

DIVISION OFFICERS

J. G. Tucker	Superintendent	Ft. Worth, Tex.
G. W. Stone	Asst. Superintendent	Ft. Worth, Tex.
E. E. Long	Master Mechanic	Ft. Worth, Tex.
H. L. McDermott	Asst. Master Mechanic	Ft. Worth, Tex.
F. L. Scarborough	Asst. Master Mechanic	Marshall, Tex.
—		
R. L. Riggs	Terminal Trainmaster	Ft. Worth and Lancaster Yards
G. A. Alford	Terminal Trainmaster	Texarkana, Tex.
E. R. Chaney	Trainmaster	Mineola, Tex.
C. A. Boyd	Trainmaster	Marshall, Tex.
B. E. Neal	Road Foreman of Engines	Mineola, Tex.
—		
J. W. McCoy	Chief Dispatcher	Ft. Worth, Tex.
W. H. Robinson	Asst. Chief Dispatcher	Ft. Worth, Tex.
R. N. Page	Asst. Chief Dispatcher	Ft. Worth, Tex.
I. S. McIntosh	Asst. Chief Dispatcher	Ft. Worth, Tex.
A. M. Underwood	Asst. Chief Dispatcher	Ft. Worth, Tex.
D. Flanagan	Dispatcher	Ft. Worth, Tex.
F. W. Ford	Dispatcher	Ft. Worth, Tex.
M. P. Livingston	Dispatcher	Ft. Worth, Tex.
R. L. Rice	Dispatcher	Ft. Worth, Tex.
W. M. York	Dispatcher	Ft. Worth, Tex.

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

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



The Texas and Pacific Railway Company

EASTERN DIVISION

TIME TABLE NO. 57

Effective 12:01 a. m., Sunday, March 1, 1959

CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY

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

L. C. PORTER, Vice-President—Operation,
R. C. PARKER, Assistant Vice-President—Operation,
W. C. FOSTER, General Supt. Transportation,
C. F. ADAMS, Superintendent of Rules

DALLAS SUB-DIVISION--Westward

FIRST CLASS

Station Numbers	Car Capacity Passing Riding	Time Table No. 57 EFFECTIVE 12:01 A. M. MARCH 1, 1959	STATIONS								
			221 South Texas Eagle Passenger Daily	1 West Texas Eagle Passenger Daily	21 Louisiana Eagle Passenger Daily	501 Santa Fe Passenger Daily	7 The Western Passenger Daily	237 Passenger Daily	225 The Texas Passenger Daily	3 Passenger Daily	
0	Yard	CTO. TEXARKANA.....	L 3 10 AM	L 3 40AM			L 3 00PM	L 3 36PM	L11 15PM	L11 30PM	
2	96	..... NATIONAL.....	3 14 226	3 44			3 04	3 39	11 20	11 34
8	150	..... SULPHUR.....	3 21	3 51			3 11	3 46	11 27	11 41
16	96	..... SPRINGDALE.....	3 28	3 57			3 17	3 53	11 34	11 47
21	148	..... QUEEN CITY.....	3 33 4	4 02			3 22	3 58	11 40	11 52
24	92	..... ATLANTA.....	3 36	4 05			3 27	4 03	11 45	11 57
31	150	..... BIVINS.....	3 43	4 12			3 36	4 11	11 54	12 06AM
37	98	..... KILDARE.....	3 50	4 19			3 43	4 19	12 01AM	12 13
44	155	..... PAYNE.....	3 56	4 25			3 49	4 27	12 07	12 19
51	101	..... JEFFERSON.....	4 03	4 32			4 00	4 36	12 15	12 27
58	149	..... WOODLAWN.....	4 10	4 39			4 10	4 45	12 22	12 35
67	160	CTO. MARSHALL.....	4 25	4 55	L 5 10AM		4 20 4 46	4 55 5 10	12 35	1 00	
70	98	..... QUINCY.....	4 30	5 00	5 15		4 52	5 15	12 40	1 05
75	151	..... KEOKUK.....	4 34	5 04	5 19		4 56	5 20	12 45	1 10
80	94	..... HALLSVILLE.....	4 39	5 09	5 24		5 01	5 26	12 50	1 15
88	148	..... LANSING.....	4 41	5 11	5 26		5 03	5 30	12 53	1 23 226
90	Yard	CTO. LONGVIEW.....	A 4 55AM	S 5 25	S 5 40		S 5 20	A 5 45PM	A 1 15 226 AM	S 1 30 4	
94	162	..... GREGGTON.....		5 31	5 46		5 28			1 58
102	151	..... GLADEWATER.....		S 5 40	S 5 56		S 5 40			S 2 06
118	152	CTO. BIG SANDY.....		5 55	6 10		S 5 55			2 21	
119	NS	..... HAWKINS.....		5 59	6 15		S 6 03			2 25
124	162	..... FADA.....		6 04	6 20		6 10			2 30
180	96	..... HOARD.....		6 09	6 25		6 15			2 35
186		..... MINEOLA.....		6 17	S 6 35		S 6 28			S 2 48
	Yard	..... MW CROSSOVER.....		6 18	6 36		6 29			2 49
188		CTO. MINEOLA YARD.....		6 19	6 37		6 30			2 51	
148	94	..... SILVER LAKE.....		6 23	6 41		6 34			2 55
149	164	..... GRAND SALINE.....		6 31	6 50		S 6 52 22			3 03
160	153	..... EDGEWOOD.....		6 39	6 59		S 7 10 2			3 11
167	157	..... WILLS POINT.....		6 46	S 7 10		S 7 23			3 20
176	151	..... ELMO.....		6 53	7 19		7 30			3 29
188	94	..... TERRELL.....		6 59	S 7 25		S 7 36			3 35
187	151	..... LAWRENCE.....		7 05	7 35		7 45			3 42
194	NS	..... FORNEY.....		7 12	7 41		7 51			3 49
199	148	..... MARITH.....		7 18	7 47		7 57			3 55
202	NS	..... MESQUITE.....		7 21	7 50		8 00			3 58
207	92	..... SCOTTDALE.....		7 26	7 55		8 05			4 03
210	151	CTO. T. & P. JCT.....	A 7 30AM	A 7 59AM		A 8 10PM				A 4 08AM	
215		..... DALLAS Union Terminal	S 7 50 8 10	S 8 15 8 35	L 8 15PM	S 8 30 9 15				S 4 30 4 55
	NS	..... U. T. JCT.....	L 8 11AM	L 8 36AM	L 8 16PM	L 9 16PM				L 4 56AM
216	101	..... BROWDER.....	8 14	8 39	8 19	9 19				4 59
220	NS	..... EAGLE FORD.....	8 18	8 43	8 23	9 23				5 03
227	93	..... GRAND PRAIRIE.....	8 26	8 51	8 31	9 31				5 11
228	93	..... ARLINGTON.....	8 35	8 59	8 38	9 39				5 20
229	NS	..... HANDLEY.....	8 42	9 06	8 45	9 46				5 27
244	YARD	CTO. FORT WORTH (Passenger Station)	A 9 00AM L 9 50AM	A 9 20AM	A 9 00PM	A 10 00PM L 10 30PM				A 5 45AM	
261	YARD	..... LANCASTER YARD.....		A 10 00AM		A 10 40PM				
		348.1	221 Daily	1 Daily	21 Daily	501 Daily	7 Daily	237 Daily	225 Daily	3 Daily	
		Time Over Sub-Division	1.45	5.20	4.10	.45	7.00	2.10		6.15	

See Page 14 & 15 For Dallas Sub-Division Special Instructions

Eastward trains are superior to trains of the same class in opposite direction.

DALLAS SUB-DIVISION—Eastward

Time Table No. 57 EFFECTIVE 12:01 A. M. MARCH 1, 1959		FIRST CLASS									
		226	238	8	502	22	2	222	4		
		The Texan Passenger Daily	Passenger Daily	The Western Passenger Daily	Santa Fe Passenger Daily	Louisiana Eagle Passenger Daily	West Texas Eagle Passenger Daily	South Texas Eagle Passenger Daily	Passenger Daily		
STATIONS											
.0	FWT DW-DO	OTO. TEXARKANA.....	A 3 30AM	A 11 30AM	A 12 15PM			A 10 30PM	A 11 05PM	A 4 15AM	
1.3		..... NATIONAL.....	3 14 221	11 10	12 04PM			10 20	11 01	4 01	
7.9		..... SULPHUR.....	2 57	11 02	11 57			10 13	10 55	3 51	
14.8		..... SPRINGDALE.....	2 50	10 49	11 50			10 06	10 49	3 40	
20.4		..... QUEEN CITY.....	2 45	10 37	11 45			10 00	10 43	3 33 221	
28.6		..... ATLANTA.....	s 2 40	s 10 30	11 41			9 55	10 40	s 3 20	
31.2		..... BIVINS.....	2 34	10 12	11 33			9 46	10 33	3 07	
37.5		..... KILDARE.....	2 26	10 01	11 26			9 39	10 26	3 00	
43.5		..... PAYNE.....	2 19	9 48	11 19			9 32	10 19	2 53	
50.7		..... JEFFERSON.....	2 09	9 37	11 12			9 24	10 11	s 2 45	
58.7		..... WOODLAWN.....	1 59	9 21	11 04			9 14	10 04	2 30	
68.3	T DW-DO	OTO. MARSHALL.....	s 1 50	s 9 10	s 10 55		A 8 55PM	s 9 05	s 9 55	s 2 20	
70.5		..... QUINCY.....	1 36	8 53	10 39		8 43	8 49	9 49	1 53	
75.8		..... KEOKUK.....	1 31	8 48	10 35		8 38	8 45	9 45	1 48	
80.5		..... HALLSVILLE.....	1 26	8 43	10 30		8 32	8 40	9 40	1 43	
82.9		..... LANSING.....	1 23	8 40	10 28		8 29	8 38	9 38	1 40	
89.6	FWT DW-DO	OTO. LONGVIEW.....	L 1 15 ³ AM	L 8 30AM	s 10 20		s 8 20	s 8 30	L 9 30PM	s 1 30 ³ 15 225	
93.8		..... GREGGTON.....			10 09		8 05	8 20		1 05	
102.8		..... GLADEWATER.....			9 59		s 7 55	s 8 10		s 12 55	
113.8		OTO. BIG SANDY.....			9 46		7 40	7 57		s 12 38	
118.6		..... HAWKINS.....			9 42		7 35	7 52		12 33	
124.2		..... FADA.....			9 37		7 28	7 47		12 28	
130.0		..... HOARD.....			9 32		7 23	7 42		12 23	
136.1		..... MINEOLA.....		s 9 25			s 7 15	7 35		s 12 15	
136.9		..... MW CROSSOVER.....			9 21		7 07	7 33		12 06	
138.1	Y DW-DO	OTO. MINEOLA YARD.....			9 20		7 06	7 32		12 05	
142.2		..... SILVER LAKE.....			9 16		7 02	7 28		12 01AM	
150.0		..... GRAND SALINE.....			9 08		6 52	7 20		s 11 46	
158.8		..... EDGEWOOD.....			9 00		6 43	7 10		11 38	
167.4		..... WILLS POINT.....			8 51		s 6 34	7 01		s 11 28	
175.9		..... ELMO.....			8 42		6 24	6 52		11 13	
181.9		..... TERRELL.....			8 35		s 6 17	6 45		s 11 05	
187.0		..... LAWRENCE.....			8 30		6 10	6 39		10 57	
193.7		..... FORNEY.....			8 23		6 04	6 33		10 50	
199.1		..... MARATH.....			8 17		5 58	6 27		10 43	
202.2		..... MESQUITE.....			8 14		5 55	6 24		10 40	
207.0		..... SCOTTDALE.....			8 10		5 50	6 20		10 35	
209.1	DO-Y	OTO T. & P. JOT.....		L 8 05AM			L 5 45PM	L 6 15PM		L 10 30PM	
214.8		..... DALLAS Union Terminal.....		s 7 50	A 7 45AM		s 5 30	s 6 00		s 10 15	
216.1		..... U. T. JOT.....		A 7 23AM	A 7 40		A 5 05PM	A 5 36PM		A 9 15PM	
216.1		..... BROWDER.....		7 20	7 38		5 03	5 32		9 09	
220.2		..... EAGLE FORD.....		7 16	7 33		4 58	5 28		9 04	
226.4		..... GRAND PRAIRIE.....		7 09	7 26		4 51	5 21		8 56	
232.7		..... ARLINGTON.....		7 02	7 18		4 43	5 13		8 48	
239.3		..... HANDLEY.....		6 55	7 10		4 35	5 05		8 40	
245.9	Y DW-DO	OTO. FORT WORTH..... (Passenger Station)		A 6 45AM	L 7 00AM		L 4 25PM	L 4 55PM		L 8 30PM	
251.1	FWT DW-DO	..... LANCASTER YARD.....		L 6 00AM			L 3 35PM				
248.1			226	238	8	502	22	2	222	4	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		Time Over Sub-Division	1.45	3.00	5.80	.45	4.30	5.35	1.85	7.45	

See Page 14 &
15 For Dallas
Sub-Division
Special
Instructions

Eastward Trains are superior to trains of the same class in opposite direction.

		FIRST CLASS		Station Numbers	Car Capacity Passing Sidings	Time Table No. 57 EFFECTIVE 12:31 A. M. MARCH 1, 1959		Location, Water, Fuel, Turn-table, Wye, etc.	Miles From Location	FIRST CLASS			
		27	21			28	22						
		Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily			Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily						
		L 3 25PM	L 3 50AM	S 327	YARD	SHREVEPORT Passenger Station		827.0	A 12 15PM	A 10 20PM			
		3 32	3 58	S 324	YARD	VO JCT		824.8	12 02PM	10 06			
		3 38	4 05	S 323	YARD	HOLLYWOOD YARD	DW-DO	821.9	11 56	10 00			
		L 3 40PM	L 4 10AM	S 320	YARD	CUT OFF JCT	Y	820.8	A 11 54AM	A 9 58PM			
		3 44	4 14	B 217	NB	REBOR		818.0	11 49	9 53			
		3 48	4 18	B 221	80	LAKE HAYES		821.3	11 45	9 48			
		3 52	4 22	B 225	NB	GREENWOOD		825.8	11 41	9 44			
		3 58	4 27	B 231	106	WASKOM		831.5	11 34	9 38			
		4 02	4 30	B 234	NB	JONESVILLE		834.7	11 29	9 35			
		4 10	4 37	B 242	78	SCOTTSVILLE		842.1	11 21	9 28			
		L 4 25PM	L 4 50AM	87	151	MARSHALL	DW-DO	850.4	A 11 10AM	L 9 15PM			
		27 Daily	21 Daily			64.5			28 Daily	22 Daily			
		.45	.40			Time Over Sub-Division			.44	.43			

Eastward trains are superior to trains of the same class in opposite direction.

See Page 13 for Marshall Subdivision Special Instructions

Southward TEXARKANA SUB-DIVISION Northward

		Time Table No. 57 EFFECTIVE 12:31 A. M. MARCH 1, 1959		Station Numbers	Car Capacity Passing Sidings	Time Table No. 57 EFFECTIVE 12:31 A. M. MARCH 1, 1959		Miles From T. S. & N. Jct.	Location, Water, Fuel, Turn-table, Wye, etc.
		STATIONS				STATIONS			
		0	YARD	OTO	TEXARKANA	71.8	FWTY		
		T 55	18	LTO	FOUKE	55.4			
		T 43	17		DODD BRIDGE	42.8			
		T 37	28		IDA	36.8			
		T 28	85	LTO	HOBSTON	28.0			
		T 23	40	LTO	GILLIAM	33.3			
		T 18	20	LTO	BELCHER	18.1			
		T 14	15		DIXIE	14.0			
		T 7	12		CASH POINT	7.3			
				YARD	T. S. & N. JCT		Y		
				YARD	VO JCT				
		S 322	YARD		HOLLYWOOD YARD		FT		
					76.4				
					Time Over Sub-Division				

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.

1. Stations Hollywood Yard and VC Jct. shown as information only. Texarkana Subdivision extends from Texarkana to T.S.&N. Jct.

2. Train orders and clearances in connection with train movements will be issued by and over signatures of Louisiana Division train dispatchers at Alexandria.

3. Use of train order, Form Y is authorized on Texarkana Subdivision.

4. Between T&P-StLSW Interlocking Texarkana and Texarkana passenger station and freight yard there is no superiority of trains and all trains and engines within these limits must move at Restricted Speed not exceeding 15 miles per hour. Within these limits freight trains, yard engines and other engines must, immediately on approach of scheduled passenger trains, clear route for their movement; yard engines and other engines must give way to freight trains as promptly as possible.

5. Employees of the StLSW and KCS Ry. are subject to the Rules, Timetable and Special Instructions of the Texas & Pacific Ry. while occupying its tracks.

6. Standard Clocks: Texarkana and Hollywood Yard.

Westward BONHAM SUBDIVISION Eastward

		Time Table No. 57 EFFECTIVE 12:31 A. M. MARCH 1, 1959		Station Numbers	Car Capacity Passing Sidings	Time Table No. 57 EFFECTIVE 12:31 A. M. MARCH 1, 1959		Miles from Texarkana	Location, Water, Fuel, Turn-table, Wye, etc.
		STATIONS				STATIONS			
		0	YARD	OTO	TEXARKANA	.0	FWTY		
		A 5	82		NASH	5.1	DW-DO	5.1	
		A 12	NB		LONE STAR	6.7		11.8	
		A 15	82	LTO	HOOBS	3.0		14.8	
		A 17	NB		RED RIVER	2.1		16.9	
		A 22	82	LTO	NEW BOSTON	5.1		22.0	
		A 34	82	LTO	DE KALB	12.2		34.2	
		A 44	82		AVERY	10.2		44.4	
		A 53	92	LTO	ANNONA	8.1		52.5	
		A 61	101	LTO	CLARKSVILLE	8.5		61.0	
		A 74	82		DETROIT	13.2		74.2	
		A 91	YARD	LTO	PARIS	16.8		91.0	
		A 112	82	LTO	HONEY GROVE	21.0		112.0	
		A 128	YARD	LTO	BONHAM	16.1		128.1	
					128.1				
					Time Over Sub-Division				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.

Between T&P-KCS Interlocking Texarkana and Texarkana (passenger station and freight yard) there is no superiority of trains and all trains and engines within these limits must move at restricted speed, not exceeding 15 miles per hour. Within these limits, freight trains, yard engines and other engines must, immediately upon the approach of scheduled passenger trains, clear route for their movement; yard engines and other engines must give way to freight trains as promptly as possible.

The use of train order form Y is authorized on the Bonham subdivision.

Standard Clocks: Texarkana and Bonham.

Southward WHITESBORO SUBDIVISION Northward

Time Table No. 57
EFFECTIVE 12:01 A. M.
MARCH 1, 1959
STATIONS

Station Numbers	Car Capacity Passing Sliding		Miles from Texarkana	Location Water, Fuel, Turn-table, Wye, etc.
A 128	YARD	LTO ... BONHAM	128.1	
A 134	NS	..... ECTOR	133.6	
A 139	NS	..... SAVOY	139.2	
A 142	NS	..... BELLS	141.6	
A 151	80	..... SHERMAN JOT.....	151.2	Y
A 155	NS	OTO ... SHERMAN	154.6	
A 160	96	..... GRACO	159.6	
A 165	19	..... SOUTHMAYDE	165.0	
A 173	YARD	OTO ... WHITESBORO	173.1	Y
A 179	80	..... COLLINSVILLE	179.5	
A 186	80	..... TIOGA	186.1	
A 191	81	LTO ... PILOT POINT	191.5	
A 198	66	..... AUBREY	198.4	
A 204	80	..... MINGO	204.5	
A 209	145	LTO ... DENTON	209.1	Y
A 218	80	..... ARGYLE	218.3	
A 220	59	..... SMOOTS	220.4	
A 225	80	..... ROANOKE	225.4	
A 230	94	..... KELLER	230.3	
A 235	49	..... WATAUGA	235.5	
A 240	106	OTO ... HODGE	240.0	
A 241	YARD	..... BELT JOT	241.2	
		..... FORT WORTH Peach Street	243.2	
A 244	OTO ... FORT WORTH	244.4	DW-D0	
		..... Passenger Station		
		116.3		
		Time Over Sub-Division		

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.
 See Page 13 for Whitesboro Subdivision Special Instructions.

Southward D. & P. S. SUBDIVISION Northward

Time Table No. 57
EFFECTIVE 12:01 A. M.
MARCH 1, 1959
STATIONS

Station Numbers	Car Capacity Passing Sliding		Location Water, Fuel, Turn-table, Wye, etc.
F 7	YARD	OTO ... DENISON	WY
A 151	80	..... SHERMAN JOT.....	Y
		7.3	
		Time Over Sub-Division	

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.

Employees of the Texas and Pacific Railway will be governed by the Rules, Timetable and Special Instructions of the K.O.&G. Rwy. while operating within yard limits, Denison.
 Form Y train order authorized on D&P S Subdivision.
 Standard Clock: Denison

SPECIAL INSTRUCTIONS
ALL SUBDIVISIONS
ABBREVIATIONS

The following letters placed before the figures of a schedule indicate:

- s—Regular stop
- f—Flag stop to receive or discharge traffic

The following letters placed to left in station column of time-table indicate:

- CTO—Continuous day and night train order office
- LTO—Train order office of limited hours

The following letters placed in column provided in time-table indicate:

- NS—No siding
- W—Water station
- DW—Diesel water station
- F—Fuel oil station
- DO—Diesel oil station
- T—Turn-table
- Y—Wye

Road foreman of Engines has the authority of Trainmaster.

Where flag stops are shown train will stop for revenue passengers only.

Air brakes must be coupled and working on locomotives, and on pile drivers, derricks, hoist cranes and other machinery of similar description while being handled in trains or while being switched with. When necessary to switch with locomotives or such machines named above, kick or drop must not be made and they must otherwise be handled carefully to avoid damage.

Train and yardmen must not switch with locomotives without first ascertaining that air brakes are released and reverse lever in proper position.

When two or more scale test cars are handled in the same train, such cars must be spaced three cars apart and handled in rear of train with rear scale car next to caboose.

Occupied outfit cars and wooden underframe cars, loaded or empty, must be handled in rear of all trains.

Pipe, poles or lumber loaded on open top cars with load above top of car must not be handled in train next to engine or caboose.

Engines must not be put on live rail of track scales.

The use of rear view mirrors on diesel engines for the following purposes is prohibited:

- (a) To observe hand signals
- (b) To observe indication of fixed signals
- (c) To maintain lookout ahead when operating control compartment is on trailing end of a diesel engine.

TRAIN ORDER OFFICES

Continuous day and night train order offices, designated CTO on the time-table, are open seven days per week.

Train order offices of limited hours, designated LTO on the time-table, are open from 8:00 A.M. to 5:00 P.M. Monday to Friday, inclusive, except:

- Paris 8:00 AM to 5:00 PM daily and Sunday.
- Bonham 6:00 AM to 2:00 PM and 3:00 PM to 11:00 PM daily except Saturday and Sunday.
- Bonham 6:00 AM to 2:00 PM Saturday
- Pilot Point 7:00 AM to 4:00 PM daily except Saturday and Sunday.
- Denton 7:00 AM TO 3:00 PM and 4:30 PM to 12:30 AM Daily

1. Light will be displayed continuously in train order signal Denton and indication must be observed and complied with the same as at a continuous office. The absence of a light in this train order signal at any time must be regarded as a Stop indication and train after stopping and ascertaining no operator on duty, may proceed without a clearance on permission of train dispatcher in these words:

"No orders for (train) at Denton. Proceed without a clearance."

Any member of crew may obtain this permission but other members of crew must be informed of the permission before leaving.

EASTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

MAXIMUM SPEEDS

All Subdivisions

	Miles per hour	
	Maximum freight train speed	Maximum freight train speed
Trains of mixed freight and passenger equipment. (Cabooses are freight equipment)		
Trains of deadhead passenger equipment		
Trains handling scale test cars; conductor will keep engineer advised when such cars in train	45	
Trains handling cars equipped with arch-bar trucks or wooden underframes (except cabooses), and not otherwise restricted	45	
Light engines in road movement, freight or passenger, and engines handling cabooses, or rider cars, and not otherwise restricted	40	
Trailing movements through a spring switch with points lined against movement	30	
When not otherwise restricted, normal speed may be resumed after leading wheels have passed through switch points.		
Engines (yard or road service) with cars ahead of engine in direction of movement:		
All subdivisions except Texarkana and D&PS	20	
Texarkana and D&PS Subdivisions	15	
Engines in yard service, with or without cars, and not otherwise restricted:		
All subdivisions except Texarkana and D&PS	Main track	All other tracks
Texarkana and D&PS Subdivisions	40	30
Diesel engines, series 1500 and 2000, and foreign line diesel engines of similar construction, when running with oper- ating control compartment not on leading end, and not otherwise restricted	40	20
Trains handling steam wrecking derricks, boom in trail- ing position, not otherwise restricted:	Straight track	Curves
Dallas and Marshall Subdivisions	40	30
Bonham and Whitesboro Subdivisions, except between M.P. A-83 and Whitesboro	40	30
Between M.P. A-83 and Whitesboro	25	25
Texarkana and D&PS Subdivisions	18	12
Trains handling steam wrecking derricks, boom in forward position; self-propelled pile drivers, ledgerwoods, brown- hoists and other machinery of similar description; also steam pile drivers moving under own power; not other- wise restricted	30	18
Diesel units not otherwise restricted:		
E-7 and E-8, series 2000	79	79
F-7 series 1500 except listed below	65	65
F-7 units 1500-A, 1501-A, 1531-A, 1532-A, 1531-B, 1532-B, 1533-B, 1534-B	79	79
GP-7, series 1100	65	65
SW and NW, series 1000	60	60
SW, series 800	60	60
Maximum speed as designated does not authorize operation at speed higher than maximum train speed.		

Marshall Sub-Division

	Miles per hour	
	Passenger Trains	Freight Trains
Between		
Cut Off Jct.—Marshall	75	60

Dallas Sub-Division

Texarkana-Fort Worth	75	60
Except:		
Around curve Marshall Passenger station;		
Main track	30	30
Siding	15	15

Bonham Sub-Division

Texarkana—M. P. A-83	45	35
M.P. A-83—Bonham	40	30
Except:		
Over Church St. Crossing, Paris	10	10

Whitesboro Sub-Division

Bonham—M. P. A-173	40	25
Mile Post A-173—Ft. Worth	60	55

Texarkana Sub-Division

T. E. & N. Jct.—Texarkana	25	25
Except between:		
M. P. T-2 and M. P. T-25	15	15
M. P. T-24 and M. P. T-25	15	15
M. P. T-37 and M. P. T-39	20	20
M. P. T-46 and M. P. T-49	20	20

D. & P. S. Subdivision

Sherman Jct.—Denison	40	40
Except:		
Around and through turnouts		
Sherman Jct. wye	15	15

MAXIMUM SPEEDS—Continued

TURN-OUTS

Kind	Miles per Hour
No. 16	30
All other turnouts	15

Location of No. 16 Turn-Outs

Station	Mile Post	Number of Turn-Outs	Description
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Dallas Sub-Division

National	0.7	1	East End Siding
National	1.8	1	West End Siding
Sulphur	7.4	1	East End Siding
Sulphur	8.6	1	West End Siding
Springdale	14.3	1	East End Siding
Springdale	15.3	1	West End Siding
Queen City	20.2	1	East End Siding
Queen City	21.2	1	West End Siding
Atlanta	22.1	1	East End Siding
Atlanta	23.1	1	West End Siding
Bivins	30.4	1	East End Siding
Bivins	31.4	1	West End Siding
Kildare	36.9	1	East End Siding
Kildare	38.0	1	West End Siding
Payne	43.2	1	East End Siding
Payne	44.2	1	West End Siding
Jefferson	60.1	1	East End Siding
Jefferson	61.2	1	West End Siding
Woodlawn	67.9	1	East End Siding
Woodlawn	68.9	1	West End Siding
Marshall	65.46	1	East End Siding
Marshall	67.16	1	Main Track west end siding
Quincy	70.0	1	East End Siding
Quincy	71.0	1	West End Siding
Keokuk	75.1	1	East End Siding
Keokuk	76.1	1	West End Siding
Hallsville	80.1	1	East End Siding
Hallsville	81.0	1	West End Siding
Lansing	82.6	1	East End Siding
Lansing	83.6	1	West End Siding
Longview	88.4	1	East End Water Track
Greggton	93.2	1	East End Siding
Greggton	94.6	1	West End Siding
Gladewater	104.0	1	East End Siding
Gladewater	105.6	1	West End Siding
Big Sandy	114.5	1	East End Siding
Fada	123.4	1	East End Siding
Fada	124.9	1	West End Siding
Hoard	129.5	1	East End Siding
Hoard	130.5	1	West End Siding
Mineola	136.0	1	East End North Track
Mineola Yard	138.9	1	West End Pull-out
Silver Lake	141.7	1	East End Siding
Silver Lake	142.7	1	West End Siding
Grand Saline	149.6	1	East End Siding
Grand Saline	151.1	1	West End Siding
Edgewood	158.0	1	East End Siding
Edgewood	159.6	1	West End Siding
Willis Point	166.7	1	East End Siding
Willis Point	168.2	1	West End Siding
Elmo	175.1	1	East End Siding
Elmo	176.7	1	West End Siding
Lawrence	186.3	1	East End Siding
Lawrence	187.7	1	West End Siding
Marith	198.3	1	East End Siding
Marith	199.8	1	West End Siding
Scottdale	206.5	1	East End Siding
Scottdale	207.5	1	West End Siding
T&P Jct.	208.3	1	East End Siding
T&P Jct.	209.9	1	Belt Line Connections
Browder	215.6	2	East End Siding
Browder	216.6	4	West End Siding
Grand Prairie	224.6	2	East End Siding
Grand Prairie	225.5	2	West End Siding
Arlington	233.1	2	East End Siding
Arlington	234.1	2	West End Siding
Ft. Worth	244.2	1	East End Siding—North Track
Lancaster Yard	248.00	2	Both Main Tracks
Lancaster Yard	250.10	1	Eastward Main Track
Lancaster Yard	251.29	1	Eastward Main Track

Marshall Sub-Division

Cut Off Jct.	B-320.8	1	West entrance to Interlocker Hollywood Yard
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SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SIGNALS

Note: The designation "Mile Post—Poles" refer to Mile Post location and number of poles beyond in the direction of next higher Mile Post.

The "T" sign marked "30" at west switch Marshall siding MP 67 pole 5, governing eastward movements applies to both Dallas and Marshall Subdivision trains on curves in Dallas and Marshall Subdivision main track vicinity of Marshall Passenger Station.

Miles per Hour Psgr. Trains	Other Trains	Restriction Begins Mile Post	Restriction Begins Poles	Restriction Ends Mile Post	Restriction Ends Poles
Dallas Sub-Division					
70		11	3	11	15
70		12	24	13	4
70		15	13	15	25
70		17	32	18	14
35	35	23	21	23	32
55	55	30	29	31	13
50	50	36	13	38	0
65		39	23	39	32
70		42	10	42	22
60		45	2	45	20
30	30	50	8	51	18
65		53	0	53	27
60		53	27	54	1
70		56	14	56	24
65		59	0	59	9
70		59	9	60	23
70		62	1	62	10
60		65	15	66	13
30	30	66	13	67	5
50	50	67	5	67	31
65		67	31	68	33
65		80	10	80	24
65		84	28	85	1
40	40	89	28	90	29
40	40	102	21	102	33
60		112	29	113	3
70		125	30	126	28
40	40	136	0	136	14
70		139	28	141	8
40	40	148	34	149	19
35	35	166	11	167	2
40	40	182	7	183	11
50	50	193	9	193	23
50	50	194	23	196	13
40	40	207	34	208	30
50	50	216	18	216	41 (Note 1)
60		224	27	225	26
50	50	225	26	225	48
30	30	225	48	226	41
50	50	226	41	227	34
60		227	34	228	21
65		230	1	230	11
70		230	11	230	46
40	40	232	30	233	6
40	40	239	12	242	20
45	45	242	20	244	19
30	30	248	1	251	18 (Note 2)
30	30	248	1	248	3 (Note 3)

Note 1. Applies North Track only.
 Note 2. Applies on Eastward Track.
 Note 3. Applies on Westward Track.

Marshall Sub-Division					
65		326	7	326	17
65		333	23	334	1
65		336	24	336	33
65		340	24	340	32
65		344	20	345	14
65		346	26	347	5
30	30	350	3	350	13
Bonham Sub-Division					
30	30	60	20	61	12
30	30	90	16	90	18
25	25	111	20	112	13
25	25	128	3	128	25

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SIGNALS (cont'd)

Miles per Hour Psgr. Trains	Other Trains	Restriction Begins Mile Post	Restriction Begins Poles	Restriction Ends Mile Post	Restriction Ends Poles
Whitesboro Sub-Division					
25	25	128	3	128	25
20	20	153	25	155	23
30	30	173	8	173	24
50	50	186	8	186	17
50	50	188	14	189	2
20	20	191	15	192	4
45	35	203	10	203	20
20	20	207	33	210	4
50	50	211	34	212	3
45	35	221	0	222	0
55		228	20	228	30
35	35	241	25	242	4
D. & P. S. Subdivision					
30	30	1	11	1	15

RAILROAD GRADE CROSSINGS

Dallas Sub-Division			Miles per hour	
Location	Intersection Railroad		Passenger	Freight
Texarkana yard	St. L. S. W. Ry.	(Interlocked)		
M.P. 2.4	K. C. S. Ry.-I. C. C. Co.	(Automatic Interlocked)	30	30
M.P. 51.2	L. & A. Ry.	(Interlocked)		
(All signals controlled by Operator, Marshall)				
Big Sandy	St. L.-S. W. Ry.	(Interlocked)		
Terrell	T. & N. O. R. R.	(Interlocked)	35	35
(All signals controlled by dispatcher, Fort Worth)				
M.P. 209.9	T. & N. O. R. R.	(Interlocked)		
M.P. 212.1	G. C. & S. F. Ry.	(Automatic Interlocked)	20	20
West Dallas	{ M. K. T. R. R. St. L.-S. W. Ry. }	(Interlocked)		
Fort Worth	{ C. R. I. & G. Ry. M. K. & T. R. R. }			
Yard	{ G. C. & S. F. Ry. T. & N. O. R. R. }	(Interlocked)	10	10
Bonham Sub-Division				
Texarkana	St. L.-S. W. Ry. South End Yd.	(Interlocked)		
Texarkana	St. L. S. W. Ry.	(Gate)		
Texarkana	K. C. S. Ry.	(Interlocked)		
M.P. A-91.7	{ G. C. & S. F. Ry. T. & N. O. Ry. }	(Automatic Interlocked)	20	20
Whitesboro Sub-Division				
Bells	M. K. T. R. R.	(Interlocked)		
Sherman	T. & N. O. R. R.	(Interlocked)	20	20
Sherman	M. K. T. R. R.	(Not Protected)		
M.P. A-238.1	St. L.-S. W. Ry.	(Automatic Interlocked)	30	30
Fort Worth	{ M. K. T. R. R. G. C. & S. F. Ry. }			
Yard	{ T. & N. O. R. R. }	(Interlocked)	10	10

1. T&P-MKT Automatic Interlocking, MP 141.8, Whitesboro Subdivision: When an Absolute signal governing T&P movement displays Stop, Rule 292, no movement must be made over crossing without first operating T&P Time Release. T&P Time Release in box southeast of crossing equipped with push button and indicator light. Miniature semaphore indicator marked "T&P" on mast below T&P time release box; vertical position of semaphore arm indicating no MKT conflicting movement approaching crossing.

When a T&P Absolute signal indicates Stop, push button time release must be operated as prescribed by Rule 344; after release operated and T&P indicator lighted, T&P train or engine may proceed over crossing as provided in Rule 344.

If a T&P train or engine on T&P route in either direction, after receiving a Proceed indication, does not enter interlocking limits within a period of ten (10) minutes, the absolute signal governing T&P movement will automatically change to Stop indication. Both T&P Absolute signals equipped with a push button in signal mast. If there is no MKT movement approaching crossing, operation of push button on signal mast on signal displaying stop should restore indication to Proceed.

If a southward T&P train or engine has moved through interlocking and a northward reverse movement is required to return to train standing north of Southward Absolute signal, operation of push button on northward Absolute signal should result in northward Absolute signal displaying Red over Lunar, Rule 290, provided there is no MKT conflicting movement approaching crossing.

EASTERN DIVISION

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS

AUTOMATIC BLOCK SYSTEM.

1. Automatic Block System and Rules in effect on the Dallas and Marshall Subdivisions, and between Fort Worth and Whitesboro on the Whitesboro Subdivision.

2. Absolute Signals prescribed by Rule 292 will be identified by the absence of Number Plates.

Stop and Proceed Signals prescribed by Rule 291 will be designated by Number Plates attached to signal or signal mast.

Block Indicators prescribed by Rule 355 will be designated as Block Indicators by a trapezoid metal plate with black letter "I" on white background attached to the signal.

3. Block and Interlocking signal aspects as prescribed on page 97 of Uniform Code of Operating Rules, amended to read as follows:

Rule.	Aspect.	Name	Indication.
282	Yellow over Yellow	Approach over Medium	Proceed, reducing to 40 MPH before reaching the next signal.
285	Yellow- Yellow over Red	Approach	Proceed immediately reducing to 40 MPH, or slower if necessary, prepared to stop before reaching next signal. Reduction to 40 MPH must start at signal and must not be exceeded to next signal.

Note at bottom of page 97 is amended to read:

Aspect prescribed by Rule 286 (Red over Yellow) may be used on an Approach signal to repeat indication of the next signal.

When a signal governing approach to an Absolute signal at a diverging route displays Red over Yellow, Rule 286, train or engine will proceed reducing to 30 MPH before reaching the Absolute signal at diverging route and be prepared to enter diverging route at the Absolute signal.

4. Indication of Block or Interlocking signals do not supersede train orders, and except as provided for by special instructions in certain defined yard limits, do not supersede requirement to move at Restricted Speed when required to do so by Rule, train order or special instructions.

5. Within yard limits where Automatic Block System Rules are in effect; authority provided in Rule 93 that the main track may be used without protection against second and inferior trains, extra trains and engines does not modify or supersede requirement of a block signal rule, indication or special instruction requiring protection of the movement.

6. Exception to Rule 350, page 102, Uniform Code of Operating Rules prescribing that communication with train dispatcher is not required only modifies Paragraph (1) of Rule 350 and does not require communication with train dispatcher or control operator:

(a). Before operating time release control of an Absolute signal at an interlocking and there is a block signal governing movement at end of interlocking limits displaying a Clear or Approach indication prescribed in Rule 345.

(b). When authorized by Rule 402 (Track and Time Limit Rule) to pass a Stop indication, Rule 292, after stopping.

(c). When making switch movements within yard limits outside of territory where Rules 400 to 406, inclusive, are in effect.

This exception to Rule 350 that communication is not required in yard limits does not modify requirement for protection against both following and opposing trains and engines when a signal governing movement into a main track displays a Stop indication, and does not modify requirement for protection against opposing trains and engines when stopped on main track by a stop indication and then proceeding beyond the Stop indication.

7. In territory where Automatic Block System is in effect: When entering main track at a non-electrically locked hand-operated switch, or at a spring switch:

(a). Where there is no signal governing movement,

(b). Where signal governing movement indicates Stop, Rule 292, or Stop, then Proceed at Low Speed, Rule 291,

(c). Where block indicator indicates "Block Occupied,"

the main track must not be obstructed until protection has been afforded against following trains and engines, and also against opposing trains and engines unless relieved of protection against opposing movements as provided for in Rule 350.

8. The following units of equipment equipped with flanged wheels and operated on rails are defined as equipment which does not actuate Block, Interlocking and Street-Highway protection system signals:

(a). Motor, hand and trailer cars,

(b). Maintenance of Way machines such as pile drivers, burro cranes, weed burners and mowers, ballast plows and tampers, track brooms and other similar machines used on rails for track maintenance work.

(c). Rail detector test cars, rail oilers, welders and grinders.

Rule 99 (J) is not applicable for the flag protection of any of the units of equipment above named.

Such equipment, except as provided for Sperry Rail Detector test cars in Paragraphs 8(a) and 8(b), are prohibited from using:

(d). Block and Interlocking signals as authority for movement or flag protection.

(e). Street-highway crossing protection signal systems as protection against vehicular traffic.

When a trainman or yardman is designated as a pilot for a unit of equipment defined herein, such unit of equipment must not occupy main track in territory where Rules 400 to 406, inc., are in effect except on authority of Track and Time limits prescribed by Rule 402.

8. (a). Sperry Rail detector test cars, when testing rail, must not: (f). Occupy main track within territory where Rules 400 to 406, inc., are in effect except on authority of Track and Time limits prescribed by Rule 402.

(g). At manually controlled interlockings: Move into or through interlocking limits except on permission of operator in charge of interlocking.

(h). At automatic interlockings: Move into or through such interlocking limits until Signal Department representative has actuated interlocking signals against movements on conflicting routes and employe in charge of Sperry car so notified.

8 (b). Sperry Rail Detector test cars, equipped with two trucks of 4 wheels each, when not testing rail, may use:

(j). Block signal indication for movement in territory where Rules 400 to 406, inc., are in effect:

(k). Signals of street-highway crossing protection systems for protection against vehicular traffic complying with rules and special instructions governing trains and engines over such crossings.

(m). At manually operated Interlockings: Use interlocking signal indications for movement into or through interlocking limits.

(n). At Automatic Interlockings: Must before moving into or through such interlockings, operate time release and observe indicator lights in release box. If indicator lights in release box do not indicate signals on conflicting routes are at Stop indication, flag protection as required by Rule 344 must be provided on conflicting routes.

8 (c). Sperry rail detector test cars equipped with two trucks of 4 wheels each must observe and comply with all restrictive block and interlocking signal rules and indications the same as a train or engine when moving on or using any track.

9. Except as provided for Sperry Rail Detector test cars in Paragraphs 8 (a) and 8 (b), Maintenance of Way machines (Paragraph 8, item "b" and Rail oilers, welders, grinders and light test cars (Paragraph 8 item "c") will be governed by the following:

(o). At automatic interlockings: Before moving into or through such interlocking, operate time release and observe indicator lights in release box. If indicator lights in release box do not indicate signals on conflicting routes are at Stop indication, flag protection as required by Rule 344 must be provided on conflicting routes.

(p). In territory where Rules 400 to 406, inc., are in effect: Must not occupy main track except on authority of Track and Time limits as prescribed by Rule 402.

10. When a unit of equipment in Paragraph 8, items "a", "b" or "c" is occupying and moving on main track on authority of Track and Time limits prescribed by Rule 402, such unit of equipment must move fulfilling requirement defined in definition of "Low Speed".

11. Within operating limits of automatic street-highway crossing signal systems, switches must not be left open nor cars left standing in circuits longer than necessary thereby causing excessive operation of the crossing signals.

12. Main track movements at the following No. 16 turnouts are designated as "Diverging route" movements and diverging route block signal aspects will be displayed for facing point movements:

(a). West end Marshall siding, MP 67.16

(b). On South track, east end Browder siding, MP 215.6

(c). On South track, west end Browder siding, MP 216.6

13. Absolute Block-Interlocking signal, Cut Off Jct. governing eastward trains and engines from Reisor toward Hollywood Yard and Shreveport equipped with Third Unit to display the following aspects and indications:

Aspects	Indications
Yellow over Red, Rule 285	For movement on main track
Red over Red over Green	Proceed at Restricted Speed on track AO only.
Red over Red over Lunar, Rule 290	For all other routes except main track and AO track.
Red over Red	Stop.

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

LIMITS OF CONTROL OPERATORS

Location	Between
Cut Off Jct.	Interlocking and Jct. switch Reisor.
Texarkana	T&P-StLSW Interlocking and west end siding National.
Marshall	West end siding National and east end Water Track Longview and from M.P. 90.1, Longview yard to MW Crossover, M.P. 136.9.
Longview	East end water track and M.P. 90.1, Longview yard.
Fort Worth	MW Crossover, M.P. 136.9 and east end siding, T&P Jct. M.P. 208.3 and from UT Jct. Interlocking and east limits Interlocking, Fort Worth M.P. 245.6.
T&P Jct.	East end siding, T&P Jct. M.P. 208.3 and T&P Jct. Interlocking.
Hodge	Peach Street, Fort Worth and north end siding, Hodge.

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS

1. In the following designated territory, trains and engines will be governed by block signals, whose indications will supersede the superiority of trains for both opposing and following movements on the same track, as provided for by rules 400 to 406, inclusive. Between:

- Cut Off Jct. Interlocking and Junction Switch, Reisor;
- T&P-StLSW Interlocking, Texarkana and Interlocking limits, T&P Jct.
- UT Jct. Interlocking and East Interlocking Limits, Fort Worth, MP 245.6
- Peach Street Ft. Worth and north end siding Hodge.

2. Between:
T&P-SLSW Interlocking, Texarkana, and west end siding National;

yard engines and other engines may enter the main track at a hand-operated switch without authority from the control operator. Engines entering the main track within these limits without authority from the control operator, or having entered these limits on signal indication at other than a hand-operated switch, must not occupy the main track when it is known a first class train will be delayed and must give way to other trains promptly.

3. Yard engines clearing the main track at M&ET Connection or at Darco Plant, Marshall, must report clear of the main track and must have authority from the control operator at Marshall before again entering the main track.

4. Between east interlocking limits, Fort Worth, MP 245.6 and east end siding, Fort Worth, MP 244.2; trains and engines, after complying with requirements of paragraphs 4a or 4b, may:

- (a) Enter a main track at a hand-operated switch where there is no signal to authorize same.
- (b) Make reverse movements.

without flag protection and without track and time limits prescribed by Rules 402 and 404.

4a. Trains and engines must not enter North or South Track at electrically locked hand-operated switches, MP 244.95, vicinity of Tennessee Avenue, East Yard, Fort Worth, until:

- (c) A member of crew has communicated with train dispatcher and secured clock time limits to use track or tracks involved.
- (d) Yardmaster has communicated with train dispatcher and secured clock time limits to use track or tracks involved and Yardmaster has informed crew of the train or engine of such clock time limits.

4b. At the five (5) non-electrically locked hand operated main track switches vicinity of Boaz Street Underpass, west end East Yard, Fort Worth, trains or engines must not enter either main track (North or South Track) when it is known a first class train will be delayed.

4c. All trains and engines using North or South Track within these limits:

- (e) Authorized by signal indications, Rules 290 and 291
- (f) By permission of train dispatcher, per Rule 350
- (g) As provided for in these instructions

must move fulfilling the requirement of Low Speed and in addition thereto, expecting to find track obstructed without flag protection.

4d. Yard engines within these limits must give way to all trains promptly on approach.

4e. These instructions do not relieve trains or engines from complying with block or interlocking signals at either end of the limits specified in paragraph 4, or while within these limits, and such operating rules, block signal rules and interlocking rules as are not modified herein, remain in effect.

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS—Continued

5. Yard engines must not enter the main track at Hodge, Peach Street Ft. Worth, or any point between, until control operator has been notified by engine foreman of the move to be made and proper signal indication displayed. Yard engines doing work on main track at Hodge, Belt Jct., or compress track north of Peach Street Ft. Worth, must not occupy main track until authorized by control operator Hodge, with track and time limits as prescribed by rule 402.

6. Authority to enter the main track at a hand-operated switch, not authorized by signal indication, as provided in Paragraphs 2, 3, 4 and 5, does not modify compliance of rule 104 (15).

7. Extra trains may be run without train orders as provided for by rules 88 (a) and 401, between:
Texarkana and T&P Junction;
Cut Off Jct. and Reisor;
U.T. Jct. and Ft. Worth.

Clearance at initial station as prescribed by rule 401 and supplement thereto will authorize the movement and identify the train as an extra.

A westward extra train originating at a station on the Marshall subdivision east of Marshall and enroute to a Dallas subdivision station west of Marshall, may leave Marshall without a clearance when westward train order signal governing movement indicates proceed, "No Orders", Rule 230.

8. Sperry Rail Detector Test Cars, when testing rail, must not occupy main track within territory where Rules 400 to 406 inclusive, are in effect except on authority of track and time limits as prescribed by Rule 402.

Maintenance of Way machines such as pile drivers, burro cranes, weed burners and mowers, ballast plows and tampers, track brooms, and other similar machines used on rails for maintenance work must not occupy main track within territory where Rules 400 to 406, inclusive are in effect except on authority of track and time limits prescribed by Rule 402.

9. Annunciator system, of the miniature semaphore type, governing trains leaving Texarkana located on train shed post immediately west of stairway tracks 4, 5, and 6 for Passenger Trains and on post at extreme west end Passenger Track 6 for freight trains. Conductor will push button located on miniature signal case which will indicate to Towerman Texarkana that train is ready to depart; and the train must wait until miniature semaphore signal clears. If miniature signal does not clear promptly, notify Towerman Texarkana and be governed by his instructions.

10. When a train announces ready to leave Texarkana, the Towerman will notify Train Dispatcher and be governed by his instructions.

11. The signalman at North Tower, Dallas Union Terminal, will report to the train dispatcher Fort Worth the departure of westward trains, also the westward movement of yard engines when such movements are to Browder or beyond.

12. When necessary to use train order in connection with movements between U. T. Jct. and Fort Worth the following station names will refer to crossovers located as follows:

<u>Station</u>		<u>Location</u>
Handley		M.P. 239.1
Cloudy		M.P. 222.0
Eagle Ford		M.P. 220.0
Harrys		M.P. 217.5

YARD LIMITS

Dallas Sub-Division

Texarkana	} One Yard	Mineola	} One Yard	T. & P. Jct.	
National		Mineola Yard		Dallas	
Marshall				U. T. Jct.	} One Yard
Longview		Grand Sallne		Browder	
Greggton	} One Yard			Eagle Ford	
Camps					
		Terrell			
		Fort Worth	} One Yard		
		Lancaster Yard			

Whitesboro-Bonham-Texarkana Sub-Divisions

Texarkana	} One Yard	Whitesboro			
Argo		Denton			
Paris		Hodge			
Bonham		Belt Jct.	} One Yard		
Denison		Fort Worth			
Sherman Jct.	} One Yard	Lancaster Yard			
Sherman					

EASTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

SPRING SWITCHES

Station	Mile Post	Track	Facing Point Direction	Normal Position
Texarkana Sub-Division				
TS&N Jct.	T-0.5	North Wye	Eastward	Note 1.
TS&N Jct.	326.5	West Wye	Southward	Note 2.
Note 1. May be left as used and trailed through from either leg of wye. When necessary must be lined for facing point movement.				
Note 2. For Texarkana Subdivision main track.				
Marshall Sub-Division				
Reisor	313.0	Junction Switch	Westward	Main track
Lake Hayes	320.84	East End Siding	Westward	Main track
Lake Hayes	321.69	West End Siding	Eastward	Main track
Waskom	330.9	East End Siding	Westward	Main track
Waskom	332.0	West End Siding	Eastward	Main track
Scottsville	341.9	East End Siding	Westward	Main track
Scottsville	342.7	West End Siding	Eastward	Main track
Marshall	347.3	East End Siding	Westward	Main track
Marshall	349.3	West End Siding	Eastward	Main track
Dallas Sub-Division				
National	1.8	West End Siding	Eastward	Main track
Marshall	66.2	East End Crossover	Westward	Main track
Terrell	181.3	East End Siding	Westward	Main track
Whitesboro Sub-Division				
Fort Worth	A-243.2	End of two main tracks, Peach Street	Southward	Southward Main track
Hodge	239.3	North End Siding	Southward	Main Track
Denton	209.5	South end Siding	Northward	Main track

Spring switches must be lined for intended move before attempting to move track machines such a rail oilers, ballast dicer machines, burro cranes or any roadway equipment through them where the weight of such equipment is less than weight of an empty freight car.

A member of train or yard crew riding caboose or rear car in cut should observe spring switches after passing through them in trailing point direction to see if points move or if any indication of switch being in damaged condition, and if such condition noticed, make report accordingly.

SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED SWITCHES

Dallas Sub-Division

Spring switch at west end National; power-operated switch at east end National; switch and signals east end National controlled by Towerman Texarkana; signals at west end National controlled by Operator, Marshall.

Power-operated switches at each end passing sidings Sulphur to Lansing, inclusive, and signals in connection therewith controlled by Operator Marshall.

All power-operated switches Longview and signals in connection therewith controlled by Operator, Longview.

Power-operated switches at each end passing sidings Greggton, to Hoard, inclusive; and signals in connection therewith, except switches and signals at east end siding Big Sandy, controlled by Operator, Marshall.

Switches and signals at east end Big Sandy siding controlled by Operator Big Sandy and are part of Interlocking, T&P-StLSW crossing, Big Sandy.

Power-operated switch at east end North Track, Mineola MP 136.0, and both ends MW Crossover, MP 136.9; switches and signals in connection therewith controlled by Operator Marshall.

Power-operated switches and absolute signals in connection therewith, west end pull-out track, Mineola Yard, MP 138.9, and at each end sidings, Silver Lake to Scottdale, inclusive, controlled by dispatcher, Fort Worth.

Power-operated switches and absolute signals in connection therewith at east and west end siding, T&P Jct., controlled by Operator, T&P Jct. Power-operated switches at west end siding T&P Jct. and at T&P-T&NO connection, T&P Jct. and all absolute signals in connection therewith, are a part of Interlocking, T&P Jct.

Power-operated switches U.T. Jct. and at east end U.T. track No. 1, and signals in connection therewith, are controlled by Operator at North Tower, Dallas Union Terminal Interlocking and are a part of North Tower Interlocking. Interlocking North Tower, Dallas Union Terminal begins at Signal Bridge, 2 poles east of M. P. 215.

Power-operated switches at east end siding Fort Worth and at each end of sidings, Arlington, Grand Prairie and Browder and east end drill track Browder and the signals in connection therewith controlled by Train Dispatcher Fort Worth.

Whitesboro Sub-Division

Power-operated switch and derail south end Drill Track Belt Jct., and at south end siding Hodge; Switches, derail and signals in connection therewith controlled by operator, Hodge.

Power-operated switch at Junction of the T&P and MK&T main tracks at Whitesboro and signals in connection therewith controlled by operator Whitesboro.

Should a train or engine approach a power-operated switch and find it not lined for the movement to be made, a member of crew must communicate with train dispatcher or operator.

SPECIAL INSTRUCTIONS GOVERNING ELECTRICALLY LOCKED HAND-OPERATED SWITCHES

1. **To Leave Main Track:** Necessary for engine or car occupy short track section directly ahead of switch points; remove switch lock from main track switch, and when indicator lamp on top of electric lock mechanism lights, press foot pedal to release throw lever, and then the switch stand operating switch and the stand operating the derail may be operated the same as any ground-throw switch stand.

2. **To Enter Main Track From a Track Equipped with an Electrically-locked Derail:** Remove switch lock from derail stand and with lock removed wait approximately three minutes for lamp in top of electric lock mechanism to light; when lighted, press foot pedal to release throw lever and throw derail off rail, then the main track switch stand may be operated the same as any other ground-throw switch stand.

When entering the main track, the derail must be thrown from rail before attempting to operate the main track switch stand.

3. **To Enter Main Track From Passing Siding Not Protected by Derails:** Remove switch lock from stand, and if no train is approaching, the indicator lamp in top of electric lock mechanism should light; and switch may be operated at once. If indicator lamp does not light when lock is removed, wait at least three minutes for an approaching train to pass.

4. To enter main track at a crossover equipped with electric locks, the inside switch of the crossover must be operated first, or in the same manner as an electrically locked derail.

5. Switch locks must be replaced in hasps of electrically locked switches and derails when not in use.

6. If after waiting three minutes by watch for an indicator lamp to light as provided in paragraphs 2 and 3, and lamp does not light, try foot pedal to ascertain if indicator lamp is burned out and the switch is unlocked.

GENERAL ORDER STATIONS

Texarkana Yard Office	Ft. Worth East Yard
Texarkana Roundhouse	Ft. Worth Passenger Station
Marshall Telegraph Office	Ft. Worth Coach Yard
Marshall Yard Office	Ft. Worth West Yard
Longview Telegraph Office	Lancaster Yard Round House
Longview Yard Office	Lancaster Yard Sub Yard Office
Longview Roundhouse	Lancaster Yard Hump Office
Mineola Yard	Bonham
Mineola Roundhouse	Denison KOG-MKT Offices
Grand Saline	Whitesboro
East Dallas Yard Office	Hollywood Round House
East Dallas Roundhouse	Hollywood Yard
Dallas Union Terminal	Cut Off Jet
Dallas Downtown Yard Office	Mart I-GN Yard Office

**SPECIAL INSTRUCTIONS
ALL SUBDIVISIONS**

OPERATING RULES

Rule 6. Amended to read: General orders will be numbered consecutively beginning with January 1st of each year; will be issued and cancelled by the Superintendent or other designated officer, and will expire with the calendar year. They supersede any rule or special instructions with which they conflict.

Train, engine and yard employes, train dispatchers, and other employes whose duties require, must familiarize themselves with general orders and other notices before commencement of each trip or day's work. If a register station for a train, conductors and engineers of trains must record information on train register indicating that they have read and understand general orders. Location of general orders will be designated by special instructions.

Special instructions in timetable, or when issued in pamphlet form, supersede any rule with which they conflict.

Rule 10 (g). Supplement to: Yellow and green reflector 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 12 (J). Supplement to: Five (5) minute yellow fuses may be used for giving hand signals as prescribed by this rule, except yellow fuses must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

Rule 20. All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engine.

Rule 20 (a). Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

Rule 34—Amended to read: All members of engine and train crews must, when practicable, communicate to each other the indication of any signal restricting the movement of their train or engine.

Signal indication (except audible signals) must be seen before being communicated to each other.

Rule 35: Amended to read: The following signals will be used by flagmen:

Day Signals—A red flag, Torpedoes and Red Fuses.

Night Signals—A white light, Torpedoes and Red Fuses.

Rule 99. Between Ft. Worth and TP-MKT Jct. Switch Whitesboro, Whitesboro Subdivision, and between Ft. Worth and Texarkana, Dallas Subdivision, following exception in effect.

When a train or engine is on a main track with at least two automatic block signals to the rear; the requirements of first paragraph of Rule 99 with respect to dropping lighted red fuses from a moving train, or the leaving of unattended red fuses at rear of train when a movement is started after having been stopped, is not required.

This exception does not modify or eliminate the use of lighted red fuses if, or when required:

- By flagman of a standing train or engine to stop an approaching train or engine.
- When entering onto a main track and required by Rule 99 (e) or 104 (a).
- When required by Rule 99 (g) for the protection of trains or engines moving on adjacent tracks.
- By flagmen of work train extras, or flagmen of any equipment which does not actuate the block signals.

Exception to Rule 99: In territory where movement of trains and engines is governed by block signals whose indications supersede the superiority of trains as prescribed by Rules 400 to 406, inclusive:

When a train is standing on a main track with rear of train:

- Within absolute signal limits of an interlocking.
- At a station or siding and the first block signal to rear of such train is an absolute signal governing movement of following trains and engines;

flag protection against following trains and engines on that track is not required.

When the term absolute signal is used in these instructions, it refers to a block or interlocking signal without a number plate.

Rule 103. Supplement to: Cars must not be left standing too near street or highway crossings. When practicable, cars must be left at least seventy-five (75) feet away from crossings.

When a train or cut of cars is parted to clear a public crossing at grade; in addition to a trainman, when practicable, protecting the crossing against trains or engines approaching on adjacent tracks, the crossing must be cleared not less than 75 feet on each side.

OPERATING RULES—Continued

Rule 103 (A) Paragraph (9) amended to read: Before switching occupied passenger equipment or occupied outfit cars, see that brake pipe connections are made, angle cocks opened between the cars and brake system charged.

When coupling passenger cars or occupied outfit cars, moving portion must be properly controlled and utmost caution used to avoid rough handling; couplers must be fully compressed and after coupling appears to have been made, couplers must be stretched to know that knuckles are locked before making air and steam connections.

Rule 104. Within yard limits where block signals are in service; when authorized by yardmaster, a train, yard or hostler crew may leave a main track switch, or switches on a crossover out of a main track, open and unattended.

Rule 104 (1). Amended to read: Main track switches must be lined and locked for main track when not in use. Other than main track switches equipped with switch locks must be lined and locked for normal position when not in use.

Except while movement through them is being made:

- Switches connecting other than a main track with a siding must be left lined for movement on siding.
- Switches of crossover between two main tracks, or between a main track and other than a main track must be kept lined against a crossover movement except as follows:
 - When main track switch of such crossover is a spring switch or a power-operated switch, the other switch of crossover will be kept lined and locked for crossover.
 - When crossover is one end of a siding, the inside switch will be kept lined for movement to or from siding to main track.
- Switches of crossovers between two tracks, neither of which is a main track, must be left with both switches of crossover lined for or against a crossover movement.

Rule 104 (16). Amended to read: Main track switch targets will show RED when switch is lined for movement to or from main track.

Targets on all switches, except main track switches, will show "Yellow" when switch is lined for:

- Crossover movement.
- For turnout from a straight route or lead.

Exception to Rule 104 (c): Any member of train or engine crew may examine a remote control switch, see that switch is properly lined and that switch points fit properly; such member of crew must remain at switch until leading wheels pass over switch.

Rule 206. 5th paragraph amended to read: Except when being used on a work train extra, the number of operating control unit of a diesel engine must be displayed and this number will be the identifying number of the engine and will be the engine number used in train orders; numbers on other units may be displayed but such numbers will not be used in train orders.

When a diesel engine with more than one control compartment unit is used on a work train extra, the numbers of all control compartment units may be displayed but the number of only one of the control compartment units will be used in train orders relating to such work train extra. When a diesel engine consisting of more than one unit is used on a work train extra, white train signals (two white lights only) as provided by Rule 20 (a) and special instructions must be displayed on all units equipped to display such signals.

Rule 221 (d). Amended to read: Operators must have the following signal appliances ready for immediate use:

One Red flag, One white flag, One white light, Six torpedoes and Six Red Fuses.

Rule 508 (1). Exception to: A fireman who for any reason is permanently restricted to service as a fireman must not operate an engine except while working in hostler service. Engineers must not permit a permanently restricted fireman to operate an engine in their charge.

Rule 508, paragraph (3)—Duties of Engine Men—reading: "Engine men must know that their engine is furnished with sufficient fuel, water, tools, sand and other supplies and equipment" is cancelled.

EASTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

OPERATING RULES—Continued

Train Order, Form S-E. The following form is authorized:
No. 2 Eng 900 wait at C until 8:30 A.M.
for Extra 600 West

No. 2 take siding C for Extra 600 West
Special rules governing.

When a superior train is directed by train order form S-E (wait order) to take siding for another train, such instructions, unless annulled by a subsequent train order, are in effect after the time stated in the order has expired and the superior train must approach the designated point at restricted speed prepared to stop, expecting to find the inferior train on the main track between the siding switches without flag protection and must take the siding if the inferior train is at the designated point.

If the superior train arrives at the designated point after the time stated in the order has expired and the expected train has not arrived, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding.

This form of train order must contain only one waiting point and must not be combined with any other form of order except Form L.

Train Order, Form L.—A Form L train order may be combined with a Form B train order.

Train Order, Form Q.—A Form Q train order may be type-written as prescribed for Form X orders.

RADIO RULES

1. Employees must provide themselves with a copy, be conversant with and comply with Rules and Instructions governing the Operation of Railroad Radio Communication System effective January 1, 1956.

2. Except as provided for in Radio System Communication Rule No. 15, Operators are prohibited from using radio communication system to inform crews of trains or engines of contents of any train orders for their trains, or any other train and are also prohibited from advising crews of approaching trains of the indication of their train order signal. Train and engine crews are prohibited from requesting such information by radio communication system.

SPECIAL SAFETY RULES

The Company requires that every precaution be taken to prevent injuries to employees or others

Special attention is called to Uniform Code of Operating Rule No. 510 as amended, and in addition to Rule No. 510, the following is prohibited:

- (1) Giving signal to move an engine or cars and then crossing track in front of movement.
- (2) (a) Giving signal to move an engine or cars with first placing switch in proper position.
(b) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
(c) Engineman drifting down too close to switches that are to be thrown.
- (3) To stand on top of a box car, covered hopper, caboose or any other similar type cars while such car is moving under an overhead structure.
- (4) Permitting any car with a defective or missing hand hold to be moved or set out with first notifying all employees on the train and making wire report to the Superintendent.
- (5) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.
- (6) Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

Employees must provide themselves with a copy, be conversant with and comply with Safety Rules issued in separate book or other form.

All employees are cautioned when passing through steel bridges and when switching tracks around industries, stations and platforms of various kinds as a number of bridges, platforms, buildings and appurtenances thereto will not clear a man on top or side of car. See Rule L.

MOTOR CARS AND ROADWAY MACHINES

1. The following equipment with flanged wheels and operated on track rails are defined as "track cars."

- (a). Motor, hand and trailer cars.
- (b). Maintenance of Way machines such as burro cranes, weed burners and mowers, ballast plows and tampers, track brooms and other similar machines operated on track for maintenance or construction purposes.
- (c). Rail testing cars, rail oilers, rail welders and grinders.

2. Rules and Instructions applicable to Use of Motor Cars, Hand Cars, etc. now in effect will be applicable to all machines or cars to which the designation "track car" is applicable.

3. Maximum speed at which all self-propelled equipment defined as track cars may be operated when moving under their own power:

Sperry rail test cars with two trucks of four wheels each	40 mph
Light inspection cars, center load	25 mph
Gang track cars without trailer cars	20 mph
Gang track cars with trailer cars	15 mph
All other self propelled machines defined as track cars	25 mph

Conditions that govern the stopping of such equipment must be taken into consideration and govern the speed at which the machine is operated.

Track cars must be operated at all times expecting other track cars moving in either direction on the track being used.

4. Employee in charge of track cars must operate, or require such cars to be operated at a speed, according to conditions that will permit stopping short of a switch not properly lined, an obstruction, and/or other track cars moving in either direction on the track being used.

INTERLOCKING WHISTLE SIGNAL CODE

Cut Off Jct.

Route to inbound main track and to Marshall	0000
Route to main track towards Natchitoches	00
Route to Yard	0

Texarkana

Dallas Sub-Division, Main Track	00	00
Bonham Sub-Division	0	00
Texarkana Sub-Division	0	00

Big Sandy

Main Track	00	00
Passing Siding	0	0
Transfer Track	0	0

T. & P. Junction

T. & P. Main track, either direction, eastward or westward	00	00
Wye track entering or leaving T. & P.	0	00
Yard west of T. & N. O. crossing	0	00
Crossover from old T. & P. main track to Passing siding in either direction	00	00
Storage Track	0	00
T. & P. Track B-1	0	00
T. & P. Track B-2	0	00
T. & P. Track B-3	0	00
T. & P. Track B-4	0	00

Dallas Union Terminal

Levee Track to Main Track	00	00
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Bells

M. K. T. Crossing	00	00
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Sherman

T. & N. O. crossing from main track	00	00
T. & N. O. crossing for passing siding	0	00

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS

MARSHALL SUBDIVISION

1. Train orders and clearances in connection with train movements will be issued by and over the signatures of the Louisiana Division train dispatcher at Alexandria.

2. The use of train order Form Y is authorized on Marshall Subdivision.

3. Time at Hollywood Yard, VC Jct., Shreveport (Psgr. Station) for information only.

4. Unless otherwise specified in train orders, Marshall is defined for train order purposes as follows, and the time of timetable schedules and time in train orders apply:

- (a). First Class trains: Marshall Passenger Station
- (b). All other trains: Marshall siding.

5. Trains and engines may occupy Marshall Subdivision main track between west switch, Marshall siding, MP B-349.3 and Dallas Subdivision junction switch, Marshall MP B-350.44 on the time of a first class train without train order authority and without flag protection under the following conditions:

(a) When authorized by indication of absolute signal at Junction switch, MP B-350.44 or at west end of Marshall siding, MP B-349.3.

(b) When authorized by permission of Control Operator per rule 350 to enter these limits.

(c) At a hand operated switch where there is no signal to govern movement when it has been ascertained a first class train will not be delayed.

A first class train using Marshall Subdivision main track between west switch Marshall siding, MP B-349.3 and Dallas Subdivision Jct. switch, Marshall, MP B-350.44 under following signal indications or authority:

- (d) Stop signal (Red) Rule 292
- (e) Low Speed Signal (Red over Lunar) Rule 290
- (f) Permission of control operator prescribed by Rule 350 in addition to fulfilling requirements of Low Speed, not exceeding 15 MPH, must also run expecting to find main track obstructed without flag protection.

An eastward train or engine moving against a westward first class train to Marshall siding (Marshall Subdivision) as provided in these instructions, upon arrival at west end Marshall siding, must head in siding unless holding train order authority to proceed beyond that point for the first class train.

6. Round reflector lens, approximately 5 inches in diameter showing red to rear and yellow to front only, authorized for use as markers prescribed by Rule 19. Standard headlight may be displayed dim on a train standing clear of main track to identify reflector markers on rear of another train for which its movement is restricted.

7. Exception to Rule 83 (a): Eastward trains departing Reisor on Marshall Subdivision may leave Reisor without ascertaining whether all trains due, which are superior, have arrived or left.

8. Rule 87. Exception to: After providing flag protection as prescribed by Rule 87, an inferior train at a siding for a superior train may occupy the main track against the superior train when authorized to do so by a train order in the following form:

"After providing flag protection at or before time required, Extra 1500 West may occupy the main track at a siding between A and D for No. 22."

The superior train, will unless otherwise instructed by the flagman of the inferior train, pull into siding for the inferior train. Should conditions require and the flagman so instruct, the superior train will pull by and back into siding for the inferior train.

This order applies only at a siding between the stations named in the order and does not apply at either of the stations named in the order.

Train dispatcher will issue such orders to both the superior and inferior trains.

9. Standard Clocks: Marshall, Cut Off Jct. Hollywood Yard.

WHITESBORO SUBDIVISION

1. Time of M-K-T trains Whitesboro applies at T&P-MKT Junction switch Whitesboro.

2. No train order signal at Whitesboro. All trains must secure clearance unless such train has been delivered train order reading—"This clears (train) at Whitesboro".

3. First class trains must run at restricted speed between 17th Street and Peach Street, Ft. Worth.

Second class and inferior trains and engines may run ahead of first class trains between Ft. Worth (Passenger Station) and Ft. Worth (Peach Street) without train order authority, but will not occupy the main track within these limits when it is known a first class train will be delayed.

4. Two Main tracks in service and Rule D-81 in effect between west interlocking limits, Fort Worth Passenger Station and west end Lancaster Yard, MP 251.45.

Two Main tracks in service and Rule D-81 in effect between 17th Street and Peach Street, Fort Worth.

South switch at end Two Main Tracks 17th Street, 200 feet north of Interlocking Tower, power-operated; switch and signals controlled by Towerman, Ft. Worth Interlocking.

4. (a) Two tracks around wye in service between Passenger Station tracks and Whitesboro Subdivision main tracks 17th Street, Ft. Worth; power-operated switches and signals in connection there-with controlled by Towerman, Ft. Worth Interlocking.

Passenger trains and engines entering or leaving Passenger Station will, unless otherwise routed by interlocking signals, use the right hand track in direction moving.

Freight trains and engines moving between 17th Street and Lancaster Yard via route to Passenger Station will, unless otherwise routed by interlocking signals, use Outbound Track between end of Two Main Tracks 17th Street and connection to Dallas Subdivision main tracks, west of South Main Street subway.

Southward trains or engines enroute to West Yard or Lancaster Yard will, unless otherwise routed by interlocking signals, use crossover from Southward to Northward Main Track 17th Street, thence Outbound Track around wye to connection with Dallas Subdivision main tracks, west of South Main Street subway.

5. Between Ft. Worth and Hodge, extra trains may be run without train orders, as provided by rules D-88, 88(a), and 401.

6. Trains originating at Lancaster Yard must not leave without a clearance.

7. Fort Worth is a register station for first class trains and other trains originating or terminating at that station, and is a train order office for first class trains and other trains originating at that station only; other trains may leave Ft. Worth without a clearance.

8. Rule 99 (j) is effective on the Whitesboro Subdivision between Ft. Worth and T&P-MKT junction switch, Whitesboro.

The use of train order form Y is authorized on the Whitesboro Subdivision between Bonham and Sherman Jct.

10. On MKT passenger trains between Ft. Worth and Whitesboro the standard marker lamps prescribed by Rule 19 may be replaced by a single electric light showing red to rear by day and by night, which red light will designate the rear of MKT passenger trains.

When electric current is not available for such single unit marker light, a lighted red lantern may be substituted therefor.

11. Both switches of crossover between Two Main Tracks north of 9th Street Crossing Ft. Worth electrically locked.

North switch No. 4 track, just north 9th Street, Ft. Worth electrically locked; derails opposite each other on No. 4 and North Lead Tracks, located approximately 160 feet south of this switch, are pipe connected and operated by switch lever.

Both switches of crossover, M.P. 240.6, just south depot Hodge, electrically locked and electric locks controlled by Operator Hodge.

Normal position main track switch, south end Sherman Jct. siding, M.P. 151.4, lined and locked for movement to and from siding; target will display RED when lined for siding, GREEN when lined for main track.

12. Employees of Missouri Kansas Texas Railroad are subject to the Rules, Timetable and Special Instructions of the Texas and Pacific Railway while occupying its tracks.

13. Standard Clocks: Ft. Worth (Passenger Station), Hodge, Whitesboro and Bonham.

SPECIAL INSTRUCTIONS

DALLAS SUBDIVISION

Two Main tracks in service and Rule D-81 in effect between west Interlocking limits, Fort Worth Passenger Station and west end Lancaster Yard, MP 251.45.

Two Main tracks in service and Rule D-81 in effect between 17th Street and Peach Street, Fort Worth.

First class trains run at Restricted Speed between east end of siding, east end Ft. Worth and Passenger Station Fort Worth and between Passenger Station, Fort Worth and end of Two Main tracks, MP 251.45, west end Lancaster Yard.

Rule 93. Exception to within Longview and West Dallas yards:

(1) In the following designated territory, extra trains and engines entering and using a block on a:

- Clear signal Rule 281,
- Approach Medium signal Rule 282, or
- Medium Clear signal Rule 283

may accept such indication to supersede the requirement of Rule 93 to move at Restricted Speed within the limits of the block governed

- (a). Between yard limit boards, MP 88 and MP 98 pole 16 (Longview-Greggton-Camps yard limits).
- (b). Between yard limit boards, MP 214.9 and MP 220.8 (UT Jct-Browder-Eagle Ford yard limits).

In the above territory, trains and engines will be governed by the following:

(2). An extra train or engine entering and using a block on other than indications prescribed by Rules 281, 282 or 283, must move at Restricted Speed as prescribed by Rule 93 until leading wheels pass another signal displaying an indication prescribed by Rule 281, 282 or 283.

(2-a). A train or engine having entered a block on a proceed indication and stops, or is delayed, must move at Low Speed as prescribed by Rule 330.

(3). When an Absolute Signal governing the use of a block displays "Stop" Rule 292, a train or engine must not enter that block without flag protection against opposing trains or engines, except:

- (a). Upon verbal advice from Train Dispatcher or Control Operator in the words: "There is no opposing train or engine in the block.
- (b). To enter track and time limits as prescribed by Rule 402.
- (c). When within track and time limits prescribed by Rule 402.
- (4). A train or engine having passed beyond the limits of a block must not back into, or re-enter such block without flag protection against opposing trains or engines, except:
- (a). When within track and time limits prescribed by Rule 402.
- (b). As provided for in Rule 404.
- (5). When entering a main track, or crossing from one main track to another, at an electrically locked hand-operated switch, not authorized by a block or interlocking signal indication, trains and engines must obtain track and time limits as prescribed by Rule 400, and in addition if conditions require a three (3) minute or more time interval before switch is released for hand operation, protection must be afforded a sufficient distance to stop trains or engines moving at Low Speed before fouling the main track.

(6) Such operating, interlocking and block signal rules as are not modified by these instructions remain in force.

Rule 99 (j) is effective on the Dallas subdivision.

Rule 375 (10). Exception to: Control Operator Marshall may, when conditions or work requires, grant track and time limits between:

- (1) East switch Bivins and west switch Queen City
- (2) East switch Woodlawn and west switch Payne
- (3) East switch Big Sandy and west switch Greggton.

Rules 400, 402 and 404: Exception to:

1. After a train has arrived and stopped on main track between Eastward Absolute Signals M.W. Crossover, MP 136.9 and Westward Absolute Signals west end Pull-out Track, MP 138.9, Mineola Yard, an engine may, without authority of Control Operator and without Track and Time Limits prescribed by Rules 400 and 402:

- (a). Enter main track at hand-operated switches of crossovers at east and west leads Mineola Yard.
- (b). Move in either direction at Low Speed without flag protection within these limits.
- (c). Make reverse movements within these prescribed limits to switch train or hostile engine of train standing on main track within these limits.

2. Movements from a location within these limits to the main

(Continued)

DALLAS SUBDIVISION—continued

track beyond Absolute Signals MW Crossover or beyond Absolute Signals at west end Pull-out track, or movements into these prescribed limits from a location west of Absolute Signal Pull-out track, or east of Absolute Signal at MW Crossover may be made only:

- (d). By a proceed block signal indication.
- (e). By permission prescribed by Rule 350.
- (f). By authority of Track and Time Limits prescribed by Rule 402.

Between T&P-StLSW Interlocking Texarkana and Texarkana (passenger station and freight yard) there is no superiority of trains and all trains and engines within these limits must move at restricted speed, not exceeding 15 miles per hour. Within these limits, freight trains, yard engines and other engines must, immediately upon the approach of scheduled passenger trains, clear route for their movement; yard engines and other engines must give way to freight trains as promptly as possible.

Time at Dallas is shown for information only.

Time of Nos. 501 and 502 at Ft. Worth applies at G.C.&S.F. passenger station.

Times of departure Ft. Worth and arrival Lancaster Yard Nos. 1 and 7, and departure Lancaster Yard and arrival Ft. Worth Nos. 2 and 8 are shown for information only.

Time at Gladewater applies at station.

Marshall is a register station for Nos. 21 and 22 only.

Longview is a register station for Nos. 221, 222, 225, 226, 237, and 238 only.

Mineola Yard is a train order office and register station for second class and inferior trains only. No train order signal at Mineola Yard. Second class and inferior trains must secure clearance before leaving Mineola—Mineola Yard limits unless such train has been delivered train order reading—"This clears (train) at Mineola Yard".

Trains may leave T&P Jct without a T&P clearance when T&P train order signal indicates proceed, Rule 230, for the direction of movement, except that trains originating at, or turning at East Dallas Yard, must secure clearance and train orders, if required, before leaving T&P Jct.

Dallas (Union Terminal) is a register station for Nos. 501 and 502 only. No. 501 and other trains originating there must secure a clearance at Dallas (Union Terminal) train order office.

Ft. Worth is a register station for first class trains and other trains originating or terminating at that station, and is a train order office for first class trains and other trains originating at that station only; other trains may leave Ft. Worth without a clearance.

Trains originating at Lancaster Yard must not leave without a clearance.

Round reflector lens, approximately 5 inches in diameter showing red to rear and yellow to front only, authorized for use as markers prescribed by Rule 19. Standard headlight may be displayed dim on a train standing clear of main track to identify reflector markers on rear of another train for which its movement is restricted.

Santa Fe trains between Dallas and Ft. Worth may display at night markers with red and yellow lights, instead of red and green. The yellow lights so displayed have the same meaning as do the green lights prescribed by rule 19.

Freight trains and yard engines with freight cars will not use passenger track Marshall and No. 1 passenger track Longview.

Extra trains, yard and other engines may run ahead of Eastward First Class trains between end of Two Main Tracks, MP 251.45, Lancaster Yard and Interlocking limits, Fort Worth, without train order authority, but will not occupy main track within these limits when it is known a first class train will be delayed.

Extra trains may run ahead of Westward First Class trains between Fort Worth Interlocking limits and Mile Post 250, Lancaster Yard without train order authority. Yard and other engines may run ahead of Westward First class trains between Fort Worth Interlocking limits and Mile Post 250, Lancaster Yard, without train order authority, but will not occupy main track within these limits when it is known a first class train will be delayed.

Extra trains, yard and other engines may run ahead of Westward First Class trains between spring switch, Mile Post 250, Lancaster Yard and end of Two Main Tracks MP 251.45 Lancaster Yard without train order authority, but will not occupy main track within these limits when it is known a first class train will be delayed.

(Continued on page 15)

SPECIAL INSTRUCTIONS

DALLAS SUBDIVISION—continued

Employees of the FW&DC, GC&SF, MoP, KCS, MKT, SLSF&T, and T&NO Railways are subject to the rules, time-table, and special instructions of the Texas and Pacific Railway while occupying its tracks.

Between U.T. Jct. and T&P Jct., employees of the Texas and Pacific Railway are subject to the rules, time-table, and special instruction of the T&NO RR and to rules and special instructions of the Union Terminal Co., Dallas, while occupying their tracks.

Standard Clocks: **Texarkana** **Dallas Yard**
Marshall **Dallas Union Terminal**
Longview **Ft. Worth (Passenger Station)**
Mineola Yard

OTHER PASSENGER TRAIN FLAG STOPS

- | Train | Stations |
|---------|--|
| No. 1 | Atlanta: discharge passengers from north of Texarkana and receive passengers for Dallas and beyond.
Jefferson: discharge passengers from north of Texarkana and receive passengers for west of Fort Worth.
Mineola and Willis Point: discharge passengers from north of Texarkana.
Grand Saline: discharge passengers from St. Louis and beyond.
Terrell, Grand Prairie and Arlington: discharge passengers from Texarkana and beyond. |
| No. 2 | Arlington and Grand Prairie: receive passengers for Texarkana and beyond.
Terrell, Willis Point and Mineola: discharge passengers from El Paso and beyond and receive passengers for Texarkana and beyond.
Grand Saline: receive passengers for St. Louis and beyond.
Jefferson: to discharge passengers from Dallas and beyond and receive passengers for Texarkana and beyond.
Atlanta: to discharge passengers from Dallas and beyond and to receive passengers for north of Texarkana. |
| No. 3 | Jefferson: To receive passengers destined south of Longview and for Dallas and beyond. |
| No. 4 | Edgewood: to discharge passengers from Dallas and beyond and to receive passengers for Marshall and beyond.
Hawkins: to discharge passengers from El Paso and beyond and to receive passengers for St. Louis, Memphis and beyond.
Angler: to discharge passengers from Dallas and beyond.
Queen City: to discharge passengers from Longview and points west. |
| No. 7 | Hallsville: to receive passengers for west of Longview
Angler: On Saturdays, Sundays and Mondays to receive passengers for Dallas and beyond.
Grand Prairie and Arlington to discharge passengers. |
| No. 8 | Grand Prairie: to discharge passengers from Abilene and beyond.
Terrell and Willis Point: to discharge passengers and to receive passengers destined points scheduled to stop.
Jefferson: to discharge passengers from west of Ft. Worth.
Atlanta: to discharge passengers from Dallas and beyond. |
| No. 21 | Angler: Mondays only to receive passengers Dallas and beyond.
Grand Saline: discharge passengers from Shreveport and beyond and receive passengers for Dallas and beyond.
Forney: discharge passengers from Shreveport and beyond and receive passengers for Ft. Worth and beyond.
Arlington and Grand Prairie: discharge passengers from points east of Dallas and receive passengers for points west of Ft. Worth. |
| No. 22 | Arlington and Grand Prairie: discharge passengers from beyond Ft. Worth and receive passengers for points beyond Dallas.
Forney and Hawkins: discharge passengers and receive passengers where scheduled stop or flag.
Grand Saline: discharge passengers from Dallas and beyond and receive passengers for Marshall and beyond where scheduled stop.
Big Sandy: receive passengers for Shreveport and beyond. |
| No. 221 | Atlanta and Jefferson: to receive passengers destined south of Longview where MoP No. 21 scheduled to stop. |
| No. 222 | Atlanta and Jefferson: to discharge passengers from points south of Longview. |
| No. 225 | Jefferson: receive passengers destined south of Longview. |
| No. 226 | Jefferson: discharge passengers from south of Longview. |
| No. 237 | Lodi and Domino: to receive and discharge passengers.
Queen City, Bivins, Kildare, and Lodi: to load or unload mail, parcel post or express. |
| No. 238 | Hallsville: to discharge passengers from points on MoP south of Longview and to receive passengers for points north of Marshall.
Lodi and Domino: to receive and discharge passengers.
Lodi, Kildare, Bivins and Queen City: to load or unload mail, parcel post or express. |

TIME SERVICE

NATIONAL RAILWAY TIME SERVICE COMPANY

Chicago, Ill.

LOCAL WATCH INSPECTORS

NAME	HEADQUARTERS	TERRITORY
G. W. Haltom	Ft. Worth	Ft. Worth to Reisor and to Texarkana.
G. W. Haltom	Ft. Worth	Ft. Worth to Sherman.
J. B. Rockwell	Denison	Sherman to Texarkana.
Parks Credit Jewelers	Texarkana	Local.
McDaniel Jewelry, Inc.	Marshall	Local.
McCarley's Jewelry Store	Longview	Local.
A. C. Flynt	Mineola	Local.
Busch & Sons	Dallas	Local.
Gough Jewelry Co.	Dallas	Local.
Ace Credit Jewelers	Dallas	Local.
Looney's	Dallas	Local.
McKee Jewelers	Dallas	Local.
Skinnners Jewelry	Arlington	Local.
Bonham Jewelry Co.	Bonham	Local.
Clarke's Jewelry	Shreveport	Texarkana Subdivision
Youngblood Jewelry Co.	Shreveport	Local.

HOSPITAL

Dr. A. Dieste, Chief Surgeon

Marshall, Texas

LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. A. A. Herold	Shreveport	Dr. Christine Z. Walker	Forney
Dr. A. A. Herold, Jr. (Assoc.)	"	Dr. J. W. Stack	Mesquite
Dr. Paul D. Abramson (Assoc.)	"	The Samuel Clinic	Dallas
Dr. I. R. Fowler	Waskom	Dr. H. V. Copeland	Grand Prairie
Dr. H. E. Murry	Texarkana	Dr. Sidney Gaines	Grand Prairie
Dr. Charles A. Smith	Texarkana	Dr. F. L. Harvey	Arlington
Dr. J. D. Nichols	Atlanta	The Coffey Clinic	Fort Worth
Dr. E. W. Grumbles	Atlanta	Dr. J. W. Shoemaker	(Associate) North Fort Worth
Dr. T. K. Nichols (Assoc.)	Atlanta	Dr. E. B. McGee	New Boston
Dr. B. Joslin (Assoc.)	Atlanta	Dr. C. S. Crow	DeKalb
Dr. Wm. S. Terry	Jefferson	Dr. R. W. Payne	Clarksville
Dr. J. T. McRee	Longview	Dr. M. A. Walker	Paris
Dr. Frank V. Mondrik	Longview	Dr. H. C. Chancellor	Honey Grove
Dr. Carl Nichols	Gladewater	Dr. J. M. Donaldson	Bonham
Dr. E. R. Moser	Gladewater	Dr. Joe A. Risser	Bonham
Dr. R. O. Moore	Mineola	Dr. D. C. Enloe	Sherman
Dr. James M. Williams	Mineola	Dr. G. A. Lively	Whitesboro
Dr. V. B. Cozby	Grand Saline	Dr. W. H. Brown	Denison
Dr. Geo. Marsh, Jr. (Associate)	Grand Saline	Dr. P. E. Weathers	Pilot Point
Dr. R. D. McKay	Edgewood	Medical-Surgical Clinic	Denton
Dr. H. T. Fry	Willis Point	Dr. James L. Robins	Belcher
Alexander Clinic	Terrell		

OCULISTS

Dr. J. A. Wilkinson (Eyes only)	Shreveport
Dr. A. W. Roberts	Texarkana
Dr. C. W. Payton	Longview
Dr. S. F. Harrington	Dallas
Dr. W. M. Knowles	Dallas
Dr. Lloyd Richey	Dallas
Dr. J. Robert Harris	Fort Worth
Dr. Thomas E. Hunt	Paris
Dr. Bert E. Davis	Denton