

## MEDICAL OFFICERS

Dr. Ernest T. Rouse Chief Surgeon St. Louis, Mo.

### TEXAS DISTRICT

#### MEDICAL OFFICERS AUTHORIZED TO GIVE PHYSICAL EXAMINATIONS INCLUDING PRE-EMPLOYMENT EXAMINATIONS

##### District Medical Officer

A. D. Ladd, M. D. W. M. Palm, M. D.  
The Coffey Clinic Houston, Texas  
Fort Worth, Texas

##### Division Medical Officers

Clyde E. Thomas, Jr., M. D. F. E. Felder, M. D.  
Big Spring, Texas Hunter-Kay Clinic  
L. M. Redding, M. D. Palestine, Texas  
Marshall, Texas

##### Local Medical Officers

E. R. Richardson, M. D. L. L. Davidge, M. D.  
Dallas, Texas Shreveport, La.  
J. R. Floyd, M. D. (No Injuries)  
El Paso, Texas James H. Eddy, Jr., M. D.  
Roscoe O. Moore, M. D. Brook C. Garrett, M. D.  
Mineola, Texas Shreveport, Louisiana  
Frank V. Mondrik, M. D. Henry M. Carney, M. D.  
Longview, Texas Texarkana, Texas

#### MEDICAL OFFICERS AUTHORIZED TO GIVE ALL PHYSICAL EXAMINATIONS EXCEPT PRE-EMPLOYMENT EXAMINATIONS

##### Local Medical Officers

A. G. Arrant, M. D.	C. L. Oglesbee
Abilene, Texas	B. H. Gaston, M. D.
M. L. Stubblefield, M. D.	G. L. Berkenbile, M. D.
Halrd, Texas	Muskogee, Okla.
Risser Clinic	William T. Payne, M. D.
Bonham, Texas	(Injuries only)
E. E. Addy, Jr., M. D.	William W. Lunn, M. D.
Cisco, Texas	(Injuries only)
Rhode-Cowan Clinic	Odessa, Texas
Colorado City, Texas	B. L. Wright, M. D.
Medical and Surgical Clinic	Odessa, Texas
Denison, Texas	W. P. Watkins, M. D.
Medical-Surgical Clinic Assn.	Ranger, Texas
Denton, Texas	Robert H. Rowland, M. D.
Haynie Hospital and Clinic	Shirley E. Townsend, M. D.
Durant, Okla.	Sherman, Texas
R & W Clinic	The Medical Arts Clinic
Eastland, Texas	Sherman, Texas
Eastland Medical & Surgical	D. G. Kellett, M. D.
Clinic	(Injuries only)
Eastland, Texas	Shreveport, La.
Moser-Nichols Clinic	Paul C. Pedigo, M. D.
Gladewater, Texas	Strawn, Texas
Cozby-Germany Clinic	Gough H. Alexander, M. D.
Grand Saline, Texas	Terrell, Texas
C. E. Smith, M. D.	P. L. Allen, M. D.
Henryetta, Okla.	Weatherford, Texas
J. C. Terry, M. D.	E. M. Russell, M. D.
Lorraine, Texas	J. L. Eidson, M. D.
H. W. Gillett, M. D.	Weatherford, Texas
Lovington, New Mexico	Baker Clinic-Hospital
W. T. Sadler, M. D.	Wills Point, Texas
Donald W. Warren, M. D.	M. B. Gunter, M. D.
Merkel, Texas	Mart, Texas
Robert D. Messer, M. D.	L. O. Coleman, M. D.
Mineral Wells, Texas	E. T. Ketchum, M. D.
Sandhills Clinic	Navasota, Texas
Monahans, Texas	T. T. Walton, Jr., M. D.
D. J. Jackson, M. D.	Bryan, Texas
Palestine, Texas	

The term "Company Surgeon" in Rules 601, 602 and 603 of the Uniform Code of Operating Rules will mean a Company Medical Officer. An injured employe is not required to accept treatment by a Medical Officer if he prefers to go to a hospital association doctor or to his personal physician. If it is necessary to call a physician under present rules in the case of a personal injury of a passenger or other persons, a Medical Officer must be called.

## SAFETY FIRST



### MISSOURI PACIFIC RAILROAD COMPANY

### TEXAS and PACIFIC RAILWAY COMPANY

### TEXAS DISTRICT KANSAS, OKLAHOMA & GULF RY. CO. RED RIVER, RIO GRANDE AND DALLAS- FT. WORTH TERMINAL DIVISIONS.

# TIMETABLE No. 5

Effective 12:01 a.m. Sunday, July 30, 1967

CENTRAL STANDARD TIME

FOR THE GOVERNMENT OF  
EMPLOYEES CONCERNED.

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

J. H. LLOYD, Vice President—Operation.

J. M. TOLER, General Supt. Transportation.

N. W. DERRYBERRY, Supt. Transportation.

M. L. SMITH, Vice President.

J. C. LOVE, General Manager.

G. T. GRAHAM, Assistant General Manager.

## OFFICERS

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### RED RIVER DIVISION

L. H. Miller.....Superintendent.....Marshall, Tex.  
 B. E. Helvey.....Trainmaster.....Longview, Tex.  
 V. M. Driskill.....Trainmaster.....Muskogee, Okla.  
 S. R. Wall.....Trainmaster.....Texarkana, Tex.  
 R. L. Brewer.....Trainmaster.....Alexandria, La.  
 R. K. Davidson....Asst. Trainmaster...Shreveport, La.  
 R. R. Thomas.....Road Foreman of  
 Engines.....Marshall, Tex.

### RIO GRANDE DIVISION

D. W. Schwarz.....Superintendent.....Big Spring, Tex.  
 C. E. Satterfield.....Trainmaster.....Abilene, Tex.  
 J. R. Scherer.....Trainmaster.....Odessa, Tex.  
 J. M. McJannett...Trainmaster.....El Paso, Tex.  
 R. F. Kennedy.....Trainmaster.....Valley Jct., Tex.  
 A. C. Bennage.....Road Foreman of  
 Engines.....Big Spring, Tex.

### DALLAS-FORT WORTH TERMINAL DIVISION

J. E. Bernhardt...Superintendent....Fort Worth, Tex.  
 T. W. Faulk.....Trainmaster.....Dallas, Tex.  
 T. Blakeney.....Asst. Trainmaster...Fort Worth, Tex.  
 W. D. York.....Road Foreman of  
 Engines.....Fort Worth, Tex.

R. A. Hawthorne...Chief Dispatcher...Fort Worth, Tex.

Texas District

## EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
- Ⓑ—Radio Base Station.
- D—Diesel Fuel Oil.
- Ⓒ—Gate—Normal position against conflicting route.
- G—Gate—Normal position against this Sub-div.
- Ⓜ—Manual Interlocking.
- Ⓢ—Stop Sign.
- T—Turntable or Wye.
- W—Water.
- ⓧ—Railroad Crossing at Grade.
- Ⓨ—Yard Limits.
- \*—Mail Crane.
- ‡—Track Scale.
- ⊕—Train Order Office.

Register Stations are shown in full-faced type.

## EXPLANATION OF STOPS:

- s—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop on signal to receive or discharge revenue passengers.
- b—Stop on signal to receive revenue passengers.
- c—Stop on signal to discharge revenue passengers.

## TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
79.....	0	46

Texas District



Maximum Speed (Except as Below)		MPH	WEST- WARD	Siding Capacity in Cars	TIMETABLE No. 5	Miles From Texarkana	EAST- WARD
MP	MP	FIRST CLASS	FIRST CLASS				
246-25	251-18	35	61 Frt. Daily	STATIONS	245.9	60 Frt. Daily	
276-4	276-34	40					
294-20	295-19	40	AM	YD FORT WORTH... ①②③			
329-33	337-4	40		YD LANCASTER YARD... ①	251.1	PM	
340-15	341-14	45	11 40	JA JCT... 4	251.5	6 01	
343-5	345-20	45		IONA... 8 8	260.3		
350-21	351-25	45	151	EARLS... 12 8	273.1		
360-12	363-28	50	155	WEATHERFORD... ①	277.3		
363-8	364-16	50		PREBLE... 7 0	287.1		
386-24	388-21	45		BENNETT... 7 0	294.1		
405-12	406-4	45		BRAZOS... 6 5	301.1		
406-4	409-7	30		SANTO... ①	307.6		
422-19	423-6	45		JUDD... 5 0	313.5		
445-7	446-34	35		GORDON... 8 3	318.5		
448-0	448-15	50		STRAWN... 11 9	326.8		
448-15	450-28	50		TIFFIN... 2 1	338.7		
BUSINESS TRACKS		MP		RANGER... ①	340.8		
Bomber	252			EASTLAND... 9 2	351.5		
Benbrook	254			CISCO... ①②	360.7		
Aledo	263			DOTHAN... 13 8	367.9		
Lone Star	316			JAYELL... 4 1	381.7		
Johnson Mines	324			BAIRD... W ①②	385.8		
Olden	347			CLYDE... 11 7	392.8	2 26	
Putnam	373			HOLDER... ①	404.5	2 14	
Air Base Spur	413			ABILENE... D ①②③	406.6		
Texas Natural	417			BAGDAD... ①	409.9	2 05	
Honolulu	433			TYE... 8 9	415.0	1 59	
Westbrook	485			MERKEL... 5 8	423.9	1 50	
Reef Field	504			TRENT... 7 3	429.7	1 44	
There is no superiority of trains between East End of East Pull-out track MP 512 pole 2 and West End of West Pull-out track MP 514 pole 9 Big Spring, all trains and engines will move at restricted speed.				ESKOTA... 10 8	437.0	1 36	
Two main tracks between Ft. Worth and JA Jct. Rules 450-453 in effect except, Authority of Train Dispatcher is not required to enter main tracks.				SWEETWATER DOT... ①	447.8	1 25	
				ROSCOE... 8 6	456.4	1 15	
				LORAIN... 10 0	466.4	1 05	
				RODET... 8 1	472.5	12 59	
				COLORADO CITY... ①②	475.8		
				DOME... 2 3	478.1	12 53	
				IATAN... 18 0	491.1	12 40	
				COAHOMA... 4 8	503.7	12 27	
				ZILER... ①	508.5	12 22	
				YD BIG SPRING DWT... ①②③	513.4	12 15	
			PM		287.50	PM	

No. 61 is superior to No. 60.

ABS—Ft. Worth to Big Spring. CTC between JA Jct. and west end siding Clyde. Two main tracks between Ft. Worth and JA Jct. Yard Limits: MP 243-0 to MP 261-5; MP 403-17 to MP 410-23; MP 446-23 to MP 449-24; MP 507-27 to 517-0.

No. 61 secure clearance Lancaster Yard and will not require clearance JA Jct.

Big Spring register station for First Class Trains only.

Maximum Speed (Except as Below)		MPH	WEST- WARD	Siding Capacity in Cars	TIMETABLE No. 5	Miles From Texarkana	EAST- WARD
MP	MP	FIRST CLASS	FIRST CLASS				
533-31	534-28	50	61 Frt. Daily	STATIONS	513.4	60 Frt. Daily	
552-23	554-26	40					
571-3	573-5	45	5 01 PM	YD BIG SPRING DWT... ①②③	513.4	11 55 AM	
573-5	573-27	25	5 10	DORT... 4 6	519.3	11 47	
609-15	609-16	35	5 15	MORITA... 9 5	523.9	11 42	
646-27	647-7	45	5 30	STANTON... ①	533.3	11 32	
735-8	735-18	50	5 36	DIX... 5 3	539.2	11 26	
742-19	744-0	45	5 46	OHUB... 10 0	549.2	11 16	
BUSINESS TRACKS		MP		MIDLAND... ①②	553.3	11 10	
Baden	540.1			BOUNCE... 5 8	559.0	11 02	
Warfield	562.7			PEGASUS... 4 9	563.8	10 57	
Badger Racks	590.3			SOLO... ①	568.7	10 52	
Judkins	591.8			ODESSA... ①②③	573.5		
Texas Electric	613.6			ARCADE... 5 5	578.9	10 35	
Monsanto	617.5			DOURO... 5 1	584.1	10 30	
Barlow	647.7			METZ... 9 6	593.7	10 20	
Pernian S & G Co.	661.0			MONAHANS... WT ①②③	609.4	10 04	
Crusher	744.2			WICKETT... 8 2	615.6	9 53	
Tale	757.0			PYOTE... 8 6	624.2	9 44	
There is no superiority of trains between East End of East Pull-out track MP 512 pole 2 and West End of West Pull-out track MP 514 pole 9 Big Spring, all trains and engines will move at restricted speed.				PECOS... ①	646.6	9 21	
				HERMOSA... 9 2	655.8	9 11	
				TOYAH... W ①②③	666.1	8 59	
				GOZAR... 10 6	676.7	8 47	
				SAN MARTINE... 9 6	686.3	8 37	
				LEVINSON... 4 9	691.2	8 32	
				KENT... 7 6	698.8	8 24	
				BORACHO... ①	708.8	8 14	
				PLATEAU... 7 9	719.2	7 52	
				WILD HORSE... 7 9	727.1	7 44	
				VAN HORN... ①②	735.0	7 36	
				ALLAMORE... ①	746.5	7 24	
				EAGLE FLAT... 7 4	753.9	7 16	
				ARISPE... 9 7	763.6	7 06	
				SIERRA BLANCA... ①②	768.5	7 01 AM	
				EL PASO... DWT ①②③	858.4	5 01 AM	
					343.55		

No. 61 is superior to No. 60.

ABS—Big Spring to Sierra Blanca. CTC between East end siding Arispe and S.P. connection, Sierra Blanca.

Yard Limits: MP 507-27 to MP 517-0; MP 567-33 to MP 576-17; MP 607-28 to MP 611-2; MP 664-25 to MP 667-10.

Sierra Blanca and Big Spring Register Stations for First Class Trains Only.

Engines must not use Bin track, No. 3, or Eng. Spur at Crusher, Allamore.

STATIONS BETWEEN SIERRA BLANCA AND EL PASO

Station	S. P. Mile Post	Station	S. P. Mile Post
LASCA	746.1	FABENS	800.1
SMALL	751.3	CLINT	807.3
FINLAY	759.1	BELEN	815.2
McNARY	770.1	ALFALFA	822.8
ISER	783.6	TOWER 47 @ SP CONN	827.5
TORNILLO	794.2		

6 LONGVIEW SUBDIV.—RED RIVER DIVISION

SOUTHWARD TRAINS		Miles from Palestine	TIMETABLE No. 5	Siding Capacity in Cars	NORTHWARD TRAINS	
FIRST CLASS					FIRST CLASS	
7 Psgr. Daily	1 Psgr. Daily				8 Psgr. Daily	2 Psgr. Daily
6 05 PM	5 30 AM	81.3	LONGVIEW.....	Yd.	s 8 50 AM	s 9 10 PM
		76.4	FOOTES.....			
s 6 20	s 5 45	69.2	KILGORE.....	150	s 8 01	s 8 49
s 6 50		58.9	OVERTON.....	135	s 7 40	
		52.7	ARP.....			
s 7 15	s 6 20	45.4	TROUP.....	175	s 7 15	s 8 19
		33.4	TEOLA.....	150		
s 7 39	s 6 45	27.2	JACKSONVILLE.....	80	s 6 45	s 7 58
		27.0	ST. L. S. W.....			
		23.6	HUME.....	150		
		11.9	NECHES.....	150		
		5.0	WELLS CREEK.....	105		
s 8 45 PM	s 7 20 AM	0.0	PALESTINE.....	Yd.	6 01 AM	7 25 PM
		81.3				

ABS—CTC between Palestine and Longview.

Longview: There is no Superiority of Trains between Northward Absolute Signal MP 80.6 and Junction of Longview and Dallas Subdivs. All trains and engine movements must be made at RESTRICTED SPEED.

Maximum Speed (Except as below) MP   MP	MPH		MP	MP	MPH		MP	Frt.
	Psg.	Frt.			Psg.	Frt.		
0-1	65	50	43-24	44-04	60	60	45	
0-11	30	30	45-02	45-08	50	50		
0-13	30	30	48-28	50-21	55	55		
0-26	30	30	51-27	52-04	55	55		
0-28	30	30	53-27	54-05	60	60		
0-30	30	30	55-05	55-14	60	60		
0-33	30	30	56-06	56-17	45	45		
0-38	30	30	59-14	60-16	45	45		
0-40	30	30	65-07	65-18	60	60		
0-42	30	30	66-01	66-14	60	60		
0-44	30	30	71-02	71-16	60	60		
0-46	30	30	73-03	73-23	45	45		
0-48	30	30	77-13	77-25	50	50		
0-50	30	30	80-27	81-3	15	15		

Business Tracks MP  
 Cherokee Sales..... 24-6  
 Mitte..... 30-0  
 Sinclair O & G..... 50-0  
 Sinclair O & R..... 54-6  
 Kinsloe..... 74-0  
 Warren Pet. Co..... 78-2

MINEOLA SUBDIV.—RED RIVER DIVISION

Mile Post	TIMETABLE NO. 5		Siding	Maximum Speed 25 MPH, except Between MP 19-0, MP 44-2: 20 MPH.
	SOUTH STATIONS	NORTH STATIONS		
44.2	MINEOLA.....			BUSINESS TRACKS: MP
32.7	LINDALE.....			General Electric Co.....13.5
26.3	SWAN.....			Theford..... 30.1
19.0	TYLER.....	St. LSW.....		Max. Wt.
13.9	ELBERTA.....			Troup-Tyler..... 240,000 lbs.
8.6	WHITEHOUSE.....			Tyler-Mineola..... 220,000 lbs.
0.0	TROUP.....			Yard Limits:
				Tyler—MP 17-9 to MP 21-2.
	44.2			

Texas District

SHREVEPORT SUBDIV.—RED RIVER DIVISION 7

WESTWARD		Siding Capacity in Cars	TIMETABLE No. 5	Mile Post Location	EASTWARD	
FIRST CLASS					FIRST CLASS	
23 Psgr. Daily	21 Psgr. Daily				24 Psgr. Daily	22 Psgr. Daily
11 55AM	1 35AM		ALEXANDRIA.....	194.5	s 2 55PM	s12 01AM
11 59	1 37		1.28 TEXMO JCT.....	195.7	2 45	11 56
12 07	1 44	76	7.92 RAPIDES.....	203.7	2 36	11 49
			5.08 BOYCE.....	208.7		
12 27	2 03	76	16.5 FERN.....	225.2	2 15	11 30
12 37	2 13	95	10.6 CYPRESS.....	235.8	f 2 04	11 21
12 47	2 23	75	10.2 DT SIDING.....	246.0	1 53	11 13
s 1 01	s 2 34		1.5 NATCHITOCHES.....	247.5	s 1 50	s11 10
1 24	2 53	53	18.2 LAKE END.....	265.7	1 24	10 47
			20.3 WESTDALE.....	286.0	1 03	10 29
2 03	3 32	92	22.6 LUCAS.....	308.6	12 42	10 10
			3.7 K.C.S.....	311.7		
			2.2 S. P.....	313.9		
2 10	3 39		1.1 KD JCT.....	315.0	12 31	10 02
			0.6 HW JCT.....	315.6		
s 3 10	s 4 15		0.3 SHREVEPORT.....	315.9	s12 30	s10 01
3 18	4 21	75	6.4 LAKE HAYES, LA.....	322.3	11 54	9 22
3 28	4 31	100	10.2 WASKOM, TEX.....	332.5	f11 44	9 13
3 38	4 41	74	10.6 SCOTTSTVILLE.....	343.1	11 32	9 03
s 3 50PM	s 5 05AM	145	8.3 MARSHALL.....	351.4	11 20AM	8 55PM
			156.94			

ABS—Marshall to Alexandria. Two Main Tracks between Texmo Jct. and Alexandria Yard. Rules 450-453 in effect. There is no Superiority of Trains and all trains run at Restricted Speed between following points:

MARSHALL—Between East switch of siding and Dallas Subdiv. Jct. SHREVEPORT—Within Yard Limits. Marshall and Alexandria Register Stations for First Class trains only. Yard Limits: MP 189-29 to MP 196-18; MP 310-20 to MP 317-44; MP 347-19 to MP 351-4 @Rock @Chopin MP 222.68 @Grand Bayou 280-10 Normal position of main track switch at KD Jct. and HW Jct. is lined for movement to and from Hollywood Yard.

Maximum Speed (Except as below) MP	MPH		MP	MP	MPH		MP	Frt.
	Psg.	Frt.			Psg.	Frt.		
0-1	60	60	249-12	249-24	55	55		
0-11	30	30	281-0	281-20	60	60		
0-13	30	30	310-13	310-18	55	55		
0-26	30	30	315-0	315-22	35	35		
0-28	30	30	327-7	327-17	65	65		
0-30	30	30	334-23	335-1	65	65		
0-33	30	30	337-24	337-33	65	65		
0-38	30	30	341-24	341-32	65	65		
0-40	30	30	345-20	345-24	65	65		
0-42	30	30	347-26	349-5	65	65		
0-44	30	30	350-23	351-13	30	30		

TEXARKANA SUBDIV.—RED RIVER DIVISION

Siding	TIMETABLE NO. 5		Mile Post	Maximum Speed	MPH
	SOUTH STATIONS	NORTH STATIONS			
	HOSSTON.....		28.0	MP 0—MP 23.....	15
	GILLIAM.....		23.3	MP 23—MP 28.....	20
	CASH POINT.....		7.3	Max. Wt. 220,000 lbs.	
	I. C. R. R.....			When signal governing movement over I.C. RR crossing indicates stop, be governed by instructions located in metal box near crossing.	
YD	HOLLYWOOD YARD.....			Yard Limits: MP 3-15 to HW Jct.	
	HW JCT.....			Business Tracks	MP
				Belcher.....	18.1
				Dixie.....	14.0
	34.1				

Texas District

		TIMETABLE No. 5		
		SOUTH STATIONS	NORTH	Mile Post Location
<i>(Okay Jct.-Information only)</i>				
	YD	MUSKOGEE	⊙M.V.	121.9
		⊙S.L. S.F.	0.5 ⊙ⓂⓉⓈ	133.2
	150	WAINRIGHT	12.2	133.7
	72	HITCHITA	12.6	145.9
			15.6	158.5
	94	HENRYETTA	14.5	174.1
	95	TANNER	13.6	188.6
	145	MINA	13.1	202.2
		⊙C.R. I&P	1.0	215.3
	89	CALVIN	13.7	216.3
	104	ALLEN	22.5	230.0
	150	TUPELO	14.9	252.5
		BROMIDE JCT	2.1	267.4
	42	WAPANUOKA	8.5	269.5
	150	CAIN	19.6	278.0
		KO & G JCT	20.9	297.6
		RAY-DENISON	20.8	
	YD	WHITESBORO	6.4 ⊙ⓂⓉⓈ	173.1
	76	COLLINSVILLE	12.0	179.5
	147	PILOT POINT	17.6	191.5
	137	DENTON	16.3	209.1
	175	ROANOKE	10.1	225.4
	46	WATAUGA	2.6	235.5
		⊙ S. T. L. S. W.	1.9	238.1
	100	HODGE	3.2	240.0
	YD	Peach Street Jct.	0.8	243.2
		⊙FW TOWER	0.5	
		FORT WORTH	⊙DWT ⊙	244.4
				288.7

ABS—Whitesboro to Ft. Worth. Two main tracks between: Peach St. Jct. and FW Tower.

Texas District trains operating via MKT RR between Whitesboro and KO&G Jct. be governed by Uniform Code of Operating Rules and MKT Timetable, special instructions and general orders. Northward trains secure Clearance Durant.

Bromide Industrial Spur breaks out of main track at Bromide Jct. extends 5.3 miles to end of track. Bromide and Crusher located on this spur. Max. Wt. this spur 210,000 lbs.

Durant:—On old KO&G main track-MKT and SL SF both protected by Automatic Interlocking. Do not exceed 20 MPH over these crossings.

Engs. must not move over Bridge in CRI&P interchange track, Calvin.

		TIMETABLE NO. 5		
		SOUTH STATIONS	NORTH	Mile Post Sidings
		LANCASTER YD	⊙	
		FORT WORTH		
		FW TOWER	⊙	
165.8		MP JCT	⊙	
165.4		⊙ST. L. S. W.	Ⓜ	
163.7		WACO	ⓂⓉⓈ	165
155.0		HARRISON		165
137.0		MARLIN	ⓂⓉⓈ	162
128.0		COYMACK		88
116.5		SALTER		165
110.1		AJ SIDING		100
100.6		VALLEY JCT	ⓂⓉⓈⓂⓉⓈ	176
97.0		⊙S. P.	Ⓜ	
92.0		MUMFORD		78
78.1		BRYAN	ⓂⓉⓈ	75
77.8		⊙S. P.	Ⓜ	
75.5		BR. JCT.		
48.6		NA JCT	ⓂⓉⓈ	
48.5		NAVASOTA	ⓂⓉⓈ	74
36.5		STONEHAM		100
22.1		MAGNOLIA		100
11.2		HUFSMITH		125
0.0		SPRING	T	
		SETTEGAST YD.		
				277.0

Ft. Worth Subdiv. Trains secure clearance Settegast Yard and be governed by Gulf Dist. and HB&T Timetables and instructions between Settegast Yard and Spring.

Operating on S.P. R.R. between NA Jct. and BR Jct. be governed by their Rules, Timetable and Instructions.

Trains operating on MK&T R.R. between FW Tower and MP Jct. be governed by Uniform Code of Operating Rules and MKT R.R. Timetable and Instructions.

MAYPEARL SUBDIV.—DALLAS FT. WORTH TERM. DIVISION

		TIMETABLE NO. 5		
		SOUTH STATIONS	NORTH	Mile Post Sidings
		LANCASTER YD	ⓂⓉⓈ	
272.1		⊙FW TOWER	ⓂⓉⓈ	
263.9		EVERMAN		
245.4		VENUS		
234.9		MAYPEARL	Ⓜ	
				42.9

Maximum Speed 40 MPH  
 Except, City Limits  
 Ft. Worth 18 MPH

Yard Limits:  
 MP 268-0 FW Tower

BUSINESS TRACKS MP  
 Mara 270.1  
 Callahan 254.1

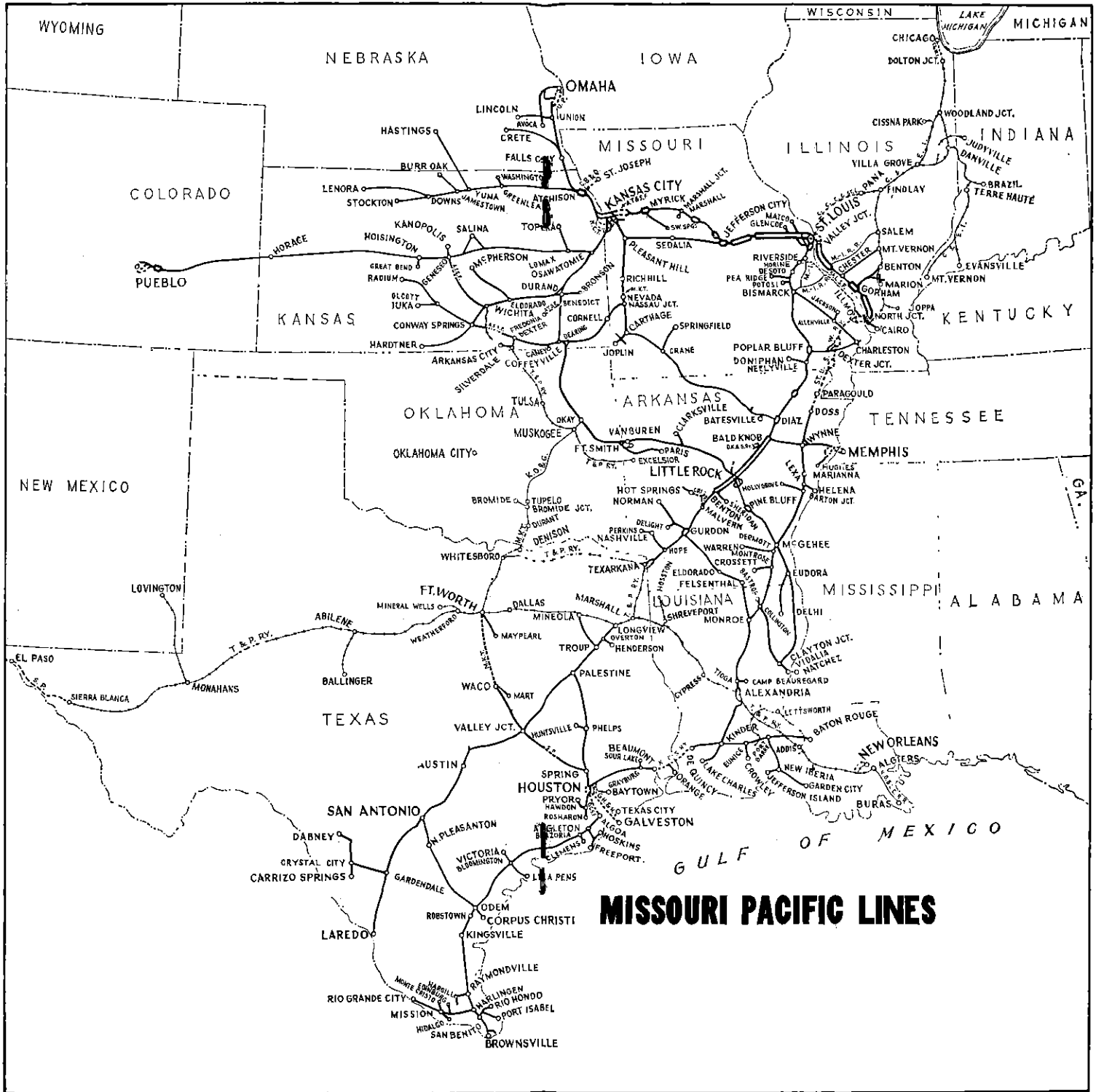
MART SUBDIV.—RIO GRANDE DIVISION

		TIMETABLE NO. 5		
		SOUTH STATIONS	NORTH	Mile Post Sidings
175.6		WACO	Ⓜ	
166.8		HALLSBURG		
158.5		MART	ⓂⓉⓈ	
				17.1

Maximum Speed 35 MPH

BUSINESS TRACKS MP  
 Wardlaw 173.5

Yard Limits:  
 Mart—MP 160-0  
 MP 173.5—Waco



**MISSOURI PACIFIC LINES**

**12 BONHAM SUBDIV.—RED RIVER DIVISION**

MPH	Siding Capacity in Cars	TIMETABLE No. 5		Miles From Texarkana
		WEST ↓ STATIONS	EAST ↑	
Maximum Speed.....49 (except as below)		YD	TEXARKANA...{DWT@③④	0
MP 80-20—MP-61-12.....30			0.6 ③ K. O. S.....④	
MP 83—Whitesboro.....35 (except as below)			4.5 NASH.....	5.1
Over Church St., Paris.....10		77	9.7 HOOKS.....④	14.8
MP 91-33—AT&SF-SP.....6			2.1 RED RIVER.....	16.9
MP 111-20—MP 112-13.....25			5.1 NEW BOSTON.....④	22.0
MP 127-25—MP 151-12.....25		77	12.2 DE KALB.....④	34.2
MP 153-25—MP 153-23.....20			10.2 AVERY.....	44.4
			8.1 ANNONA.....④	52.5
		95	8.5 OLARKSVILLE.....④	61.0
			13.2 DETROIT.....	74.2
			16.8 PARIS.....④④	91.0
			0.7 ④ AT&SF-S. P.....G	91.7
		77	20.3 HONEY GROVE.....	112.0
			16.1 BONHAM.....④④	128.1
			11.1 SAVOY.....	139.2
			2.6 BELLS @ M. K. T.....④	141.6
			12.9 ④ S. P.....④④④	154.5
			0.1 SHERMAN @M.K.T...{④④	154.6
		91	5.0 GRACO.....	159.6
			13.5 WHITESBORO...@④④T④	173.1
			173.1	

**BUSINESS TRACKS**

	MP
Proetz Lbr. Co.....	6
Anglo-American Paper Corp.....	6.6
Lone Star Ord. Plant.....	15.7
Red River Army Depot East Leg Wye.....	16.7
Red River Army Depot West Leg Wye.....	17.3
Malta.....	28.2
Oakgrove Team.....	38.6
Blossom.....	81.2
Brookston.....	99.6
Petty.....	108.0
Windom.....	117.3

Yard Limits: MP 0-0 to MP 2-34, MP 88-27 to MP 92-31, MP 126-0 to MP 129-21, MP 152-20 to MP 156-11, MP 171-26 to MP 174-13.

Gate protecting AT&SF-SP-Crossing MP 91.7 may be left lined as last used.

**W.M.W.&N.W. SUBDIV.—RIO GRANDE DIV. 13**

Siding	TIMETABLE NO. 5		Mileage	Maximum Speed.....25 MPH Max. Wt. 220,000 Lbs. Yard Limits: Entire Subdiv.
	WEST ↓ STATIONS	EAST ↑		
	WEATHERFORD.....④W④		0	
	18.1 WOLTERS.....		18.1	
	3.9 MINERAL WELLS.....④T		22.0	
	22.0			

**A. & S. SUBDIV.—RIO GRANDE DIVISION**

Siding	TIMETABLE NO. 5		Mileage	Maximum Speed.....20 MPH Max. Wt. 220,000 Lbs. Yard Limits: Entire Subdiv.
	SOUTH ↓ STATIONS	NORTH ↑		
YD	ABILENE.....{④DW④④		0	
	18.7 ④ AT & SF.....④		16.7	
	5 TUSOOLA.....		17.2	
	10.2 BRADSHAW.....		27.4	
	10.8 WINTERS.....		38.2	
	15.4 ④ AT & S.F.....④		53.6	
	4 BALLINGER.....		54.0	
	54.0			

**T.-N. M. SUBDIV.—RIO GRANDE DIVISION**

Siding	TIMETABLE NO. 5		Mileage	Maximum Speed.....49 MPH BUSINESS TRACKS MP Wink Team.....17.4 Smith Spur.....27.1 Sid Richardson.....28.6 Pure Oil Co.....40.5 El Paso Natural.....52.6 United Carbon.....55.9 Continental Carbon.....70.8 Warren Rack.....78.0 Climax Spur.....80.1 Skelly Oil Co.....99.2
	SOUTH ↓ STATIONS	NORTH ↑		
	LOVINGTON.....T④④		105.5	
	21.1 HOBBS.....④④		84.4	
	19.4 EUNICE.....④④		65.0	
	22.8 JAL, N. M.....④④		42.3	
	18.7 KERMIT TEX.....④④		23.6	
	23.6 MONAHANS.....WT④④④		.0	
	105.5			

One marker light mounted on top caboose cupola unlighted by day, lighted by night displaying Red to rear and Green to front only authorized for use as markers prescribed by Rule 19.

Yard Limits: MP 1-4 to Monahans.

**HENDERSON SUBDIV.—RED RIVER DIVISION**

Mile Post	TIMETABLE NO. 5		Siding	Maximum Speed.....25 MPH BUSINESS TRACKS MP Humble Oil Rack.....2.7 Humble Oil Spur.....3.5 Parade Oil Co.....5.9 Int. Paper Co.....13.3 Henderson Clay.....13.6 Wood Carve.....14.0
	SOUTH ↓ STATIONS	NORTH ↑		
0.0	OVERTON.....④			
16.0	16.0 HENDERSON.....④			
	16.0			

Trains must secure clearance at Henderson when operator on duty.



1. Eastward and Northward regular trains are superior to trains of same class in opposite direction, except as shown on schedule page.

## 2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3, and lower speeds prescribed by train orders, restrictive signals and operating rules. Increase in maximum speed may be authorized by train order subject to the lower speeds specified herein.

2-A. MAXIMUM ENGINE SPEED (where Maximum Train speed is LOWER, it will govern,) Mo.Pac., T&P, TP-MP, KO&G, C&EL, Ft. W. Belt, NOLC, M-I, and St. Joe Belt Engines:

Units	MPH	Units	MPH
1— 59	79	1061—1099	65
60— 932*	65	1100—1299	55
933— 943	79	6000—6001	55
944— 999	65	6603	55
1000—1060	55	8000—8007	55

\*Except Engines 300-336, with Code 94 marked on dash, 79 mph.

Engines running light must not exceed 45 MPH.

Engines without a pilot on end facing direction of movement or when shoving cars must not exceed 25 MPH.

2-B. Disabled engines handled in tow must not be moved in excess of authorized engine speed shown in Item 2-A for that type of engine.

Engines with flat spots in excess of 2¼ inches must not be handled exceeding 10 MPH unless authorized by Superintendent.

## 3. SPEED RESTRICTIONS: (Where maximum Train or Engine speed is LOWER, it will govern).

### 3-A. SPEED RESTRICTIONS THRU CROSSOVERS, TURNOUTS AND SPRING SWITCHES:

	MPH
Thru No. 9, 10 and 11 turnouts and crossovers, entire train	15
Thru No. 15, 16 and 20 turnouts and crossovers, entire train	35
Thru No. 20 equilateral turnouts, entire train	50
In straightaway movement when moving points of No. 9, 10 and 11 spring switches	15
In straightaway movement when moving points of Nos. 15, 16 and 20 spring switches	35

\*In straightaway movement when lead wheels have passed over points of spring switches, maximum speed may be resumed.

All turnouts are No. 11 or less, except as shown in 9-A.

## 3-B. TRAINS HANDLING COMPANY WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

	MPH
Locomotive Cranes (boom must be disconnected)	30
Bridge Derrick Cars (non-revolving)	30

Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Ditchers and Burro Cranes, loaded on flat cars	30
Except Burro Cranes when loaded on MPX 15000—15018 Inc. or loaded on TPX 15026—15029 Inc.—Max. Frt. Train speed.	

Note—Where maximum train speed is 30 MPH or less, speed of trains handling work equipment shown above, must be restricted to five miles per hour less than such maximum freight train speed.

### Wrecking Cranes, Ditchers and Jordan Spreaders (self and non-self-propelling):

Boom of wrecking cranes must be in trailing position. Speed of trains handling must be restricted according to maximum permissible speed of freight trains, as shown in following table, except ditchers and Jordan Spreaders will be restricted to 15 MPH if not headed in working direction and must be headed in working direction at first opportunity.

Maximum Freight Train Speed	Permissible Speed When Handling Self-and-Non-Self-propelled Wrecking Cranes-Ditchers and Spreaders
15	10
20-25	15
30	20
35	25
40-45	35
49-60	40

Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position
 |   |                             | |---|-----------------------------| | } | Maximum Freight Train Speed | |   |                             | |

Scale test cars except MPX 5121
 30 |

MPX 5121
 |   |                             | |---|-----------------------------| | } | Maximum Freight Train Speed | |   |                             | |

Scale test cars must be handled next ahead of the caboose.

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.

Welded or jointed rail trains and snow plows
 40 MPH |

## 3-B.—Continued

Unless otherwise instructed by Superintendent, rail trains will be restricted to 70 cars, rail cars will be handled on head end next behind buffer cars. No train moves are to be made while men are in the process of coupling rails or while men are standing on transition car. In no case will Engineer take slack or move train until authorized to do so by Roadmaster or Assistant Roadmaster.

The movement of Derricks, Cranes and other work equipment on its own wheels, on Revenue billing will be handled only on authority of Superintendent and at a speed not to exceed 30 MPH.

## 3-C. SPEED RESTRICTIONS ON PSGR. EQUIPMENT WITH FLAT WHEELS:

No restrictions if length of flat spot does not exceed

Four wheel truck cars.... Head end cars.....3.00 inches

Four wheel truck cars.... All others .....3.25 inches

Six wheel truck cars..... Head end type  
and sleepers 3.25 inches

Six wheel truck cars..... Coaches ..... 3.50 inches

If length of flat spot is greater than above, maximum speed 10 MPH.

## 3-D. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in items 2 or 3 above, or equipment or shipments of excessive width or height causing the speed of the train handling to be restricted below the maximum train speed, or where clearance of structures, or equipment on adjacent tracks may be close, a Train Order, Form X, must be issued, specifying the restriction.

Conductors must require such an order before departing the station from which such restricted equipment is handled.

## 4. MAXIMUM TRAIN SPEED (Shown on Schedule Page)

Passenger trains handling freight equipment will not exceed freight train speed except on Authority of the Superintendent.

## 5. STANDARD CLOCKS AND GENERAL ORDER BOOKS:

Lancaster Yard	Dallas Downtown Yard Office
Weatherford	El Paso Yard Office
Baird	Big Spring
Abilene	Odessa
Sweetwater	Monahans
Alexandria Yard	Toyah
Alexandria Roundhouse	Hollywood Yard
Alexandria Psgr. Station	Ft. Worth East Yard
Texarkana Yard Office	Ft. Worth Passenger Station
Bryan	Bonham
Marshall Telegraph Office	Denison KOG-MKT Offices
Marshall Yard Office	Whitesboro
Longview	Arlington
Mineola	Muskogee
East Dallas Yard Office	Palestine
Settegast	Tyler
Dallas Union Terminal	Mart

## 7. MAXIMUM GROSS WEIGHT LIMITATIONS:

Work equipment or cars exceeding 263,000 pounds weight must not be handled except as authorized by Superintendent.

Such authority together with any restrictions, must be attached to the waybill. If speed restrictions required, Train Order Form X must be issued covering.

On subdivisions where maximum gross weight that can be handled is less than 263,000, the maximum weight that can be handled will be shown on schedule page of that subdivision, thus (Max. Wt. 220,000 lbs.). Cars exceeding weight shown must not be handled except as authorized by Superintendent.

SD 40 type engines must not be operated on subdivs. where max. gross wt. limitation is less than 240,000 lbs. except as authorized by Superintendent.

## 8. SPECIAL INSTRUCTIONS COVERING OPERATION RAILROAD CROSSING AT GRADE:

Cars or engines must not be cut off and left between absolute signals of an interlocking except in an emergency and then conflicting routes must be protected.

Outside of ABS Territory within 4000 ft. and not less than 2500 ft. of each side of crossings equipped with standard gates there is an approach sign. Speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

## 9. SWITCHES.

Remote Control Switches are identified by power machine adjacent and connected to switch.

Spring Switches are identified by "SS" sign on or near switches.

## 9-A. Location of No. 16 Switches and Turnouts:

Both ends of Sidings:

National	Sulphur	Springdale
Queen City	Atlanta	Bivins
Kildare	Payne	Jefferson
Woodlawn	Quincy	Keokuk
Lansing	Greggton	Gladewater
Fada	Hoard	Silver Lake
Grand Saline	Edgewood	Wills Point
Elmo	Lawrence	Marith
Scottsdale	Browder	Grand Prairie
Arlington	Iona	Earls
Weatherford	Preble	Bennett
Brazos	Judd	Strawn
Tiffin	Eastland	Cisco
Dothan	Jayell	Clyde
Bagdad	Merkel	Sweetwater
Coahoma	Metz	

West End of Sidings:

Roscoe	Lorraine	Pegasus
Arcade		

East End of Sidings:

Marshall	T&P Jct.	Holder
Eskota	Dome	Iatan
Morita	Stanton	Monahans

## 9-A.—Continued

## Other locations:

Spring	—Conn. to Trinity Subdiv.
Wells Creek	—South end Siding.
Palestine	—North end Freight Route.
Mineola	—East end North Track and West end Pullout.
T&P Jct.	—Belt Line Conns.
Ft. Worth	—East end Siding—Both Tracks.
Lancaster Yard	—MP 248—Both Main Tracks.
Lancaster Yard	—MP 250 Pole 10 East Main.
J.A. Jct.	—East Main.
Big Spring	—East End old Main.

## 11. OPERATING OVER FOREIGN LINES:

## (a) Dallas-Ft. Worth Terminal Division:

Be governed by S.P.R.R. Rules, Timetable and Special Instructions while using their tracks between Dallas Union Terminal, Tower 19 and T&P Jct.

Dallas Union Terminal: (Between U.T. Jct. and Tower 19 AT&SF Crossing).

While occupying tracks of Dallas Union Terminal, be governed by Uniform Code of Operating Rules and Texas District Time Table, General Orders and Special Instructions.  
Speed Restrictions Dallas Union Terminal:

U. T. Jct. and Double Track Jct., Cadiz St.	15 MPH
Double Track Jct., and AT&SF Crossing	25 MPH
Thru Crossovers and Turnouts	10 MPH
On Depot and Shed Tracks	8 MPH

Frt. trains or frt. cars must not be moved thru shed tracks under station midway or baggage bridges except upon authority of yardmaster.

## (b) Rio Grande Division (Toyah Subdivision)

Between Sierra Blanca and El Paso, the Rules, Timetable and Instructions of the S.P.R.R. Co. govern movement of trains and engines and Texas District employees are subject to the same while occupying S.P. RR tracks.

Movement of Trains and Engines Between T&P Yard  
and T&P-SP Connection, El Paso

Block-Interlocking signal indications govern the use of track between east end T&P yard and T&P-S.P. connection with S.P. main tracks, Mills Street, El Paso. Signals and power switches controlled by Towerman, Tower 47.

## 11-A. FOREIGN LINE EMPLOYEES:

Employees of foreign line railroads are subject to rules, timetable and special instructions of this railroad while occupying its tracks.

## 17. SPECIAL RULE—TRAIN PROTECTION

Trains authorized on following Subdivisions—

Maypearl	Texarkana
T.-N.M.	Bonham
Mart	Mineola
Henderson	

## 17.—Continued.

Will not protect against following trains or engines unless instructed to do so by train order, except, protection must be provided to the rear when required, within the limits of a work extra.

Dispatchers must not authorize one train to follow another until trains affected have been instructed by Train Order to protect to rear as prescribed by Rule 99.

A preceding train, except work extras, must not be passed without Train Order authority.

When work extras are authorized on a Subdivision, all other trains authorized on that Subdivision must be furnished copy of work Order.

## 18. RAIL DETECTOR CARS

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.

## 19. AUTOMATIC BLOCK SYSTEM: (See Schedule Pages)

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

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

When a block signal which is a signal governing the approach to an Absolute Signal at a Diverging route displays aspect "Red over Yellow", the indication is: "Proceed, reducing to 30 MPH before reaching the Absolute signal at diverging route and preparing to enter diverging route."

## Ranger

The two Westward Absolute signals, west end Tiffin siding and the Eastward Absolute signal, MP 342.25, 1500 feet west of Ranger siding, in addition to displaying aspects and the indications prescribed on pages 96 and 97, Uniform Code of Rules, also equipped to display aspect "Red over Lunar over Lunar S", indication: Proceed at Low Speed to Ranger siding, stop, open switch and head into Ranger siding."

## Big Spring-Ziler

Following exception to Rule 93 in effect within Big Spring-Ziler yard limit: Yard engines making straightaway movements from Ziler to Big Spring may run ahead of overdue westward first class trains Ziler to Big Spring without train order authority when it is known a first class train will not be delayed.

## 21. HOT BOX DETECTORS

Hot box detectors in service at following locations, with recorders and flashing red indicators as specified herein.

Detector	Recorder	Indicators
M.P. 416.0, near Tye	Ablene Telegraph Office	On westbound signal, 420.9. On eastbound signal, east end Bagdad
M.P. 179.0, near Elmo	Dispatcher's Office, Ft. Worth	On westbound signal, east end Lawrence. On eastbound signal, west end Wills Point.
M.P. 29.4, near Blivins	Marshall Control Office	On concrete instrument house, east end Kildare. On eastbound signal, west end Atlanta.

When indicators display flashing red aspect, contact operator or dispatcher for information as to location of car, stop and inspect train. If unable to communicate with dispatcher, inspection will be made of train by crew to locate car and necessary handling given. Indicators are normally dark.

## 23. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES MUST PROVIDE THEMSELVES:

Rules and Instructions Governing the Operation of a Railroad Radio Communication System.

Circular 81, Rules and Instructions For the Government and Protection of Employees Whose Duties Require Them to Go Between, Under or About Engines or Cars.

## 24. CREWS ON YARD ENGINES WILL KEEP INFORMED TO PREVENT DELAY TO TRAIN MOVEMENTS.

## 25. Special Rules Pertaining to Train Order Offices and Clearances.

- Westward except First Class Trains secure clearance at Mineola.
- Trains originating or turning at T&P Jct. must secure clearance.
- First class trains secure clearance Ft. Worth. Extra trains originating Ft. Worth or Lancaster Yard secure clearance.
- Northward MKT trains secure clearance at FW Tower. Southward MKT trains register at this tower by register ticket.
- All trains secure clearance at Whitesboro unless such train has been delivered train order reading—"This clears (train) at Whitesboro".
- No. 501 and other trains originating at Dallas secure clearance at Dallas (North Tower) train order office.
- Clearance issued Alexandria Yd. will fulfill requirements of last paragraph of Rule 83(a) for Trains Originating Alexandria.
- Trains secure clearance at Baird and Sierra Blanca.

28. In territory where CTC rules are in effect, where maximum speed permitted is in excess of 20 MPH trains and engines using a hand operated main track switch not equipped with electric lock or spring switch mechanism must leave a portion of train occupying main track or leave main track switch open.

## Ass't Chief Dispatchers—Ft. Worth, Texas

C. J. Dupont I. S. McIntosh R. L. Wisdom M. C. Boyd

## Train Dispatchers—Fort Worth, Texas

A. C. Ogg R. L. Mayeux J. C. Nelson  
A. M. Underwood D. E. Hoover A. L. Hobson  
R. L. Rice M. G. Zeringue M. P. Livingston  
R. N. Page R. J. Mouton W. M. York  
J. H. Percy W. H. Parker R. J. Bates  
R. L. Dalton

## ROADWAY SIGNS

**Silver reflective sheeting**  
White  
**STATION ONE MILE SIGN**  
See Rule 14 (m)  
(One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines)

**Yellow reflective sheeting**  
White reflectorized numbers  
Black  
**PERMANENT SPEED RESTRICTION SIGN**  
See Rule 10(h) and Time-table Special Instructions

**Yellow reflective sheeting**  
**APPROACH SIGN**  
Proceed prepared to stop before reaching stop sign.

**Silver reflective sheeting**  
White  
**HIGHWAY GRADE CROSSING WHISTLE SIGN**

**Green reflective sheeting**  
White reflectorize stripe across back  
**PERMANENT RESUME SPEED SIGN**  
See Rule 10(h)  
Used in connection with Permanent Speed Restriction Sign

**Red reflective sheeting**  
**STOP SIGN**  
At point where stop required

**Yellow reflective sheeting**  
White reflectorize stripe across back  
**YARD LIMIT SIGN**  
See Rule 93

**Silver reflective sheeting**  
White reflective sheeting  
**SWITCHING LIMIT SIGN**  
Used to designate Switching Limits

**Yellow reflective sheeting**  
White reflective sheeting  
**TEMPORARY SPEED RESTRICTION SIGN**

**Green reflective sheeting**  
White reflective sheeting  
**TEMPORARY RESUME SPEED SIGN**

To be used per chart on Page 130, Uniform Code of Operating Rules See Rule 10(g)

**White reflective sheeting**  
**SS 15**  
**Silver reflective sheeting**  
**SS 35**  
**SPEED LIMITING SIGNS FOR SPRING SWITCHES**  
When moving points in trailing movements

**END OF ABS**

**SPRING SWITCH SIGN**