north of southward Absolute Signal. Northward approach circuit starts 14,858 feet south of northward Absolute Signal. Southward movements have preference over northward movements. Uniform Code of Operating Rules, Rule 344 and other applicable rules will govern. When operating knob-type time release under provisions of Rule 344, turn it to the right as far as it will go, hold it 5 seconds then turn knob back until it starts clock operating. Time release interval at this interlocking is 2 minutes 35 seconds, and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on St LSW RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

Movements enroute to main track through connection track, before foul main track, stop clear of Low Absolute Signal located at fouling point of MKT main track, operate push button type block indicator at switch, and if

block indicator indicates "Block Clear" open hand operated switch, after which aspect displayed by low Absolute Signal on connection track and southward Absolute Signal on main track, will govern. Other applicable rules of Uniform Code of Operating Rules will also be observed.

G.C. & S.F. Crossing, MP D-750.7 Garland. (Automatic Interlocking).

Approach signals are automatic block signals. No "Lunar" aspects. All movements "time out" in 7 minutes if "re-clearing" circuits not occupied. Southward "re-clearing" circuit begins 1388 feet in advance of southward Absolute Signal. Northward "re-clearing" circuit begins 200 feet in advance of northward Absolute Signal. In making reverse movements after forward movements, or forward movements after reverse movements through the interlocking, the section between the Absolute Signals and the two "re-clearing" circuits should be cleared. If these sections not occupied, the reoccupying of the "re-clearing" circuit should clear the Absolute Signal for the movement, if no conflicting movements on GC&SF. No push button on Absolute Signals. Northward movements have preference. One release box at crossing for both MKT and GC&SF movements. Separate switch-key type time releases in the box, properly marked MKT and GC&SF. Only one indicator light for both MKT and GC&SF movements, which is in separate box below the release box. Push button below the indicator light must be operated to get indicator light to illuminate. Indicator light illuminated when all Absolute Signals on both MKT and GC&SF indicate STOP. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate key-type time release marked MKT insert switch key in slot marked MKT give 3/4 turn to right, hold 5 seconds and remove key. Time release interval at this interlocking 4 minutes, and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light in separate box below the release box, illuminated (after button pushed as above) will denote that Absolute Signals on GC&SF RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

(Note: Indicator light will illuminate when button below it is operated, when MKT movement first stops at MKT Absolute Signal displaying Stop-indication, if GC&SF Absolute Signals then denote STOP. But indicator light illuminated at this time does not relieve crew member from operating time release and otherwise complying with the above instructions.)

S.P.Co. Crossing, MP D-796.6 Waxahachie. (Automatic Interlocking).

Approach Signals are automatic block signals. "Lunar" aspects on both Absolute Signals. Movements "time out" in 12 minutes, "Re-clearing" circuit begins about 2000 feet in advance of each Absolute Signal. Push buttons on both Absolute Signals to regain route or make reverse movement. No directional preference. Push button time release and indicator light in release box at crossing marked MKT. Uniform Code of Operating Rules, Rule 344 and other applicable rules govern. When operating time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocker 3 minutes and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on S.P.Co. indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

S.P.Co. Crossing MP 759.4 Ney. (Automatic Interlocking).

Approach Signals are automatic block signals. "Lunar" aspects on both main track Absolute Signals. Movements "time out" in 7½ minutes. No "re-clearing" circuits. Push buttons on both Absolute Signals on main track to regain route or make reverse movement. Southward movements have preference over northward movements. Northward approach circuit on main track starts 3800 feet from crossing; in tail track approach circuit starts 1100 feet south of crossing; Southward approach circuit on main track starts 2600 feet north of crossing, and in tail track, starts 636 feet north of crossing. Push button time release and indicator light in release box marked MKT at crossing. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking is 3 minutes, and must wait this interval after operating release, unless signal changes to indicate "Proceed." If signal has not changed to "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on S.P.Co. indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

GC&SF Crossing, MP 784.0 Alvarado. (Automatic interlocking).

Approach signals are automatic block signals. "Lunar" aspects on both Absolute Signals. Movements "time out" in 12 minutes. No "re-clearing" circuits. Push buttons on both Absolute Signals to regain route or make reverse movement. No directional preference. Miniature semaphore indicator marked MKT, horizontal position of semaphore arm indicates GC&SF movement approaching crossing on "Proceed" indication. Vertical position indicates that release may be operated immediately. If semaphore arm in horizontal position wait 3 minutes before operating time release. Push button time release and indicator light in release box at crossing marked MKT. Uniform Code of Operating Rules, Rule 344 and other applicable rules will govern. When operate time release under provision of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 4 minutes 30 seconds and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on GC&SF RR indicate STOP, but time release must have been operated, and time release interval expired and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with to permit movement being made through interlocking without flag protection per Rule 99 on conflicting routes.

St.L SW Crossing, MP 843.6 between Bellmead and Waco. (Crossing

Device), Manually operated Absolute Signals are not affected by the Automatic block signals, and govern movement over crossing on both yard lead and main track. If Stop-indication displayed and no movement approaching on St. LSW, line lever on St. LSW to set derails against St. LSW movements, which should clear MKT Absolute Signals.

St.L SW Crossing, MP 844.6 between Bellmead and Waco. (Automatic

interlocking). No approach signal for southward movements. Northward approach signal displays aspect per Rule 281, 285 and 291, and affected by track occupancy, broken rails, open switch or car fouling, in addition to aspect displayed by Absolute Signal. No "Lunar" aspects. Movements "time out" in 6 minutes "Re-clearing" circuit for northward movements begins about 300 feet in advance of northward Absolute Signal; for southward movements begins about 200 feet in advance of southward Absolute Signal. No push buttons on Absolute Signals. Northward approach circuit for interlocking starts at S.P.Co. crossing MP 845.0. Southward approach circuit for interlocking starts 1000 feet north of the southward Absolute Signal on main track. No southward approach circuit in yard lead track. Release box at crossing has two push button time releases one marked "north" and one marked "south", also has indicator light in release box. Uniform Code of Operating Rules, Rule 344 and other applicable rules will govern. When operating time release under provisions of Rule 344, operate push button for direction moving, hold it 5 seconds before releasing. Time release interval at this interlocking 3 minutes and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed", at expiration of time release interval, indicator light illuminated in release box will denote that signals on St LSW RR indicate STOP, but time release must have been operated and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

St.L SW Crossing, yard track (Compress track) between Bellmead and

Waco. Electric Gate. Normally against MKT. Protected only by Stop signs. Rule 98 and these instructions govern: To unlock gate. Observe indicator above the lever and if "Unlocked" move lever as far as it will go to the left (Unlocked Position) slide gate extension out of the lock box so gate can be moved across St LSW tracks and pinned across St LSW tracks. To lock gate: Move gate to position across MKT tracks and slide extension as far as it will go into lock box. Move lever as far as it will go to the right (Locked Position) this should permit door on lock box to be closed and locked. If indicator above lever shows "Locked" and no movement evident on St LSW tracks, wait 3 minutes and then remove seal from emergency release lever, push emergency release and while release depressed move to unlocked position. Yardmaster Bellmead should be notified when seal is broken on emergency release. Gate will be placed across MKT tracks after movement over crossing completed and door on lock box locked with MKT switch lock.

S.P.Co. Crossing, MP 845.0 Waco. (Automatic Interlocking).

Southward approach signal 8445 is operative, displays aspects per Rule 281, 285, 291 and is affected by track occupancy, open switch, broken rail, car fouling, as well as the indication displayed by southward Absolute Signal. No approach signal to northward Absolute Signals located on signal bridge vicinity of Second Street. No "Lunar" aspects on northward Absolute Signals. Southward Absolute Signal just north of spring switch at north end of Two Main Tracks MP 844.9 and is 3 unit signal. Top unit governs movements on southward track. Middle unit will, if no conflicting movements, indicate "Proceed" after spring switch at north end of Two Main Tracks is lined for movement against current of traffic on left hand or northward track. Bottom unit, normally "dark", displaying "Lunar" aspect governs movements on either main track and also indicates points of spring switch fit properly.

(Aspect displayed will be "Light-out-over-red-over lunar"). When Stop indication displayed on this Absolute Signal and "Lunar" aspect not displayed Rule 104 (a) as well as other applicable rules, will be complied with. Northward approach circuit on northward main track starts at 7th St.; northward approach on southward main track starts at 3rd St.; southward approach on main track starts at St LSW Crossing, MP 844.6. Movements, either direction, "time out" in 6 minutes. "Re-clearing" circuit for southward movements between Brazos River Bridge and the southward Absolute Signal. No push button on southward Absolute Signal. No "re-clearing" circuit for northward movements. Two push buttons in box on stand in front of bridge standard, one marked "Northward Main" and other marked "Southward Main". Operation of push button for track on which moving may cause Absolute Signal to be restored to indicate "Proceed".

Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release under provisions of Rule 344, go to release box at crossing located on post adjacent to concrete relay house, and operate the proper push button time release for your movement. Three time release push buttons in release box. One marked "Southward Main" is for northward movements on southward track. One marked "Northward Main" is for northward movements on northward track. One marked "Southward" is for any southward movement on either main track. When operate proper push button time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking is 3 minutes, and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on S.P.Co. indicate STOP. But time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

GC&SF Crossing, MP 880.7 Cobel. CTC controlled interlocking, Control Operator being GC&SF train dispatcher located in GC&SF station, Temple. Interlocking Rules (except Rule 344) as well as other applicable Rules of the Uniform Code of Operating Rules, govern. Approach signals are automatic block signals. Interlocked dual control derail north of crossing normally operated and controlled by Control Operator GC&SF dispatcher. Rule 104 (b) and other applicable rules of the Uniform Code of Operating Rules govern. Southward movements leaving Berger and northward movements leaving Little River will indicate approach to Control Operator and, if no conflicting movements, he should clear Absolute Signals of interlocking for movement. No "Lunar" aspects. If Absolute Signal displays Stop indication, communicate with the Control Operator on interlocking telephone and be governed by his instructions. Authority granted by Control Operator only permits movements through interlocking limits. Interlocking telephones for communicating with Control Operator also located on relay case south side of bridge leg at southward Absolute Signal, in door of concrete instrument house at crossing, and on outside wall of passenger station Temple. To operate interlocking telephone, remove receivers from hook, press the button on the phone and also hold down the button in the phone box (one painted red) and whistle or yell into the phone with both buttons held down. Must continue to hold down the button painted red in order to be connected with the dispatcher. When dispatcher answers, converse in normal manner by pressing the little button on telephone when talking and release it to listen. (When button in phone box not held down as above, you will then be connected with yard phone). (By holding down this switch, you will be connected with dispatcher). (Whistling or yelling into phone causes relay to trip and light and buzzer to operate in dispatcher's office which will cause dispatcher to answer your call).

If after proper effort, it is decided that it is impossible to communicate with Control Operator by interlocking phone, crew member will go to crossing and determine that Absolute Signals on GC&SF are in STOP position. If signals are in STOP position, crew member will then go to derail on MKT, north of crossing, unlock, and operate dual control selector lever marked "Power" or "Motor" to position marked "Hand". Operate hand lever back and forth until derail points can be seen to move with movement of hand lever, then line derail in proper position for MKT movement. After derail lined for movement, crew member will again go to crossing and determine that Absolute Signals on GC&SF are in STOP position. If in STOP position, red fuses will be placed at Absolute Signals. If not in STOP position, flag protection, per Rule 99, must be provided on conflicting routes. Hand signal may then be given from crossing for movement over crossing. After movement through interlocking has been completed, restore derail by hand to derailling position, then lock dual control selector lever in position marked "Power" or "Motor" and notify Control Operator of handling at first open office.

Southward trains that perform switching at Temple will leave train north of Signal 8795 and when ready to move through interlocking will call Control Operator on interlocking telephone located on relay case opposite Signal 8795. If movements enter approach circuit for switching purposes and do not intend to use interlocking promptly, Control Operator must be notified immediately.

Mo. Pac. Crossing, MP 918.9 Taylor. (Automatic Interlocking). Approach signals are operative and display aspect per Rules 281, 285 and 291 and are affected by track occupancy, broken rail, car fouling, or open switch, as well as by the indication displayed by the Absolute Signals. "Lunar" aspects on both Absolute Signals. Movements "time out" in 12 minutes. No "re-clearing" circuits. Push buttons on both Absolute Signals to regain route or to make reverse movement. Northward movements have preference. Push button time release and indicator light in release box at crossing marked MKT. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operating time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 3 minutes 40 seconds, and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on Mo. Pac. RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

S.P.Co. Crossing MP 934.8 Elgin. (Automatic Interlocking). Approach signals are operative and display aspect per Rules 281, 285 and 291, and are affected by track occupancy, broken rail, car fouling, or open switch, as well as by the indication displayed by the Absolute Signals. No "Lunar" aspects. Movements "time out" in 12 minutes. "Re-clearing" circuits both directions, begin about 400 feet north of southward Absolute Signal, and about 300 feet south of northward Absolute Signal. No push buttons on Absolute Signals. No directional preference. Push button type time release and indicator light in release box marked MKT at crossing. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking is 4 minutes 35 seconds and must wait this interval, after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval indicator light illuminated in release box will denote that signals on S.P.Co. indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

S.P.Co. Crossing, MP 978.0 West Point. (Automatic Interlocking). Approach signals operative and display aspect per Rule 281, 285 and 291, and are affected by track occupancy, broken rail, car fouling, or open switch, as well as by the indication displayed by the Absolute Signal. "Lunar" aspects on both Absolute Signals. Movements "time out" in 12 minutes. No "re-clearing" circuits. Push buttons on both Absolute Signals to regain route or to make reverse movement. Southward movements have preference over northward movements. Miniature semaphore indicator marked MKT horizontal position of semaphore arm indicates S.P.Co. movement approaching crossing on "Proceed" indication. Vertical position of semaphore arm indicates that release may be operated immediately. If semaphore arm in horizontal position, wait 3 minutes before operating time release. Push button time release and indicator light in release box marked MKT at crossing. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operating time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 4 minutes 30 seconds, and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on S.P.Co. indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

GC&SF Crossing, MP 1035.4 Sealy. (Automatic Interlocking). Approach signals operative and display aspects per Rules 281, 285 and 291, and are affected by track occupancy, broken rail, car fouling, or open switch, as well as by the indication displayed by the Absolute Signals. "Lunar" aspects on both Absolute Signals. Movements "time out" in 12 minutes. "Re-clearing" circuit begins 350 feet in advance of each Absolute Signal. Push buttons both Absolute Signals to regain route or to make reverse movement. Southward movements have preference over northward movements. Push button time release and indicator light in release box marked MKT at crossing. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 6 minutes 15 seconds, and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to

indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on GC&SF RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

S.P.Co. Crossing, MP 1078.9 Eureka. (Interlocking). Approach signals operative and display aspects per Rule 281, 285 and 291, and are affected by track occupancy, broken rail, car fouling, or open switch, as well as by the indication displayed by the Absolute Signal. Southward and Northward Absolute Signals both have "Lunar" aspects in the bottom unit which has semaphore arm and semaphore arm will be 45-degree angle with "Lunar" aspect displayed. When southward Absolute Signal displays aspect: top semaphore arm horizontal (red), middle semaphore arm horizontal (red), bottom semaphore arm 45-degree angle (lunar) with light out in the bottom unit; or when northward Absolute Signal displays aspect: top semaphore arm horizontal (red) bottom semaphore arm 45-degree angle (lunar); with light out in the bottom unit: the aspect displayed will be Rule 290 (PROCEED AT LOW SPEED... through the interlocking limits...) and not Rule 288, or Rule 286 aspect.

S.P.Co. Crossing, MP 1080.8 south of Eureka. (Crossing Device). Protected by Absolute Signals. No approach signals. Two arm signal south of crossing on west side of track governs movements in both directions: arm to right as viewed by approaching movement governs movement that direction. When Stop-indication displayed, if no S.P.Co. movement approaching, operate lever on S.P.Co. to set derails against S.P.Co. which should clear MKT signals.

S.P.Co. Crossing, MP 1084.2 Houston. (Automatic Interlocking). No southward approach signal. No "lunar" aspects. Movements "time out" in 5 minutes. "Re-clearing" circuits both directions begin about 70 feet in advance of Absolute Signals. No push buttons on Absolute Signals. No directional preference. Push button time release and indicator light in release box marked MKT at crossing. Uniform Code of Operating Rules, Rule 344 and other applicable rules will govern. When operating time release under provisions of Rule 344 hold it 5 seconds before releasing. Time release interval at this interlocking is 3 minutes and must wait this interval after operating release, unless signal changes to "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on S.P.Co. indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signals, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes. City telephone north end Bridge 1083.9 and MKT yard movements call S.P.Co. Tower 26 concerning movements through transfer to S.P.Co. main track; and movements enroute Harrisburg or through Belt connection call Belt Line Tower, for purpose of getting routes before blocking street crossings.

Mo. Pac. Crossing, MP M-1003.6 New Braunfels. (Automatic Interlocking). Approach Signals are automatic block signals. "Lunar" aspects on both Absolute Signals. Movements "Time out" in 8 minutes. "Re-clearing" circuits begin about 400 feet in advance of each Absolute Signal. Push buttons on both Absolute Signals to regain route or to make reverse movement. Northward movements have preference. Push button time release and indicator light in release box marked MKT at crossing, Uniform Code of Operating Rules, Rule 344 and other applicable rules will govern. When operating time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking is 3 minutes 30 seconds and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on Mo. Pac. RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

S.P.Co. Crossing, MP M-1036.1 between Warden and Sloan. (Crossing Device). Approach Signals are automatic block signals. Protected by Absolute Signals. If Stop-indication displayed on MKT Absolute Signal, flag protection must be provided in both directions on S.P. Co. before moving over crossing.

S.P.Co. Crossing, MP M-1038.0 between Sloan and San Antonio. Protected by crossing gate, not electric locked, which may be found in any position. All movements must STOP in advance of crossing, regardless of position of gate, then know gate is across S.P.Co. before proceeding over crossing. Rule 98. Leave gate lined as used.

Mo. Pac. - S.P.Co. Crossing (Tower 105) on yard track Sloan Yard.

(Interlocking). MKT Absolute Signal on left hand side of track. Top arm governs movements into transfer and to inbound Mo. Pac. track.

GC&SF Crossing, MP G-701.1 Gainesville. (Interlocking). (Operation on GC&SF RR tracks is T.C.S.) Switches, derails and signals within interlocking limits controlled by GC&SF Operator at Gainesville. MKT approach Signals 7013 westward and 7026 eastward are fixed non-operative and always display aspect per Rule 285. Signals do not indicate track conditions. Westward and Eastward MKT Absolute Signals governing movements over GC&SF crossing are single unit signals. Rules 290 or 292. MKT movements enroute to GC&SF yard will stop movement on MKT transfer track before fouling T.C.S. track section approximately 16 feet from clearance point of GC&SF siding and remain until crew member communicates with control operator by telephone, giving name, engine number and state move to be made. If permission is granted by control operator to use the switch, remove toggle bar from its keeper, then wait 2 minutes before operating switch. After being given permission to open switch, proper engine whistle signal must be sounded to notify operator in Gainesville interlocking station of desired move, then be governed by interlocking signals to move from GC&SF siding to GC&SF yard. MKT movements returning to MKT transfer track from GC&SF yard be governed by interlocking signals and may open electrically locked switch at MKT transfer track without communicating with Control Operator to leave T.C.S. territory. Should MKT crews have any occasion in connection with making delivery to GC&SF yard to use GC&SF main track switches north of the interlocking home signals, it will be necessary that they secure permission from control operator at Ft. Worth before opening an electrically locked hand-throw switch. All main track hand-throw switches north of the interlocking are electrically locked with a telephone in close proximity to each location.

Uniform Code of Operating Rules, 325 to 343, as well as other applicable Rules of the Uniform Code of Operating Rules, govern movement through this interlocking, except where supplemented or superseded by the above instructions.

F.W.D. Crossing, MP G-772.1 Henrietta. (Automatic Interlocking). Approach signals fixed non-operative and always display aspect per Rule 285. No "lunar" aspects. Movements "time out" in 6 minutes 30 seconds. "Re-clearing" circuit for westward movements only begins just east of frog of siding at insulated joint that location. No "re-clearing" circuit for eastward movements. Push button on westward Absolute Signal to regain route or make reverse movement. Eastward approach circuit starts 5276 feet west of eastward Absolute Signal. Westward approach circuit starts 2932 feet east of westward Absolute Signal. Westward movements from siding must occupy "clearing" section extending 185 feet in advance of west siding switch to secure route if no opposing movement. This "clearing" section should not be occupied until ready to move out siding onto main track and through the interlocking. Push button time release and indicator light in release box marked MKT at the crossing. Uniform Code of Operating Rules, Rule 344 and other applicable rules will govern. When operating time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking is 6 minutes and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on FWD RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes. No directional preference.

A.T.&S.F. Crossing, MP 219.9-B Woodward. (T.C.S. Controlled interlocking). Absolute Signals governing movement through the interlocking controlled by Control Operator, AT&SF dispatcher, Amarillo, Texas. Approach signals fixed non-operative and always display aspect per Rule 285. Following instructions govern movement over crossing:

"Switch point derails located approximately 50 feet from signals, with dual control switch machines that may be operated by motor or hand. Normal position of derails against MKT movement. They may be hand operated only on authority of AT&SF dispatcher. When this permission is received, selector lever will be changed from "Motor" to "Hand" position, and machine operated and locked the same as any other hand-throw switch stand. In such cases, the interlocked signals protecting derails will remain in STOP position and train may pass these home signals in STOP position to cross the crossing, when authorized to do so by AT&SF dispatcher. Trainmen must notify engine men that the selector lever is in "Hand" position, giving him the information as secured from AT&SF dispatcher. Deraill must be returned to normal position and selector lever must be restored to "Motor" position and locked after movement over crossing is complete, and dispatcher will then be notified that selector lever has been returned to "Motor" position.

"All information or instructions issued by dispatcher to crews on phone must be repeated to him for verification, and such information must contain a clear understanding of the movement authorized.

"In case of failure of communications, before attempting to operate derails by hand, trainman will proceed to crossing and if no AT&SF trains approaching, and AT&SF home signals protecting crossing are in STOP position, derail may then be hand operated and train proceed over crossing, after full flag protection is provided. Full flag protection at this crossing will require one member of crew, with flagman's signal, except torpedoes (See Rule 35) to be stationed at each Santa Fe home signal until after MKT trains have crossed crossing and cleared home signal limits.

"In making these movements by hand control, crews will see that both derails are properly lined before the train passes the home signal so continuous movement may be made over the plant.

"Phones-push buttons located south switch Guest, north of transfer switch, Absolute Signals, passenger station and freight station. These phones do not have ringer equipment, but arrange to call dispatcher by whistling or making some loud or shrill noise into the transmitter. Push buttons will operate annunciator on dispatcher's control machine. These push buttons will be used only when immediate movement over crossing desired and it will not be necessary to otherwise communicate with dispatcher unless, after reasonable time interval, signal fails to clear.

"In case train unprepared to promptly accept proceed signal for any reason, the dispatcher must be immediately informed so other trains may be moved. Northward trains should not proceed over Main St. crossing, and southward trains over street crossing at transfer switch, until clear signal is received or emergency instructions have been complied with.

"Dual control machines will be secured with double lock arrangement, with MKT switch lock and AT&SF signal lock. Door to telephone boxes will be secured in similar manner and must be kept locked when not in use.

"If main track south of transfer track switch is to be used, while switching transfer track, AT&SF dispatcher must be notified and cars must not be shoved into home signal limits."

SL-SF—St. LSW Crossing, MP K-22.9 Carrollton. (Automatic Interlocking). Approach signals fixed non-operative. No "Lunar" aspects. Northward and southward approach circuits approximately 3,000 feet in advance of Absolute Signals. Movements do not "time out". No push buttons on Absolute Signals. No "re-clearing" circuits. No directional preference. Push button time release and indicator light in release box marked MKT at crossing. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 1½ minutes and must wait this interval after operating release unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on SL-SF-St LSW indicate STOP, but time release must have been operated, and time release interval expired and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

GC&SF Crossing, MP 53.9A Morgan. (Automatic Interlocking). Approach signals are fixed non-operative, always display aspect per Rule 285. No "Lunar" aspects. Movements do not "time out". No "re-clearing" circuits or push buttons on Absolute Signals. No directional preference. Push button time release and indicator light in release box marked MKT at crossing. Eastward approach circuit starts 997 feet west of eastward Absolute Signal. Westward approach circuit starts at westward approach signal 2201 feet east of crossing. Uniform Code of Operating Rules, Rule 344 and other

applicable Rules will govern. When operate time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this crossing is 6 minutes and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on GC&SF RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal and the other requirements of Rule 344 must be complied with, to permit movements being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

GC&SF Crossing, MP 105.6-A Dublin. (Controlled Automatic Interlocking). Approach signals fixed non-operative and always display aspect per Rule 285. No "lunar" aspects. Movements do not "time out". No "re-clearing" circuits or push buttons on Absolute Signals. Eastward approach circuit begins 180 feet from eastward Absolute Signal. Westward approach circuit begins about 450 feet from westward Absolute Signal. MKT movements will not receive "Proceed" indication on Absolute Signals when enter MKT approach circuits until it is lined for them by GC&SF train dispatcher at Ft. Worth, but can secure route by operating time release as outlined below. Even with route lined by GC&SF dispatcher, "Proceed" indication will not be received until MKT movement enters MKT approach circuit. There is no directional preference. Push button time release and indicator light in release box marked MKT at crossing. Time release interval at this interlocking is 6 minutes. Uniform Code of Operating Rules, Rule 344 and other applicable Rules, except as supplemented and amended by GC&SF instructions posted at crossing, will govern. GC&SF instructions read: GC&SF CREWS MUST BE GOVERNED BY INSTRUCTIONS IN GC&SF BOX. MKT CREWS MUST BE GOVERNED BY INSTRUCTIONS IN MKT BOX. If home Absolute Signal is in STOP position and cause is not apparent, member of crew must call Control Station from relay house and if authority received to proceed, open control box push the control button and hold it for not less than 10 seconds. If home signal fails to indicate "Proceed" at expiration of 6 minutes train may proceed after providing full flag protection on conflicting route. If indicator light is illuminated in box, it indicates that home signals on conflicting route are in STOP position. If indicator light is NOT illuminated, it indicates signals on conflicting route are in "PROCEED" indication. If GC&SF crew member unable to communicate with Control Station, train must not proceed until authority to do so has been received from Control Station. If MKT crew member unable to communicate with Control Station, train may proceed in accordance with instructions outlined above. NOTE: If MKT Absolute Signal does not indicate "Proceed" time release must have been operated, and time release interval expired and the other requirements of Rule 344 and the above instructions must have been complied with before moving through interlocking. Indicator light must be illuminated when engine or leading car moves by Absolute Signal to indicate that signals on GC&SF are STOP.

T&P Crossing, MP 154.8-A Cisco. (CTC Interlocking). Approach signals non-operative and always display aspect per Rule 285. Interlocking controlled by T & P train dispatcher. If Absolute Signals display Stop indication, Rule 340 governs and will communicate with Control Operator (T&P train dispatcher) and be governed by his instructions and Rule 340. If unable to contact T&P dispatcher, move engine or car beyond the insulated joint (painted yellow) and foul the Absolute Signal circuit, but do not foul the crossing. Wait four minutes and then member of crew proceed to crossing and if no T & P train can be seen or heard, movement over crossing will be made only after full flag protection, per Rule 99, is provided on conflicting routes, regardless of the indication of T & P Absolute Signals.

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", "Poison Gas" or "Flammable Poison Gas" must not be handled next to engine or occupied caboose (except as provided in NOTE above) (except loaded tank cars placarded "Dangerous" when train consists only of placarded loaded tank cars) (loaded tank cars placarded "Poison Gas" or "Flammable Poison Gas" must not be handled next to engine or occupied caboose); next to occupied passenger or combination car except as

provided in NOTE above; (loaded tank cars placarded "Poison Gas" or "Flammable Poison Gas" will not be handled next to occupied passenger or combination car other than cars occupied by gas handlers and authorized personnel accompanying shipment); wooden underframe cars, loaded flat cars (except cars carrying trailers or containers placarded "Explosives" may be coupled to each other); (loaded tank cars placarded "Dangerous" or "Poison Gas" or "Flammable Poison Gas" may be handled next to specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, 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 protrudes beyond car ends or when lading extending above car ends is liable to shift so as to protrude beyond car ends; car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation, car, trailers or truck bodies with open flame apparatus in service or with internal combustion engine in operation; cars, trailers or truck bodies on flat car containing lighted heaters, stoves, or lanterns; (except in case of loaded tank cars placarded "Dangerous", "Poison Gas" or "Flammable Poison Gas", when car is occupied by gas handlers or authorized personnel accompanying shipment); 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 in a passenger train, nor next to occupied cabooses or cars carrying passengers in mixed trains except as otherwise provided 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.

SPECIAL SAFETY CODE FOR EMPLOYES IN TRAIN, ENGINE, AND YARD SERVICE

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight outside of rails when getting off engine or cars.
6. When alighting from or boarding rear end of freight trains, 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 sillstep, 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

1. Enginemen and others will use hard rubber or nonmetallic cased flash-lights in and around Diesel locomotives.
2. Never place hands or face near main generator or any high voltage equipment while it is working under load.
3. Do not smoke or have open flame in engine room.
4. Rings and wrist watches will not be worn while working around electrical equipment.
5. Fuses will not be pulled while under load.
6. High voltage cabinet will not be opened while motor is running, other than idling.
7. Stepping out of side doors of moving Diesel units to elevated platform or other side elevation is prohibited.
8. 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).
9. Backing trains with Road Switch and/or Yard Switch Type Units Hauling Or in Tow.
 - (A) To minimize the possibility of jack-knifing when trains are backed up or locomotives are used in pusher service the following restrictions should be observed:

When necessary to back up or push a train consisting of more than fifty (50) cars and there are any Road Switch Units in the loco-consist, the engineman will be governed by the following:

Maximum Amperage Rating With —	
3 Units working	800 Amps
4 Units working	600 Amps
5 Units working	500 Amps
6 Units or more working	400 Amps
10. Do not under any circumstances run a unit with ground switch open or ground switch jumper removed (except to clear main line in emergency).
11. If a unit trips ground relay 3 times on a trip, it should be isolated and reported to next division point.
12. Reduce throttle to No. 5 position when locomotive passes over rail crossing.
13. Do not operate units in excess of load meter ratings.
14. In event of an electrical fire — open battery switch or disconnect battery cables in battery box.
15. Doors on Diesel units should be kept closed at all times. This applies to hood doors on road switchers and end doors, as well as side doors on carbody type units.
16. Do not remove overhead duct panels.

CLASSIFICATION OF ENGINES

COOPER'S RATING OF MKT UNITS

CLASS	UNITS	UNITS NUMBERED	Equipped For MU Control	Geared For Maximum Speed
D-2	47	1 to 11 incl., 13, 15, 17, 18, 20 to 32 incl., 34, 43, 44, 12, 14, 16, 19, 33, 35 to 42 incl., 45, 46, 47	Yes	65
D-3	12	78 A-C to 81 A-C incl., 78 B-D-E-F	No	65
D-4	59	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. Except 84A, 86A and 87A.	Yes	77
D-5	71	91 to 161 incl.	Yes	65
Total	189			

D-2	E-46
D-3	E-46
D-4	E-42
D-5 units 124 to 161, incl.	E-45
units 91 to 123 incl.	E-47

AVOID DAMAGE

SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range — NOT OVER 4 MILES PER HOUR — A BRISK WALK.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Car Coupled at	Units of Destructive Force
Safe	1 mph	1
	2 "	4
	3 "	9
	4 "	16
Damaging	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100

TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	45	80.0	1	08	52.9	1	46	34.0
..	46	78.3	1	10	51.4	1	48	33.3
..	47	76.6	1	12	50.0	1	50	32.7
..	48	75.0	1	14	48.6	1	52	32.1
..	49	73.5	1	16	47.4	1	54	31.6
..	50	72.0	1	18	46.1	1	56	31.0
..	51	70.6	1	20	45.0	1	58	30.5
..	52	69.2	1	22	43.9	2	..	30.0
..	53	67.9	1	24	42.9	2	05	28.8
..	54	66.6	1	26	41.9	2	10	27.7
..	55	65.5	1	28	40.9	2	15	26.7
..	56	64.2	1	30	40.0	2	30	24.0
..	57	63.2	1	32	39.1	2	45	21.8
..	58	62.1	1	34	38.3	3	..	20.0
..	59	61.0	1	36	37.5	3	30	17.1
1	..	60.0	1	38	36.8	4	..	15.0
1	02	58.0	1	40	36.0	4	30	13.3
1	04	56.2	1	42	35.3	5	..	12.0
1	06	54.5	1	44	34.6	6	..	10.0

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.

Sec. onds	Miles Per Hour	40 Foot Car	50 Foot Car
1	28	..	35
2	14	..	17.5
3	9.3	..	11.6
4	7	..	8.7
5	5.6	..	7
6	4.7	..	5.9
7	4	..	5
8	3.5	..	4.4
9	3.1	..	3.9
10	2.8	..	3.5
11	2.5	..	3.1
12	2.3	..	2.9
13	2.15	..	2.7
14	2	..	2.5

