

SAFETY FIRST



THE TEXAS and PACIFIC RAILWAY COMPANY

TEXAS DISTRICT
RED RIVER, RIO GRANDE, DALLAS-FT. WORTH
TERMINAL AND NEW ORLEANS TERMINAL
DIVISIONS AND NEW ORLEANS AND
LOWER COAST R. R.

TIMETABLE No. 2

Effective Thursday, February 27, 1964

AT 12:01 A. M. 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	68	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		1 45- 4 00AM		7 30AM	8 30PM		4 00PM	5 00AM	
Dallas	9 15- 9 30PM	11 00- 11 20AM	5 00- 5 15AM	9 15AM	8 30- 9 00AM	9 30- 9 45PM				9 00AM
Longview	12 45AM	5 00- 5 30PM		8 30AM	1 00- 1 15PM	1 45AM				
Alexandria						9 50- 10 20AM	8 30PM			
New Orleans						4 30PM	5 30AM			
Texarkana	3 00AM	9 00PM	1 00PM	11 00AM	3 15- 3 45PM					12 45PM

WESTBOUND

STATION	61	63	65	67	69	91	93	121	123	125
Texarkana	9 35AM	3 00PM	1 30AM	1 30PM	9 45- 10 00PM					4 00AM
New Orleans						2 00AM	9 00PM			
Alexandria						11 00- 12 01PM	6 00AM			
Longview	11 15AM	5 00PM	4 00AM	4 30PM	12 01- 1 20AM	9 30PM				7 00AM
Dallas	1 45PM	9 30PM	9 00AM	4 30- 4 45AM	4 45AM	4 30AM				
Ft. Worth	2 55- 3 15PM	12 30AM	11 50AM-5 00PM		6 00AM	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..... Marshall, Tex.
 G. W. Stone..... Asst. Superintendent.. Alexandria, La.
 R. E. Gray..... Asst. Superintendent... Mineola, Tex.
 R. C. Speer..... Trainmaster..... Shreveport, La.
 W. H. Shideler.... Trainmaster..... Addis, La.
 M. E. Wright..... Road Foreman of
 Engines..... Mineola, Tex.
 S. R. Wall..... Terminal
 Trainmaster..... Texarkana, Tex.
 B. E. Helvey..... Terminal
 Trainmaster..... Alexandria, La.

RIO GRANDE DIVISION

R. H. Blasingame.. Superintendent..... Big Spring, Tex.
 J. B. McCormack... Asst. Superintendent... Abilene, Tex.
 C. Percy..... Asst. Superintendent Monahans, Tex.
 R. R. Thomas..... Road Foreman of
 Engines..... Big Spring, Tex.
 J. Kobren..... Terminal Trainmaster... El Paso, Tex.

DALLAS-FORT WORTH TERMINAL DIVISION

L. B. Griffin..... Superintendent.... Fort Worth, Tex.
 R. L. Riggs..... Terminal
 Trainmaster..... Fort Worth, Tex.

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

NEW ORLEANS TERMINAL DIVISION

AND

NEW ORLEANS AND LOWER COAST RAILROAD

L. M. Ogilvie..... Manager..... New Orleans, La.
 A. L. Daigre..... Asst. Manager..... New Orleans, La.
 V. L. Adams..... Trainmaster..... New Orleans, La.

Texas District

EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
- Ⓑ—Radio Base Station.
- D—Diesel Fuel Oil.
- Ⓓ—Draw Bridge.
- Ⓔ—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
- Ⓞ—Train Order Office.

Register Stations are shown in full-faced type.

When the letters CTC are shown herein they designate territory where Rules 400 to 406 inclusive are in effect governing opposing and following movement of trains and engines by block signals.

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

Nos. 7 and 8—Lodi—MP 42: to receive or discharge revenue passengers, mail and express.

Domino—MP 12.4: to receive or discharge revenue passengers.

Nos. 4, 21 & 22—Forney—MP 193.7: to receive or discharge revenue passengers.

TABLE OF SPEEDS

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

Texas District

2 ALEXANDRIA SUBDIV.—RED RIVER DIVISION

WESTWARD FIRST CLASS		Siding Capacity in Cars	TIMETABLE No. 2 FEBRUARY 27, 1964	Mile Post Location from New Orleans	EASTWARD FIRST CLASS	
21 Pgr.	23 Pgr.				22 Pgr.	24 Pgr.
Daily	Daily				Daily	Daily
8 40PM	8 15AM		NEW ORLEANS..TDW	6 35AM	8 10PM	
s 8 49	s 8 24		CARROLLTON AVE.....	s 5 21	s 7 55	
9 11	8 44	YD	WEST BRIDGE JCT. @	4 55	7 29	
s 9 20	s 8 50	YD	AVONDALE...@W@	s 4 50	s 7 27	
9 22	8 52	YD	WAGGAMAN	4 35	7 14	
			CYANAMID @S.P. @			
9 29	8 59	109	AMA	4 28	7 07	
9 32	9 02		LULLING.....@	4 25	7 04	
9 40	9 10	75	KILLONA	4 17	6 56	
9 45	9 15		EDGARD.....@	4 12	6 51	
9 50	9 20	111	JOHNSON	4 07	6 46	
9 56	f 9 26	114	VACHERIE.....* @	4 01	f 6 40	
10 03	9 33	140	ST. JAMES	3 54	6 33	
s10 20	s 9 45	216	DONALDSONVILLE@	s 3 43	s 6 20	
10 24	9 49	152	MC CALL	3 38	6 12	
s10 34	s 9 58	140	WHITE CASTLE.....@	a 3 30	s 6 03	
10 44	10 07	162	DOVER.....@	3 21	5 53	
s10 50	s10 10		PLAQUEMINE.....@	s 3 19	s 5 50	
10 55	10 15	450	BR SIDING.....	3 15	5 40	
s11 05	s10 25	100	ADDIS.....@W@	s 3 05	s 5 28	
			CANAL.....@	95.0		
11 15	f10 36	77	GROSSE TETE.....*	101.8	2 52	
11 19	f10 41		ROSEDALE.....*	105.1	2 49	
11 23	f10 47	77	MARINGOIN...* @	109.3	2 45	
11 28	10 52		LIVONIA @M.P. @ @	114.1	2 40	
11 33	f10 57	83	FORDOCHÉ.....*	119.1	2 35	
a11 45	s11 10	82	MELVILLE.....@ @	129.5	a 2 24	
11 55	f11 20	71	PALMETTO.....@ *	138.5	2 15	
12 02	f11 27	77	ROSA.....* @	145.1	2 08	
12 09	f11 34	77	MORROWS.....*	152.0	2 01	
s12 25	s11 50	212	BUNKIE.....W T @ @	163.1	s 1 50	
			S. P. JCT	170.2		
12 34	f11 58	89	CHENEYVILLE.....@	171.1	1 36	
12 40	12 04	76	MEEKER.....	177.0	1 30	
12 43	f12 06		LECOMPTÉ.....@	178.5	1 28	
12 46	12 09	76	LAMOURIE.....	181.4	1 25	
			@C.R.I. & P.....@	182.0		
12 55	12 18	YD	WILLOW GLEN.....@	190.4	1 16	
		YD	ALEXANDRIA YD @ @	192.1	1 13	
s 1 10	s12 30PM	YD	ALEXANDRIA.....	194.5	1 10	

195.6

ABS—Alexandria to West Bridge Jct., Rule 99 (j) effective. CTC between Willow Glen and Alexandria Yard MP 192.1; East end siding Donaldsonville and west end siding McCall. Two main tracks between Alexandria Yard, MP 192.1 and Texmo Jct., MP 195.8. Yard Limits: MP 81-12 to MP 91-24; MP 160-0 to MP 165-13; MP 189.29 to MP 196-18.

No. 23 stop at Maringouin Monday through Friday and at Lecompte on Sunday and Legal Holidays.

New Orleans Terminal Div. defined between New Orleans and MP 17.

Texas District

SHREVEPORT SUBDIV.—RED RIVER DIVISION 3

WESTWARD FIRST CLASS		Siding Capacity in Cars	TIMETABLE No. 2 FEBRUARY 27, 1964	Mile Post Location	EASTWARD FIRST CLASS	
23 Pgr.	21 Pgr.				24 Pgr.	22 Pgr.
Daily	Daily				Daily	Daily
12 50PM	1 30AM	YD	ALEXANDRIA.....	194.5	s 2 55PM	s12 50AM
12 53	1 33	YD	TEXMO JCT.....@ @	195.7	2 45	12 38
1 01	1 41	76	RAPIDES.....	203.7	2 36	12 30
1 06	1 46		BOYOE.....* @	208.7	2 31	12 25
1 11	1 51	76	ROCK.....@	213.9	2 26	12 20
1 22	2 02	76	FERN.....	225.2	2 15	12 09
f 1 32	2 12	95	CYPRESS.....	235.8	f 2 04	11 59
f 1 39	2 17		NATCHEZ.....	5.0	f 1 59	11 54
s 1 50	s 2 30	(75e 139w)	NATOHITOOCHES.@W @	11.7	s 1 50	s11 47
2 01	2 38	76	HYAMS.....	17.9	1 40	11 34
2 13	2 50	53	LAKE END.....	29.9	1 28	11 22
f 2 17	2 54		HANNA.....	33.6	f 1 23	11 18
2 23	3 00	79	GAHAGAN.....	39.6	1 17	11 12
2 33	3 11	90	WESTDALE.....	50.2	1 06	11 01
2 43	3 22	76	CASPIANA.....	60.8	12 55	10 50
2 55	3 34	92	LUCAS.....	72.9	12 43	10 38
			@K.C.S.....@	3.7		
			@S. P.....@	5.9		
3 03	3 42	YD	KD JCT.....	7.0	12 33	10 28
s 3 30	s 4 10	YD	SHREVEPORT..T @ @	319.8	s12 30	s10 25
3 33	4 13		REISOR.....	318.0	11 59	9 56
3 38	4 18	75	LAKE HAYES, LA....	321.3	11 55	9 51
f 3 48	4 28	100	WASKOM, TEX....* @	331.5	f11 44	9 41
3 59	4 39	74	SCOTTSTVILLE.....*	342.1	11 32	9 31
s 4 20PM	s 5 00AM	145	MARSHALL @DWT @	350.4	11 20AM	9 20PM

156.94

ABS—Marshall to Alexandria. Rule 99 (j) effective. Two Main Tracks between Texmo Jct., MP 195.8, and Alexandria Yard, MP 192.1.

No. 23 stop at Waskom on Saturday.

Yard Limits: MP 189-29 to MP 196-18; MP 2-20 to MP 318.

@ Chopin MP 222.68

@ Grand Bayou 45.25

Texas District

4 RED RIVER & DALLAS-FT. WORTH TERM. DIVS.
DALLAS SUBDIVISION

STATIONS	Siding Capacity in Cars	TRAINS WESTWARD		
		FIRST CLASS		
		3 Passenger Daily	1 Passenger Daily	21 Passenger Daily
TEXARKANA.....\$@TDW	YD	12 55AM	3 40AM	
0.5				
@ St. L. S.W.....@				
0.8				
NATIONAL.....	91			
1.1				
@ K.O.S.....@				
5.5				
SULPHUR.....	180			
6.9				
SPRINGDALE.....	91			
5.6				
QUEEN CITY.....*	141			
3.2				
ATLANTA.....*@	88	s 1 22	k 4 10	
7.6				
BIVINS.....*	142			
6.3				
KILDARE.....*	94			
6.0				
PAYNE.....	147			
7.2				
JEFFERSON @ L. & A. @*@	96	b 1 51	k 4 37	
8.0				
WOODLAWN.....*	142			
7.6				
MARSHALL.....\$@TDW	160	s 2 25	s 5 00	s 5 10AM
4.2				
QUINCY.....	87			
4.8				
KEOKUK.....	143			
5.2				
HALLSVILLE.....*	89			
2.4				
LANSING.....	140			
6.7				
LONGVIEW.....\$@TDW	YD	s 3 10	s 5 30AM	s 6 01
4.2				
GREGGTON.....	144			
9.0				
GLADEWATER.....*	143	s 3 24		s 6 15
11.0				
BIG SANDY @ St.L.S.W. @* @	143			
4.8				
HAWKINS.....*				
5.6				
FADA.....	144			
5.8				
HOARD.....	93			
6.1				
MINEOLA.....@	YD	s 4 07		s 6 53
6.1				
SILVER LAKE.....*	89			
7.8				
GRAND SALINE.....*	146			a 7 07
8.8				
EDGEWOOD.....*	145			
8.6				
WILLS POINT.....*@	149			s 7 25
8.5				
ELMO.....	142			
6.0				
TERRELL.....*@	85			s 7 39
5.1				
LAWRENCE.....	143			
12.11				
MARITH.....	143			
3.1				
MESQUITE.....*@		s 5 16		s 7 59
4.8				
SCOTTDALE.....	88			
2.1				
T. & P. JCT.....@T@	142	s 5 25	8 10	
7.2		s 5 45	s 8 40	
DALLAS.....		s 6 10	s 9 05	
0.2				
U. T. JCT.....@				
1.3				
BROWDER.....\$@	96			
10.3				
GRAND PRAIRIE.....	87	s 6 26		s 9 21
6.3				
ARLINGTON.....	87	s 6 35		s 9 30
12.7				
@ T.P. TOWER.....@				
0.5				
FORT WORTH.....@DWT@	YD	s 7 00AM		s 9 55AM
5.2				
LANCASTER YARD.....@				
251.1				

ABS—Texarkana to Ft. Worth. Rule 99 (j) effective. CTC between StLSW crossing Texarkana and T&P Jct.; U.T. Jct. and East Interlocking limits Ft. Worth.
Texas District

RED RIVER & DALLAS-FT. WORTH TERM. DIVS. 5
DALLAS SUBDIVISION

STATIONS	Miles From Texarkana	TRAINS WESTWARD		
		FIRST CLASS		
		27 Passenger Daily	7 Passenger Daily	501 G.C.&S.F. Psgr. Daily
TEXARKANA.....	0	3 00PM	3 35PM	
0.5				
@ St. L. S.W.....				
0.8				
1.3 NATIONAL.....				
1.1				
@ K.O.S.....				
5.5				
7.9 SULPHUR.....				
6.9				
14.8 SPRINGDALE.....				
5.6				
20.4 QUEEN CITY.....		f 3 58		
3.2				
23.6 ATLANTA.....		s 3 27	s 4 03	
7.6				
31.2 BIVINS.....		f 4 11		
6.3				
37.5 KILDARE.....		f 4 19		
6.0				
43.5 PAYNE.....				
7.2				
50.7 JEFFERSON @ L. & A.....		s 4 00	s 4 36	
8.0				
58.7 WOODLAWN.....		f 4 45		
7.6				
66.3 MARSHALL.....		s 4 52	s 5 10	
4.2				
70.5 QUINCY.....				
4.8				
75.3 KEOKUK.....				
5.2				
80.5 HALLSVILLE.....		b 5 07	f 5 26	
2.4				
82.9 LANSING.....				
6.7				
89.6 LONGVIEW.....		s 5 27	s 5 45PM	
4.2				
93.8 GREGGTON.....				
9.0				
102.8 GLADEWATER.....		s 5 40		
11.0				
113.8 BIG SANDY @ St. L. S.W.....		s 6 02		
4.8				
118.6 HAWKINS.....		s 6 07		
5.6				
124.2 FADA.....				
5.8				
130.0 HOARD.....				
6.1				
136.1 MINEOLA.....		s 6 38		
6.1				
142.2 SILVER LAKE.....				
7.8				
150.0 GRAND SALINE.....		s 6 54		
8.8				
158.8 EDGEWOOD.....		s 7 05		
8.6				
167.4 WILLS POINT.....		s 7 18		
8.5				
175.9 ELMO.....				
6.0				
181.9 TERRELL.....		s 7 33		
5.1				
187.0 LAWRENCE.....				
12.1				
199.1 MARITH.....				
3.1				
202.2 MESQUITE.....		s 7 56		
4.8				
207.0 SCOTTDALE.....				
2.1				
209.1 T. & P. JCT.....		8 06		
7.2		s 8 25		
DALLAS.....		s 8 10	8 15PM	
0.2		9 11		
214.8 U. T. JCT.....				
1.3				
216.1 BROWDER.....		s 9 28		
10.3				
226.4 GRAND PRAIRIE.....		s 9 37		
6.3				
232.7 ARLINGTON.....				
12.7				
245.4 @ T. P. TOWER.....				
0.5				
245.9 FORT WORTH.....		s 10 00PM	9 00PM	
5.2				
LANCASTER YARD.....				
251.1				

Two main tracks between U. T. Jct. and Lancaster Yard. Yard Limits: MP 243-0 to MP 261-5.

Texas District

6 RED RIVER & DALLAS-FT. WORTH TERM. DIVS.
DALLAS SUBDIVISION

STATIONS	Sliding Capacity in Cars	TRAINS EASTWARD		
		FIRST CLASS		
		28 Passenger Daily	502 G.C.&S.F. Psgr. Daily	8 Passenger Daily
TEXARKANA.....\$@TDW	YD	12 15PM		11 30AM
St. L. S. W.....				
NATIONAL.....	91			
K. O. S.....				
SULPHUR.....	180			
SPRINGDALE.....	91			
QUEEN CITY.....*	141			f 10 37
ATLANTA.....*@	88	c 11 34		s 10 30
BIVINS.....*	142			f 10 12
KILDARE.....*	94			f 10 01
PAYNE.....	147			
JEFFERSON @ L. & A. *@@	96	c 11 04		s 9 37
WOODLAWN.....*	142			f 9 21
MARSHALL.....\$@TDW	160	s 10 52		s 9 10
QUINCY.....	87			
KEOKUK.....	143			
HALLSVILLE.....*	89			a 8 39
LANSING.....	140			
LONGVIEW.....\$@TDW	YD	s 10 15		s 8 30AM
GREGGTON.....	144			
GLADEWATER.....*	143	s 9 50		
BIG SANDY @ St. L. S. W. *@@@	143			
HAWKINS.....*				
FADA.....	144			
HOARD.....	93			
MINEOLA.....@	YD	s 9 19		
SILVER LAKE.....*	89			
GRAND SALINE.....*	146			
EDGEWOOD.....*	145			
WILLS POINT.....*@	149	a 8 46		
ELMO.....	142			
TERRELL.....*@	85	a 8 32		
LAWRENCE.....	143			
MARITH.....	143			
MESQUITE.....*@		s 8 12		
SCOTSDALE.....	88			
T. & P. JCT.....T@@@	142	7 59		
DALLAS.....		s { 7 40	7 45AM	
U. T. JCT.....@		{ 7 20		
BROWDER.....\$@	96			
GRAND PRAIRIE.....	87	s 6 54		
ARLINGTON.....	87	s 6 47		
T. P. TOWER.....@				
FORT WORTH.....@DWT	YD	6 30AM	7 00AM	
LANCASTER YARD.....@				

ABS-Texarkana to Ft. Worth, Rule 99 (j) effective, CTC between StLSW crossing Texarkana and T&P Jct.; U.T. Jct. and East Interlocking limits Ft. Worth.
Texas District

RED RIVER & DALLAS-FT. WORTH TERM. DIVS. 7
DALLAS SUBDIVISION

STATIONS	Mile-From Texarkana	TRAINS EASTWARD		
		FIRST CLASS		
		22 Passenger Daily	4 Passenger Daily	2 Passenger Daily
TEXARKANA.....	.0			
St. L. S. W.....				
NATIONAL.....	1.3			
K. O. S.....				
SULPHUR.....	7.9			
SPRINGDALE.....	14.8			
QUEEN CITY.....	20.4	c 3 33		
ATLANTA.....	23.6	s 3 25	k 10 42	
BIVINS.....	31.2			
KILDARE.....	37.5			
PAYNE.....	43.5			
JEFFERSON @ L. & A.....	50.7	s 2 45	k 10 15	
WOODLAWN.....	58.7			
MARSHALL.....	66.3	s 9 10PM	s 2 15	s 10 00
QUINCY.....	70.5			
KEOKUK.....	75.3			
HALLSVILLE.....	80.5			
LANSING.....	82.9			
LONGVIEW.....	89.6	s 8 40	s 1 30	s 9 30PM
GREGGTON.....	93.8			
GLADEWATER.....	102.8	s 8 00	s 12 55	
BIG SANDY @ St. L. S. W.....	113.8	b 7 50	s 12 38	
HAWKINS.....	118.6	a 7 45	a 12 33	
FADA.....	124.2			
HOARD.....	130.0			
MINEOLA.....	136.1	s 7 26	s 12 15	
SILVER LAKE.....	142.2			
GRAND SALINE.....	150.0	a 7 04	s 11 46	
EDGEWOOD.....	158.8		a 11 38	
WILLS POINT.....	167.4	s 6 43	s 11 28	
ELMO.....	175.9			
TERRELL.....	181.9	s 6 25	s 11 05	
LAWRENCE.....	187.0			
MARITH.....	199.1			
MESQUITE.....	202.2	s 6 02	a 10 40	
SCOTSDALE.....	207.0			
T. & P. JCT.....	209.1	5 30	10 30	
DALLAS.....		s { 5 30	s { 10 15	
U. T. JCT.....	214.8	{ 5 05	{ 9 20	
BROWDER.....	216.1			
GRAND PRAIRIE.....	226.4	s 4 43	a 8 56	
ARLINGTON.....	232.7	s 4 34	a 8 48	
T. P. TOWER.....	245.4			
FORT WORTH.....	245.9	4 15PM	8 30PM	
LANCASTER YARD.....	251.1			

Two main tracks between U. T. Jct. and Lancaster Yard. Yard Limits: MP 243-0 to MP 251-5.

Texas District

8 BAIRD SUBDIV.—RIO GRANDE DIVISION

WESTWARD FIRST CLASS		Siding Capacity in Cars	TIMETABLE No. 2 FEBRUARY 27, 1964	Miles From Terarkans	EASTWARD FIRST CLASS	
27 Pgr.	21 Pgr.				22 Pgr.	28 Pgr.
Daily	Daily				Daily	Daily
10 35PM	10 30AM	YD	FORT WORTH ⑤⑥⑦⑧⑨⑩	245.9	s 3 30PM	s 5 55AM
		YD	LANCASTER YARD ⑤⑥⑦⑧⑨⑩	251.1		
10 45	10 40		JA JCT 0.4	251.5	3 10	5 40
		151	IONA 8.8	260.3		
		155	EARLS 12.81	273.1		
s11 17	s11 14	162	WEATHERFORD 4.20	277.3	s 2 40	s 5 12
		133	FREBLE 9.71	287.1		
a11 35	s11 30		MILLSAP 3.7	290.8	s 2 20	s 4 52
		137	BENNETT 3.37	294.1		
		135	BRAZOS 6.98	301.1		
	a11 51		SANTO 6.45	307.6	a 2 00	
		132	JUDD 5.95	313.5		
a12 07	a12 02		GORDON 4.95	318.5	a 1 49	a 4 19
	a12 05		MINGUS 2.80	321.3	a 1 46	
	s12 13	133	STRAWN 5.52	326.8	s 1 40	a 4 10
		133	TIFFIN 11.90	338.7		
s12 40	s12 40	122	RANGER 2.08	340.8	s 1 20	s 3 50
s12 54	s12 57 ²²	132	EASTLAND 10.71	351.5	s12 57 ²¹	s 3 34
s 1 12	s 1 15	190	CISCO 9.19	360.7	s12 42	s 3 23
		133	DOTHAN 7.22	367.9		
		133	JAYELL 13.86	381.7		
s1 45	s1 50	YD	BAIRD 4.12	385.8	s12 10	s12 50
1 50	1 55		CLYDE 6.95	392.8	12 05	12 45
2 02	f 2 08	143	HOLDER 11.66	404.5	11 36	2 18 ²⁷
2 18 ²⁸	2 18	170	ABILENE 2.09	406.6	s11 33	s 2 15
s 2 45	s 2 33		BAGDAD 3.36	409.9	11 18	1 55
2 49	2 37	114	TYE 5.04	415.0	11 13	1 50
2 54	2 42	104	MERKEL 8.90	423.9	a11 03	a 1 42
3 02	a 2 50	150	TRENT 5.80	429.7	10 55	1 37
3 07	f 2 56	92	ESKOTA 7.33	437.0	10 48	1 30
3 15	3 04	144	SWEETWATER 10.84	447.8	s10 37	s 1 18
s 3 26	s 3 15	156	ROSCOE 8.53	456.4	a10 15	a12 57
4 00	f 3 37	144	LORAIN 10.00	466.4	a10 05	12 47
4 09	f 3 46	144	RODET 6.10	472.5	9 59	12 42
4 15	3 52	72	COLORADO CITY 3.80	475.8	s 9 55	s12 37
s 4 25	s 4 00		DOME 2.80	478.1	9 46	12 31
4 30	4 05	160	IATAN 13.0	491.1	9 34	12 19
4 42	4 17	143	COAHOMA 12.60	503.7	b 9 21	12 06
4 55	f 4 30	143	ZILER 4.80	508.5	9 16	12 01
5 00	4 35	80	BIG SPRING ⑤⑥⑦⑧⑨⑩	513.4	9 10AM	11 55PM
s 5 15AM	c 4 50PM	YD				
			267.50			

ABS—Ft. Worth to Big Spring. Rule 99 (j) effective. CTC between JA Jct. and west end siding Clyde. Two main tracks between Ft. Worth and JA Jct. Yard Limits: MP 243-0 to MP 251-5; MP 403-17 to MP 410-23; MP-441-0 to MP 461-17; MP 462-7 to MP 457-4; MP 507-27 to MP 517-0.

TOYAH SUBDIV.—RIO GRANDE DIVISION 9

WESTWARD FIRST CLASS		Siding Capacity in Cars	TIMETABLE No. 2 FEBRUARY 27, 1964	Miles From Terarkans	EASTWARD FIRST CLASS	
21 Pgr.	27 Pgr.				22 Pgr.	28 Pgr.
Daily	Daily				Daily	Daily
5 00PM	5 35AM	YD	BIG SPRING ⑤⑥⑦⑧⑨⑩	513.4	8 55AM	11 35PM
5 07	5 42	90	DORT 5.9	519.3	8 46	11 22
5 11	5 46	144	MORITA 4.64	523.9	8 42	11 18
s 5 21	s 5 55	144	STANTON 9.44	533.3	f 8 32	f11 08
5 28	6 02	80	DIX 5.26	539.2	8 26	11 03
5 37	6 11	135	OHUB 10.00	549.2	8 17	10 53
s 5 51	s 6 38		MIDLAND 4.2	553.3	s 8 12	s10 48
5 58	6 45	80	BOUNCE 5.8	559.0	8 00	10 29
6 03	6 49	162	PEGASUS 4.85	563.8	7 56	10 25
6 08	6 53	78	SOLO 4.85	568.7	7 51	10 21
s 6 25	s 7 20		ODESSA 4.80	573.5	s 7 45	s10 15
6 32	7 29 ²²	153	AROADE 5.46	578.9	7 29 ²⁷	9 55
6 37	7 35	80	DOURO 5.14	584.1	7 20	9 50
6 42	7 41	80	BADGER 5.5	590.1	7 14	9 44
6 45	7 44	80	METZ 3.6	593.7	7 11	9 41
6 51	7 50	80	RANCH 6.4	600.1	7 05	9 35
s 7 10	s 8 20	e 143 w 144	MONAHAN.WD 9.30	609.4	s 6 55	s 9 25
7 17	8 28	104	WICKETT 6.2	615.6	6 39	8 55
7 25	f 8 36	92	PYOTE 8.6	624.2	f 6 31	a 8 48
7 39	8 51	62	BARSTOW 15.8	640.0	f 6 17	a 8 33
s 7 49	s 9 15	84	PECOS 6.6	646.6	s 6 10	s 8 25
8 05 ²⁸	9 25	78	HERMOSA 9.2	655.8	5 51	8 05 ²¹
s1 8 15	s1 9 35	YD	TOYAH 10.3	666.1	s1 5 40	s1 7 50
8 20	9 40				5 35	7 45
8 32	9 54	77	GOZAR 10.6	676.7	5 19	7 36
8 43	10 06	77	SAN MARTINE 9.6	686.3	5 10	7 27
8 47	10 13	77	LEVINSON 4.9	691.2	5 06	7 23
a 8 56	f10 22	59	KENT 7.6	698.8	4 59	a 7 16
9 06	10 34	80	BORACHO 10.0	708.8	4 50	7 06
9 15	10 43	66	PLATEAU 10.4	719.2	4 37	6 54
9 22	10 50	77	WILD HORSE 7.9	727.1	4 28	6 46
a 9 29	s10 58	66	VAN HORN 7.9	735.0	s 4 20	a 6 38
9 44	11 18	78	ALLAMORE 11.5	746.5	4 06	6 26
9 51	11 25	77	EAGLE FLAT 7.4	753.9	3 59	6 19
10 01	11 34	77	ARISPE 9.7	763.6	3 51	6 10
s10 10PM	s11 45AM	YD	SIERRA BLANCA 4.9	768.5	a 3 45AM	s 0 05PM
12 15AM	1 50PM	YD	EL PASO 88.44	858.4	1 50AM	4 25PM
			348.55			

ABS—Big Spring to Sierra Blanca. Rule 99 (j) effective. CTC 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.

No. 28 stop at Fabens on signal to receive revenue passengers and at Tornillo when using siding to get mail from crane; and at Van Horn on Saturday and Sunday.

Yard Limits: MP 507-27 to MP 517-0; MP 567-33 to MP 576-17; MP 607-0 to MP 612-29; MP 663-34 to MP 667-30.

10 THIBODAUX SUBDIV.—RED RIVER DIVISION

WESTWARD	Siding Capacity in Cars	TIMETABLE No. 2		Miles From Donatonsville	EASTWARD
↓		FEBRUARY 27, 1964			↑
		STATIONS			
		GEARY		2.4	
		1.5 PALO ALTO		3.9	
		4.2 KESSLER		8.1	
		3.3 PAINCOURTVILLE		11.4	
		2.9 MUNSON		14.3	
		1.1 NAPOLEONVILLE		15.4	
		1.2 RATLIFE		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	TIMETABLE No. 2		Mile Post Location	EASTWARD
↓		FEBRUARY 27, 1964			↑
		STATIONS			
	YD	OYPRESS		235.9	
		3.6 WEAVER		239.5	
	19	6.6 PROVENOAL		246.1	
	30	6.9 ROBELINE	⊙	253.0	
	29	6.3 MARTHAVILLE	⊙	259.3	
	23	9.5 PLEASANT HILL	⊙	268.8	
	22	6.1 PELICAN		274.9	
	18	4.1 OXFORD		279.0	
	24	8.4 MANSFIELD ⊙K.C.S.	⊙ ⊙	287.4	
	29	7.1 GRAND CANE		294.5	
	27	7.9 GLOSTER		302.4	
		6.4 STONEWALL		308.8	
		3.2 ⊙ S. P.	⊙	312.0	
		0.4 KEITHVILLE		312.4	
		5.6 REISOR		318.0	
		82.1			

When "Calling on indication" Repeater (Per Rule 221(a) located near Reisor Switch on Pleasant Hill Subdiv. is displayed, movement may be made from Pleasant Hill Subdiv. to West Wye Switch Shreveport.

AVOYELLES SUBDIV.—RED RIVER DIVISION 11

SOUTHWARD	Siding Capacity in Cars	TIMETABLE No. 2		Miles From Addis	NORTHWARD
↓		FEBRUARY 27, 1964			↑
		STATIONS			
	YD	BUNKIE	T ⊙ W ⊙ ⊙	105.1	
		4.7 EVERGREEN		100.4	
	28	4.2 COTTONPORT	⊙	96.2	
		3.3 LONGBRIDGE		92.9	
		3.0 MANSURA JCT. ⊙ L. & A. ⊙ G		89.9	
		5 MANSURA	⊙	89.4	
	14	4.7 MARKSVILLE	⊙ ⊙	84.7	
		4.7 MANSURA	⊙	80.0	
		5 MANSURA JCT. ⊙ L. & A. ⊙ G		79.5	
	96	6.9 HAMBURG		72.6	
		7.7 SIMMESPORT	⊙ ⊙	64.9	
	44	7.5 LETTSWORTH		57.1	
	87	6.9 BATOHELOR		50.2	
	42	8.3 MORGANZA	⊙	41.9	
	87	10.0 NEW ROADS	T ⊙	31.9	
	42	7.3 GLYNN		24.6	
	42	7.1 CHAMBERLIN		17.5	
	85	4.8 LOBDELL	⊙	12.7	
		0.8 LOBDELL JCT.		12.2	
		0.5 ⊙ M. P.	⊙		
		1.5 ⊙ M. P.	G		
		0.2 P. O. B. R.	⊙	9.9	
		2.1 PORT ALLEN	⊙ ⊙	7.8	
		1.3 CANAL	⊙ ⊙	6.5	
	YD	6.5 ADDIS	⊙ DW ⊙ ⊙	.0	
		105.1			

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 Addis will be handled by L&A Train Dispatcher.

Yard Limits: Bunkie to MP V-45-15; MP V-21.36 to MP V-22.98; Mansura Jct. — Mansura-Marksville MP 3-18 to MP 8.61; Lobdell-Port Allen MP 14.70 to MP 8.9; MP 8.95 to Addis.

CHURCHPOINT SUBDIV.—RED RIVER DIVISION

SOUTHWARD	Siding Capacity in Cars	TIMETABLE No. 2		Mile Post Location	NORTHWARD
↓		FEBRUARY 27, 1964			↑
		STATIONS			
	YD	BUNKIE	T ⊙ W ⊙ ⊙	163.1	
		4.2 EOLA ⊙ S. P.	⊙	3.6	
	10	5.2 ST. LANDRY		8.8	
	41	11 VILLE PLATTE		20.0	
	15	5.7 LEDoux		26.7	
	13	9 OPELOUSAS ⊙ M.P.	⊙	24.1	
	11	7 LEWISBURG		31.5	
	16	4.4 CHURCH POINT		35.9	
		48.4			

Yard Limits: MP 3 to Bunkie.

12 WHITESBORO SUBDIV.—RED RIVER DIVISION

SOUTHWARD SECOND CLASS		TIMETABLE No. 2 FEBRUARY 27, 1964		NORTHWARD SECOND CLASS	
937 Local Freight		STATIONS		938 Local Freight	
Daily				Daily	
6 00PM	YD	BONHAM.....	128.1	2 00AM	
		5.5	133.6		
		ECTOR.....	139.2		
		5.6			
		SAVOY.....	141.6		
		2.6			
8 00PM	26	BELLS @ M. K. T.....	151.2	12 01AM	
		9.6			
		SHERMAN JOT.....	154.5		
		3.3			
		@ S. P.....	154.6		
		0.1			
		SHERMAN @M.K.T.....	159.6		
		5.0			
	91	GRACO.....	165.0		
		5.4			
	15	SOUTHMAYDE.....	173.1		
		8.1			
	YD	WHITESBORO.....	179.5		
		6.4			
	76	COLLINSVILLE.....	191.5		
		12.0			
	76	PILOT POINT.....	198.4		
		6.9			
	62	AUBREY.....	209.1		
		10.7			
	137	DENTON.....	216.3		
		7.2			
	75	ARGYLE.....	225.4		
		9.1			
	76	ROANOKE.....	230.3		
		4.9			
	89	KELLER.....	235.5		
		5.2			
	46	WATAUGA.....	238.1		
		2.6			
		@ S. T. L. S. W.....	240.0		
		1.9			
	100	HODGE.....	243.2		
		3.2			
	YD	Peach Street.....	244.4		
		0.3			
		@ T. P. TOWER.....	116.3		
		0.5			
		FORT WORTH.....			

No. 937 is superior to No. 938.

No. 937 will not require clearance at Bonham.

No. 938 will not require clearance at Sherman Jct.

ABS—Whitesboro to Ft. Worth. Rule 99 (j) effective. Two main tracks in service between: Peach St. and T.P. Tower.

Main track switch, south end Sherman Jct. siding, MP 151.4, must be left lined and locked for movement to and from siding.

Yard Limits: MP 126-0 to MP 129-21; MP 150-10 to MP 156-11; MP 171-26 to MP 174-13; MP 207-13 to MP 212-25; MP 237-30 to MP 251-6.

D. & P. S. SUBDIV.—RED RIVER DIVISION

SOUTHWARD		TIMETABLE No. 2 FEBRUARY 27, 1964		NORTHWARD	
↓		STATIONS		↑	
	YD	DENISON.....	7.3		
		7.3			
	26	SHERMAN JOT.....	.0		
		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 on K.O.&G. tracks, Denison.

Yard Limits: MP 6-8 to Denison; MP 1-6 to Sherman Jct.

TEXARKANA SUBDIV.—RED RIVER DIVISION 13

SOUTHWARD		TIMETABLE No. 2 FEBRUARY 27, 1964		NORTHWARD	
↓		STATIONS		↑	
	YD	TEXARKANA, TEX. DWT @ @ @	71.8		
		0.5			
		@ St. L. S. W.....			
		15.9			
		FOUKE, ARK.....	55.4		
		12.6			
		DODDRIDGE, ARK.....	42.8		
		6.0			
	13	IDA, LA.....	36.8		
		8.8			
	25	HOSSTON.....	28.0		
		4.7			
	32	GILLIAM.....	23.3		
		5.2			
		BELCHER.....	18.1		
		4.1			
		DIXIE.....	14.0		
		6.7			
		CASH POINT.....	7.3		
	YD	T. S. & N. JOT.....			
		7.3			
		@ I. C. R. R.....			
		1.3			
	YD	HOLLYWOOD YARD. \$T @ @			
		3.3			
		76.4			

When signal governing movement over I.C. RR crossing indicates stop, be governed by instructions located in metal box near crossing. Do not exceed 15 MPH over this crossing.

Yard Limits: MP 70.7 to Texarkana; MP 3-16 to Hollywood Yard.

BONHAM SUBDIV.—RED RIVER DIVISION

WESTWARD		TIMETABLE No. 2 FEBRUARY 27, 1964		EASTWARD	
↓		STATIONS		↑	
	YD	TEXARKANA.....	.0		
		0.6			
		@ K. O. S.....			
		4.6			
	77	NASH.....	5.1		
		9.7			
	77	HOOKS.....	14.8		
		2.1			
		RED RIVER.....	16.9		
		5.1			
		NEW BOSTON.....	22.0		
		12.2			
	77	DE KALB.....	34.2		
		10.2			
		AVERY.....	44.4		
		8.1			
		ANNONA.....	52.5		
		8.6			
	95	CLARKSVILLE.....	61.0		
		13.2			
		DETROIT.....	74.2		
	YD	PARIS.....	91.0		
		16.8			
		0.7			
		@ G. C. & S. F.-S. P.....			
		20.3			
	77	HONEY GROVE.....	112.0		
		16.1			
	YD	BONHAM.....	128.1		
		76.4			

Yard Limits: MP 126-0 to MP 129-21; MP 92-31 to MP 88-27; MP 2-34 to Texarkana.

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

WESTWARD ↓	Siding Capacity in Cars	TIMETABLE No. 2 FEBRUARY 27, 1964		Distance From T.-N.M. JCT	EASTWARD ↑
		STATIONS			
		MONAHANS.....DWT⊙⊗			
		1.0			
YD		T-NM JUNCTION.....⊙	0		
		23.6			
47		KERMIT.....⊙⊗	23.6		
		8.7			
49		CHEYENNE, TEX.....	32.3		
		10.0			
116		JAL, N. M.....⊙	42.3		
		12.75			
117		TEAGUE.....⊙	55.0		
		10.01			
119		EUNICE.....⊙⊗	65.0		
		11.34			
51		KORNEGAY.....	76.4		
		8.0			
71		HOBBS.....⊙⊗	84.4		
		21.1			
YD		LOVINGTON.....T⊙⊗	105.5		
		105.5			

One marker light mounted on top caboose cupola unlighted by day, lighted by night displaying Red to rear and Green to front only authorized for use as markers prescribed by Rule 18.

Yard Limits: MP 1-4 to Monahans.

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

WESTWARD ↓	Siding Capacity in Cars	TIMETABLE No. 2 FEBRUARY 27, 1964		Miles From Weatherford	EASTWARD ↑
		STATIONS			
		WEATHERFORD....⊙DW⊗	0		
		1.36			
		MINERAL WELLS JCT.....	1.3		
		4.94			
		LEMLEY.....	6.3		
		5.0			
		WOLTERS.....	18.1		
		3.9			
YD		MINERAL WELLS.....⊙T	22.0		
		21.9			

Yard Limits: Entire Subdiv.

A. & S. SUBDIV.—RIO GRANDE DIVISION 15

WESTWARD ↓	Siding Capacity in Cars	TIMETABLE No. 2 FEBRUARY 27, 1964		Distance From Ballinger	EASTWARD ↑
		STATIONS			
		ABILENE.....⊙DW⊗	54.0		
		16.7			
		⊙ GO & SF.....⊙	37.3		
		.5			
		TUSCOOLA.....	36.8		
		2.7			
35		OVALO.....	34.1		
		7.5			
		BRADSHAW.....	26.6		
		10.8			
20		WINTERS.....	15.8		
		15.4			
		⊙ G.O. & S.F.....⊙	0.4		
		.4			
YD		BALLINGER.....			
		54.0			

Yard Limits: Abilene—MP 4.0.

NEW ORLEANS & LOWER COAST RAILROAD

SOUTHWARD ↓	Siding Capacity in Cars	TIMETABLE No. 2 FEBRUARY 27, 1964		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.

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

There is No Superiority of Trains between the following points:

1. West Bridge Jct. and West Switch Waggaman.
2. Shreveport—within Yard Limits.
3. Marshall-Shreveport Subdiv. between East Switch of Siding and Dallas Subdiv. Jct.
4. Texarkana and StLSW Crossing.
5. East Interlocking limits Ft. Worth MP 245.6 and East End Siding Ft. Worth MP 244.2.
6. Roscoe—within yard limits.
7. Big Spring—East end of East Pullout track and West end of West Pullout track.

All Trains and Engines must move at restricted speed and may use main track between the above named points when required. Freight trains and yard engines will keep informed of and avoid delay to passenger trains.

1-A: Two main tracks, signal indication with current of traffic between east interlocking limits Ft. Worth and J. A. Jct. and between Texmo Jct and Alexandria Yard. Rules 450 to 453 inclusive effective, except authority of Train Dispatcher is not required to enter main track.

Between Ft. Worth and JA Jct. train movements against current of traffic must not exceed 25 MPH and will be made only on authority of superintendent or his representative. Yard engines will clear main track for trains as promptly as practicable.

2. MAXIMUM SPEED:

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

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

Engine	MPH	Engine	MPH
1— 79	79	3500—3505	30
110— 999*	65	6005—6018	55
1000—1099	55	6600—6613	55
1210—1299	55	8000—8007	55
1374—1392	65	KO&G Engines	65

*Except Engines 295-336, with Code 94 marked on dash, 79 mph; and Engines 850-A, 851-A, 931-A, 932-A, 881-B, 882-B, 883-B, 884B, 77 mph.

2-B. 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.

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

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

Flat spots measuring 2 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. SPEED RESTRICTIONS: (Where maximum Train or Engine speed is LOWER, it will govern).

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

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

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

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

3-B. 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 others	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.

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

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

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

Ditchers and Burro Cranes, loaded on flat cars. 30

Note—Where maximum train speed is 30 MPH or less, speed of trains handling work equipment shown in Item 3-D 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

3-D.—Continued

Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.....	}	Maximum Freight Train Speed
Scale test cars except MPX 5121, not otherwise restricted		

MPX 5121	}	Maximum Freight Train Speed
Scale test cars must be handled next ahead of the caboose.		

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

Welded rail trains and snow plows.....	}	40 MPH or Freight Train Speed Whichever is Lower
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-E TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in items 2 or 3 above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before departing the station from which such restricted equipment is handled.

4. MAXIMUM TRAIN SPEED:

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

The speeds shown below are the maximum train speeds for passenger and freight trains.

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
Alexandria: (Except as below).....	70	60
M.P. 161—Alexandria		50
M.P. 51-3—M.P. 51-32	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
Shreveport—Texmo Jct. (Except as below).....	70	
M.P. 193-10—M.P. 195-28	40	40
M.P. 195-28—M.P. 195-31	15*	15*
M.P. 235-4—M.P. 1-4	40	40
M.P. 10-1—M.P. 12.0	25	25
M.P. 12.19—M.P. 13-30	55	55
M.P. 45-6—M.P. 45-26	60	

*Applies only to Eastward track.

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
Shreveport—Continued		
M.P. 2-15—M.P. 2-19	55	55
M.P. 7-3—M.P. 7-20	30	30
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
Thibodaux: (Except as below).....	35	35
Around curves Geary, just east Palo Alto and Godchaux connection	15	15
Over All cane crossings.....	25	25
Church Point: (Except as below).....	35	35
Around curve, M.P. 20.4, South Ville Platte	15	15
Around curves between 1650 feet north and 500 feet south of MP RR crossing, Opelousas	15	15
M.P. 19-11—M.P. 20*	6	6
M.P. 3-S.P. RR. Crossing	15	15
M.P. 23-MP RR. Crossing	15	15
*3164 feet south M.P. 20.		
Avoyelles: (Except as below).....	25	25
M.P. 10-14 P.C. RR.—M.P. RR. Crossing	25	15
M.P. 12-11 M.P. RR. Crossing	15	15
L&A RR. Crossing—M.P. 3.26	15	15
Longbridge-Marksville	18	18
Pleasant Hill: (Except as below).....	25	25
M.P. 237—M.P. 238	15	15
M.P. 268-26—M.P. 269-12	6	6
M.P. 287-14 KCS Ry. Crossing	20	20
M.P. 288—M.P. 300	15	15
M.P. 312-9 S.P. RR. Crossing	15	15
Texarkana: (Except as below).....	35	35
M.P. 34—M.P. 39	25	25
M.P. 46—M.P. 49	25	25
Bonham: (Except as below).....	45	45
M.P. 83—Bonham	35	35
M.P. 60-20—M.P. 61-12	30	30
M.P. 90-16—M.P. 90-18	30	30
M.P. 91-33 GC&SF-S.P. RR. Crossing	6	6
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
D&PS: (Except as below).....	45	45
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
Whitesboro (Except as below).....	35	35
M.P. 128-3—M.P. 128-25	25	25
M.P. 153-25—M.P. 155-23	20	20
M.P. 163-20—M.P. 173-8	45	45
M.P. 173-8—Fort Worth (Except as below).....	60	60
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	45
M.P. 207-33—M.P. 210-4	20	20

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
Whitesboro—Continued		
M.P. 211-34—M.P. 212-3	50	50
M.P. 221-0—M.P. 222-0	35	35
M.P. 241-25—M.P. 244-15	35	35
M.P. 244-15—TP Tower	15	15
TP Tower MKT, GC&SF, S.P. Ry. Crossing	10	10
Dallas: (Except as below)		
M.P. 2-16—M.P. 2-32	79	60
M.P. 11-3—M.P. 13-5	50	50
M.P. 15-13—M.P. 16-8	70	
M.P. 17-22—M.P. 18-12	70	
M.P. 20-25—M.P. 21-24	70	
M.P. 23-22—M.P. 23-33	70	
M.P. 30-23—M.P. 31-13	35	35
M.P. 36-12—M.P. 38-0	60	
M.P. 39-23—M.P. 39-32	50	50
M.P. 42-10—M.P. 42-23	75	
M.P. 45-2—M.P. 45-20	70	
M.P. 50-8—M.P. 51-17	60	
M.P. 53-1—M.P. 54-0	30	30
M.P. 56-14—M.P. 56-24	65	
M.P. 59-0—M.P. 60-23	70	
M.P. 62-1—M.P. 62-12	65	
M.P. 65-15—M.P. 66-13	70	
M.P. 66-13—M.P. 67.6 (Main Track)	60	35
M.P. 66-13—M.P. 67.6 (Siding)	35	15
M.P. 67-6—M.P. 68-33	15	
M.P. 80-10—M.P. 80-24	60	
M.P. 84-28—M.P. 85-1	65	
M.P. 89-5—M.P. 90-29	40	40
M.P. 102-21—M.P. 103-0	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. 136-16	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. 196-13	40	
M.P. 205-1—M.P. 205-32	60	
M.P. 207-34—M.P. 208-30	70	
M.P. 212-8—GC&SF Ry. Crossing	40	40
U. T. Jct.—TP Tower (South Track Only)	20	20
M.P. 216-18—M.P. 216-41	60	50
M.P. 224-27—M.P. 225-26	50	
M.P. 225-26—M.P. 225-48	60	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. 228-31	60	
M.P. 230-1—M.P. 232-30	70	
M.P. 232-30—M.P. 233-6	40	40
M.P. 233-6—M.P. 233-48	60	
M.P. 239-12—M.P. 244-19	40	40
M.P. 244-19—TP Tower	15	15
TP Tower MKT, GC&SF, S.P. Ry. Crossing	10	10
TP Tower—M.P. 246-25	15	15
M.P. 246-25—M.P. 251-18	35	35
Baird: (Except as below)		
M.P. 246-25—M.P. 251-18	79	60
M.P. 251-30—M.P. 252-23	35	35
M.P. 258-0—M.P. 259-3	65	
M.P. 259-21—M.P. 262-5	55	55
M.P. 264-14—M.P. 264-24	60	60

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
Baird—Continued		
M.P. 266-16—M.P. 266-29	60	
M.P. 274-3—M.P. 274-27	70	
M.P. 276-4—M.P. 276-27	50	50
M.P. 278-0—M.P. 286-4	60	
M.P. 292-18—M.P. 294-0	70	
M.P. 294-20—M.P. 295-19	40	40
M.P. 296-13—M.P. 298-31	60	
M.P. 299-9—M.P. 301-1	65	
M.P. 301-16—M.P. 303-1	70	
M.P. 308-12—M.P. 310-0	70	
M.P. 311-26—M.P. 312-24	65	
M.P. 313-28—M.P. 314-6	70	
M.P. 314-33—M.P. 316-4	65	
M.P. 317-30—M.P. 320-11	65	
M.P. 322-1—M.P. 322-31	65	
M.P. 328-15—M.P. 329-25	60	
M.P. 329-33—M.P. 337-4	40	40
M.P. 340-15—M.P. 341-14	45	45
M.P. 342-28—M.P. 346-0	45	45
M.P. 350-12—M.P. 350-21	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. 359-34	70	
M.P. 360-16—M.P. 363-28	50	50
M.P. 364-6—M.P. 366-3	70	
M.P. 368-31—M.P. 371-31	70	
M.P. 378-3—M.P. 378-29	55	55
M.P. 383-8—M.P. 384-26	50	50
M.P. 386-24—M.P. 388-21	45	45
M.P. 392-1—M.P. 392-23	60	
M.P. 405-12—M.P. 406-4	45	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	60	
M.P. 442-21—M.P. 443-18	65	
M.P. 445-7—M.P. 446-34	50	50
M.P. 448-0—M.P. 448-15	35	35
M.P. 448-15—M.P. 450-28	50	50
M.P. 463-32—M.P. 464-11	65	
M.P. 476-16—M.P. 477-10	60	
M.P. 480-15—M.P. 480-21	70	
M.P. 496-5—M.P. 496-32	60	
M.P. 499-23—M.P. 500-3	70	
M.P. 509-23—M.P. 512-1	70	
Toyah: (Except as below)		
M.P. 515-15—M.P. 515-30	79	60
M.P. 520-14—M.P. 521-32	60	
M.P. 533-31—M.P. 534-28	70	
M.P. 552-23—M.P. 554-26	50	50
M.P. 571-3—M.P. 573-5	40	40
M.P. 573-5—M.P. 573-27	45	45
M.P. 586-1—M.P. 587-19	25	25
M.P. 609-15—M.P. 609-16	60	
M.P. 640-7—M.P. 640-17	35	35
M.P. 646-27—M.P. 647-7	60	
M.P. 682-27—M.P. 683-3	45	45
M.P. 692-26—M.P. 694-35	70	
M.P. 695-10—M.P. 697-1	60	
M.P. 701-34—M.P. 703-7	65	
M.P. 735-8—M.P. 735-18	70	
M.P. 739-33—M.P. 742-13	50	50
M.P. 742-19—M.P. 744-0	55	55
WMW&NW Subdivision	45	45
A&S Subdivision	35	25
T-NM Subdivision	20	20
	45	45

5. STANDARD CLOCKS

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

At points where electrically actuated clocks equipped with sweep second hands are in service as standard clocks they are equipped to display a RED disc when current has been stopped. When RED disc is displayed clock must not be used for comparison of standard time.

6. GENERAL ORDER BOOKS

Weatherford	Dallas Union Terminal
Baird	Dallas Downtown Yard Office
Abilene	El Paso Yard Office
Sweetwater	El Paso Union Station
New Orleans Psgr. Station	Big Spring
New Orleans Race St. Yard	Odessa
New Orleans TP-MP Roundhouse	Monahans
Addis	Toyah
Bunkie	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 Office
Longview Telegraph Office	Lancaster Yard Hump Office
Longview Yard Office	Bonham
Mineola	Denison KOG-MKT Offices
East Dallas Yard Office	Whitesboro
East Dallas Roundhouse	Arlington

7. MAXIMUM GROSS WEIGHT LIMITATIONS:

All subdivisions may handle engines, work equipment or cars where the gross weight of the car and lading do not exceed 263,000 lbs. except on following subdivisions or Spur tracks: (Cars with gross weight of car and lading exceeding the limits of this item may be handled on the authority of the Superintendent. These instructions, together with any restrictions, must be attached to the waybill. If speed restrictions are required, Train Order, Form X, will be issued.)

Between	Gross Weight of Car and Lading
Abilene and Ballinger	220,000 lbs.
Weatherford and Mineral Wells	220,000 lbs.
Reisor and Cypress (Pleasant Hill Subdiv.)	220,000 lbs.
Texarkana and Shreveport (Texarkana Subdiv.)	220,000 lbs.

7-A. Engine Restrictions

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

Freight Cars must not be handled on Passenger Track Marshall or No. 1 Passenger Track Longview.

8. SPECIAL INSTRUCTIONS COVERING OPERATION RAILROAD CROSSING AT GRADE:

See Schedule pages:

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.

Within 4000 ft. and not less than 2500 ft. of each side of crossings equipped with standard gates there is a restricted speed sign. Restricted speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

9. SWITCHES.

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

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

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

Station	Mile Post	Number of turn-outs	Description
Alexandria Subdivision			
Waggaman	12.6	1	End Drill track
Johnson	39.4	1	East end siding
Donaldsonville		2	Each end siding
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
Wills Point		2	Each end of siding
Elmo		2	Each end of siding
Lawrence		2	Each end of siding
Marth		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

9-A.—Continued

Station	Mile Post	Number of turn-outs	Description
Baird and Toyah Subdivisions			
Lancaster Yard	248.00	2	Both main tracks
Lancaster Yard	250.10	1	Eastward main track
J. A. Jct.	251.5	1	Eastward main track
Iona		2	Each end of siding
Earls		2	Each end of siding
Weatherford		2	Each end of siding
Preble		2	Each end of siding
Bennett		2	Each end of siding
Brazos		2	Each end of siding
Judd		2	Each end of siding
Strawn		2	Each end of siding
Tiffin		2	Each end of siding
Eastland		2	Each end of siding
Cisco		2	Each end of siding
Dothan		2	Each end of siding
Jayell		2	Each end of siding
Clyde		2	Each end of siding
Holder		1	East end siding
Bagdad		2	Each end of siding
Merkel		2	Each end of siding
Esakota		1	East end siding
Sweetwater		2	Each end of siding
Roscoe		1	West end Siding
Loralne		1	West end Siding
Dome		1	East end siding
Iatan		1	East end siding
Coahoma		2	Each end of siding
Morita		1	East end siding
Stanton		1	East end siding
Pegasus		1	West end siding
Arcade		1	West end siding
Monahans		1	East end East siding

9-B. 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 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.

10. **SIDINGS:** Sidings shown on schedule pages will accommodate 4 diesel units and caboose in addition to capacity shown. Siding length based on car length of 50 feet.

BR Siding: East Switch Located MP 85.5

West Switch Located MP 89.8

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

11. OPERATING OVER FOREIGN LINES:

(a) New Orleans Terminal Division

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.

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.

(b) Dallas-Ft. Worth Terminal Division

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.

(c) Rio Grande Division (Toyah Subdivision)

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

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

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

11-A. FOREIGN LINE EMPLOYEES:

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

12. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:

Track	MP	Car Capacity
Alexandria Subdivision		
Dufresne	23.8	16
Columbia	35.8	100
Oak Alley	48.2	8
Noel	70	12
Laurel Ridge	72.9	12
Cora Texas	74.5	25
Catherine	76.5	Two tracks 110
Choctaw	92.9	20
Holliday Spur	101.5	12
Slacks Spur	106.8	35
McKneely Spur	120.9	16

12.—Continued

Track	MP	Car Capacity
Alexandria Subdivision—Continued		
Boltz Spur	129.2	20
Bat Spur	138.4	5
Lemoyen (Two Tracks)	148.7	40
Chambers	184.0	8
Shreveport Subdivision		
England AFB	199.8	Yard
Lena	216.8	12
Galbraith	219.6	6
Chopin	222.68	15
Derry	228.43	8
Powhatan	22.8	6
Armistead	37.1	15
Grand Bayou	45.2	12
Williams	52.9	7
LaChute	58.6	20
Cecile	64.3	15
Gayles	67.4	16
Greenwood	325.4	33
Jonesville	334.4	41
Dallas Subdivision		
Hoot	6.5	Two tracks 80
Lodi Team Track	42.0	10
Groves Spur	84.6	10
Hanolin Rack	100.5	Three tracks 18
Warren Rack	117.5	Three tracks 60
Halliburton Spur	119.6	11
Butane Spur	148.9	8
Pan American Spur	156.3	25
Montag Spur	185.0	6
Forney	194.0	Two tracks 45
Dalworth Paint Spur	202.3	25
Charleston	204.0	13
Skyline	205.6	Ind. Lead
Cloudy	222	78
June Pit	223.2	88
Mt. Creek	223.8	
BOP	229.0	Yard
Great Southwest	231.2	Yard
Handley	239.2	17
Jamestown	242.9	12
Texarkana Subdivision		
Sentell Gin Spur	10.6	8
Cavett Spur	21.4	9
Red River Gin Spur	22.4	15
Mira Team Track	32.7	9
Kiblah Team Track	40.4	12
Fort Lynn Team Track	49.0	4
Bonham Subdivision		
Proetz Lbr. Co.	6	23
Anglo-American Paper Corp.	6.6	140
Lone Star Ord Plant	15.7	
Red River Army Depot		
East Leg Wye	16.7	9 to fence
Red River Army Depot		
West Leg Wye	17.3	5 to fence
Oakgrove Team	39	14
Malta	28	Two tracks 22
Bagwells	68	38
Blossom	81	28
Brookston	100	27
Petty	106	38
Windom	117	40
Dodd	122	37

12.—Continued

Track	MP	Car Capacity
Whitesboro Subdivision		
Valley	140	150
Line Material	161.7	Two tracks 42
Tioga House Track	186	38
Baird Subdivision		
Bomber Spur—Carswell Air Base	252	18
Benbrook Team	254	24
Aledo House	263	32
Lone Star Spur	316	14
Johnson Mines	324	46
Olden (Texas Electric Spur)	347	
Putnam Team	373	28
Chautauqua	380	23
Air Base Spur	413	139
Texas Natural Rack	417	24
Honolulu Rack	433	23
Westbrook House	485	18
Reef Field Rack	504	56
Toyah Subdivision		
Baden	539	24
Tex Harvey	540	22
Warfield (Sloan Siding)	562	20
Judkins Team	591	22
Texas Electric Spur	613	58
Permian Sand & Gravel Co.	661	22
Crusher	744	59
Talc Spur	757	20
Pleasant Hill Subdivision		
Shamrock	254	5
Page	287	8
Church Point Subdivision		
Cleco	9.5	60
Tate Cove	15.4	Two tracks 40
Continental	15.5	Two tracks 40
Evangeline	18.0	8
Avoyelles Subdivision		
Greater Baton Rouge Port	7.40	Yard
Allendale	14.7	4
Devall	17.5	20
Smithfield	19.0	40
Patin	30.4	7
Majors	33.77	7
Leavel	35.5	15
Beaud	35.8	12
Morrison	37.9	20
La Barre	39.1	25
La Cour	48.00	30
Innis	53.6	7

12.—Continued

Track	MP	Car Capacity
Thibodaux Subdivision		
Lula (Two Tracks)	6.9	80
Celotex		25
Westfield (4 Tracks)	10.6	135
Elmfield	13.2	40
Woodlawn	15.1	4
Albermarle	17.2	7
Leche	18.8	5
Laurel Grove	24.4	Two tracks 60
Elmer	25.7	60
T-NM Subdivision		
Wink Team	17.4	10
Smith Spur	27.1	12
Cabot Carbon Co.	28.6	160
Sid Richardson	28.6	75
El Paso Natural Gas Co.	39.6	40
Pure Oil Co.	40.5	75
El Paso Natural Gas Co.	52.6	67
United Carbon Black Co.	55.9	46
Maypens	60.4	55
Columbian Carbon Co.	62.3	45
Continental Carbon Black Co.	70.8	36
Warren Rack	78.0	33
Climax Spur	80.1	7
Skelly Oil Co.	99.2	16

13. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103:

At street or highway crossing protected by automatic crossing signals: (1) When Train or Engine moving on main track has been stopped, delayed or is moving at low speed within one-half mile in approach to crossing, or (2) When Train or Engine has passed over grade crossing, and a reverse movement onto or over crossing is to be made, movement toward crossing must be made at restricted speed, and movement must be protected by a member of the crew unless it has been determined that crossing signals are operating.

14. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES:

1. Diesel 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. When diesel power is being hostled from mechanical facility to trains or from trains to the mechanical facility, by either hostlers or engine crews, the power will be handled by the engineer or hostler from the lead unit even though it may be necessary that the controls be changed in order to operate the consist of power from the lead unit.

3. 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 be cut out.

14.—Continued.

4. IDENTIFYING NUMBERS ON MULTIPLE UNITS:

Rule 206, fifth paragraph, changed to read:

"Diesel engines when composed of multiple units: Identifying numbers are the number on the lead (operating control) unit. Such identifying numbers equipped for illumination must be continuously illuminated on operating control unit only while engine is in train service.

5. COUPLING ROAD-SWITCH DIESEL UNITS TO STANDARD ROAD DIESEL UNITS:

Employes must not pass from one unit to another while units are in motion, except between A units coupled back to back, B units, and between rear of A units and adjoining B unit.

6. DIESEL 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.

7. 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.

8. BACK-UP MOVEMENTS:

GP units 110-446, 505-33 and 935-99 DO NOT have alignment controlled couplers and to avoid the possibility of jack-knifing between units in a back-up move involving 20 or more cars, the following precautions must be taken when any two of these units are adjacent to each other in a consist of four or more units:

- When three units or less are in consist, full power may be used on all units and no special precautions are necessary.
- When four or more units are in consist, power must be used only on the three units next to the train and all other units must be taken off line.

9. REAR VIEW MIRRORS ON ENGINES:

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

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

10. QUALIFICATIONS OF ENGINEER AND FIREMAN:

(a) For passenger service, an engineer must have had one year of service as road engineer, and must have made a trip as engineer or fireman, in either passenger or freight service, over the subdivision during the preceding 150 days. Having made such a trip as fireman, but not as engineer, he may be qualified by making this fact known to his conductor and, before starting the trip, the two of them thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Not having had such service as either engineer or fireman, he may qualify by making a round

14.—Continued

trip over said subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

In the application of the foregoing, an engineer will be considered as having had one year of service as a road engineer when he has made two or more trips in road service per month for twelve months. The twelve months need not be consecutive months.

(b) For freight service, an engineer must have made a road trip over the subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make this fact known to his conductor and, before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Qualifications for engineers in this paragraph will also apply to engineers handling troop trains.

(c) Firemen, working in road service or yard service, who have failed to pass the required examinations for promotion to engineer and are restricted in their service, are not to operate engines in road or yard service, except in some extreme emergency, when the engineer might be physically incapacitated and unable to perform his duties as engineer.

15. UNIFORM CODE OF OPERATING RULES THAT ARE CHANGED AND SPECIAL SAFETY RULES:

Rule 11(a) amended as follows:

Torpedo Signals.—Torpedoes must be placed on the rail 80-feet apart on the engineer's side.

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: A single electric light of prescribed type which must show red to the rear from sunset to sunrise and when day signals can not be plainly seen is authorized and fulfills the requirements of the rule.

Round reflector type markers showing RED to rear, YELLOW to front, and no reflection to side authorized for use as markers as prescribed by Rule 19.

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.

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.

Rule 19(a): Changed to read as follows: "Outside of ABS territory, a train on the main track passing a train on an adjacent track with markers displaying red to the rear, must move at restricted speed until the main track is seen to be clear. The turning or removal of markers to avoid the requirements of this rule is prohibited."

Rules 20 and 20(a) The use of flags are discontinued and the requirements of these rules will be fulfilled by displaying the required lights.

Rule 35 is changed to read: "The following signals will be used by flagman:

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."

15.—Continued

Rule 99(j) does not apply to engines moving light.

Train orders:

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

Form Q.—A Form Q train order may be typewritten.

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

Exception to Rule 104 (C): Any member of train or engine crew may examine a remote control switch.

Rule 104(8): In addition to the present requirements, the following sentence is added: "Trains or Engines entering a track protected by derails, the employe handling switch must know the derail (except pipe connected derail) lined before lining switch for track to be used."

A yellow stripe around switch staff or operating lever of switch will indicate track protected by derail.

Rule 111: In addition to the present requirements, the following sentence is added: "When a passenger train is stopped in an emergency, entire train must be inspected on both sides before proceeding."

Rule 221(c) is changed as follows:

Lights on train order signals will be displayed continuously (If so equipped.):

Semaphore Type—If light absent, day indication governs.

Color Light Type—If light absent and operator not on duty, train may proceed without clearance upon verbal advice from train dispatcher in these words "No orders for (Train) at (Station); proceed without clearance."

Rule 221(d) is 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"

Rule 284. Approach Medium Indication is changed as follows: "Proceed reducing to 35 MPH before reaching next signal."

Rule 330: Five minutes or more will be considered delay.

Head brakeman on freight trains will ride in lead unit when unit is equipped with 3 seats.

Employes must not ride or walk on the roof of any moving car.

On locomotive cranes and M of W machines equipped with foot boards, employe operating such machines or helping around such cranes or machines will not be permitted to ride on footboard in direction machine is moving except on bridge erecting cranes while working on bridges, one may be permitted to ride on each side of coupler on foot board in direction crane is moving.

When telephone or radio is used to transmit, receive, or relay messages or instructions affecting the movement of trains or condition of track, bridges or structures, all numerals must first be pronounced as whole numbers, then each figure pronounced separately thus: "One Thirty Five" "One-Three-Five."

Not less than five (5) minutes before arrival at terminals where cars will be added or detached from passenger train, a member of the crew will first ascertain that steam valve on rear of train can be opened without danger to Maintenance of Way men or others, will open the steam valve on rear of train and then sound communicating signal 16(h) to remind engine crew to shut off steam to train.

15.—Continued

Air brakes must be in service and hand 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.

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. The use of Form Y train orders authorized on all subdivision.

2. Approach Orders (Form X). (Example)

"8:35 AM to 5:35 PM approach () gang between MP 18 and MP 20 prepared to stop and proceed on hand signal given with yellow flag or yellow light.

After receiving proceed signal do not exceed 30 MPH within limits of this order —or —

After receiving proceed signal maximum speed may be resumed."

Limits of order must be held to a minimum.

Order may be used both day and night.

When used at night, proceed signal will be given with a yellow light. Yellow fusee will not be used in giving this signal.

Where there are two or more main tracks, order must specify track or tracks covered by order.

Temporary restricted and resume speed signs will be displayed as required in Uniform Code of Operating Rule 10(g).

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 or yellow light is received.

When proceed signal given with a yellow flag or yellow light 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.

Rule 99(xx) governing employes in maintenance of way amended to conform with the foregoing.

3. Stop Order (Form X-S):

Authorized on All Subdivisions Except:

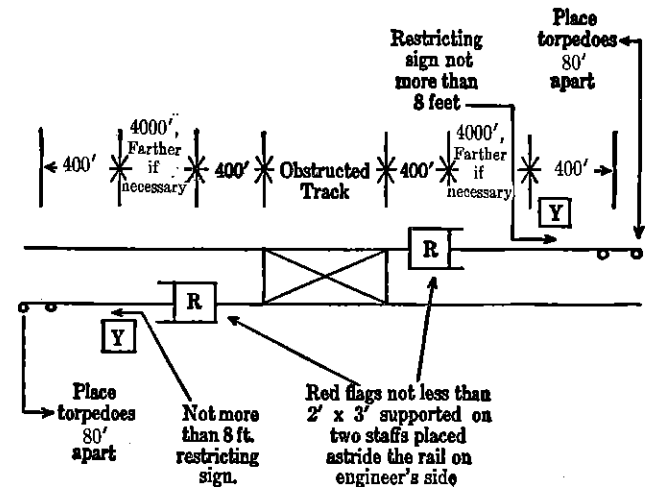
Alexandria	Shreveport
Dallas	Baird
Toyah	
Whitesboro (between Whitesboro and Fort Worth)	

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."

Chart for placing signals is as follows:



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.

4. Trains authorized on following Subdivisions—

A&S	Church Point
WMW&NW	Texarkana
Thibodaux	Bonham
Pleasant Hill	

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

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

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

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

RAIL DETECTOR CARS

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

Texarkana

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.

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

19. AUTOMATIC BLOCK SYSTEM: (See Schedule Pages)

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

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

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

Waggaman-Cyanamid

Yard movements may be made at restricted speed between West Switch Waggaman and Cyanamid after permission secured from Operator Avondale.

Before authorizing such movement Operator Avondale will secure permission from Train Dispatcher and protect the move by display of Stop Signals at Ama, Cyanamid and Avondale.

Mineola

Trains standing on main track Mineola 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 apply red tag to each lever controlling signals.

Ranger

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

Big Spring-Ziler

Following exception to Rule 93 in effect within Big Spring-Ziler 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.

21. HOT BOX DETECTORS

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

Detector	Recorder	Indicators
M.P. 416.0, near Tye (for eastward movements only)	Abilene Telegraph Office	On eastbound signal, east end Bagdad
M.P. 179.0, near Elmo (for movements both directions)	Dispatcher's Office, Ft. Worth	On westbound signal, east end Lawrence. On eastbound signal, west end Wills Point.
M.P. 29.4, near Bivins (for movements both directions)	Marshall Control Office	On concrete instrument house, east end Kildare. On eastbound signal, west end Atlanta.
M.P. 44.07 near Vacherie (for move- ments both directions)	Donaldsonville Telegraph Office	On westward signal, Oak Alley On signal mast, East end Johnson.

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

22. CROSSOVERS:

For operating and train order purposes, the crossovers listed below are designated 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."

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

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

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

24. CREWS ON YARD ENGINES WILL KEEP INFORMED TO PREVENT DELAY TO TRAIN MOVEMENTS.**25. Special Rules Pertaining to Train Order Offices and Clearances.**

1. All except First Class Trains secure clearance at Mineola.

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

3. 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;

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

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

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

7. Eastward first class trains may leave Alexandria without a clearance.

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

9. Nos. 21 and 23 may assume their schedule and leave West Bridge Jct. without clearance, but must secure clearance at Avondale.

Ass't Chief Dispatchers—Ft. Worth, Texas

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

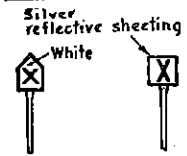
Train Dispatchers—Fort Worth, Texas

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

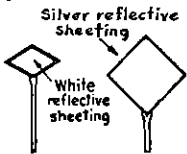
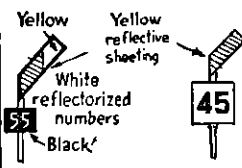
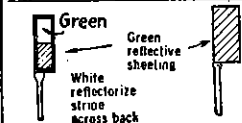
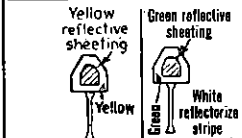
ROADWAY SIGNS

**STATION ONE MILE SIGN**

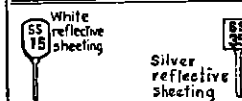
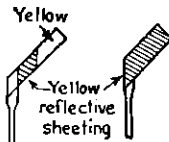
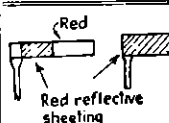
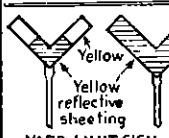
See Rule 14 (m)
(One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines)

**HIGHWAY GRADE CROSSING WHISTLE SIGN**

1120 feet from Crossing where speed is 60 mph or less, and 1850 feet where speed is over 60 m. p. h.
See Rule 14 (l)

**RAILROAD CROSSING-JUNCTION-DRAWBRIDGE**
(except when protected by interlocking),
ONE MILE SIGN
See Rule 98**PERMANENT SPEED RESTRICTION SIGN**
See Rule 10(h) and Timetable Special Instructions Section 3**PERMANENT RESUME SPEED SIGN**
See Rule 10(h)
Used in connection with Permanent Speed Restriction Sign**TEMPORARY SPEED RESTRICTION SIGN**
TEMPORARY RESUME SPEED SIGN

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

**SPEED LIMITING SIGNS 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**YARD LIMIT SIGN**
See Rule 93**SWITCHING LIMIT SIGN**
Used to designate Switching LimitsLOCATION 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 W. V. Ramsey W. H. Seale* A. G. Arrant	Grand Prairie, Texas H. V. Copeland Sidney Gaines	New Roads, La. J. C. Roberts
Alexandria, La. O. B. Owens R. B. Wallace, Jr. E. M. Wilson*	Grand Saline, Texas Geo. Marsh, Jr. Jno. M. Thomas	Odessa, Texas E. V. Headlee A. H. Hays (Assoc.)
Atlanta, Texas J. D. Nichols E. W. Grumbles T. K. Nichols B. Joslin	Gretna, La. F. M. Hindelang J. W. Atkinson	Opelousas, La. F. J. Mayer
Baird, Texas M. L. Stubblefield	Hobbs, N. M. W. E. Badger	Paris, Texas M. A. Walker T. E. Hunt*
Big Spring, Texas Big Spring Clinic J. H. Fish*	Jefferson, Texas W. S. Terry	Pecos, Texas A. C. Briere Bruce Hay (Assoc.) R. A. Roberts*
Bonham, Texas J. A. Risser	Kermit, Texas W. H. McClure	Piaquemine, La. J. R. Spedale
Bunkie, La. H. A. McConnell J. G. Dupree	Lecompte, La. M. J. Hair D. M. Carlton	Pleasant Hill, La. H. M. Prothro
Church Point, La. J. S. Bailey	Longview, Texas F. V. Mondrik C. W. Payton*	Ranger, Texas W. P. Watkins D. L. Mims
Claco, Texas E. E. Addy	Loraine, Texas Bruce Johnson J. C. Terry	Robeline, La. E. E. Jordan
Clarksville, Texas R. W. Payne	Lovington, N. M. H. W. Gillett	Rosedale, La. E. L. Majors
Colorado City, Texas J. M. Crymes	Luling, La. M. G. Huff	Sherman, Texas D. C. Enloe
Cottonport, La. H. J. Kaufman, Jr.	Mansfield, La. C. J. Turner J. L. Grindle (Assoc.)	Shreveport, La. B. C. Garrett J. M. Eddy J. A. Wilkinson*
Dallas, Texas Samuell Clinic S. F. Harrington* W. M. Knowles* Lloyd Ritchey*	Marksville, La. A. M. Abramson S. R. Abramson	St. James, La.- Vacherie, La. S. R. Campbell
Denison, Texas W. H. Brown	Melville, La. E. E. Merse	Strawn, Texas P. C. Pedigo
Denton, Texas Medical-Surgical Clinic B. E. Davis	Merkel, Texas W. T. Sadler D. W. Warren (Assoc.)	Sweetwater, Texas Young Medical Clinic
Donaldsonville, La. Percy LeBlanc	Mesquite, Texas J. W. Stack	Terrell, Texas Alexander Clinic
Eastland, Texas M. A. Treadwell	Midland, Texas E. R. Mickle Jack R. Walton	Texarkana, Texas Collom and Carney Clinic C. A. Smith A. W. Roberts*
Edgard, La. J. R. Fernandes	Mineola, Texas R. O. Moore J. M. Williams	Thibodaux, La. R. A. Morvant
El Paso, Texas J. R. Floyd F. H. Johnstone Schuster, Schuster & Walker*	Monahans, Texas D. C. Garrett	Van Horn, Texas B. C. Lipsey
Forney, Texas C. Z. Walker	Morrows, La. C. A. Havard	Ville Platte, La. R. A. Fontenot
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