

SAFETY FIRST



# THE TEXAS and PACIFIC RAILWAY COMPANY

**TEXAS DISTRICT**  
**RED RIVER, RIO GRANDE AND NEW ORLEANS**  
**TERMINAL DIVISIONS AND NEW ORLEANS**  
**AND LOWER COAST R. R.**

## TIMETABLE No. 1

Effective 12:01 a. m. Sunday, June 24, 1962

CENTRAL STANDARD TIME

FOR THE INFORMATION AND GOVERNMENT OF  
 EMPLOYEES CONCERNED.

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

- J. H. LLOYD, Vice President—Operation
- M. L. SMITH, Asst. Vice President—Operation
- J. A. AUSTIN, General Supt. Transportation
- J. M. TOLER, Asst. General Supt. Transportation
- N. W. DERRYBERRY, Supt. Transportation
- W. C. FOSTER, Vice President and General Mgr.
- D. T. BARKSDALE, Assistant General Manager

CONDENSED FREIGHT TRAIN SCHEDULE—EASTBOUND (Information Only)

STATION	60	62	64	66	90	92	120	122	124
EL PASO.....	1 45AM		6 30AM						
BIG SPRING.....	8 30- 9 00AM		3 00- 4 00PM				4 00AM	5 30PM	
FT WORTH.....	6 00- 8 15PM	10 00AM	1 45- 4 00AM		8 30PM		4 00PM	5 00AM	
DALLAS.....	9 15- 9 30PM	11 00- 11 20AM	5 00- 5 15AM		9 30- 9 45PM				
LONGVIEW.....	12 45AM	5 00- 5 30PM	9 15AM	6 30AM	1 45AM				9 00AM
ALEXANDRIA.....					9 50- 10 20AM	8 30PM			
NEW ORLEANS.....					4 30PM	5 30AM			
TEXARKANA.....	3 00AM	9 00PM	1 00PM	11 00AM					12 45PM

WESTBOUND

STATION	61	63	65	67	91	93	121	123	125
TEXARKANA.....	9 35AM	3 00PM	1 30AM	2 30PM					4 00AM
NEW ORLEANS.....					2 00AM	9 00PM			
ALEXANDRIA.....					11 00- 12 01PM	6 00AM			
LONGVIEW.....	11 15AM	5 00PM	4 00AM	5 30PM	9 30PM				7 00AM
DALLAS.....	1 45PM	9 30PM	9 00AM		4 30AM				
FT WORTH.....	2 55- 3 15PM	12 30AM	11 50AM-5 00PM		7 30AM			11 15AM	11 00PM
BIG SPRING.....	8 45- 8 55PM		12 01AM				10 30PM	7 00AM	
EL PASO.....	4 30AM		10 00AM						

Times Shown are Central Standard Time.

## DIVISION OFFICERS

### RED RIVER DIVISION

J. G. Tucker ..... Superintendent ..... Fort Worth, Tex.  
 G. W. Stone ..... Asst. Superintendent .. Alexandria, La.  
 R. E. Gray ..... Asst. Superintendent... Mineola, Tex.  
 K. M. Converse..... Asst. Superintendent.. Alexandria, La.  
 J. E. Shipp..... Trainmaster ..... Marshall, Tex.  
 B. E. Neal..... Road Foreman of  
 Engines ..... Mineola, Tex.  
 S. R. Wall..... Terminal  
 Trainmaster ..... Texarkana, Tex.

### RIO GRANDE DIVISION

R. H. Blassingame.. Superintendent ... Fort Worth, Tex.  
 C. S. Baldwin..... Asst. Superintendent. Big Spring, Tex.  
 C. Percy ..... Asst. Superintendent Big Spring, Tex.  
 R. R. Thomas ..... Road Foreman of  
 Engines ..... Big Spring, Tex.  
 R. L. Riggs..... Terminal  
 Trainmaster ..... Fort Worth, Tex.  
 J. Kobren ..... Terminal Trainmaster... El Paso, Tex.

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

### NEW ORLEANS TERMINAL DIVISION

L. M. Ogilvie..... Manager ..... New Orleans, La.  
 A. L. Daigre..... Asst. Manager ..... New Orleans, La.  
 Lloyd White ..... Terminal  
 Trainmaster ..... New Orleans, La.

### NEW ORLEANS AND LOWER COAST RAILROAD

V. L. Adams..... Superintendent-  
 Agent ..... Algiers, La.

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.  
 e—Eastward  
 w—Westward

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.  
 m—Stop on signal to receive or discharge revenue passengers  
 and first class mail.  
 k—Stop on signal to receive or discharge revenue passengers  
 to and from points south of Longview where scheduled  
 stops

## OTHER FLAG STOPS

- No. 7—Lodi: to receive and discharge passengers, mail and  
 Express.  
 Domino: to receive and discharge passengers.  
 No. 8—Hallsville: to discharge passengers from points south  
 of Longview and to receive passengers for points north  
 of Marshall.  
 Domino: to receive and discharge passengers.  
 Lodi: to receive and discharge passengers, mail and  
 express.  
 Nos. 4, 21, & 22—Forney: to receive or discharge 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

**2 ALEXANDRIA SUBDIV.—RED RIVER DIVISION**

WESTWARD		Siding Capacity in Cars	TIMETABLE No. 1 JUNE 24, 1962	Mile Post Location From New Orleans	EASTWARD	
FIRST CLASS					FIRST CLASS	
23 Pgr.	25 Pgr.				24 Pgr.	26 Pgr.
Daily	Daily		STATIONS		Daily	Daily
8 00PM	8 06AM		NEW ORLEANS..TDW		8 16AM	8 36PM
s 8 10	s 8 14		2.2 CARROLLTON AVE....		s 6 00	s 8 18
8 35	8 36	YD	9.1 WEST BRIDGE JCT@	10.2	5 32	7 52
s 8 40	s 8 40	YD	1.2 AVONDALE.....\$W@	11.4	s 5 25	s 7 50
8 42	8 42	YD	1.2 WAGGAMAN.....@	12.6	5 14	7 37
8 48	8 49	115	6.7 AMA.....	19.3	5 04	7 31
8 51	8 52		2.8 LULING.....	22.1	5 00	7 28
8 59	9 00	79	8.0 KILLONA.....	30.1	4 52	7 20
9 08	9 10	117	9.9 JOHNSON.....	40.0	4 42	7 11
9 14	f 9 16	121	6.3 VAOHERIE.....*@	46.3	4 36	f 7 05
9 20	9 23	148	6.8 ST. JAMES.....	53.1	4 30	6 58
s 9 37	s 9 35	138	11.6 DONALDSONVILLE\$T@	64.7	s 4 18	s 6 45
9 41	9 39	161	3.1 MC CALL.....	67.8	4 13	6 37
s 9 51	s 9 48	148	8.0 WHITE CASTLE.....	75.8	a 4 04	s 6 28
10 01	9 57	171	8.4 DOVER.....	84.2	3 55	6 18
s10 07	s10 00		1.2 PLAQUEMINE.....	85.4	s 3 53	s 6 15
10 08	10 01		16 BAYOU BRIDGE.....	85.5	3 50	6 06
10 13	10 05		4.25 BR JCT.....	89.8	3 45	6 01
s10 20	s10 15	YD	2.4 ADDIS.....@DW\$@	90.1	s 3 44	s 6 00
10 28	10 21		6.6 LYNCH.....	97.0	3 33	5 46
10 33	f10 26	81	4.8 GROSSE TETE.....*	101.8	3 28	f 5 40
10 36	f10 31		3.3 ROSEDALE.....*	105.1	3 25	f 5 36
10 40	f10 37	81	4.2 MARINGOUIN.....*@	109.3	3 21	f 5 30
10 45	10 42		4.8 LIVONIA @M.P.....@	114.1	3 16	5 23
10 50	f10 47	87	5.0 FORDOCHE.....*	119.1	3 11	f 5 18
a11 01	s11 00	86	10.3 MELVILLE.....	129.5	a 3 00	s 5 04
11 10	f11 10	75	9.0 PALMETTO.....*	138.5	2 51	f 4 55
11 16	f11 17	81	6.6 ROSA.....*	145.1	2 45	f 4 49
11 22	f11 24	81	6.9 MORROWS.....*	152.0	2 38	f 4 43
s11 40	s11 40	227	11.1 BUNKIE.....WT@	163.1	s 2 25	s 4 30
11 49	f11 48	95	8.0 CHENEYVILLE.....	171.1	2 13	f 4 08
11 54	11 54	82	5.9 MEEKER.....	177.0	2 07	4 02
11 56	f11 56		1.5 LECOMPTÉ.....	178.5	2 05	f 4 00
11 59PM	11 59AM	81	2.9 LAMOURIE.....	181.4	2 02	3 56
			0.6 @O.R.I. & P.....@	182.0		
12 04AM	12 05PM	81	5.2 MORELAND.....	187.2	1 56	3 51
12 07	12 08	YD	3.2 WILLOW GLEN.....	190.4	1 53	3 48
12 09	12 10	YD	1.7 ALEXANDRIA YD @TDW	192.1	1 50	3 46
12 12	12 12	YD	1.7 S. P. JCT.....	193.8	1 47	3 44
s12 20AM	s12 20PM	YD	0.7 ALEXANDRIA.....	194.5	1 45AM	3 40PM

ABS—Alexandria to West Bridge Jct., Rule 99(j) effective. Signal indication, both opposing and following movements, between Willow Glen and end Two Main Tracks, Alexandria Yard, MP 192.1; East end siding, Donaldsonville, MP 62.9, and west end siding, McCall, MP 68.5.

Two main tracks between Alexandria Yard, MP 192.1, and Texmo Jct., MP 195.8.  
Texas District

**SHREVEPORT SUBDIV.—RED RIVER DIVISION 3**

WESTWARD		Siding Capacity in Cars	TIMETABLE No. 1 JUNE 24, 1962	Mile Post Location	EASTWARD	
FIRST CLASS					FIRST CLASS	
25 Pgr.	23 Pgr.				26 Pgr.	24 Pgr.
Daily	Daily		STATIONS		Daily	Daily
12 35PM	12 40AM	YD	ALEXANDRIA.....	194.5	s 3 25PM	s 1 20AM
12 38	12 44	YD	1.28 TEXMO JCT.....@	195.7	3 08	1 05
12 46	12 55 24	81	7.92 RAPIDES.....	203.7	3 00	12 55 23
12 51	1 00		5.08 BOYCE.....*	208.7	2 55	12 47
12 56	1 05	82	5.12 ROOK.....@	213.9	2 50	12 42
1 07	1 15	82	11.3 FERN.....	225.2	2 40	12 32
f 1 17	1 25	101	10.6 CYPRESS.....	235.8	f 2 29	12 22
f 1 21	1 30		4.5 NATCHEZ.....	5.0	f 2 24	12 17
s 1 32	s 1 45	(82z 42w)	6.7 NATCITOCHES...@W	11.7	s 2 15	s12 10AM
1 40	1 53	81	6.2 HYAMS.....	17.9	2 05	11 57PM
1 52 26	2 05	57	12.0 LAKE END.....	29.9	1 52 25	11 46
f 1 56	2 09		3.78 HANNA.....	33.6	f 1 43	11 42
2 02	2 15	85	5.92 GAHAGAN.....	39.6	1 37	11 37
2 12	2 25	97	10.6 WESTDALE.....	50.2	1 27	11 27
2 22	2 35	82	10.6 OASPIANA.....	60.8	1 17	11 17
2 34	2 47	98	12.1 LUCAS.....	72.9	1 05	11 05
			3.7 @K.O.S.....@			
			2.2 @S. P.....@			
2 41	2 55	YD	1.1 CUT OFF JCT. @@T@	320.8	12 55	10 57
2 43	2 57	YD	1.14 HOLLYWOOD YARD...@DWT@	321.9	12 51	10 55
2 49	3 03	YD	2.17 VO JCT.....@	324.1	12 45	10 49
			1.1 @I.O.R.E.....@			
s(3 05 3 20	s(3 20 3 40	YD	1.7 SHREVEPORT.....@	327.0	s(12 35 12 15	s(10 40 10 25
			1.7 @I.O.R.E.....@			
3 29	3 49	YD	1.1 VO JCT @	324.1	12 01PM	10 09
3 36	3 56	YD	2.17 HOLLYWOOD YARD...@DWT@	321.9	11 54AM	10 03
3 40	4 00	YD	1.14 CUT OFF JCT. @@T@	320.8	11 52	10 01
3 44	4 04		2.8 REISOR.....	318.0	11 49	9 58
3 48	4 08	80	4.6 LAKE HAYES, LA.....	321.3	11 45	9 53
f 3 58	4 17	106	10.2 WASKOM, TEX.....*	331.5	f11 34	9 43
4 10	4 27	78	10.6 SCOTTVILLE.....*	342.1	11 21	9 33
s 4 25PM	s 4 40AM	151	8.3 MARSHALL...@DWT@	350.4	11 10AM	9 20PM
			167.9			

ABS—Between Marshall and Alexandria Yard. Rule 99 (j) effective.

Signal indication, both opposing and following movements, between Cut Off Junction interlocking and Junction switch, Reisor; and between East end siding, Lucas and Cut Off Junction interlocking; Two Main Tracks between Texmo Jct. and Alexandria Yard.

Gulf and Southern District trains may use Texas District main track between Willow Glen and Texmo Jct. as provided for in Rules D-88, 93 and 400 to 406.

STATIONS	Siding Capacity in Cars	TRAINS WESTWARD		
		FIRST CLASS		
		1 Passenger Daily	21 Passenger Daily	501 G.C.&S.F. Pgr. Daily
TEXARKANA	YD	3 45AM	3 55AM	
0.5				
St. L. S.W.	⊗			
0.8				
NATIONAL	96			
1.1				
K.C.S.	⊗			
5.5				
SULPHUR	150			
6.9				
SPRINGDALE	96			
5.6				
QUEEN CITY	* 148			
3.2				
ATLANTA	* ⊗ 92	k 4 10	a 4 22	
7.6				
BIVINS	* 150			
6.3				
KILDARE	* 98			
6.0				
PAYNE	155			
7.2				
JEFFERSON ⊗ L. & A.	* ⊗ 101	k 4 37	a 4 49	
8.0				
WOODLAWN	* 149			
7.6				
MARSHALL	⊗ 160	s 5 00	s 5 25	
4.2				
QUINCY	92			
4.8				
KEOKUK	151			
5.2				
HALLSVILLE	* 94			
2.4				
LANSING	148			
6.7				
LONGVIEW	⊗ 160	s 5 30AM	s 5 53	
4.2				
GREGGTON	152			
9.0				
GLADEWATER	* 151		s 6 08	
11.0				
BIG SANDY ⊗ St. L. S.W.	* ⊗ 152			
4.8				
HAWKINS	* 152			
5.6				
FADA	152			
5.8				
HOARD	96			
6.1				
MINEOLA			s 6 45	
0.8				
MW CROSSOVER	YD			
1.2				
MINEOLA YARD	⊗ DWT			
4.1				
SILVER LAKE	* 94			
7.8				
GRAND SALINE	* 154		a 6 59	
8.8				
EDGEWOOD	* 153			
8.6				
WILLS POINT	* ⊗ 157		s 7 16	
8.5				
ELMO	151			
6.0				
TERRELL	* ⊗ 94		s 7 30	
5.1				
LAWRENCE	151			
12.11				
MARITH	148			
3.1				
MESQUITE	* ⊗		s 7 52	
4.8				
SCOTTDALE	92			
2.1				
T. & P. JCT. ⊗ S.P.	⊗ W ⊗ D 151		8 01AM	
7.2				
DALLAS			s 8 20	8 15PM
0.2			s 8 45	
U. T. JCT.	⊗		8 46AM	8 16
1.3				
BROWDER	* ⊗ 101			
10.3				
GRAND PRAIRIE	93		s 9 01	
6.3				
ARLINGTON	93		s 9 10	
12.7				
⊗ T.P. TOWER	⊗			
0.5				
FORT WORTH	⊗ DW ⊗ YD		s 9 30AM	9 00PM
5.2				
LANCASTER YARD	⊗			
251.1				

STATIONS	Miles From Texarkana	TRAINS WESTWARD		
		FIRST CLASS		
		27 Passenger Daily	7 Passenger Daily	3 Passenger Daily
TEXARKANA	.0	3 00PM	3 35PM	12 55AM
0.5				
St. L. S.W.	⊗			
0.8				
NATIONAL	1.3			
1.1				
K.C.S.	⊗			
5.5				
SULPHUR	7.9			
6.9				
SPRINGDALE	14.8			
5.6				
QUEEN CITY	20.4		f 3 58	
3.2				
ATLANTA	23.6	s 3 27	s 4 03	s 1 22
7.6				
BIVINS	31.2		f 4 11	
6.3				
KILDARE	37.5		f 4 19	
6.0				
PAYNE	43.5			
7.2				
JEFFERSON ⊗ L. & A.	50.7	s 4 00	s 4 36	b 1 51
8.0				
WOODLAWN	58.7		f 4 45	
7.6				
MARSHALL	66.3	s 4 47	s 5 10	s 2 25
4.2				
QUINCY	70.5			
4.8				
KEOKUK	75.3			
5.2				
HALLSVILLE	80.5	b 5 02	f 5 26	
2.4				
LANSING	82.9			
6.7				
LONGVIEW	89.6	s 5 21	s 5 45PM	s 3 10
4.2				
GREGGTON	93.8			
9.0				
GLADEWATER	102.8	s 5 40		s 3 26
11.0				
BIG SANDY ⊗ St. L. S.W.	113.8	s 5 55		
4.8				
HAWKINS	118.6	s 6 00		
5.6				
FADA	124.2			
5.8				
HOARD	130.0			
6.1				
MINEOLA	136.1	s 6 27		s 4 07
0.8				
MW CROSSOVER	136.9			
1.2				
MINEOLA YARD	138.1			
4.1				
SILVER LAKE	142.2			
7.8				
GRAND SALINE	150.0	s 6 42		
8.8				
EDGEWOOD	158.8	f 6 53		
8.6				
WILLS POINT	167.4	s 7 06		
8.5				
ELMO	175.9			
6.0				
TERRELL	181.9	s 7 22		
5.1				
LAWRENCE	187.0			
12.1				
MARITH	199.1			
3.1				
MESQUITE	202.2	s 7 48		s 5 16
4.8				
SCOTTDALE	207.0			
2.1				
T. & P. JCT. ⊗ S.P.	209.1	7 58PM		5 25AM
7.2				
DALLAS		s 8 25		s 5 45
0.2		s 9 10		s 6 10
U. T. JCT.	214.8	9 11PM		6 11AM
1.3				
BROWDER	216.1			
10.3				
GRAND PRAIRIE	226.4	s 9 28		s 6 26
6.3				
ARLINGTON	232.7	s 9 37		s 6 35
12.7				
⊗ T.P. TOWER	245.4			
0.5				
FORT WORTH	245.9	s 10 00PM		s 7 00AM
5.2				
LANCASTER YARD				
251.1				

TIMETABLE No. 1 JUNE 24, 1962		TRAINS EASTWARD		
		FIRST CLASS		
		8 Passenger Daily	28 Passenger Daily	502 G.C.&S.F. Pegr. Daily
<b>STATIONS</b>	Siding Capacity in Cars			
TEXARKANA.....@TDW	YD	11 30AM	12 15PM	
0.5 St. L. S. W.....@				
0.8 NATIONAL.....	96			
1.1 K. O. S.....@				
5.5 SULPHUR.....	150			
6.9 SPRINGDALE.....	96			
5.6 QUEEN CITY.....*	148	f 10 37		
3.2 ATLANTA.....*@	92	s 10 30	c 11 36AM	
7.6 BIVINS.....*	150	f 10 12		
6.3 KILDARE.....*	98	f 10 01		
6.0 PAYNE.....	155			
7.2 JEFFERSON @ L. & A.....@@	101	s 9 37	c 11 06	
8.0 WOODLAWN.....*	149	f 9 21		
7.6 MARSHALL.....@TDW	160	s 9 10	s 10 48	
4.2 QUINCY.....	92			
4.8 KEOKUK.....	151			
5.2 HALLSVILLE.....*@	94			
2.4 LANSING.....	148			
6.7 LONGVIEW.....@TDW	YD	s 8 30AM	s 10 10	
4.2 GREGGTON.....	152			
9.0 GLADEWATER.....*	151		s 9 48	
11.0 BIG SANDY @ St. L. S. W. * @ @	152			
4.8 HAWKINS.....*				
5.6 FADA.....	152			
5.8 HOARD.....	96			
6.1 MINEOLA.....			s 9 11	
0.8 MW CROSSOVER.....	YD			
1.2 MINEOLA YARD.....@DWT				
4.1 SILVER LAKE.....*	94			
7.8 GRAND SALINE.....*	154			
8.8 EDGEWOOD.....*	153			
8.6 WILLS POINT.....*@	157		a 8 37	
8.5 ELMO.....	151			
6.0 TERRELL.....*@	94		a 8 21	
5.1 LAWRENCE.....	151			
12.1 MARTH.....	148			
3.1 MESQUITE.....*@			s 8 01	
4.8 SCOTTDALE.....	92			
2.1 T. & P. JOT. @ S. P. @ W @ D	151		7 51AM	
7.2 DALLAS.....			s { 7 35 7 15	7 45AM
0.2 U. T. JOT.....@			7 08AM	7 40
1.3 BROWDER.....@	101			
10.3 GRAND PRAIRIE.....	93		s 6 54	
6.3 ARLINGTON.....	93		s 6 47	
12.7 T. P. TOWER.....@				
0.5 FORT WORTH.....@DW	YD		s 6 30AM	7 00AM
5.2 LANCASTER YARD.....@				
251.1				

TIMETABLE No. 1 JUNE 24, 1962		TRAINS EASTWARD		
		FIRST CLASS		
		22 Passenger Daily	2 Passenger Daily	4 Passenger Daily
<b>STATIONS</b>	Mile From Texarkana			
TEXARKANA.....	0	10 30PM	10 50PM	4 15AM
0.5 St. L. S. W.....				
0.8 NATIONAL.....	1.3			
1.1 K. O. S.....				
5.5 SULPHUR.....	7.9			c 3 33
6.9 SPRINGDALE.....	14.8			
5.6 QUEEN CITY.....	20.4			
3.2 ATLANTA.....	23.6	a 9 55	k 10 25	s 3 25
7.6 BIVINS.....	31.2			
6.3 KILDARE.....	37.5			
6.0 PAYNE.....	43.5			
7.2 JEFFERSON @ L. & A.....	50.7	a 9 24	k 9 56	s 2 45
8.0 WOODLAWN.....	58.7			
7.6 MARSHALL.....	66.3	s 9 05	s 9 40	s 2 15
4.2 QUINCY.....	70.5			
4.8 KEOKUK.....	75.3			
5.2 HALLSVILLE.....	80.5			
2.4 LANSING.....	82.9			
6.7 LONGVIEW.....	89.6	s 8 20	s 9 15PM	s 1 30
4.2 GREGGTON.....	93.8			
9.0 GLADEWATER.....	102.8	s 8 00		s 12 55
11.0 BIG SANDY @ St. L. S. W.....	113.8	b 7 48		s 12 38
4.8 HAWKINS.....	118.6	a 7 43		a 12 33
5.6 FADA.....	124.2			
5.8 HOARD.....	130.0			
6.1 MINEOLA.....	136.1	s 7 24		s 12 15AM
0.8 MW CROSSOVER.....	136.9			
1.2 MINEOLA YARD.....	138.1			
4.1 SILVER LAKE.....	142.2			
7.8 GRAND SALINE.....	150.0	a 7 03		s 11 46PM
8.8 EDGEWOOD.....	158.8			a 11 38
8.6 WILLS POINT.....	167.4	s 6 44		s 11 28
8.5 ELMO.....	175.9			
6.0 TERRELL.....	181.9	s 6 27		s 11 05
5.1 LAWRENCE.....	187.0			
12.1 MARTH.....	199.1			
3.1 MESQUITE.....	202.2	s 6 05		s 10 40
4.8 SCOTTDALE.....	207.0			
2.1 T. & P. JOT. @ S. P.....	209.1	5 55PM		10 35PM
7.2 DALLAS.....		s { 5 40 5 15		s { 10 15 9 20
0.2 U. T. JOT.....	214.8	5 08PM		9 15PM
1.3 BROWDER.....	216.1			
10.3 GRAND PRAIRIE.....	226.4	s 4 53		s 8 56
6.3 ARLINGTON.....	232.7	s 4 44		s 8 48
12.7 T. P. TOWER.....	245.4			
0.5 FORT WORTH.....	245.9	s 4 25PM		8 30PM
5.2 LANCASTER YARD.....	251.1			
251.1				

WESTWARD FIRST CLASS		Siding Capacity in Cars	TIMETABLE No. 1 JUNE 24, 1962	Miles From Tearhanna	EASTWARD FIRST CLASS	
27 Pgr.	21 Pgr.				22 Pgr.	28 Pgr.
Daily	Daily				Daily	Daily
10 35PM	10 05AM	YD	<b>FORT WORTH</b> ⑤⑥	245.9	s 3 40PM	s 5 55AM
10 45	10 15	YD	<b>LANCASTER YARD</b> ⑤⑥	251.4	3 15	5 40
		160	<b>IONA</b> ⑤⑥	260.3		
		164	<b>EARLS</b> ⑤⑥	273.1		
s11 17	s10 48	170	<b>WEATHERFORD</b> ⑤⑥	277.3	s 2 45	s 5 12
		140	<b>PREBLE</b> ⑤⑥	287.1		
a11 35PM	a11 04		<b>MILLSAP</b> ⑤⑥	290.8	a 2 20	s 4 52
		144	<b>BENNETT</b> ⑤⑥	294.1		
		142	<b>BRAZOS</b> ⑤⑥	301.1		
	a11 25		<b>SANTO</b> ⑤⑥	307.6	a 2 00	
		142	<b>JUDD</b> ⑤⑥	313.5		
a12 07AM	a11 36		<b>GORDON</b> ⑤⑥	318.5	a 1 49	a 4 19
	a11 39		<b>MINGUS</b> ⑤⑥	321.3	a 1 46	
	s11 46AM	143	<b>STRAWN</b> ⑤⑥	326.8	s 1 40	a 4 10
		141	<b>TIFFIN</b> ⑤⑥	338.7		
s12 40	s12 10PM	129	<b>RANGER</b> ⑤⑥	340.8	s 1 20	s 3 50
s12 54	s12 27	140	<b>EASTLAND</b> ⑤⑥	351.5	s 1 00	s 3 34
s 1 12	s12 46	190	<b>CISCO</b> ⑤⑥ M.K.T. ⑤⑥	360.7	s12 46	s 3 23
		142	<b>DOTHAN</b> ⑤⑥	367.9		
		142	<b>JAYELL</b> ⑤⑥	381.7		
s f 1 45	s f 1 20	YD	<b>BAIRD</b> ⑤⑥ WT ⑤⑥	385.8	s f 12 15	s f 2 50
f 1 50	f 1 25				f 12 10PM	f 2 45
2 02	f 1 37	152	<b>CLYDE</b> ⑤⑥	392.8	f11 56 AM	
2 10	1 44	93	<b>ELMDALE</b> ⑤⑥	401.4	11 46	2 22
2 18 <sup>28</sup>	1 47	180	<b>HOLDER</b> ⑤⑥	404.5	11 43	2 18 <sup>27</sup>
s 2 45	s 2 00		<b>ABILENE</b> ⑤⑥ D ⑤⑥	406.6	s11 40	s 2 15
2 49	2 04	120	<b>BAGDAD</b> ⑤⑥	409.9	11 25	1 55
2 54	2 09	110	<b>TYE</b> ⑤⑥	415.0	11 20	1 50
3 02	a 2 17	159	<b>MERKEL</b> ⑤⑥	423.9	a11 10	a 1 42
3 07	f 2 23	96	<b>TRENT</b> ⑤⑥	429.7	11 01	1 37
3 15	2 31	152	<b>ESKOTA</b> ⑤⑥	437.0	10 54	1 30
3 23	2 39		<b>PYRAMID</b> ⑤⑥	444.8	10 46	1 22
s 3 50	s 2 52	162	<b>SWEETWATER</b> D ⑤⑥ T ⑤⑥	447.8	s10 42	s 1 18
3 56	2 58		<b>PETE</b> ⑤⑥	452.2	10 24	1 01
4 00	f 3 02	153	<b>ROSCOE</b> ⑤⑥	456.4	a10 20	a12 57
4 09	f 3 11	152	<b>LORAINÉ</b> ⑤⑥	466.4	a10 10	12 47
4 15	3 17	84	<b>RODET</b> ⑤⑥	472.5	10 05	12 42
s 4 25	s 3 27		<b>COLORADO CITY</b> ⑤⑥	476.8	s10 00	s12 37
4 30	3 32	168	<b>DOMÉ</b> ⑤⑥	478.1	9 52	12 31
4 42	3 44	153	<b>IATAN</b> ⑤⑥	491.1	9 39	12 19
4 55	f 3 57	153	<b>COAHOMA</b> ⑤⑥	503.7	b 9 26	12 06
5 00	4 02	84	<b>ZILER</b> ⑤⑥	508.5	9 21	12 01 AM
s 5 15AM	s 4 15PM	YD	<b>BIG SPRING DWT</b> ⑤⑥	513.4	9 15AM	11 55PM
			287.50			

See Special Instructions—Item 23.

WESTWARD FIRST CLASS		Siding Capacity in Cars	TIMETABLE No. 1 JUNE 24, 1962	Miles From Tearhanna	EASTWARD FIRST CLASS	
21 Pgr.	27 Pgr.				22 Pgr.	28 Pgr.
Daily	Daily				Daily	Daily
4 30PM	5 35AM	YD	<b>BIG SPRING DWT</b> ⑤⑥	513.4	9 00AM	11 35PM
4 37	5 42	95	<b>DOET</b> ⑤⑥	519.3	8 50	11 22
4 41	5 46	152	<b>MORITA</b> ⑤⑥	523.9	8 46	11 18
s 4 50	s 5 55	152	<b>STANTON</b> ⑤⑥	533.3	f 8 36	f11 08
4 57	6 02	84	<b>DIX</b> ⑤⑥	539.2	8 30	11 03
5 06	6 11	142	<b>OHUB</b> ⑤⑥	549.2	8 21	10 53
s 5 20	s 6 38		<b>MIDLAND</b> ⑤⑥	553.3	s 8 15	s10 48
5 27	6 45	84	<b>BOUNCE</b> ⑤⑥	559.0	8 00	10 29
5 31	6 49	170	<b>PEGASUS</b> ⑤⑥	563.8	7 56	10 25
5 35	6 53	84	<b>SOLO</b> ⑤⑥	568.7	7 51	10 21
s 5 50	s 7 20		<b>ODESSA</b> ⑤⑥	573.5	s 7 45	s10 15
5 57	7 29 <sup>22</sup>	158	<b>ARCADE</b> ⑤⑥	578.9	7 29 <sup>27</sup>	9 55
6 02	7 35	84	<b>DOURO</b> ⑤⑥	584.1	7 20	9 50
6 07	7 41	84	<b>BADGER</b> ⑤⑥	590.1	7 14	9 44
6 10	7 44	85	<b>METZ</b> ⑤⑥	593.7	7 11	9 41
6 16	7 50	84	<b>RANCH</b> ⑤⑥	600.1	7 05	9 35
s 6 35	s 8 20	e 151	<b>MONAHANS</b> .WD ⑤⑥ T ⑤⑥	609.4	s 6 55	s 9 25
6 43	8 28	w 93	<b>WICKETT</b> ⑤⑥	615.6	6 39	9 06
6 50	f 8 36	109	<b>PYOTE</b> ⑤⑥	624.2	f 6 31	a 8 58
7 03	8 51	97	<b>BARSTOW</b> ⑤⑥	640.0	f 6 17	a 8 43
s 7 18	s 9 15	65	<b>PECOS</b> ⑤⑥ T ⑤⑥	646.6	s 6 10	s 8 35
7 29	9 25	82	<b>HERMOSA</b> ⑤⑥	655.8	5 51	8 11
s f 7 40	s f 9 35	YD	<b>TOYAH</b> ⑤⑥ W ⑤⑥ T ⑤⑥	666.1	s f 5 40	s f 8 00
f 7 50 <sup>28</sup>	f 9 40				f 5 35	f 7 50 <sup>21</sup>
8 05	9 54	82	<b>GOZAR</b> ⑤⑥	676.7	5 19	7 36
8 18	10 06	82	<b>SAN MARTINE</b> ⑤⑥	686.3	5 10	7 27
8 24	10 13	82	<b>LEVINSON</b> ⑤⑥	691.2	5 06	7 23
a 8 34	f10 22	60	<b>KENT</b> ⑤⑥	698.8	4 59	a 7 16
8 44	10 34	84	<b>BORACHO</b> ⑤⑥	708.8	4 50	7 06
8 53	10 43	70	<b>PLATEAU</b> ⑤⑥	719.2	4 37	6 54
9 00	10 50	84	<b>WILD HORSE</b> ⑤⑥	727.1	4 28	6 46
a 9 08	s10 58	69	<b>VAN HORN</b> ⑤⑥	735.0	s 4 20	a 6 38
9 25	11 18	82	<b>ALLAMORE</b> ⑤⑥	746.5	4 06	6 26
9 32	11 25	82	<b>EAGLE FLAT</b> ⑤⑥	753.9	3 59	6 19
9 41	11 34	82	<b>ARISPE</b> ⑤⑥	763.6	3 51	6 10
b 9 50PM	11 45AM	YD	<b>SIERRA BLANCA</b> ⑤⑥	768.5	a 3 45AM	6 05PM
11 45PM	1 50PM	YD	<b>EL PASO</b> .DWT ⑤⑥	858.4	1 50AM	4 25PM
			343.55			

ABS — Between Big Spring and Sierra Blanca.  
Rule 99(j) effective.

Signal indications, both opposing and following movements, between East end Siding Arispe and S.P. passenger connection, Sierra Blanca.

Sierra Blanca is initial and terminating station prescribed by Rule 4 for schedules on Toyah Subdivision.

No. 27 stop at Fabens on signal to discharge revenue passengers and stop daily at Ysleta to dispatch mail.

No. 28 stop at Fabens on signal to receive revenue passengers.

**10 THIBODAUX SUBDIV.—RED RIVER DIVISION**

WESTWARD ↓	Siding Capacity in Cars	<b>TIMETABLE No. 1 JUNE 24, 1962</b>		Miles From Donaldsonville	EASTWARD ↑
		STATIONS			
		GEARY.....		2.4	
	10	1.5 PALO ALTO.....		3.9	
		4.2 KESSLER.....		8.1	
	7	3.3 PAINCOURTVILLE.....		11.4	
		2.9 MUNSONS.....		14.3	
		1.1 NAPOLEONVILLE.....		15.4	
		1.2 RATLIFF.....		16.6	
		8.4 LABADIEVILLE.....		25.0	
	YD	8.5 THIBODAUX.....		33.5	
				33.5	

**PLEASANT HILL SUBDIV.—RED RIVER DIVISION**

WESTWARD ↓	Siding Capacity in Cars	<b>TIMETABLE No. 1 JUNE 24, 1962</b>		Mile Post Location	EASTWARD ↑
		STATIONS			
	YD	CYPRESS.....	⊙	235.9	
		3.6 WEAVER.....		239.5	
	26	6.6 PROVENCAL.....		246.1	
	39	8.9 ROBELINE.....		253.0	
	38	8.3 MARTHAVILLE.....		259.3	
	29	9.5 PLEASANT HILL.....		268.8	
	30	6.1 PELICAN.....		274.9	
	33	4.1 OXFORD.....		279.0	
	30	8.4 SOUTH MANSFIELD @K.O.⊙		287.4	
	38	7.1 GRAND OAK.....		294.5	
	35	7.9 GLOSTER.....		302.4	
		6.4 STONEWALL.....		308.8	
		3.2 ⊙ S. P.....	⊙	312.4	
		0.4 KEITHVILLE.....		312.4	
		5.6 REISOR.....	⊙	318.0	
				82.1	

**AVOYELLES SUBDIV.—RED RIVER DIVISION 11**

SOUTHWARD ↓	Siding Capacity in Cars	<b>TIMETABLE No. 1 JUNE 24, 1962</b>		Miles From Addie	NORTHWARD ↑
		STATIONS			
	YD	BUNKIE.....	T ⊙ W ⊙	105.1	
	9	4.7 EVERGREEN.....		100.4	
	27	4.2 COTTONPORT.....		96.2	
		6.3 MANSURA JCT. ⊙ L. & A. ⊙ G		89.9	
	13	5 MANSURA.....	⊙	89.4	
	14	4.7 MARKSVILLE.....	⊙	84.7	
	13	4.7 MANSURA.....	⊙	80.0	
		5 MANSURA JCT. ⊙ L. & A. ⊙ G		79.5	
	103	6.9 HAMBURG.....		72.6	
		7.7 SIMMESPORT.....	⊙	64.9	
	54	7.8 LETTSWORTH.....		57.1	
	105	6.9 BATCHELOR.....		50.2	
	52	8.3 MORGANZA.....		41.9	
	100	10.0 NEW ROADS.....	T	31.9	
	52	7.3 GLYNN.....		24.6	
	52	7.1 OHAMBERLIN.....		17.5	
	100	4.8 LOBDELL.....	⊙	12.7	
		0.3 ⊙ M. P.....	⊙		
		0.2 LOBDELL JCT.....	⊙	12.2	
		1.7 ⊙ P. C. R. R.-M. P.....	G		
	22	0.6 ANCHORAGE.....	⊙	9.9	
	35	2.1 PORT ALLEN.....	⊙	7.8	
	YD	7.8 ADDIS.....	⊙ DW ⊙	.0	
				105.1	

**CHURCHPOINT SUBDIV.—RED RIVER DIVISION**

SOUTHWARD ↓	Siding Capacity in Cars	<b>TIMETABLE No. 1 JUNE 24, 1962</b>		Mile Post Location	NORTHWARD ↑
		STATIONS			
	YD	BUNKIE.....	T ⊙ W ⊙	163.1	
		4.2 EOLA ⊙ S. P.....	⊙	3.6	
	28	5.2 ST. LANDRY.....		8.8	
	51	11.2 VILLE PLATTE.....		20.0	
	20	5.7 LEDOUX.....		26.7	
	15	9.3 OPELOUSAS ⊙ M. P.....	⊙	24.1	
	16	7.4 LEWISBURG.....		31.5	
	23	4.4 CHURCH POINT.....		35.9	
				48.4	

## 12 WHITESBORO SUBDIV.—RED RIVER DIVISION

SOUTHWARD ↓	Siding Capacity in Cars	TIMETABLE No. 1 JUNE 24, 1962		Miles From Texarkana	NORTHWARD ↑
		STATIONS			
	YD	BONHAM.....	Ⓞ	128.1	
		5.5			
		ECTOR.....		133.6	
		5.6			
		SAVOY.....		139.2	
		2.6			
		BELLS @ M. K. T.....	Ⓐ	141.6	
		9.6			
	30	SHERMAN JCT.....	ⓄT	151.2	
		3.3			
		@ S. P.....	Ⓞ	154.5	
		0.1			
		SHERMAN @ M. K. T. § ⓄG		154.6	
		5.0			
	96	GRACO.....		159.6	
		5.4			
	19	SOUTHMAYDE.....		165.0	
		8.1			
	YD	WHITESBORO.....	ⓄⓄⓄT	173.1	
		6.4			
	80	COLLINSVILLE.....		179.5	
		12.0			
	81	PILOT POINT.....		191.5	
		6.9			
	66	AUBREY.....		198.4	
		10.7			
	145	DENTON.....	ⓄⓄT	209.1	
		7.2			
	80	ARGYLE.....		216.3	
		9.1			
	80	ROANOKE.....		225.4	
		4.9			
	94	KELLER.....		230.3	
		5.2			
	49	WATAUGA.....		235.5	
		2.6			
		@ S. T. L. S. W.....	Ⓐ	238.1	
		1.9			
	106	HODGE.....	Ⓞ	240.0	
		3.2			
	YD	Peach Street.....	Ⓞ	243.2	
		0.8			
		@ T. P. TOWER.....	Ⓞ		
		0.5			
		FORT WORTH.....	ⓄDWTⓄ	244.4	
		Passenger Station 116.3			

ABS—Between Whitesboro and end two main tracks, Lancaster Yard, MP 251.45, Rule 99(j) effective.

Two Main tracks in service between:  
Peach St. and 17th St., Ft. Worth;  
Pgr. Station tracks and 17th St., Ft. Worth;  
West Interlocking limits, Ft. Worth Passenger Station and west end  
Lancaster Yard, MP 251.45.  
South switch at end Two Main Tracks 17th St., 200 feet north of Interlocking Tower, power operated.

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 Tracks 17th Street, thence outbound Track around wye to connection with Dallas Subdivision main tracks, west of South Main Street subway.

Normal position main track switch, south end Sherman Jct. siding, MP 151.4, lined and locked for movement to and from siding.

## D. & P. S. SUBDIV.—RED RIVER DIVISION

SOUTHWARD ↓	Siding Capacity in Cars	TIMETABLE No. 1 JUNE 24, 1962		Miles From Texarkana	NORTHWARD ↑
		STATIONS			
	YD	DENISON.....	TWⓄ		
		7.3			
	30	SHERMAN JCT.....	TⓄ		
		7.3			

Employees of the Texas District will be governed by the Rules, Timetable and Special Instructions of the K.O.&G. Rwy. while operating within yard limits, Denison.

Texas District

## TEXARKANA SUBDIV.—RED RIVER DIVISION 13

SOUTHWARD ↓	Siding Capacity in Cars	TIMETABLE No. 1 JUNE 24, 1962		Miles From T. S. & N. Jct.	NORTHWARD ↑
		STATIONS			
	YD	TEXARKANA, TEX..DWTⓄ		71.8	
		0.5			
		@ St. L. S. W.....	Ⓞ		
		15.9			
	18	FOUKE, ARK.....		55.4	
		12.6			
	17	DODDRIDGE, ARK.....		42.8	
		6.0			
	28	IDA, LA.....		36.8	
		8.8			
	35	HOSSTON.....		28.0	
		4.7			
	40	GILLIAM.....		23.3	
		5.2			
	20	BELCHER.....		18.1	
		4.1			
	15	DIXIE.....		14.0	
		6.7			
	12	CASH POINT.....		7.3	
		7.3			
	YD	T. S. & N. JCT.....	ⓄT		
		1.3			
		@ I. C. R. R.....	Ⓐ		
		1.1			
	YD	VO JCT.....			
		2.2			
	YD	HOLLYWOOD YARD. TⓄ			
		76.4			

## BONHAM SUBDIV.—RED RIVER DIVISION

WESTWARD ↓	Siding Capacity in Cars	TIMETABLE No. 1 JUNE 24, 1962		Miles From Texarkana	EASTWARD ↑
		STATIONS			
	YD	TEXARKANA.....DWTⓄⓄ		.0	
		0.6			
		@ K. O. S.....	Ⓞ		
		4.5			
	82	NASH.....		5.1	
		6.7			
		LONE STAR.....		11.8	
		3.0			
	82	HOOKS.....		14.8	
		2.1			
		RED RIVER.....		16.9	
		5.1			
	82	NEW BOSTON.....		22.0	
		12.2			
	82	DE KALB.....		34.2	
		10.2			
	22	AVERY.....		44.4	
		8.1			
	92	ANNONA.....		52.5	
		8.5			
	101	CLARKSVILLE.....		61.0	
		13.2			
	82	DETROIT.....		74.2	
		18.8			
	YD	PARIS.....	ⓄⓄ	91.0	
		0.7			
		@ G. C. & S. F.-S. P.....	Ⓐ		
		20.3			
	82	HONEY GROVE.....		112.0	
		16.1			
	YD	BONHAM.....	Ⓞ	128.1	
		128.1			

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 LOW speed. 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.

Texas District



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

NORTHWARD	Siding Capacity in Cars	TIMETABLE No. 1 JUNE 24, 1962		Distance From T.-N.M. JCT	SOUTHWARD
↓		STATIONS			↑
		MONAHANS.....	DWT ⊙ ⊙		
		1.0			
YD		T-NM JUNCTION.....	⊙	0	
		16.5			
YD		WINK JUNCTION.....	⊙ T	16.5	
		7.1			
51		KERMIT.....	⊙	23.6	
		8.7			
53		OHEYENNE, TEX.		32.3	
		10.0			
124		JAL, N. M.....	⊙ ⊙	42.3	
		12.75			
122		TEAGUE.....		55.0	
		10.01			
124		EUNICE.....	⊙ ⊙	65.0	
		11.34			
55		KORNEGAY.....		76.4	
		8.0			
76		HOBBS.....	⊙ ⊙	84.4	
		9.6			
25		KIMBROUGH.....		94.0	
		11.5			
YD		LOVINGTON.....	⊙ T ⊙	105.5	
		105.5			

Wink Jct. may be used for meeting and passing trains. Normal position of North and South Wye switches, Wink Jct., for straight track.

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.

Outside ABS territory, when train is clear of main track at night to be passed by a following train requirement of Rule 19 (a) may be fulfilled by display of Green light to rear and Red light to front. Other requirements of Rule 19 (a) in effect.

PRINCIPAL LOADING TRACKS AND SPURS, T-NM SUBDIV.

Mile Post	Name of Track or Spur	Car Capacity	Switch Connection
0.5	Ozark Mahoning Co.	15	South
14.5	PO & G Spur	18	South
19.2	Shell Pipe Line Co.	49	North and South
23.28	West Texas Conc. Products, Inc.	10	South
23.34	Beaumont Cement Sales Co.	7	South
23.37	Halliburton Oil Well Cementing Co.	14	South
24.0	Dowell, Inc.	11	South
27.15	Smith Spur	12	South
23.6	Cabot Carbon Co.	160	South
28.8	Sid Richardson—Rack and Storage	75	North and South
39.6	El Paso Natural Gas Co., (Rhoades)	40	North and South
40.57	Pure Oil Co.	75	North and South
46.6	Doubling Spur	40	North
52.6	El Paso Natural Gas Co., (Combest)	67	North and South
55.9	United Carbon Black Co.	48	North
60.4	Maypens Stock	55	North and South
60.7	Skelly Oil Co.	34	North
62.3	Columbian Carbon Co.	45	North
63.0	Stanolind Oil & Gas Co.	41	North and South
65.0	Gulf Oil Corp. Rack & Storage	66	North and South
65.55	Halliburton Oil Well Cementing Co.	17	South
70.8	Continental Carbon Black Co. (Witeco)	36	South
76.2	Chas. Eneu Johnson & Co.	33	North and South
78.0	Warren Rack	33	North and South
93.48	Allen Lumber Co.	8	South
93.66	Phillips Petroleum Co.	34	North
93.87	Magnolia Petroleum Co.	11	South
93.76	Hobbs Iron & Metal Co.	10	North
85.23	Western Co. (Old Wye)	9	South
86.54	T.-NM Ry. & Gulf Oil Co. (Old Wye)	22	North
85.9	Dowell Oil Well Cementing	9	North
86.8	Cardinal Chemical Co.	8	South
87.9	B. F. Walker, Inc.	11	South
88.13	Permian Basin Pipeline Co.	29	North and South
90.7	Air Field Spur—B&J Service	10	North
99.16	Skelly Oil Co.	16	North and South
104.8	Halliburton Oil Well Cementing Co.	16	North
104.48	McAlester Fuel Co.	17	North
107.0	Lovington Storage Co.	15	North
107.0	Atlantic Loading Rack	28	North and South

Texas District

W.M.W.&N.W. SUBDIV.—RIO GRANDE DIVISION 15

WESTWARD	Siding Capacity in Cars	TIMETABLE No. 1 JUNE 24, 1962		Miles From Weatherford	EASTWARD
↓		STATIONS			↑
		WEATHERFORD.....	⊙ DW ⊙	0	
		1.36			
		MINERAL WELLS JCT.....		1.3	
		4.94			
10		LEMLEY.....		6.3	
		5.0			
33		WOLTERS.....		18.1	
		3.9			
YD		MINERAL WELLS.....	⊙ T	22.0	
		21.9			

When any form of communication is available WMW&NW crews will not operate a hand-operated switch nor enter Weatherford siding at any hand-operated switch until permission has been secured from train dispatcher.

A. & S. SUBDIV.—RIO GRANDE DIVISION

SOUTHWARD	Siding Capacity in Cars	TIMETABLE No. 1 JUNE 24, 1962		Distance From Ballinger	NORTHWARD
↓		STATIONS			↑
		YD ABILENE.....	⊙ DW ⊙	54.0	
		16.7			
		⊙ GC & SF.....	⊙	37.3	
		.5			
21		TUSCOLA.....		36.8	
		2.7			
35		OVALO.....		34.1	
		7.5			
40		BRADSHAW.....		26.6	
		10.8			
23		WINTERS.....		15.8	
		15.4			
		⊙ G. C. & S. F.....	⊙	0.4	
		4			
YD		BALLINGER.....	⊙		
		54.0			

RAILROAD GRADE CROSSINGS

M.P. 0.4—GC&SF Ry. (Interlocked)

M.P. 37.3—GC&SF Ry. (Interlocked)

Cabin interlocking. Signals and Derails — normal position against A&S Subdiv.

Texas District

SOUTHWARD ↓	Siding Capacity in Cars	<b>TIMETABLE No. 1</b>	Miles From Algiers	NORTHWARD ↑
STATIONS				
		ALGIERS.....DW@T	0	
		10.2		
		BELLE CHASSE.....@	10.2	
		35.3		
		PORT SULPHUR.....	45.5	
		9.5		
		EMPIRE.....	55	
		4.54		
		BURAS.....T	59.5	
		59.5		

Lift bridge over Algiers Cut-Off Canal located at MP 6-15.

Turn bridge over the Doullut's Canal located at MP 55-1.

Speed Restrictions:: 25 Miles per hour between Algiers and Belle Chasse and 15 miles per hour between Belle Chasse and Buras. All trains operate at restricted speed.

**STATIONS BETWEEN SIERRA BLANCA AND EL PASO**

Station Number	Station	Mile Post Location
768	SIERRA BLANCA.....	768.5
	9.2	
777	LASCA.....	746.1
	5.2	
785	SMALL.....	751.3
	5.5	
790	FINLAY.....	759.1
	9.8	
803	McNARY.....	770.1
	13.5	
815	ISER.....	783.6
	10.6	
826	TORNILLO.....	794.2
	5.9	
831	FABENS.....	800.1
	7.2	
839	CLINT.....	807.3
	7.9	
846	BELÉN.....	815.2
	7.6	
854	ALFALFA.....	822.8
	4.7	
859	TOWER 47 SP-TP CONN.....	827.5
	1.6	
860	EL PASO.....	858.4

1. Eastward and Northward regular trains are superior to trains of same class in opposite direction, except between Cut Off Junction and TS&N Junction; inbound first class trains are superior to outbound first class trains.

There is no superiority of trains on main track between East Crossover and West Crossover Big Spring and all trains and engines must move at Restricted Speed within these limits.

Extra trains and engines may occupy the main track between the East Crossover and West Crossover, Big Spring, only:

- (a) When it is known or ascertained that a regular passenger train will not be delayed.
- (b) By either verbal or written permission from Yardmaster.

In the following designated territory movements may be made ahead of first class trains without train order authority, but will not occupy main track within these limits when it is known a first class train will be delayed.

Between:

End Two Main Tracks, MP 251.45, Lancaster Yard and interlocking limits, Fort Worth.

West Bridge Junction and Waggaman.

VC Junction and Shreveport Passenger Station.

Alexandria Yard and Texmo Junction.

**2. MAXIMUM SPEED:**

The highest speed authorized for the operation of trains on main track, subject to lower speeds specified in Section 3, and lower speeds prescribed by train orders, restrictive signals and operating rules.

2-A. MAXIMUM TRAIN SPEED: (Where maximum engine speed is lower, it will govern).

Passenger trains handling freight equipment must not exceed maximum speed of freight trains, except upon authority of Superintendent.

The speed shown below is the highest speed authorized for the operation of Passenger and Freight trains.

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
Alexandria: (Except as below)	70	60
M.P. 161—Alexandria	70	50
M.P. 51-3—M.P. 51-32	60	60
M.P. 75-8—M.P. 75-17	25	25
M.P. 84-19—M.P. 85-33	15	15
M.P. 94-33—M.P. 95-1	35	25
M.P. 101-0—M.P. 101-1	60	
M.P. 128-8—M.P. 128-23	35	25
M.P. 162-20—M.P. 163-12	20	20
M.P. 170-11—M.P. 170-30	35	35
M.P. 178-12—M.P. 179-7	45	45
M.P. 193-10—M.P. 195-28	40	40
Shreveport: (Except as below)	79	60
Cut Off Jct.—Texmo Jct.		
(Except as below)	70	60
Cut Off Jct.—Shreveport	35	25
M.P. 193-10—M.P. 195-28	40	40
M.P. 195-28—M.P. 195-31	15*	15*
M.P. B-235-4—M.P. N-1-4	40	40
M.P. N-10-1—M.P. N-12-0	25	25
M.P. N-12-19—M.P. N-13-30	55	55
M.P. 2-15—M.P. 2-19 (Note)	55	55
M.P. 7-3—M.P. 7-20 (Note)	30	30
M.P. S-322-30—M.P. T-0-0	20	20

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>Shreveport—Continued</b>		
M.P. 326-7—M.P. 326-17	65	
M.P. 333-23—M.P. 334-1	65	
M.P. 336-24—M.P. 336-33	65	
M.P. 340-24—M.P. 340-32	65	
M.P. 344-20—M.P. 345-14	65	
M.P. 346-26—M.P. 347-5	65	
M.P. 349-23—M.P. 350-13	30	30
*Applies only to Eastward track. Note: Between Lucas and Cut Off Jct.		
<b>Thibodaux: (Except as below)</b>	30	30
Around curves Geary, just east Palo Alto and Godchaux connection	15	15
Over All cane crossings	25	20
<b>Church Point: (Except as below)</b>	25	25
Around curve, M.P. 20.4, South Ville Platte	15	15
Around curves between 1650 feet north and 500 feet south of MP Lines crossings, Opelousas	15	15
M.P. L-19-11—M.P. L-20*	6	6
*3164 ft. South M.P. L-20		
<b>Avoyelles: (Except as below)</b>	25	25
Longbridge—Marksville	18	18
<b>Pleasant Hill: (Except as below)</b>	25	25
M.P. 268-26—M.P. 269-12	6	6
<b>Texarkana: (Except as below)</b>	25	25
M.P. T-2—M.P. T-25	15	15
M.P. T-34—M.P. T-35	15	15
M.P. T-37—M.P. T-39	20	20
M.P. T-46—M.P. T-49	20	20
<b>Bonham: (Except as below)</b>	45	35
M.P. A-83—Bonham	40	30
M.P. 60-20—M.P. 61-12	30	30
M.P. 90-16—M.P. 90-18	30	30
M.P. 111-20—M.P. 112-13	25	25
M.P. 128-3—M.P. 128-25	25	25
Over Church St. Crossing, Paris	10	10
<b>D&amp;PS: (Except as below)</b>	40	40
Around and through turnouts Sherman Jct. wye	15	15
M.P. 1-11—M.P. 1-15	30	30
M.P. 6-16—M.P. 6-21	10	10
<b>Whitesboro: (Except as below)</b>	40	25
M.P. A-173—Fort Worth (Except as below)	60	55
M.P. 128-3—M.P. 128-25	25	25
M.P. 153-25—M.P. 155-23	20	20
M.P. 173-8—M.P. 173-24	30	30
M.P. 186-8—M.P. 186-17	50	50
M.P. 188-14—M.P. 189-2	50	50
M.P. 191-15—M.P. 192-4	20	20
M.P. 203-10—M.P. 203-20	45	35
M.P. 207-33—M.P. 210-4	20	20
M.P. 211-34—M.P. 212-3	50	50
M.P. 221-0—M.P. 222-0	45	35
M.P. 228-20—M.P. 228-30	55	55
M.P. 241-25—M.P. 242-4	35	35
<b>Dallas: (Except as below)</b>	79	60
Around curve Marshall Passenger Station—main track	30	30
Around curve Marshall Passenger Station—siding	15	15
M.P. 2-16—M.P. 2-32	50	50

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>Dallas—Continued</b>		
M.P. 11-3—M.P. 11-15	70	
M.P. 12-24—M.P. 13-4	70	
M.P. 15-13—M.P. 15-25	70	
M.P. 17-32—M.P. 18-14	70	
M.P. 23-21—M.P. 23-32	35	35
M.P. 30 29—M.P. 31-13	55	55
M.P. 36-13—M.P. 38-0	50	50
M.P. 39-23—M.P. 39-32	65	
M.P. 42-10—M.P. 42-22	70	
M.P. 45-2—M.P. 45-20	60	
M.P. 50-8—M.P. 51-18	30	30
M.P. 53-0—M.P. 53-27	65	
M.P. 53-27—M.P. 54-1	60	
M.P. 56-14—M.P. 56-24	70	
M.P. 59-0—M.P. 59-9	65	
M.P. 59-9—M.P. 60-23	70	
M.P. 62-1—M.P. 62-10	70	
M.P. 65-15—M.P. 66-13	60	
M.P. 66-13—M.P. 67-5	30	30
M.P. 67-5—M.P. 67-31	50	50
M.P. 67-31—M.P. 68-33	65	
M.P. 80-10—M.P. 80-24	65	
M.P. 84-28—M.P. 85-1	65	
M.P. 89.5—M.P. 90-29	30	
M.P. 102-21—M.P. 102-33	40	40
M.P. 112-29—M.P. 113-3	60	
M.P. 125-30—M.P. 126-28	70	
M.P. 136-0—M.P. 136-14	40	40
M.P. 139-28—M.P. 141-8	70	
M.P. 148-34—M.P. 149-19	40	40
M.P. 166-11—M.P. 167-2	35	35
M.P. 182-7—M.P. 183-11	40	40
M.P. 193-9—M.P. 193-23	50	50
M.P. 194-23—M.P. 196-13	50	50
M.P. 207-34—M.P. 208-30	40	40
U.T. Jct.—T.P. Tower (South Track only)	45	45
M.P. 216-18—M.P. 216 41 (Note 1)	50	50
M.P. 224-27—M.P. 225-26	60	
M.P. 225-26—M.P. 225-48	50	50
M.P. 225-48—M.P. 226-41	30	30
M.P. 226-41—M.P. 227-34	50	50
M.P. 227-34—M.P. 228-21	60	
M.P. 230-1—M.P. 230-11	65	
M.P. 230-11—M.P. 230-46	70	
M.P. 232-30—M.P. 233-6	40	40
M.P. 233-30—M.P. 233-48	60	
M.P. 239-12—M.P. 242-20	40	40
M.P. 242-20—M.P. 244-19	45	45
M.P. 248-1—M.P. 251-18 (Note 2)	30	30
M.P. 248-1—M.P. 248-3 (Note 3)	30	30
<b>Baird: (Except as below)</b>	79	60
M.P. 248-1—M.P. 248-3 (Note 3)	30	30
M.P. 248-1—M.P. 251-18 (Note 2)	30	30
M.P. 251-30—M.P. 252-3	65	45
M.P. 252-3—M.P. 252-23	65	
M.P. 258-0—M.P. 259-3	45	45
M.P. 259-3—M.P. 259-30	65	
M.P. 260-30—M.P. 262-4	50	50
M.P. 264-14—M.P. 264-24	50	50
M.P. 266-16—M.P. 266-29	50	50
M.P. 274-3—M.P. 274-27	65	
M.P. 276-4—M.P. 278-0	50	50
M.P. 278-0—M.P. 279-17	65	
M.P. 279-17—M.P. 280-19	55	55
Note 1. Applies North Track only Note 2. Applies on Eastward track. Note 3. Applies on Westward track.		

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>Baird—Continued</b>		
M.P. 280-19—M.P. 281-26	65	
M.P. 281-26—M.P. 281-33	50	50
M.P. 283-23—M.P. 284-34	65	
M.P. 284-34—M.P. 285-11	60	
M.P. 285-11—M.P. 286.4	55	55
M.P. 294-21—M.P. 295-22	30	30
M.P. 295-22—M.P. 295-29	40	40
M.P. 295-29—M.P. 296-22	65	
M.P. 298-16—M.P. 298-24	55	55
M.P. 298-24—M.P. 299-16	60	
M.P. 300-24—M.P. 301-0	70	
M.P. 302-24—M.P. 303-1	70	
M.P. 308-12—M.P. 308-30	70	
M.P. 309-19—M.P. 310-0	70	
M.P. 311-25—M.P. 312-24	65	
M.P. 314-33—M.P. 315-10	70	
M.P. 316-1—M.P. 316-14	60	
M.P. 318-31—M.P. 320-11	60	
M.P. 322-21—M.P. 322-32	60	
M.P. 328-15—M.P. 329-13	60	
M.P. 329-13—M.P. 329-33	55	55
M.P. 329-33—M.P. 331-29	35	35
M.P. 331-29—M.P. 334-14	45	45
M.P. 334-14—M.P. 337-4	35	35
M.P. 340-15—M.P. 341-14	45	45
M.P. 342-28—M.P. 343-5	70	
M.P. 343-5—M.P. 344-14	45	45
M.P. 344-14—M.P. 345-20	40	40
M.P. 345-20—M.P. 346-0	65	
M.P. 350-21—M.P. 351-25	45	45
M.P. 354-14—M.P. 354-26	65	
M.P. 357-14—M.P. 357-23	65	
M.P. 359-16—M.P. 360-16	65	
M.P. 360-16—M.P. 360-24	40	40
M.P. 360-24—M.P. 361-6	55	55
M.P. 362-21—M.P. 363-28	45	45
M.P. 363-28—M.P. 366-3	65	
M.P. 368-31—M.P. 369-4	65	
M.P. 370-22—M.P. 372-6	65	
M.P. 372-6—M.P. 372-13	55	55
M.P. 378-3—M.P. 378-30	45	45
M.P. 383-6—M.P. 384-28	45	45
M.P. 386-24—M.P. 388-21	40	40
M.P. 392-1—M.P. 392-23	60	
M.P. 405-12—M.P. 406-4	45	
M.P. 406-4—M.P. 408-11	30	30
M.P. 422-19—M.P. 423-6	45	45
M.P. 438-3—M.P. 438-14	50	50
M.P. 442-21—M.P. 442-34	60	
M.P. 446-2—M.P. 446-12	45	45
M.P. 448-0—M.P. 448-15	35	35
M.P. 448-15—M.P. 450-28	45	45
M.P. 463-32—M.P. 464-11	60	
M.P. 476-16—M.P. 477-10	40	40
M.P. 480-15—M.P. 480-21	65	
M.P. 496-5—M.P. 496-32	50	50
M.P. 499-23—M.P. 500-3	65	
<b>Toyah: (Except as below)</b>	79	60
M.P. 514-0—M.P. 514-13	40	40
M.P. 520-14—M.P. 520-30	65	
M.P. 521-19—M.P. 521-32	65	
M.P. 533-31—M.P. 534-28	50	50
M.P. 552-23—M.P. 554-26	40	40
M.P. 571-3—M.P. 573-5	45	45
M.P. 573-5—M.P. 573-27	25	25
M.P. 586-1—M.P. 587-4	65	
M.P. 587-4—M.P. 587-19	50	50

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>Toyah—Continued</b>		
M.P. 609-15—M.P. 609-16	15	15
M.P. 640-7—M.P. 640-17	60	
M.P. 646-27—M.P. 647-7	45	45
M.P. 682-27—M.P. 683-3	65	
M.P. 692-26—M.P. 693-1	55	55
M.P. 693-27—M.P. 694.34	60	
M.P. 695-32—M.P. 696-24	65	
M.P. 701-33—M.P. 702-14	70	
M.P. 702-31—M.P. 703-7	65	
M.P. 735-8—M.P. 735-18	50	50
M.P. 739-33—M.P. 744-0	45	45
<b>WMW&amp;NW Subdivision</b>	35	25
<b>A&amp;S Subdivision</b>	20	20
<b>T-NM Subdivision</b>	40	35

**2-B. MAXIMUM ENGINE SPEED: (Where maximum Train Speed is LOWER, it will govern).**

Mo. Pac., T&P, TP-MP, Ft. W. Belt, N. O. & L. C., M-I, Un. Ry. and St. Joe Belt Engines:

Engine	MPH	Engine	MPH
1—79	79	3500—3505	30
110—999	65 (See note)	6005—6018	55
1000—1099	55	6600—6613	55
1210—1299	55	8000—8007	55
1374—1392	65		

**KO&G Engines** ..... 65 MPH

Note: Units 850A, 851A, 931A, 932A, 881B, 882B, 883B, 884B maximum speed 77 MPH.

**2-C. Engines running light moving forward will be restricted to freight train speed restrictions but must not exceed 45 MPH where freight train speeds are higher.**

Engines with cars ahead of engine in direction of movement:

	MPH
Dallas, Alexandria, Shreveport, Baird and Toyah subdivisions	25
All other subdivisions	15

Engines when running backwards without pilot on end facing direction of movement, and not otherwise restricted..... 40

**2-D. Disabled engines moving dead in train will not exceed speed listed in Item 2-B except when a lower speed is authorized by the Superintendent. A train order will be issued to train handling such disabled engine that can not operate at the speed shown in Item 2-B.**

Flat spots measuring  $2\frac{3}{4}$ " on a 36" diameter wheel or measuring 3" on a 40" or 42" diameter wheel will not be moved at a speed above 10 MPH or such speed as authorized by the Superintendent.

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

Locomotive Cranes (boom must be disconnected) . . . . . 30 MPH

Bridge Derrick Cars (non-revolving) and pile drivers 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

Note—Where maximum train speed is 30 MPH or less, speed of trains handling work equipment shown in item 3 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	15
25	15
30	20
35	25
40	35
45	35
49	40
50	40
55	40
60	40

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

Trains handling T&P scale test cars; conductor will keep engineer advised when such cars in train and not otherwise restricted . . . . . 45

When a single scale test car is handled in a train, same must be located next ahead of the caboose, except that a single scale test car may be handled at any location in a local freight train which has a consist not exceeding forty cars.

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 test car next ahead of caboose, except that two or more scale test cars may be handled at any location in a local freight train which has a consist not exceeding forty cars, so long as the scale test cars are spaced three cars apart.

Welded rail trains and snow plows . . . . . } 40 MPH or Freight Train Speed Whichever is Lower

### 3.—Continued

Trains handling welded rail will be restricted to 70 cars. Welded rail cars will be handled on head end next behind buffer cars.

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-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 No. 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.

#### 3-B. SPEED RESTRICTIONS: (Not otherwise shown).

First class trains run at restricted speed between:

##### Red River Division

West Bridge Jct.—Waggaman.

Willow Glen—Texmo Jct.

VC Jct. and Shreveport Passenger Station and while using wye tracks and Texarkana Subdivision main track.

##### Rio Grande Division

East end of siding, east end Ft. Worth and end Two Main Tracks, MP 251.45, west end Lancaster Yard.

Within Roscoe Yard Limits.

3-C. No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

Four wheel truck cars:	
All types . . . . .	3.25 inches
Six wheel truck cars:	
Coaches . . . . .	3.50 inches
All other . . . . .	3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

#### 4. STANDARD CLOCKS

New Orleans	Longview	Lancaster Yard
Race St. Yard	Mineola Yard	Weatherford
Avondale	Dallas Yard	Baird
Addis	Dallas Union Term.	Sweetwater
Alexandria Yard	Fort Worth	Big Spring
Cut Off Jct.	(Passenger Sta.)	Monahans
Hollywood Yard	Whitesboro	Lovington
Texarkana	Bonham	Toyah
Marshall	Denison	El Paso

## 5. GENERAL ORDER BOOKS

Weatherford	Dallas Downtown Yard Office
Baird	El Paso Yard Office
Abilene	El Paso Union Station
Sweetwater	Big Spring
New Orleans Psgr. Station	Odessa
New Orleans Race St. Yard	Monahans
New Orleans TP-MP	Toyah
Roundhouse	Cut Off Jct.
Addis	Hollywood Yard
Alexandria Yard	Hollywood Roundhouse
Alexandria Roundhouse	Ft. Worth East Yard
Alexandria Psgr. Station	Ft. Worth Passenger Station
Texarkana Yard Office	Ft. Worth Coach Yard
Texarkana Roundhouse	Ft. Worth West Yard
Marshall Telegraph Office	Lancaster Yard Roundhouse
Marshall Yard Office	Lancaster Yard Sub Yard
Longview Telegraph Office	Office
Longview Yard Office	Lancaster Yard Hump Office
Longview Roundhouse	Bonham
Mineola Yard	Denison KOG-MKT Offices
East Dallas Yard Office	Whitesboro
East Dallas Roundhouse	Mart Yard Office
Dallas Union Terminal	

## 6. TRAIN REGISTERS:

Texarkana, Ft. Worth, Big Spring, Shreveport (Psgr. Station) and Avondale are register stations for first class trains ONLY. Such trains may register at Avondale by register ticket.

Marshall and Longview are register stations only for first class trains originating or terminating at these stations.

Dallas (Union Terminal) is a register station for Nos. 501 and 502 only.

## 7. RAILROAD GRADE CROSSINGS.

## Alexandria Subdivision

Location	Miles per hour	
	Passenger	Freight
M.P. B-10.2 P. B.-S.P. _____ (Interlocked)		
M.P. B-114.9 M.P. R.R. _____ (Automatic Interlocked)		
M.P. B-182 Rock Island Lines _____ (Automatic Interlocked)		

## Shreveport Subdivision

M.P. 3.7 Lucas Cutoff KCS Ry. (Automatic Interlocked)		
M.P. 5.9 Lucas Cutoff S.P. Ry. (Automatic Interlocked)		
M.P. B-325.2 (Shreveport) IC RR. _____ (Automatic Interlocked)	20	15

Automatic Interlocking, T&P-IC RR, M.P. B-325.2 Shreveport Subdivision: Absolute signals for movement on T&P route normally display Stop, and on the approach of a train or engine on T&P route change to a Proceed indication after a period of 30 seconds if no train or engine is using crossing on IC route.

If a train or engine on the T&P route, after receiving a proceed indication does not enter interlocking limits within a period of three (3) minutes, the Absolute signal governing use of T&P route will automatically change to "Stop" indication and then can only be cleared for a movement on T&P route by an engine or car stopping on short release track section immediately in advance of T&P absolute signal. After a period of approximately thirty (30) seconds, if IC route over crossing is not being used, Absolute signal will again change to a proceed indication.

Length of track release sections in advance of Absolute signals; West of crossing 150 feet; east of crossing 210 feet.

## 7.—Continued

Indicator light in service over door of concrete signal house at intersection of crossing. Light not illuminated (out) when signals on IC route display a proceed indication and lighted when signals on IC route display Stop indication.

When a train or engine is stopped by a stop indication and has stood on track release section for approximately 30 seconds and the Absolute signal does not change to a proceed indication, movement may be made over the crossing as follows:

A member of crew must go to the crossing, and if there is no train or engine approaching on IC route, such member of crew will give hand proceed signal to T&P train or engine and such train or engine may pass the absolute signal displaying Stop, prepared to stop before fouling the IC route. If when the T&P train or engine passes the Absolute signal, the indicator light becomes illuminated, the member of crew at crossing in position to observe indicator light will give an additional or second hand signal to proceed, and train or engine may then proceed through interlocking limits on authority of such hand signal.

If when T&P train or engine passes the Absolute signal, the indicator light does not become illuminated, the member of crew at crossing must give hand STOP signal and crossing must not be obstructed until flag protection has been provided against trains or engines on IC route.

Should a train or engine be approaching on the IC route, hand signals must not be given to a train or engine on T&P route to proceed until the train or engine on IC route has moved through the interlocking, or has been flagged and stopped clear of the interlocking.

## Avoyelles Subdivision

M.P. 10.5 Port Commission RR _____	25	15
M.P. 10.5 MP RR _____ (Gate)	25	15
M.P. 12.4 MP RR (Interlocked) _____	15	15
M.P. W-3.9 L.&A. Ry. _____ (Gate)	15	15

## Churchpoint Subdivision

M.P. L-3.6 S. P. Ry. _____	15	15
M.P. X-23.5 S. P.-MP RR (Automatic Interlocked) _____	15	15

## Pleasant Hill Subdivision

M.P. B-287.4 K. C. S. Ry. (Interlocked) _____	20	20
M.P. B-312.0 S. P. Ry. (Automatic Interlocked) _____	15	15

T&P-KCS Interlocking, MP 287.4, Pleasant Hill Subdivision: Manually controlled by hand-operated time release and electrically locked switch stand pipe connected to derails on T&P route. Interlocking normally lined for KCS movement.

Operation for movement on T&P route: Member of crew open door of metal box containing time release and if indicator light displays "Green", turn knob of time release clockwise until movement stops and hold in this position for a period of approximately 5 seconds, release knob and close and lock door.

When white light of electrical lock mechanism on switch stand, which is pipe connected to derails on T&P route displays a "white" light, operate switch stand to remove derails from T&P route; after switch stand has been operated and derails off, absolute signal governing movement on T&P route will display Green, Rule 281.

If indicator light in metal release box displays "Red", this indicates a KCS train or engine is approaching crossing and time release must not be operated until KCS movement has moved through interlocking, or has stopped clear of KCS interlocking signals.

## 7.—Continued

## Dallas Sub-Division

Location	Intersecting Railroad		Miles per hour	
			Passenger	Freight
Texarkana yard	St. L. S. W. Ry.	(Interlocked)		
M.P. 2.4	K. C. S. Ry.-I. C. C. Co.	(Automatic Interlocked)		
M.P. 51.2	L. & A. Ry.	(Interlocked)		
Big Sandy	St. L. S. W. Ry.	(Interlocked)		
M.P. 209.9	S. P. 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. C. R. I. & G. Ry. }	(Interlocked)		
Fort Worth Yard	{ M. K. & T. R. R. G. C. & S. F. Ry. S. P. R. R. }	(Interlocked)	10	10

## Bonham Sub-Division

Texarkana	St. L. S. W. Ry.	(Interlocked)		
	South End Yd.	(Gate)		
Texarkana	St. L. S. W. Ry.	(Interlocked)		
Texarkana	K. C. S. Ry.	(Automatic Interlocked)		
M.P. A-91.7	G. C. & S. F. Ry. S. P. Ry.	(Interlocked)	20	20

## Whitesboro Sub-Division

Bells	M. K. T. R. R.	(Automatic Interlocked)		
Sherman	S. P. R. R.	(Interlocked)	20	20
Sherman	M. K. T. R. R.	(Gate)		
M.P. A-238.1	St. L.-S. W. Ry.	(Automatic Interlocked)		
Fort Worth Yard	{ M. K. T. R. R. G. C. & S. F. Ry. S. P. 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 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.

## Baird Subdivision

Location	Intersecting Railroad	
Cisco	M. K. T. Ry.	(Interlocked)

1. T&P-MKT Interlocking Cisco: All interlocking signals remotely controlled by train dispatcher.

Limits of interlocking tracks between Eastward Absolute signals 475 feet west of crossing and Westward Absolute signal at east end Cisco siding. Both automatic block and interlock-

## 7.—Continued

ing rules applicable to Westward Absolute signal at east end siding Cisco.

Exception to Rules 342 and 402. Track and Time limits prescribed by Rule 402 may be issued to apply to T&P-MKT Interlocking Cisco. Such track and time limits must specify they apply to, or DO NOT apply to interlocking limits. When it is specified that interlocking limits are included in the track and time granted:

- Train dispatcher will be governed by requirements of Rule 375, paragraph 10 with respect to all interlocking signals governing movement into such limits.
- Trains and engines, after stopping, may pass such interlocking signals displaying Stop indications, Rule 292, and make reverse movements within interlocking limits, fulfilling requirement of Low Speed and Rule 104 (c).

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.

## 8. SPRING SWITCHES

Station	Mile Post	Location		
		Track	Facing Direction	Normal Position
<b>Alexandria Sub-Division</b>				
Waggaman	12.3	End drill track	Eastward	Main track
Johnson	39.4	East end siding	Westward	Main track
St James	52.4	East end siding	Westward	Main track
Donaldsonville	62.9	East end siding	Westward	Main track
McCall	68.5	West end siding	Eastward	Main track
Addis	91.0	West end west siding	Eastward	Main track
Bunkie	161.98	East end siding	Westward	Main track
Bunkie	164.12	West end siding	Eastward	Main track
Alexandria Yard	190.3	MoP connection	Eastward	Main track
Alexandria Yard	190.4	End of drill track	Westward	Main track
Alexandria Yard	192.1	End two main tracks	Westward	Westward track
Alexandria	194.3	East end crossover	Westward	Eastward track
Alexandria	194.3	West end crossover	Eastward	For cross-over
Alexandria	194.3	East end passenger track	Westward	Westward track
<b>Shreveport Sub-Division</b>				
Alexandria	194.6	West end passenger track	Eastward	Passenger track
Alexandria	194.8	East end crossover	Westward	Westward track
Texmo Jct.	195.78	End two main tracks	Eastward	Eastward track
Texmo Jct.	195.78	Mo. Pac. Southward main track	Westward	Main track
Lucas	72.35	East end siding	Westward	Main track
Lucas	1.2	West end siding	Eastward	Main track
VC Jct.	324.14	End VC Drill Track	Outbound	Main track
TS&N Jct.	T-0.5	North Wye	Eastward	Note 1
TS&N Jct.	326.5	West Wye	Southward	Note 2
McNeil St.	326.8	East Wye	Westward	For Market St. main track
McNeil St.	326.9	West end passenger Junction Switch	Eastward	Passenger Main track
Reisor	313.0	East end siding	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
Note 1. May be left as used and trailed through from either leg of wye.				
Note 2. For Texarkana Subdivision main track.				
<b>Texarkana Sub-Division</b>				
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.				
Note 2. For Texarkana Subdivision main track.				
<b>Dallas Sub-Division</b>				
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
<b>Whitesboro Sub-Division</b>				
Fort Worth	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

8—Continued

## Baird Subdivision

Station	Mile Post	Track	Facing Point Direction	Normal Position
Fort Worth	246.1	Westward track and lead from passenger station—Adams Street	Eastward	Crossover to passenger lead
Lancaster Yard	248.0	Entering eastward main track	Westward	Thoroughfare track
Lancaster Yard	250.0	From west advance yard to westward main track	Eastward	Westward Main track
Elmdale	400.90	East end siding	Westward	Main track
Elmdale	401.92	West end siding	Eastward	Main track
Holder	403.62	East end siding	Westward	Main track
Holder	405.40	West end siding	Eastward	Main track
Bagdad	409.20	East end siding	Westward	Main track
Bagdad	410.44	West end siding	Eastward	Main track
Merkel	423.10	East end siding	Westward	Main track
Merkel	424.70	West end siding	Eastward	Main track
Trent	430.30	West end siding	Eastward	Main track
Eskota	436.28	East end siding	Westward	Main track
Eskota	437.80	West end siding	Eastward	Main track
Pyramid	445.11	West end siding	Eastward	Main track
Sweetwater	445.18	East end siding	Westward	Main track
Sweetwater	446.94	West end siding	Eastward	Main track
Sweetwater	446.94	East end Lead Drill	Westward	Main track
Sweetwater	448.10	Lead west end yard	Eastward	Main track
Roscoe	455.65	East end siding	Westward	Main track
Roscoe	457.16	West end siding	Eastward	Main track
Lorraine	465.70	East end siding	Westward	Main track
Lorraine	467.17	West end siding	Eastward	Main track
Rodet	472.00	East end siding	Westward	Main track
Dome	477.30	East end siding	Westward	Main track
Dome	478.96	West end siding	Eastward	Main track
Iatan	490.35	West end siding	Westward	Main track
Iatan	491.86	West end siding	Eastward	Main track
Coahoma	502.90	East end siding	Westward	Main track
Coahoma	504.44	West end siding	Eastward	Main track
Big Spring	512.00	East switch to pull out track	Westward	Main track
Big Spring	514.30	West switch to pull out track	Eastward	Main track
Dort	518.79	East end siding	Westward	Main track
Dort	519.77	West end siding	Eastward	Main track
Morita	523.18	East end siding	Westward	Main track
Morita	524.79	West end siding	Eastward	Main track
Stanton	532.62	East end siding	Westward	Main track
Dix	538.70	East end siding	Westward	Main track
Chub	543.50	East end siding	Westward	Main track
Chub	549.70	West end siding	Eastward	Main track
Bounce	553.55	East end siding	Westward	Main track
Bounce	559.50	West end siding	Eastward	Main track
Pegasus	563.01	East end siding	Westward	Main track
Pegasus	564.69	West end siding	Eastward	Main track
Solo	568.29	East end siding	Westward	Main track
Solo	569.20	West end siding	Eastward	Main track
Arcade	578.17	East end siding	Westward	Main track
Arcade	579.75	West end siding	Eastward	Main track
Douro	583.70	East end siding	Westward	Main track
Douro	584.60	West end siding	Eastward	Main track
Badger	589.70	East end siding	Westward	Main track
Badger	590.61	West end siding	Eastward	Main track
Metz	593.20	East end siding	Westward	Main track
Metz	594.10	West end siding	Eastward	Main track
Ranch	599.68	East end siding	Westward	Main track
Ranch	600.58	West end siding	Eastward	Main track
Monahans	607.87	East end east siding	Westward	Main track
Wickett	615.10	East end siding	Westward	Main track
Wickett	616.20	West end siding	Eastward	Main track
Pyote	623.79	East end siding	Westward	Main track
Pyote	624.70	West end siding	Eastward	Main track
Barstow	639.58	East end siding	Westward	Main track
Barstow	640.31	West end siding	Eastward	Main track
Hermosa	655.43	East end siding	Westward	Main track
Hermosa	656.31	West end siding	Eastward	Main track
Toyah	667.20	West end pullout track	Eastward	Main track
Gozar	677.20	West end siding	Eastward	Main track
San Martine	686.70	West end siding	Eastward	Main track
Levinson	691.60	West end siding	Eastward	Main track
Boracho	709.00	West end siding	Eastward	Main track
Plateau	713.80	East end siding	Westward	Main track
Wild Horse	727.50	West end siding	Eastward	Main track
Van Horn	735.30	West end siding	Eastward	Main track
Allamore	746.05	East end siding	Westward	Main track
Arispe	764.00	West end siding	Eastward	Main track

Texas District

## 9. TURN-OUTS

All turnouts are No. 11 or less except as below:

## Location of No. 16 Turn-outs

Station	Mile Post	Number of turn-outs	Description
<b>Alexandria Subdivision</b>			
Waggaman	B-12.6	1	End Drill track
Johnson	B-39.4	1	East end siding
Donaldsonville	B-64.3	1	Crossover west end siding
<b>Shreveport Subdivision</b>			
Cut Off Jct.	B-320.8	1	West entrance to Inter-locker, Hollywood Yard

## Dallas Subdivision

National		2	Each end of siding
Sulphur		2	Each end of siding
Springdale		2	Each end of siding
Queen City		2	Each end of siding
Atlanta		2	Each end of siding
Bivins		2	Each end of siding
Kildare		2	Each end of siding
Payne		2	Each end of siding
Jefferson		2	Each end of siding
Woodlawn		2	Each end of siding
Marshall		1	East end siding
Marshall	67.16	1	Main track west end siding
Quincy		2	Each end of siding
Keokuk		2	Each end of siding
Hallsville		2	Each end of siding
Lansing		2	Each end of siding
Longview	88.4	1	East end water track
Greggton		2	Each end of siding
Gladewater		2	Each end of siding
Big Sandy		1	West end siding
Fada		2	Each end of siding
Hoard		2	Each end of siding
Mineola	136.0	1	East end north track
Mineola Yard	138.9	1	West end pull-out
Silver Lake		2	Each end of siding
Grand Saline		2	Each end of siding
Edgewood		2	Each end of siding
Willis Point		2	Each end of siding
Elmo		2	Each end of siding
Lawrence		2	Each end of siding
Marith		2	Each end of siding
Scottdale		2	Each end of siding
T&P Jct.	208.3	1	East end siding
T&P Jct.	209.9	1	Belt line connections
Browder		2	Each end of siding
Grand Prairie		2	Each end of siding
Arlington		2	Each end of siding
Fort 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

## Baird and Toyah Subdivisions

Iona	259.2—261.2	2	Each end of siding
Earls	272.4—274.0	2	Each end of siding
Weatherford	276.5—274.0	2	Each end of siding
Preble	286.4—287.8	2	Each end of siding
Bennett	293.4—294.9	2	Each end of siding
Brazos	300.4—301.9	2	Each end of siding
Judd	312.8—314.3	2	Each end of siding
Strawn	326.1—327.5	2	Each end of siding
Tiffin	338.0—339.4	2	Each end of siding
Eastland	350.8—352.2	2	Each end of siding
Cisco	360.4—362.4	2	Each end of siding
Dothan	367.2—368.6	2	Each end of siding
Jayell	381.1—382.5	2	Each end of siding
Clyde	392.0—393.6	2	Each end of siding
Holder	403.6	1	East end siding
Bagdad	409.2—410.4	2	Each end of siding
Merkel	423.1—424.7	2	Each end of siding
Eskota	436.3	1	East end siding
Sweetwater	445.2—446.9	2	Each end of siding
Roscoe	457.2	1	West end Siding
Lorraine	467.2	1	West end Siding
Dome	477.3	1	East end siding
Iatan	490.4	1	East end siding
Coahoma	502.9—504.4	2	Each end of siding
Morita	523.2	1	East end siding
Stanton	532.6	1	East end siding
Pegasus	564.7	1	West end siding
Arcade	579.8	1	West end siding
Monahans	607.8	1	East end East siding

Texas District



### 10. 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 on 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.

### 11. SIDINGS:

#### 11-A. SIDINGS WITH SPECIAL BLOCK SIGNAL TRACK CIRCUITS AT CLEARANCE POINT ON MAIN TRACK AND SIDING.

Block signal track circuit control point at insulated joints at clearance point on main track and on siding at the following sidings:

##### Red River Division

- West end siding Rosa.
- East and west end sidings Rapides to Cypress, inclusive.
- East end EAST siding, Natchitoches.
- West end WEST siding, Natchitoches.
- East and west end sidings Hyams to Caspiana, inclusive.

##### Rio Grande Division

East end siding:		West end siding:	
Holder	Bounce	Elmdale	Pegasus
Bagdad	Solo	Bagdad	Arcade
Merkel	Arcade	Merkel	Douro
Eskota	Douro	Coahoma	Badger
Roscoe	Badger	Dort	Metz
Dome	Metz	Chub	Barstow
*Big Spring	Ranch		
Dort	Wickett		
Morita			

### 11-A—Continued

The lining of siding switch for movement into or out of siding or the movement of train, engine or car beyond insulated joints at clearance point on main track or on siding at above locations actuate all opposing signals from that end of siding to the next adjacent siding and causes such opposing signals to display their most restrictive indications for an opposing train.

\*East end pull out track M.P. 512.0.

### 11-B. Stations not shown on schedule pages:

<b>Alexandria Subdiv.</b>	<b>Dallas Subdiv.</b>
Hahnville — M.P. 25.1	Forney — M.P. 193.7
Edgard — M.P. 35.3	
<b>Shreveport Subdiv.</b>	<b>Baird Subdiv.</b>
Derry — M.P. 228.4	Westbrook — M.P. 485.0
Powhatan — M.P. 22.9	
Greenwood — M.P. 315.8	<b>Church Point Subdiv.</b>
Jonesville — M.P. 334.7	Tate Cove — M.P. 15.5

### 12. DRAW BRIDGES

Location	Name	Miles per hour	
		Passenger	Freight
M.P. B-85.5	Bayou Plaquemine	25	25
M.P. 95	Intra-Coastal Canal	35	25
M.P. 101.1	Bayou Grosse Tete	60	
M.P. B-128.5	Melville	35	25
M.P. H-15.9	Bayou Lafourche—Napoleonville	6	6
M.P. D-6.5	Port Allen	25	25

Plaquemine, Intra-Coastal Canal and Melville draw bridge are protected by interlocking signals and derails.

### 13. 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 train, 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.

### 14. Switching With Engines and Other Machinery

Air brakes must be in service and brakes released on engines, 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 engines or such machines named above, kick or drop must not be made and they must otherwise be handled carefully to avoid damage.

### 15. Handling of Outfit Cars and Open Top Cars:

Occupied outfit cars and wooden underframe cars, must be handled in rear of 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.

**16. PROTECTION ORDERS:****(1) Approach Order (Form X-S):**

Authorized on All Subdivisions Except:

Alexandria	Shreveport
Dallas	Baird
Toyah	
Whitesboro (between Whitesboro and Fort Worth)	

The Form X-S train order may be used to afford protection of workmen without furnishing flag protection. Train order to be in following form:

"7:01 AM until 4:01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until orally authorized by foreman in charge."

"10:01 AM until 4:01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by foreman in charge."

Request for "X-S" train order protection shall be made by wire to the Train Dispatcher, using symbol "X-S" to identify the message. The request must clearly specify period of time protection is required, naming each day; the location, mile post and pole; time limits; and any additional information that may be needed by the Train Dispatcher.

After Train Dispatcher has acknowledged receipt of the symbol "X-S" message and has advised the Foreman or man in charge that train order protection has been or will be provided as requested, a red flag must be placed 400 feet in each direction in advance of structure or track being protected. Yellow restricting signs shall be placed 3500 feet in advance of the red flags; and two torpedoes shall be placed on rail ten rail lengths in advance of the yellow restricting signs.

Red flags shall not be less than 2 feet by 3 feet in size and supported on two staffs placed astride the rail on the engineer's side so they are plainly visible. Yellow restricting signs must be placed not more than eight feet from rail, and torpedoes must be placed on the rail on engineer's side for approaching trains.

Trains and engines will stop before reaching red flag and will not proceed until orally authorized by foreman in charge.

The maximum length of track protected by Form X-S order will not exceed one mile and this form of order shall not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen.

**(2) Approach Orders (Form X) is authorized on all subdivisions.**

**Example:** 8:35 AM to 5:35 PM approach (Tie Renewal Gang) (Tamping Gang) (Welding Gang) (Surfacing Gang), between Mile Post 587, pole 5, and Mile Post 587, pole 30, prepared to stop and proceed on hand signal given with yellow flag. A speed of 30 miles per hour will not be exceeded within the limits of this order.

8:35 AM until 5:35 PM Approach ( ) Gang between MP 21 and MP 21 Pole 30 prepared to stop and proceed on hand signal given with a yellow flag. After proceed signal received maximum speed may be resumed.

This form of order will not be used under the following conditions:

1. Between sunset and sunrise or during stormy or foggy weather where visibility is restricted.
2. Within limits of an interlocking.
3. When laying rail, changing out bridges, switches, crossing frogs, or any work where track or structural supports are not safe for movement of trains or engines.

**16.—Continued**

Temporary restricted and resume speed signs will be displayed as required in Uniform Code of Operating Rule 10(g). Flag protection is not required when foreman in charge has definite information from Train Dispatcher that order is in effect.

Trains and engines must enter limits of order prepared to stop, and stop will be made before entering gang unless proceed signal given with a yellow flag is received.

When proceed signal given with a yellow flag is received, speed may be increased as stated in order.

In event gang is not encountered train or engine will proceed prepared to stop until outer limit of order is passed.

**(3) Train Order, Form Y.—authorized on all subdivisions.**

**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 by Form X orders.**

**Train Order, Form V.—may be combined with the following forms of train orders: SA, SC, D, SE, E, G, L, M and P.**

**17. Special Rules Pertaining to Train Order Offices and Clearances.**

1. At the following train order offices of limited hours, the train order signal will be displayed day and night the same as at the continuous train order offices and its indication must be observed and complied with the same as if such office was a continuous office:

Colorado City, Midland, Odessa, Monahans, Pecos and Denton.

Where the train order signal is a semaphore type signal and no light displayed at night the position of semaphore arm will govern as prescribed by Rule 27; where the train order signal at one of the above stations is a color light type signal and no light displayed, such signal must be regarded as displaying Rule 232 (Stop unless Clearance Received).

A train stopped at one of the stations by a train order signal displaying Rule 232 or by reason of no light, after communicating with train dispatcher and ascertaining no operator on duty, may proceed without a clearance on permission of train dispatcher in these words:

"No orders for (train) at (station). 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.

2. Trains except first class secure clearance Mineola Yard, unless such train has been delivered train order reading—"This clears (train) at Mineola Yard".

3. Trains originating or turning at T&P Jct. must secure clearance.

4. Train Order Rule applicable to Toyah: When a train order is issued to a train prior to arrival affecting its movement at or beyond Toyah the order must also be addressed to the train at Toyah.

5. First class trains secure clearance Ft. Worth. Extra trains originating Ft. Worth or Lancaster Yard secure clearance.

Trains secure clearance at Baird, Toyah and Sierra Blanca;

6. Northward MKT trains secure clearance at TP Tower, Fort Worth Interlocking. Southward MKT trains register at this tower by register ticket.

## 17—Continued

7. All trains secure clearance at Whitesboro unless such train has been delivered train order reading—"This clears (train) at Whitesboro".

8. No. 501 and other trains originating at Dallas secure clearance at Dallas (Union Terminal) train order office.

9. Eastward first class trains may leave Alexandria without a clearance. Between Texmo Jct. and Alexandria Yard, trains may run extra with the current of traffic without train orders or clearance.

10. Avondale is train order office for westward trains only.

11. Nos. 23 and 25 may assume their schedule and leave West Bridge Jct. without clearance, but must secure clearance at Avondale.

12. Trains originating Hollywood Yard secure clearance Cut Off Jct.

## 18. Special Rules — Where Time Applies

## 1. Red River Division:

Unless otherwise specified in train orders, at stations named below, train orders and time of schedules and time in train orders, apply as follows:

Donaldsonville..... At Passenger Station.  
Bayou Bridge..... At Plaquemine Drawbridge, MP 85.57.  
BR Jct..... At west switch South track MP 89.82.  
Addis..... At Passenger Station.  
Livonia..... East end of Interchange Track.  
Alexandria Yard..... First Class trains; at end of Two Main tracks, MP 192.1.

Time of eastward trains Texmo Jct. applies at connection to M.P. Southward main track; time westward trains Texmo Jct. applies at connection to M.P. Northward Main track.

For identification and train order purposes, the three crossovers between Cut Off Jct. and VC Jct. are designated as follows:

- Crossover, MP 321.97, Hollywood Yard office, "Hollywood Crossover."
- Crossover, MP 322.36, Roundhouse, "Roundhouse Crossover."
- Crossover, MP 323.79, between Mansfield Road and Claiborne Avenue.—"Claiborne Ave. Crossover."

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

Gladewater..... At station.  
Marshall..... First class trains—At station.  
Other trains—at Siding.  
Whitesboro..... for MKT Trains—At T&P-MKT Junction Switch.

## 2. Rio Grande Division:

## Lancaster Yard:

West end Two Main tracks, MP 251.45.

## Baird:

First class trains: At the station.  
Eastward Extra trains: East lead switch, train yard.  
Westward extra trains: West lead switch, train yard.

## Sweetwater:

First class trains: At Passenger station.  
All other trains: Sweetwater siding.

## 18—Continued

## Big Spring (Baird Subdivision):

First class trains: At East Crossover MP 512.87.  
All other trains: East end Pullout track MP 512.0.

## Big Spring (Toyah Subdivision):

First class trains: At West Crossover, MP 513.97.  
All other trains: West end Pullout track MP 514.87.

## Toyah:

First class trains: At station.  
Eastward extra trains: East lead switch, train yard.  
Westward extra trains: West end Pullout track, MP 667.2.

For operating and train order purposes, the crossovers listed below are designed as follows:

Big Spring: Crossover, MP 512.87, east end train yard "East Crossover Big Spring."  
Crossover, MP 513.97, west end train yard "West Crossover Big Spring."

Toyah: Crossover at MP 666.0, just east station: "East Crossover Toyah."

Crossover at MP 666.2, just west station: "West Crossover Toyah."

West siding, Monahans, is designated as the track between crossover just west of station to west end of track, MP 611.

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

Station	Location
Handley	M.P. 239.1
Cloudy	M.P. 222.0
Eagle Ford	M.P. 220.0
Harrys	M.P. 217.5

## 19. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF ENGINES:

1. Units must not be separated until Hostler or Engineer handling units knows that all electric cables, air hose and steam connections have been separated.

## 2. OPERATING DIESEL ENGINES THROUGH WATER:

Unless otherwise directed by officer at point of high water, diesel engines or gas-electric motor cars must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must cut out.

## 3. UNITS WITH SAFETY CONTROL FOOT PEDAL VALVE CUT-OUT COCK.

Diesel units equipped with safety control foot pedal valve cut-out cock which is located on right side of unit under cab for operation from the ground. Engineers may, by use of cut-out cock, cut out safety control foot pedal while engaged in yard switching or station switching in road freight service. The safety control feature MUST be cut in while moving between stations. Engineers must check position of cut-out cock before starting day or trip to insure same in proper position.

## 19.—Continued

## 4. MAINTAINING POSITION OF AUTOMATIC BRAKE:

Maintaining position will not be used during initial terminal train brake tests. After leakage is checked and the additional five pound brake pipe reduction is made, automatic brake valve will be placed in lap.

## 5. BACK-UP MOVEMENTS: (Applicable to M.P. units only)

To avoid possibility of jack-knifing between diesel units on a back-up move when shoving 20 or more cars, the following precautions must be taken:

A. With three units or less in locomotive consist, no special precautions necessary and full power may be used on all units.

B. With four or more units in the locomotive consist, power must be used only on the three (3) units next to the train all other units in the consist must be taken 'off line'.

The above instructions apply to all classes and types of locomotive units used in freight service. If the train or cut of cars cannot be handled with power limited as outlined, it will be necessary to reduce the train sufficiently to permit the back-up move.

## 6. REAR VIEW MIRRORS ON ENGINES:

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

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

## 7. ENGINES MUST NOT BE PUT ON LIVE RAILS OF TRACK SCALES.

## 20. Amendments or Modifications to Uniform Code of Operating Rules:

Rule 12(j): Five minute yellow fuses may be used in lieu of green fuses but must not be used within interlocking limits, except as provided by interlocking rules.

Rule 19. Markers: Exception to: on Baird, Toyah, and Dallas Subdivisions round reflector type markers showing RED to rear, YELLOW to front, and no reflection to sides authorized for use as markers as prescribed by Rule 19. On Alexandria and Shreveport Subdivision round reflector type markers showing RED to rear, YELLOW to front, and no reflection to sides authorized for use as markers as prescribed by Rule 19 on passenger trains ONLY.

Conventional markers on trains may be replaced with a single electric light of prescribed type which must show red to the rear of such train from sunset to sunrise and when day signals cannot be plainly seen. At the end of run when train is clear of main track and hand operated switch is closed, light must be extinguished.

S.P. trains between Cheneyville and S.P. Junction, Alexandria Subdivision, may display one marker lamp on top of caboose cupola unlighted by day, lighted by night displaying RED to rear and GREEN to front, instead of two marker lamps prescribed by Rule 19.

Santa Fe trains between Dallas and Fort 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.

Use of markers prescribed by Rule 19 is not required on trains operating on Texarkana Subdivision between Texarkana and TS&N Junction, WMW&NW and A&S Subdivisions.

Standard headlight may be displayed dim on train standing clear of main track to identify reflector markers on rear of another train for which its movement is restricted.

## 20.—Continued

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 days and by night in the places provided for that purpose on the front of the engine.

S.P. trains between Cheneyville and S.P. Jct. on Alexandria Subdivision being handled by engines equipped with train indicators will display proper designation on train indicators (illuminated by night) in addition to two white lights.

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

Day Signals (A red flag  
(Not less than 10 torpedoes and 6 red fuses)

Night Signals (A white light  
(Not less than 10 torpedoes and 6 red fuses)

Rule 99 (j) will not apply to light engines in road movements.

Rule 104. Automatic Switches: An "Automatic Switch" is defined as a hand-operated switch equipped with mechanism so that when run through in trailing point movement the switch points are lined for route being used and switch target indication changed to indicate route switch is then lined for a facing point movement.

Automatic switches are designated by a white target, or a white light displayed for movement in trailing direction over switch.

Automatic hand-operated switches may be run through when lined against movement without operating switch. When making trailing movement over an automatic switch, either lined for or against the movement, it must be seen and known there is no conflicting movement on or closely approaching route to be used.

Automatic hand-operated switches with white targets and white lights for trailing point direction have been installed at:

- (a) East end of East Drill track where intersects East Pull-out track Big Spring yard.
- (b) West end of West Drill track where intersects West Pull-out track, Big Spring yard.

Rule 104(a). Spring Switches.—Unless there is a signal displaying an indication authorizing a facing point movement over a spring switch; a train or engine having trailed through the closed points of a spring switch must not make a reverse movement in facing point direction over such switch without testing switch by throwing over and back by hand, examining points to see they fit properly and that switch is lined for route to be used.

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.

Rule 221 (d) changed to read:

"Operators must have the following signal appliances ready for immediate use:

- 1 white light
- 1 red flag
- 10 torpedoes
- 6 red fuses"

## 20. Continued

Rule 506 (4) Supplement to: In addition to the requirement of this rule, no person, except officer and employes or this company whose duties require, must be allowed to ride on rear platforms of passenger trains.

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.

## 21. OPERATION BY SIGNAL INDICATION; Opposing and following movements: (See Schedule Pages).

1. 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 2a or 2b, 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.

2a. 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.

2b. 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.

2c. All trains and engines using North or South Track within these limits:

- (e) Authorized by signal indications, Rule 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.

2d. Yard engines within these limits must give way to all trains promptly on approach.

2e. These instructions do not relieve trains or engines from complying with block or interlocking signals at either end of the limits specified in paragraph 1, or while within these limits, and such operating rules, block signal rules and interlocking rules as are not modified herein, remain in effect.

3. 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.

## 21. Continued

4. 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.

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

6. 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.

7. Between West Bridge Junction interlocking and Eastward Absolute Signal MP 11.6, 1800 feet west of Avondale depot, trains and engines may occupy the main track on the time of a first class train without train order authority and without flag protection under the following conditions:

- a. When authorized by a proceed indication of a block signal governing movement into these limits.
- b. When authorized to enter these limits by permission of Control Operator, West Bridge Junction, per Rule 350.
- c. At a hand-operated switch where there is no signal to govern movement to main track when it is known or ascertained a first class train will not be delayed.

First class trains run at Restricted Speed, not exceeding 20 MPH, within these limits, expecting to find main track occupied without flag protection.

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

1. 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.

2. 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	Advance Approach	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.

3. 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."

## 22.—Continued

## Red River Division

1. Absolute Signal, Cut Off Jct. Interlocking, governing trains and engines moving eastward from Reisor towards Hollywood yard and Shreveport equipped with third unit to display 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 A-O only.
Red over Red over Lunar, Rule 290.	For all other routes except main track and track A-O.
Red over Red, Rule 292.	Stop.

2. VC JCT.: Signal 324.2 governing movement from VC Drill track to main track through spring switch, VC Jct., equipped with key time release for use of switch key.

When main track signal 324.0 displays a Proceed indication and signal 324.2 displays Stop indication, operation of key time release of Signal 324.2 will cause stop indication to be displayed on Signal 324.0 and after time release interval provided, Signal 324.2 should display a proceed indication.

3. Alexandria: Eastward Two Unit Block Signal 194.8, just west of Madison Street governs eastward movement on Eastward Main Track and also through crossover to Westward Main Track. When the west switch of this crossover is lined for crossover movement, signal will display Red over Lunar, Rule 290, for crossover movement if there is no conflicting movement on Westward Main Track. If signal does not display Red over Lunar aspect at the expiration of a two minute interval, the Westward Main Track must not be obstructed without protection, unless it can be seen that there is no conflicting movement approaching on the Westward Main Track, or that such movement is stopped.

Lunar aspect added to Signal 194.7; governing westward movements on Westward Main Track over crossover spring switch at MP 194.8.

Eastward Block Signal 194.4 on Westward Main track, just east of Murray Street, governs movement through crossover just east on Murray Street from Westward track to Eastward track. When this signal displays Stop, then Proceed, Rule 291, the Eastward Main track must not be obstructed without protection unless it can be seen there is no conflicting movement approaching on Eastward track, or that such movement is stopped.

When Absolute Signal governing eastward movement from east end Passenger station tracks through spring switch to Westward Main track displays "Stop", Rule 292, and no train or engine is observed approaching on Westward Main track, a member of crew will operate release button located on the signal and wait two minutes for signal to clear. Should signal fail to clear, the Westward track must not be obstructed without protection, unless it can be seen there is no conflicting movement approaching on Westward track, or that such movement is stopped.

## Rio Grande Division

1. Eastward Absolute Signal, MP 251.35, Eastward track, Lancaster Yard governing eastward movements over power switch leading from Eastward Main track to Receiving yard equipped to display following aspects and indications:

Aspect.	Indications.
Green over Red, Rule 281	For main track movement
Yellow over Red, Rule 285	For main track movement
Red over Red, Rule 292	Stop
Red over Red over Lunar Rule 290	Any route
Red over Red over Green -	For Thoroughfare track at Restricted Speed

## 22. Continued

2. 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."

## 23. SPECIAL INSTRUCTIONS ON SPECIFIC SUBDIVISIONS:

## Alexandria Subdiv.:

1. Gulf and Southern District trains may use Texas District main track between Willow Glen and Texmo Jct. as provided for in Rules D-88, 93 and 400 to 406.

2. New Orleans Terminal Division defined between New Orleans and MP 17.0.

3. Unless otherwise instructed, the route of passenger and freight trains between West Bridge Jct. and Race St. freight yard, and Passenger Station, New Orleans, will be as follows:

## Passenger Trains:

New Orleans Public Belt RR between West Bridge Jct. and East Bridge Jct.

Illinois Central RR between East Bridge Jct. and Southport.

New Orleans Union Passenger Terminal RR between Southport and New Orleans Passenger Station.

## Freight Trains:

New Orleans Public Belt RR between West Bridge Jct. and Race Street freight yard, New Orleans.

4. Movement of trains will be governed by, and employes will be subject to Rules, Timetables and Special Instructions of:

New Orleans Public Belt RR between West Bridge Jct. and Race St. Jct., New Orleans.

Illinois Central RR between East Bridge Jct. and Southport.

New Orleans Union Passenger Terminal RR between Southport and New Orleans Passenger Station.

5. The track parallel to and immediately south of main track between MP 89.82 (2400 feet east Addis station) and connection to main track at MP 85.44, just east Plaquemine Drawbridge Interlocking, in service as Drill track and is designated as "South Track."

West switch, MP 89.82 designated as Timetable Station "BR Jct."

Plaquemine Drawbridge, MP 85.57, designated as Timetable station "Bayou Bridge."

6. Engines may use the "South Track" without train order authority the same as any other track within yard limits.

Trains may use "South Track" only under the following conditions:

(1) Between Bayou Bridge and MP 86 (just west of Myrtle Grove) to do work or clear other trains.

(2) When authorized by train order in either of the following forms:

Example (a). Extra 400 East has right over opposing trains on "South track" BR Jct. to Bayou Bridge.

Example (b). Extra 800 West MAY use "South track" Bayou Bridge to BR Jct.

## 23. Alexandria Subdiv: (continued)

Under train order, example (a), the train must use the south track between the points named, and other trains receiving a copy of this order may proceed on the main track on their rights or schedule.

Under example (b), the train named may use either the main track or the South Track between the points named.

## Shreveport Subdivision

## 1. Movements between VC Jct. and Shreveport Passenger Station:

Inbound first class trains will use Texarkana Subdivision main track from TS&N Jct. to North Wye switch and then back around wye into Shreveport Passenger Station. Outbound first class train movement will be straight-away on main track.

First class trains In and Outbound run at Restricted Speed between VC Jct. and Shreveport Passenger Station and while using wye tracks and Texarkana Subdivision main track.

Extra trains and engines, including yard engines of foreign lines making interchange movements, will not foul automatic block signal circuits on TS&N wye or north of North Wye switch until it is known or ascertained that a first class train will not be delayed.

Dispatchers telephones located:

East and west end yard tracks, Shreveport Jct. yard.

Between IC and KCS Interchange connections, near Culpeper St.

West end Passenger Shed near McNeil Street.

2. The track parallel to and immediately east of main track between Roundhouse Crossover, MP 322.36 and connection to main track at Spring Switch, MP 324.14 in service as a Drill track and designated as "VC Drill Track." Connection with main track at Spring Switch, MP 324.14 designated as timetable station "VC Jct".

Yard and other engines, with or without cars, may use VC Drill track without train order or other authority the same as any other track within yard limits.

Trains may use VC Drill track ONLY when authorized by train order in either of the two following forms:

Example (a). "No 27 eng 2000 Inbound has right over opposing trains on VC Drill track Roundhouse Crossover to VC Jct."

Under example (a), the train must use the VC Drill track between the points named and other trains receiving a copy of this train order may proceed on the main track between the points named on their rights or schedule.

Example (b). "No. 28 eng 2010 Outbound may use VC Drill track VC Jct. to Roundhouse Crossover."

Under example (b) the train may use either the main track or the VC Drill track between the points named.

Examples (a) and (b) may specify an intermediate crossover between VC Jct. and Roundhouse Crossover.

3. Interlocking Rules govern movements within Absolute Signal limits Texmo Jct.

Hand-operated switches within absolute signal limits Texmo Jct. must not be lined for a movement until signal governing displays indication prescribed by Rule 292-A, or on permission of control operator. When signal governing displays indication "Stop, Open the Switch" Rule 292-A, the train or engine will then be governed by indication displayed by signal after switch is lined for intended route.

## 23. Shreveport Subdiv: (continued)

4. Trains and engines may occupy Shreveport 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.

5. Freight trains and yard engines with freight cars will not use passenger tracks Shreveport Psgr. station.

## Avoyelles Subdiv:

1. Train order authority for extra trains between a station north of Mansura Jct. and a station south of Mansura Jct. only applies via Marksville when so specified in the train order.

Main track between Mansura Jct., and Marksville may be used by authority of Rule 93.

Current joint Time Table of the Texas and Pacific Railway and Louisiana and Arkansas Railway will govern the movement of trains between Mansura Jct., and Lobdell Jct.

Train movements between Bunkie and Mansura Jct. and between Lobdell Jct. and Addis will be handled by L.&A. Train Dispatcher and over the signature of the L.&A. Train Dispatcher in accordance with Rules, Time Table and Special Instructions of the Texas and Pacific Railway Co.

Switch at Lobdell Jct. is power-operated; be governed by special instructions and signal indications. Southward movement from T&P main track to L&A connection to Mississippi River Bridge is diverging route. Interlocking Rules govern movements within Home Signal Limits Lobdell Jct. Power-operated switch and all signals Lobdell Jct. controlled by L&A Operator, East Bridge Tower, North Baton Rouge.

When a train or engine finds a "Stop" indication displayed for a route to be used, a member of crew must communicate by telephone with L&A Operator, East Bridge Tower, and authority to proceed may be given by telephone; before proceeding it must be known the route is properly lined for the movement. Telephone located in booth just southeast of Lobdell Jct. switch.

## Texarkana Subdivision

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

2. 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 Low Speed. 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.

## 23. Continued

## Dallas Subdiv:

ABS — Between Texarkana and Ft. Worth. Signal indication, both opposing and following movements between StLSW Texarkana and T&P Jct.; U-T Jct. and East Interlocking limits Ft. Worth. Two main tracks between U.T. Jct. and Lancaster Yard, MP 251.45. Rule 99(J) effective.

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

2. 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.

3. 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 LOW speed. 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.

4. Trains standing on main track Mineola Yard between signals Nos. 136.9 and 138.9, flag protection is not required. Control Operator must provide protection by Stop indication of Absolute Signals in both directions and apply red tag to each lever controlling signals.

5. Between U.T. Jct. and T&P Jct., employes of the Texas District are subject to the rules, time-table, and special instruction of the S.P. RR and to rules and special instructions of the Union Terminal Co., Dallas, while occupying their tracks.

## Baird Subdivision:

ABS—Between Fort Worth and Big Spring.

Rule 99(j) effective.

Signal indication, both opposing and following movements, between end Two Main Tracks, MP 251.45, Lancaster Yard, and West end siding, Clyde. Two Main Tracks between Fort Worth Passenger Station and MP 251.45 West end, Lancaster Yard.

1. Following exception to Rule 93 in effect within Big Spring-Ziler limit: Yard engines making straightaway movements from Ziler to East Crossover Big Spring may run ahead of overdue westward first class trains Ziler to East Crossover without train order authority when it is known a first class train will not be delayed. This exception does not modify requirement providing flag protection prescribed by Rule 99 when stopped on main track within these limits.

## Toyah Subdivision:

1. Inside switches T&P yard tracks 1, 2 and 3, Sierra Blanca, must be left lined and locked for No. 2 (Middle) track when not in use; switch targets and lights will show "Green" when switches are lined for No. 2 track. Unless authorized by T&P train dispatcher cars must not be set out or left on No. 2 track.

2. 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 employes are subject to the same while occupying S.P. RR tracks.

## MOVEMENT OF TRAINS AND ENGINES BETWEEN T&amp;P YARD AND T&amp;P-SP CONNECTION, EL PASO

1. Block-Interlocking signal indications govern the use of track between east end T&P yard and T&P-S.P. connection with

## 23. Continued

S.P. main tracks, Mills Street, El Paso. Signals and power switches controlled by Towerman, Tower 47.

A reverse movement, or a forward movement after making a reverse movement, must not be made within these limits without proper signal indication or permission from Towerman, Tower 47.

All trains and engines within these limits run at Low Speed.

2. Railroad crossings at grade protected by interlocking signals located:

- (a) Two between Myrtle and Texas Streets.
- (b) One between Texas and Mills Streets.
- (c) One crossing of new track with T&NO industrial lead about 200 feet west of switch diverging from S.P. yard.

3. (a) When enroute from T&P Yard to Interlocking limits, Tower 47, a train or engine with sufficient cars to block a street crossing between MaGoffin Ave. and Tower 47, will not pass Eastward Absolute Signal (located just south of MaGoffin Ave. except when signal displays a Green Aspect, Rule 281, without first communicating with Towerman, Tower 47. This to prevent blocking street crossings between MaGoffin Ave. and Tower 47.

## 24. FOREIGN LINE EMPLOYEES:

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

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

## 26. YARD LIMITS: DESIGNATED ON SCHEDULE PAGES BY (Y).

## Red River Division

**Alexandria Sub-Div.:**  
New Orleans—M.P. 17.0  
Donaldsonville—M.P. 63.5 to M.P. 67.04  
Plaquemine-Addis—M.P. 81.31 to M.P. 91.70  
Melville—M.P. 127.9 to M.P. 131.07  
Bunkie—M.P. 161.07 to M.P. 165.19  
Alexandria—M.P. 189.81

**Shreveport Sub-Div.:**  
Alexandria—M.P. 196.51  
Cut-Off Jct.—M.P. 2.66 to M.P. 319.31

**Pleasant Hill Sub-Div.:**  
Cypress—M.P. 237.18  
Reisor—M.P. 319.3

**Avoyelles Sub-Div.:**  
Bunkie—M.P. V45.51  
Simmesport—M.P. V21.36 to M.P. V22.98  
Mansura Jct.—Mansura—  
Marksville—M.P. 3.6 to M.P. 8.8  
Lobdell-Fort Allen—M.P. 3.95 to M.P. 14.70  
Addis—M.P. 3.95

**Churepoint Sub-Div.:**  
Bunkie—M.P. 3.62

**Dallas Sub-Div.:**  
Fort Worth-Lancaster Yard—  
M.P. 243.00 to M.P. 251.99

**Whitesboro Sub-Div.:**  
Bonham—M.P. 126.02 to M.P. 129.63  
Sherman Jct.—Sherman—M.P. 150.37 to M.P. 156.35  
Whitesboro—M.P. 171.72 to M.P. 174.37  
Denton—M.P. 207.32 to M.P. 210.92  
Hodge-Peach St.—Fort Worth—  
M.P. 237.30 to M.P. 251.99

**D.&P.S. Sub-Div.:**  
Denison—M.P. 6.24  
Sherman Jct.—M.P. 1.21

**Texarkana Sub-Div.:**  
Texarkana—M.P. 70.73  
T.S.&N. Jct.—Hollywood Yard—  
M.P. 3.42

**Bonham Sub-Div.:**  
Texarkana—M.P. 2.97  
Paris—M.P. 88.83 to M.P. 92.98  
Bonham—M.P. 126.02 to M.P. 129.63

## Rio Grande Division

**Baird Sub-Div.:**  
Fort Worth-Lancaster Yard—  
M.P. 251.99 to M.P. 243.00  
Holder-Abilene-Bagdad—M.P. 403.47 to M.P. 410.7  
Pyramid-Sweetwater—M.P. 441.00 to 451.45  
Roscoe—M.P. 452.2 to M.P. 457.13  
Ziler-Big Spring—M.P. 507.74 to M.P. 517.00

**Toyah Sub-Div.:**  
Ziler-Big Spring—M.P. 507.74 to M.P. 517.00  
Chub-Midland—M.P. 547.53 to M.P. 557.33  
Solo-Odessa—M.P. 567.90 to M.P. 576.47  
Monahans—M.P. 607.02 to M.P. 612.83  
Toyah—M.P. 663.97 to M.P. 667.83  
Sierra Blanca—M.P. 767.17

**T-NM Sub-Div.:**  
Monahans-T-NM Jct.—M.P. 1.13  
Wink Jct.—M.P. 15.69 to M.P. 18.26  
Jal—M.P. 38.99 to M.P. 43.30  
Eunice—M.P. 62.00 to M.P. 67.00  
Hobbs—M.P. 81.00 to M.P. 89.00  
Lovington—M.P. 103.34

**A&S Sub-Div.:**  
Abilene—M.P. 4.00  
Ballinger—M.P. 53.00

**WMW & NW Sub-Div.:**  
Entire Subdivision



27.

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 (for eastward movements only)	Abilene Telegraph Office	On eastbound signal, east end Bagdad
M.P. 178.0, near Elmo (for movements both directions)	Dispatcher's Office, Ft. Worth	On westbound signal, east end Lawrence. On eastbound signal, west end Willis Point.
M.P. 29.4, near Bivins (for westward movements only)	Marshall Control Office	On concrete instrument house, east end Kildare.
M.P. B-44.07 near Vacherle (for movements both directions)	Donaldsonville Telegraph Office	On westward signal, east end St. James. On signal mast, west end Edgard.

When indicators display flashing red aspect, contact operator or dispatcher by telephone or radio for information as to location of car in train. If unable to communicate with dispatcher due to communication failure, inspection will be made of train by crew to locate car and necessary handling given.

#### 28. LOUISIANA PUBLIC SERVICE COMMISSION FLAGGING RULES:

When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled, he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of a train must be protected in the same way when necessary by front brakeman. If the front brakeman is not available, the fireman must act in his place.

(a) Between sunset and sunrise the flagman shall immediately after he leaves his train light a red fusee and carry it with him back one-quarter of mile to the point where he places the first torpedo, and must leave a burning fusee at the same point as the first torpedo.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. Should a train be seen or hear approaching he must remain until it arrives. When he comes in he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

The recall of flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety before flagman is recalled. During foggy or stormy weather, or in the vicinity of obscure curves or descending grades or when other conditions require it, the flagman will increase the distance. When a train is flagged the engineman must obtain a thorough explanation of the cause, stopping if necessary.

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted fusee must be thrown on the track at intervals to insure the safety of the leading train.

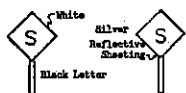
28.—Continued

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

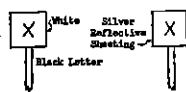
(d) When a flagman is sent to a station on a train, he will ride on the engine, and engineman must stop and let him off at the first switch.

Above rule to be applied for the protection of trains within the State of Louisiana in addition to Rule 99.

## ROADWAY SIGNS



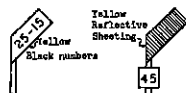
**STATION ONE MILE SIGN**  
See Rule 14(a)  
(One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines.)



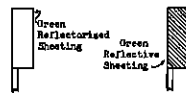
**MANDATORY GRADE CROSSING ADVANCE SIGN**  
1320 feet from Crossing where speed is 40 m.p.h. or less, and 1850 feet where speed is over 40 m.p.h.  
See Rule 14(1)



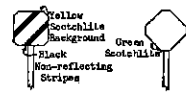
**RAILROAD CROSSING ADVANCE SIGN**  
(except when protected by interlocking)  
See Rule 148



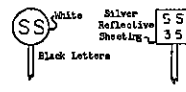
**PERMANENT SPEED RESTRICTION SIGN**  
See Rule 10(a) and Timetable Special Instructions Section 3



**PERMANENT RESPEED SIGN**  
See Rule 10(c)  
Used in connection with Permanent Speed Restriction Sign



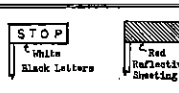
**TEMPORARY SPEED RESTRICTION SIGN**  
To be used per chart on Page 130, Uniform Code of Operating Rules  
See Rule 10(g)



**SPEED LIMITING SIGN FOR SPRING SWITCHES**  
When moving points in trailing movements



**APPROACH SIGN**  
See definition of Restricted Speed and Special Instructions supplementary to Operating Rules



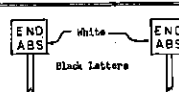
**STOP SIGN**  
At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required



**YARD LIGHT SIGN**  
See Rule 93



**IMPENDING LIMIT SIGN**  
Used to designate Switching Limits in signal indication territory where Rule 93 does not apply



**END OF BLOCK SIGNAL SIGN**

LOCATION OF HOSPITALS, DOCTORS,  
DIVISION AND LOCAL SURGEONS

## HOSPITALS

Dr. H. P. Bray, Chief Surgeon.....Marshall, Texas  
Dr. G. T. Hall, District Surgeon.....Big Spring, Texas

## DOCTORS

**Abilene, Texas**  
A. J. Pope  
C. E. Murtha  
W. V. Ramsey  
W. H. Seale\*

**Alexandria, La.**  
C. B. Owens  
R. B. Wallace, Jr.  
B. M. Wilson\*

**Atlanta, Texas**  
J. D. Nichols  
E. W. Grumbles  
T. K. Nichols  
B. Joslin

**Baird, Texas**  
M. L. Stubblefield

**Big Spring, Texas**  
Big Spring Clinic  
J. H. Fish\*

**Bonham, Texas**  
J. A. Risser

**Bunkle, La.**  
H. A. McConnell  
J. G. Dupree

**Church Point, La.**  
J. S. Balley

**Cisco, Texas**  
E. E. Addy

**Clarksville, Texas**  
R. W. Payne

**Colorado City, Texas**  
J. M. Crymes

**Cottonport, La.**  
H. J. Kaufman, Jr.

**Dallas, Texas**  
Samuel Clinic  
S. F. Harrington\*  
W. M. Knowles\*  
Lloyd Ritchey\*

**Denison, Texas**  
W. H. Brown

**Denton, Texas**  
Medical-Surgical Clinic  
B. E. Davis

**Donaldsonville, La.**  
Percy LeBlanc

**Eastland, Texas**  
M. A. Treadwell

**Edgard, La.**  
J. R. Fernandes

**Edgewood, Texas**  
R. D. McCay

**El Paso, Texas**  
J. R. Floyd  
Schuster, Schuster & Walker\*

**Eunice, N. M.**  
C. H. MacAhan

**Forney, Texas**  
C. Z. Walker

**Fort Worth, Texas**  
Coffey Clinic  
J. W. Shoemaker  
J. R. Harris

**Gladewater, Texas**  
Carl Nichols  
E. R. Moser

**Gordon, Texas**  
J. F. Roberson

**Grand Bayou, La.**  
L. S. Huckaby

**Grand Prairie, Texas**  
H. V. Copeland  
Sidney Gaines

**Grand Saline, Texas**  
V. B. Cosby  
Geo. Marsh, Jr.

**Gretna, La.**  
F. M. Hindelang  
J. W. Atkinson

**Hobbs, N. M.**  
W. E. Badger

**Honey Grove, Texas**  
H. C. Chancellor

**Jefferson, Texas**  
W. S. Terry

**Kermit, Texas**  
W. H. McClure

**Lecompte, La.**  
M. J. Hair  
D. M. Carlton

**Longview, Texas**  
F. V. Mondrik  
C. W. Payton\*

**Loraine, Texas**  
Bruce Johnson  
J. C. Terry

**Lovington, N. M.**  
H. W. Gillett

**Luling, La.**  
M. G. Huff

**Manfield, La.**  
C. J. Turner  
J. L. Grindle  
(Assoc.)

**Marksville, La.**  
A. M. Abramson  
S. R. Abramson

**Melville, La.**  
E. E. Merse

**Merkel, Texas**  
W. T. Sadler  
D. W. Warren  
(Assoc.)

**Mesquite, Texas**  
J. W. Stack

**Midland, Texas**  
Kurt Lekisch

**Mincola, Texas**  
R. O. Moore  
J. M. Williams

**Monahans, Texas**  
D. C. Garrett  
H. W. Jones  
(Assoc.)

**Morrows, La.**  
C. A. Havard

**Napoleonville, La.**  
W. W. Pugh

**Natchitoches, La.**  
Jos. Bath  
A. F. Brazeale  
(Assoc.)

**New Boston, Texas**  
E. B. McGee

**New Orleans, La.**  
J. M. Lyons  
D. D. Baker  
M. D. Paine  
Kerne Corell  
C. L. Brown (Ear, Nose & Throat)  
W. B. Clark\*  
S. R. Gaines  
(Assoc.)\*

**New Roads, La.**  
J. C. Roberts

**Odessa, Texas**  
E. V. Headlee  
A. H. Hays (Assoc.)

**Opelousas, La.**  
F. J. Mayer

**Paris, Texas**  
M. A. Walker  
T. E. Hunt\*

**Pecos, Texas**  
Jim Camp  
Bruce Hay (Assoc.)  
R. A. Roberts\*

**Plaquemine, La.**  
J. R. Spedale

**Pleasant Hill, La.**  
H. M. Prothro

**Ranger, Texas**  
W. P. Watkins  
D. L. Mims

**Robeline, La.**  
E. E. Jordan

**Rosedale, La.**  
E. L. Majors

**Sherman, Texas**  
D. C. Enloe

**Shreveport, La.**  
North Louisiana Clinic  
J. A. Wilkinson\*

**St. James, La.-Vacherie, La.**  
S. R. Campbell

**Strawn, Texas**  
P. C. Fedigo

**Sweetwater, Texas**  
Young Medical Clinic

**Terrell, Texas**  
Alexander Clinic

**Texarkana, Texas**  
Collom and Carney Clinic  
C. A. Smith  
A. W. Roberts\*

**Thibodaux, La.**  
R. A. Morvant

**Van Horn, Texas**  
B. C. Lipsey

**Ville Platte, La.**  
R. A. Fontenet

**Waskom, Texas**  
I. E. Fowler

**Weatherford, Texas**  
E. M. Russell  
P. L. Allen

**White Castle, La.**  
J. P. Musso

**Whitesboro, Texas**  
G. A. Lively

**Wills Point, Texas**  
H. A. Baker  
R. M. Galloday  
(Assoc.)

**Yalefa, Texas**  
J. H. Johnstone

NOTE: \* Denotes Oculists