

AVOID DAMAGE

SWITCH CUSTOMER'S CARS CAREFULLY

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

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

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

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

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

JUDGING SPEED

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

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

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

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

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. 3

Effective Sunday, August 16, 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

DIVISION OFFICERS

RED RIVER DIVISION

L. H. Miller Superintendent Marshall, Tex.
 E. N. Craven Asst. Superintendent . . Alexandria, La.
 R. E. Gray Asst. Superintendent . . Longview, Tex.
 R. C. Speer Trainmaster Shreveport, La.
 R. E. Smith Trainmaster Addis, La.
 M. E. Wright Road Foreman of
 Engines Mineola, Tex.
 S. R. Wall Terminal
 Trainmaster Texarkana, Tex.
 J. R. Scherer Terminal
 Trainmaster Alexandria, La.

RIO GRANDE DIVISION

R. H. Blassingame . . Superintendent Big Spring, Tex.
 J. B. McCormack . . . Asst. Superintendent . . . Abilene, Tex.
 C. Percy Asst. Superintendent . . Monahan, 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.
- Ⓓ—Diesel Fuel Oil.
- Ⓔ—Draw Bridge.
- Ⓒ—Gate—Normal position against conflicting route.
- Ⓖ—Gate—Normal position against this Sub-div.
- Ⓜ—Manual Interlocking.
- Ⓢ—Stop Sign.
- Ⓣ—Turntable or Wye.
- Ⓦ—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.

In ABS Territory, Rule 99 (j) effective.

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.

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. 3 AUGUST 16, 1964	Mile Post Location from New Orleans	EASTWARD FIRST CLASS	
21 Pgr.	23 Pgr.				22 Pgr.	24 Pgr.
Daily	Daily				Daily	Daily
8 30PM	8 15AM		NEW ORLEANS..STDW	5 36AM	8 10PM	
s 8 39	s 8 24		2.2 CARROLLTON AVE....	s 5 10	s 7 55	
9 01	8 44	YD	9.1 WEST BRIDGE JCT..@	4 45	7 29	
s 9 10	s 8 50	YD	1.2 AVONDALE...@W@	s 4 40	s 7 27	
9 12	8 52	YD	1.2 WAGGAMAN.....	4 03	7 14	
			4.0 CYANAMID@S.P...@			
9 20	8 59	210	2.7 AMA.....	3 57	7 07	
9 23	9 02		2.8 LULING.....@	3 52	7 04	
9 34	9 10	75	8.0 KILLONA.....	3 44	6 56	
9 39	9 15		5.2 EDGARD.....@	3 38	6 51	
9 44	9 20	111	4.7 JOHNSON.....	3 33	6 46	
9 50	f 9 26	114	6.3 VACHERIE...*@	3 27	f 6 40	
9 57	9 33	140	6.8 ST. JAMES.....	3 21	6 33	
s10 13	s 9 45	216	11.6 DONALDSONVILLE@	s 3 10	s 6 20	
10 19	9 49	152	3.1 MO OALL.....	2 58	6 12	
s10 28	s 9 58	140	8.0 WHITE CASTLE...@	a 2 51	s 6 03	
10 39	10 07	162	8.4 DOVER.....@	2 43	5 53	
s10 45	s10 10		1.2 PLAQUEMINE...@	s 2 40	s 5 50	
10 50	10 15	450	2.41 BR SIDING.....	2 35	5 40	
s11 10	s10 25	100	2.24 ADDIS.....@W@	s 2 24	s 5 28	
			4.9 CANAL.....@			
11 21	f10 36	77	6.8 GROSSE TETE...*	2 13	f 5 15	
11 24	f10 41		3.3 ROSEDALE...*	2 10	f 5 11	
11 28	f10 47	77	4.2 MARINGOUIN...*@	2 05	f 5 05	
11 33	10 52		4.8 LIVONIA@M.P...@	2 00	4 58	
11 38	f10 57	83	5.0 FORDOCHE...*	1 55	f 4 53	
a11 49	s11 10	82	10.3 MELVILLE...@@	a 1 45	s 4 39	
12 01	f11 20	71	9.0 PALMETTO...@*	1 36	f 4 30	
12 07	f11 27	77	6.6 ROSA.....*	1 30	f 4 24	
12 14	f11 34	77	6.9 MORROWS...*	1 23	f 4 18	
s12 24	s11 50	212	7.1 BUNKIE...WT@	s 1 13	s 4 05	
			0.9 S. P. JCT.....			
12 32	f11 58	89	0.9 OHENEYVILLE...@	1 00	f 3 43	
12 38	12 04	76	5.9 MEEKER.....	12 55	3 37	
12 40	f12 06		1.5 LECOMPTÉ...@	12 53	f 3 35	
12 50 22	12 09	76	2.9 LAMOURIE.....	12 50 21	3 31	
			0.6 @C.R.I. & P...@			
12 59	12 18	YD	8.4 WILLOW GLEN...@	12 31	3 23	
		YD	1.7 ALEXANDRIA YD@S			
s 1 15AM	s12 30PM	YD	2.4 ALEXANDRIA.....	12 25 AM	3 15PM	
			195.6			

ABS—Alexandria to West Bridge Jct. CTC between Willow Glen and Alexandria Yard; East end siding Donaldsonville and west end siding McCall. Two main tracks between Alexandria Yard, and Texmo Jct. 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.

No.'s 21 and 23 will not require clearance West Bridge Jct. but will secure clearance Avondale.

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

Texas District

SHREVEPORT SUBDIV.—RED RIVER DIVISION 3

WESTWARD FIRST CLASS		Siding Capacity in Cars	TIMETABLE No. 3 AUGUST 16, 1964	Mile Post Location	EASTWARD FIRST CLASS	
23 Pgr.	21 Pgr.				24 Pgr.	22 Pgr.
Daily	Daily				Daily	Daily
12 50PM	1 35AM	YD	ALEXANDRIA.....	194.5	s 2 55PM	s12 03AM
12 53	1 38	YD	1.28 TEXMO JOT.....@	195.7	2 45	12 01
1 01	1 46	76	7.92 RAPIDES.....	203.7	2 36	11 53
1 06	1 51		5.08 BOYCE.....*	208.7	2 31	11 48
1 11	1 56	76	5.12 ROCK.....@	213.9	2 26	11 43
1 22	2 07	76	11.3 FERN.....	225.2	2 15	11 32
f 1 32	2 17	95	10.6 CYPRESS.....	235.8	f 2 04	11 22
f 1 39	2 22		4.5 NATCHEZ.....	240.8	f 1 59	11 18
s 1 50 24	s 2 34	175w 139w	6.7 NATCHITOCHES.@W@	246.5	s 1 50 23	s11 10
2 01	2 42	76	6.2 HYAMS.....	253.7	1 40	11 04
2 13	2 55	53	12.0 LAKE END.....	265.7	1 28	10 52
f 2 17	2 59		3.78 HANNA.....	269.4	f 1 23	10 48
2 23	3 05	79	5.92 GAHAGAN.....	275.4	1 17	10 42
2 33	3 16	90	10.6 WESTDALE.....	286.0	1 06	10 32
2 43	3 26	76	10.6 CASPIANA.....	296.6	12 55	10 22
2 55	3 38	92	12.1 LUCAS.....	308.6	12 43	10 10
			3.7 @K.C.S.....@	311.7		
			2.2 @S. P.....@	313.9		
3 03	3 46	YD	1.1 KD JOT.....	315.0	12 31	10 02
s 3 30	s 4 15	YD	0.9 SHREVEPORT..T@	315.9	s12 30	s10 01
3 33	4 18		3.1 REISOR.....	319.0	11 59	9 30
3 38	4 22	75	3.3 LAKE HAYES, LA....	322.3	11 55	9 26
f 3 48	4 33	100	10.2 WASKOM, TEX...*@	332.5	f11 44	9 16
3 59	4 44	74	10.6 SCOTTSVILLE.....*	343.1	11 32	9 06
s 4 20PM	s 5 05AM	145	8.3 MARSHALL @DWT@	351.4	11 20AM	8 55PM
			156.94			

ABS—Marshall to Alexandria. Two Main Tracks between Texmo Jct. and Alexandria Yard.

No. 23 stop at Waskom on Saturday.

Yard Limits: MP 189-29 to MP 196-18; MP 310-20 to MP 319; MP 347-19 to MP 351-4.

@ Chopin MP 222.68

@ Grand Bayou 280-10

Texas District

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

DALLAS SUBDIVISION

TRAINS WESTWARD						Miles From Texarkana	TIMETABLE No. 3 AUGUST 16, 1964	
FIRST CLASS							STATIONS	
501	7	27	21	1	3			
Pgr. Daily	Pgr. Daily	Pgr. Daily	Pgr. Daily	Pgr. Daily	Pgr. Daily			
	PM 3 35	PM 3 00		AM 3 40	AM 12 55	0	TEXARKANA.....\$@TDW@	
						0.5	St. L. S. W. @	
						1.3	NATIONAL.....@	
						1.1	K. C. S. @	
						5.5	SULPHUR.....@	
						6.9	SPRINGDALE.....@	
	f 3 58					20.4	QUEEN CITY.....*	
						23.6	ATLANTA.....*@	
	s 4 03	s 3 27		a 4 10	s 1 22	31.2	BIVINS.....*	
	f 4 11					37.5	KILDARE.....*	
	f 4 19					43.5	PAYNE.....*	
						50.7	JEFFERSON @ L. & A. @*@	
	s 4 36	s 4 00		a 4 37	b 1 51	58.7	WOODLAWN.....*	
	f 4 45		AM			66.3	MARSHALL.....\$@TDW@	
	s 5 10	s 4 52	s 5 15	s 5 00	s 2 25	70.5	QUINCY.....*	
						75.3	KEOKUK.....*	
	f 5 26	b 5 07				80.5	HALLSVILLE.....*	
						82.9	LANSING.....*	
	s 5 45	s 5 27	s 6 06	s 5 30	s 3 10	89.6	LONGVIEW.....\$@TDW@	
	PM			AM		93.8	GREGGTON.....*	
						102.8	GLADEWATER.....*	
	s 5 40	s 6 20		s 3 24		113.8	BIG SANDY @ St. L.S.W. @*@	
	s 6 02					118.6	HAWKINS.....*	
	s 6 07					124.2	FADA.....*	
						130.0	HOARD.....*	
	s 6 30	s 6 55		s 4 07		136.1	MINEOLA.....@*	
						142.2	SILVER LAKE.....*	
	s 6 54	a 7 09				150.0	GRAND SALINE.....*	
	s 7 05					158.8	EDGEWOOD.....*	
	s 7 18	s 7 30				167.4	WILLS POINT.....*@	
						175.9	ELMO.....*	
	s 7 33	s 7 45				181.9	TERRELL.....*@	
						187.0	LAWRENCE.....*	
						199.1	MARITH.....*	
	s 7 56	s 8 10		s 5 16		202.2	MESQUITE.....*@	
						207.0	SCOTTDALE.....*	
PM		8 06			5 25	209.1	T. & P. JCT. @T@*	
	8 15	sf 8 25	sf 9 00	sf 5 45	sf 6 10		DALLAS.....*	
		9 10	9 25	6 10		214.8	U. T. JCT. @	
						216.1	BROWDER.....\$@	
	s 9 28	s 9 41		s 6 26		226.4	GRAND PRAIRIE.....*	
	s 9 37	s 9 50		s 6 35		232.7	ARLINGTON.....*	
						245.4	T. P. TOWER.....@	
9 00		s10 00	s10 20		s 7 00	245.9	FORT WORTH.....@DWT@*	
							LANCASTER YARD.....@	
	PM	AM	AM	AM	251.1			

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

DALLAS SUBDIVISION

TRAINS EASTWARD						Miles From Texarkana	TIMETABLE No. 3 AUGUST 16, 1964	
FIRST CLASS							STATIONS	
28	502	8	22	4	2			
Pgr. Daily	Pgr. Daily	Pgr. Daily	Pgr. Daily	Pgr. Daily	Pgr. Daily			
	PM 12 15		AM 11 30		AM 4 15	0	TEXARKANA.....\$@TDW@	YD
						0.5	St. L. S. W. @	
						0.8	NATIONAL.....*	91
						1.1	K. C. S. @	
						5.5	SULPHUR.....*	180
						6.9	SPRINGDALE.....*	91
						20.4	QUEEN CITY.....*	141
						23.6	ATLANTA.....*@	88
	c11 34		s10 30		s 3 25	31.2	BIVINS.....*	142
						37.5	KILDARE.....*	94
						43.5	PAYNE.....*	147
						50.7	JEFFERSON @ L. & A. @*@	96
	c11 04		s 9 37		s 2 45	58.7	WOODLAWN.....*	142
			f 9 21	PM		66.3	MARSHALL.....\$@TDW@	160
	s10 52		s 9 10	s 8 45	s 2 15	70.5	QUINCY.....*	87
						75.3	KEOKUK.....*	143
						80.5	HALLSVILLE.....*	89
						82.9	LANSING.....*	140
	s10 15		s 8 30	s 8 15	s 1 30	89.6	LONGVIEW.....\$@TDW@	YD
						93.8	GREGGTON.....*	144
						102.8	GLADEWATER.....*	143
	s 9 50			s 7 35	s12 55	113.8	BIG SANDY @ St. L.S.W. @*@	143
				b 7 25	s12 38	118.6	HAWKINS.....*	
				a 7 20	a12 33	124.2	FADA.....*	144
						130.0	HOARD.....*	93
	s 9 19			s 7 02	s12 15	136.1	MINEOLA.....@*	YD
						142.2	SILVER LAKE.....*	89
						150.0	GRAND SALINE.....*	146
						158.8	EDGEWOOD.....*	145
						167.4	WILLS POINT.....*@	149
						175.9	ELMO.....*	142
						181.9	TERRELL.....*@	85
	a 8 32			s 6 05	s11 05	187.0	LAWRENCE.....*	143
						199.1	MARITH.....*	143
						202.2	MESQUITE.....*@	
						207.0	SCOTTDALE.....*	86
						209.1	T. & P. JCT. @T@*	142
	7 59	AM					DALLAS.....*	
	sf 7 40		7 45				U. T. JCT. @	
	17 20						BROWDER.....\$@	
							GRAND PRAIRIE.....*	
							ARLINGTON.....*	
							T. P. TOWER.....@	
							FORT WORTH.....@DWT@*	YD
	6 30		7 00		3 50		LANCASTER YARD.....@	
	AM	AM	PM	PM	251.1			

ABS—Texarkana to Ft. Worth. CTC crossing StLSW crossing Texarkana and T&P Jct.; U. T. Jct. and East Interlocking limits Ft. Worth.

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

WESTWARD		Siding Capacity in Cars	TIMETABLE No. 3 AUGUST 16, 1964	Miles From Teasarkana	EASTWARD	
FIRST CLASS					FIRST CLASS	
27 Pgr. Daily	21 Pgr. Daily				22 Pgr. Daily	26 Pgr. Daily
10 35PM	10 55AM	YD	FORT WORTH... ^{5.2} ⓈⓈⓈ	245.9	s 3 10PM	s 9 00AM
		YD	LANCASTER YARD... ^{0.4} ⓈⓈⓈ	251.1		
10 45	11 05		JA JOT... ^{8.8}	251.5	2 25	8 35
		151	IONA... ^{12.81}	260.3		
		155	EARLS... ^{4.20}	273.1		
s11 17	s11 39	162	WEATHERFORD... ^{9.71} Ⓢ	277.3	s 2 00	s 8 07
		133	PREBLE... ^{3.7}	287.1		
s11 35	s11 52		MILLSAP... ^{3.37} *	290.8	s 1 41	s 7 47
		137	BENNETT... ^{6.98}	294.1		
		135	BRAZOS... ^{6.45} *	301.1		
	a12 08		SANTO... ^{5.95} Ⓢ*	307.6	a 1 24	
		132	JUDD... ^{4.95}	313.5		
a12 07	a12 17		GORDON... ^{2.80} *	318.5	a 1 13	a 7 20
			MINGUS... ^{5.52} *	321.3		
	s12 28	133	STRAWN... ^{11.90}	326.8	s 1 05	a 7 13
		133	TIFFIN... ^{2.08}	338.7		
s12 40	s 1 01	122	RANGER... ^{10.71} Ⓢ	340.8	s12 43	s 6 55
s12 54	s 1 16	132	EASTLAND... ^{9.19}	351.5	s12 31	s 6 39
s 1 12	s 1 28	190	CISCO... ^{7.22} ⓈⓈⓈ	360.7	s12 22	s 6 28
		133	DOTHAN... ^{13.86}	367.9		
		133	JAYELL... ^{4.12}	381.7		
s1 45	s1 58	119	BAIRD... ^{6.95} WⓈⓈ	385.8	s11 56	s15 55
1 50	2 03				11 51	15 50
2 02	f 2 16	143	CLYDE... ^{11.66} *	392.8	f11 44	
2 14	2 26	170	HOLDER... ^{2.09} Ⓢ	404.5	11 31	5 25
s 2 45	s 2 42		ABILENE... ^{3.36} DⓈⓈⓈ	406.6	s11 28	s 5 20
2 49	2 46	114	BAGDAD... ^{5.04} Ⓢ	409.9	11 08	5 03
2 54	2 51	104	TYE... ^{8.90} *	415.0	11 04	4 58
3 02	a 2 59	150	MERKEL... ^{5.80} ⓈⓈ	423.9	a10 57	a 4 48
3 07	f 3 05	92	TRENT... ^{7.33} *	429.7	10 51	4 42
3 15	3 12	144	ESKOTA... ^{10.84} Ⓢ	437.0	10 45	4 35
s 3 26	s 3 22	156	SWEETWATER DOTS... ^{8.53} ⓈⓈⓈ	447.8	s10 35	s 4 23
4 00	f 3 37	144	ROSCOE... ^{10.00} Ⓢ*	456.4	a10 15	a 4 00
4 09	f 3 46	144	LOLAINE... ^{6.10} *	466.4	a10 05	3 46
4 15	3 52	72	RODET... ^{3.80}	472.5	9 59	3 40
s 4 25	s 4 00		COLORADO CITY... ^{2.30} ⓈⓈ	475.8	s 9 55	s 3 35
4 30	4 05	160	DOME... ^{13.0}	478.1	9 46	3 32
4 42	4 17	143	IATAN... ^{12.60}	491.1	9 34	3 20
4 55	f 4 30	143	COAHOMA... ^{4.80}	503.7	b 9 21	3 08
5 00	4 35	80	ZILER... ^{4.90} Ⓢ	508.5	9 16	3 04
s 5 15AM	s 4 50PM	YD	BIG SPRING DWT... ^{267.50} ⓈⓈⓈ	513.4	9 10AM	2 59AM

WESTWARD		Siding Capacity in Cars	TIMETABLE No. 3 AUGUST 16, 1964	Miles From Teasarkana	EASTWARD	
FIRST CLASS					FIRST CLASS	
21 Pgr. Daily	27 Pgr. Daily				22 Pgr. Daily	26 Pgr. Daily
5 00PM	5 35AM	YD	BIG SPRING DWT... ^{5.9} ⓈⓈⓈ	513.4	8 55AM	2 40AM
5 07	5 42	90	DORT... ^{9.44}	519.3	8 46	2 28
5 11	5 46	144	MORITA... ^{6.64}	523.9	8 42	2 23
s 5 21	s 5 55	144	STANTON... ^{5.26} *Ⓢ	533.3	f 8 32	f 2 13
5 28	6 02	80	DIX... ^{10.00}	539.2	8 26	2 08
5 37	6 11	135	CHUB... ^{4.2}	549.2	8 17	1 58
s 5 51	s 6 38		MIDLAND... ^{5.8} ⓈⓈⓈ	553.3	s 8 12	s 1 53
5 58	6 45	80	BOUNCE... ^{4.85}	559.0	8 00	1 35
6 03	6 49	162	PEGASUS... ^{4.85}	563.8	7 56	1 30
6 08	6 53	78	SOLO... ^{4.80} Ⓢ	568.7	7 51	1 25
s 6 25	s 7 20		ODESSA... ^{5.46} ⓈⓈⓈ	573.5	s 7 45	s 1 20
6 32	7 32	153	ARCADE... ^{5.14}	578.9	7 32	1 00
6 37	7 37	80	DOURO... ^{5.5}	584.1	7 20	12 55
6 42	7 41	80	BADGER... ^{3.6}	590.1	7 14	12 50
6 45	7 44	80	METZ... ^{6.4}	593.7	7 11	12 46
6 51	7 50	80	RANCH... ^{9.30}	600.1	7 05	12 40
s 7 10	s 8 20	143	MONAHAN'S WDOT... ^{6.2} ⓈⓈⓈ	609.4	s 6 55	s12 30
7 17	8 28	104	WICKETT... ^{8.6} *	615.6	6 39	12 05
7 25	f 8 36	92	PYOTE... ^{15.8} *	624.2	f 6 31	a11 56
7 39	8 51	62	BARSTOW... ^{8.6} *	640.0	f 6 17	a11 41
s 7 49	s 9 15	84	PECOS... ^{9.2} Ⓢ	646.6	s 6 10	s11 35
7 59	9 25	78	HERMOSA... ^{10.3}	655.8	5 51	11 19
s18 10	s19 35	185	TOYAH... ^{10.6} WⓈⓈⓈ	666.1	s15 40	s11 09
8 15	9 40				15 35	11 04
8 26	9 54	77	GOZAR... ^{9.6}	676.7	5 19	10 54
8 36	10 06	77	SAN MARTINE... ^{4.9}	686.3	5 10	10 44
8 41	10 13	77	LEVINSON... ^{7.6}	691.2	5 06	10 39
a 8 49	f10 22	59	KENT... ^{10.0} *	698.8	4 59	a10 31
9 00	10 34	80	BORACHO... ^{10.4} Ⓢ	708.8	4 50	10 21
9 10	10 43	66	PLATEAU... ^{7.9}	719.2	4 37	10 11
9 18	10 50	77	WILD HORSE... ^{7.9}	727.1	4 28	10 03
a 9 26	s10 58	66	VAN HORN... ^{11.5} *ⓈⓈ	735.0	s 4 20	a 9 55
9 44	11 18	78	ALLAMORE... ^{7.4} Ⓢ*	746.5	4 06	9 44
9 51	11 25	77	EAGLE FLAT... ^{9.7}	753.9	3 59	9 30
10 01	11 34	77	ARISPE... ^{4.9}	763.6	3 51	9 20
s10 10PM	s11 45AM	YD	SIERRA BLANCA... ^{88.44} ⓈⓈⓈ	768.5	a 3 45AM	s 9 15PM
12 15AM	1 50PM	YD	EL PASO... ^{343.55} DWTⓈⓈⓈ	858.4	1 50AM	7 30PM

ABS—Big Spring to Sierra Blanca, 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 and mail when requested by R.P.O. Clerk.

No. 26 stop at Fabens on signal to receive revenue passengers and at Tornillo when using siding to get mail from cranes; and at Van Horn Saturday and Sunday and Stanton on Sunday and Monday.

Yard Limits: MP 607-27 to MP 517-0; MP 567-33 to MP 576-17; MP 607-0 to MP 612-29; MP 664-25 to MP 667-10.

ABS—Ft. Worth to Big Spring, CTC between JA Jct. and west end siding Clyde. Two main tracks between Ft. Worth and JA Jct. Yard Limits: MP 243-0 to MP 251-5; MP 403-17 to MP 410-23; MP 444-12 to MP 449-24; MP 454-11 to MP 457-4; MP 607-27 to 517-0.

No. 26 stop Merkel on Saturday and Sunday exchange mail and Putnam daily to discharge mail.

8 THIBODAUX SUBDIV.—RED RIVER DIVISION

WESTWARD ↓	Siding Capacity in Cars	TIMETABLE No. 3		Miles From Creary	EASTWARD ↑
		AUGUST 16, 1964			
STATIONS					
		GEARY.....		0.0	
		1.5			
		PALO ALTO.....		1.5	
		4.2			
		KESSLER.....		5.7	
		3.3			
		PAINCOURTVILLE.....		9.0	
		2.9			
		MUNSON.....		11.9	
		1.1			
		NAPOLEONVILLE.....		13.0	
		1.2			
		RATLIFF.....		14.2	
		8.4			
		LABADIEVILLE.....		22.6	
		8.5			
	YD	THIBODAUX.....		31.1	
		31.1			

PLEASANT HILL SUBDIV.—RED RIVER DIVISION

WESTWARD ↓	Siding Capacity in Cars	TIMETABLE No. 3		Mile Post Location	EASTWARD ↑
		AUGUST 16, 1964			
STATIONS					
	YD	CYPRESS.....		235.9	
		3.6			
		WEAVER.....		239.5	
		6.6			
	19	PROVENCAL.....		246.1	
		6.9			
	30	ROBELINE.....	⊙	253.0	
		6.3			
	29	MARTHAVILLE.....	⊙	259.3	
		9.5			
	23	PLEASANT HILL.....	⊙	268.8	
		6.1			
	22	PELICAN.....		274.9	
		4.1			
	18	OXFORD.....		279.0	
		8.4			
	24	MANSFIELD ⊙K.O.S....	⊙ ⊙	287.4	
		7.1			
	29	GRAND CANE.....		294.5	
		7.9			
	27	GLOSTER.....		302.4	
		6.4			
		STONEWALL.....		308.8	
		3.2			
		⊙ S. P.....	⊙	312.0	
		0.4			
		KEITHVILLE.....		312.4	
		5.6			
		REISOE.....		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 9

SOUTHWARD ↓	Siding Capacity in Cars	TIMETABLE No. 3		Miles From Addis	NORTHWARD ↑
		AUGUST 16, 1964			
STATIONS					
	YD	BUNKIE.....	T ⊙ W ⊙ ⊙	94.7	
		4.7			
		EVERGREEN.....		90.0	
		4.2			
	28	COTTONPORT.....	⊙	85.8	
		3.3			
		LONGBRIDGE.....		82.5	
		3.0			
		MANSURA JCT. ⊙L. & A. ⊙G		79.5	
		6.9			
	96	HAMBURG.....		72.6	
		7.7			
		SIMMESPORT.....	⊙ ⊙	64.9	
		7.9			
	44	LETTSWORTH.....		57.0	
		7.2			
	87	BATCHELOR.....		49.8	
		7.8			
	42	MORGANZA.....	⊙	42.0	
		10.0			
	87	NEW ROADS.....	T ⊙	32.0	
		7.5			
	42	GLYNN.....		24.5	
		7.2			
	42	CHAMBERLIN.....		17.3	
		4.5			
	85	LOBDELL.....	⊙	12.8	
		0.5			
		LOBDELL JCT.....		12.3	
		0.5			
		⊙ M. P.....	⊙	11.8	
		1.8			
		⊙ M. P.....	G	10.0	
		0.2			
		P. O. R. R.....	⊙	9.9	
		2.1			
		PORT ALLEN.....	⊙ ⊙	7.8	
		1.3			
		CANAL.....	⊙ ⊙	6.5	
		6.5			
	YD	ADDIS.....	⊙ DW ⊙ ⊙	.0	
		94.7			

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; Mansura Jct.; Lobdell Jct. to Addis.

CHURCHPOINT SUBDIV.—RED RIVER DIVISION

SOUTHWARD ↓	Siding Capacity in Cars	TIMETABLE No. 3		Mile Post Location	NORTHWARD ↑
		AUGUST 16, 1964			
STATIONS					
	YD	BUNKIE.....	T ⊙ W ⊙ ⊙	0.0	
		3.6			
		EOLA ⊙ S. P.....	⊙	3.6	
		5.2			
	10	ST. LANDRY.....		8.8	
		11.2			
	41	VILLE PLATTE.....		20.0	
		6.7			
	15	LEDOUX.....		26.7	
		9.3			
	13	OPELOUSAS ⊙ M.P.....	⊙	36.0	
		7.5			
	11	LEWISBURG.....		43.5	
		4.4			
	16	CHURCH POINT.....		47.9	
		47.9			

Yard Limits: MP 3 to Bunkie.

10 WHITESBORO SUBDIV.—RED RIVER DIVISION

SOUTHWARD SECOND CLASS		TIMETABLE No. 3 AUGUST 16, 1964		NORTHWARD SECOND CLASS		
937 Local Freight		Siding Capacity in Cars	STATIONS	Miles From Texarkana	938 Local Freight	
Daily					Daily	
6 00PM	YD	BONHAM.....	128.1	2 00AM		
		5.5	133.6			
		EOTOB.....	139.2			
		5.6	141.6			
		SAVOY.....	151.2	12 01AM		
		2.3	154.5			
		BELLS & M. K. T.....	154.6			
		9.6	159.6			
8 00PM	26	SHERMAN JOT.....	165.0			
		3.3	173.1			
		@ S. T. L. S. W.....	179.5			
		0.1	191.5			
		SHERMAN @ M. K. T.....	198.4			
		5.0	209.1			
		GRAAC.....	216.3			
		5.4	225.4			
		SOUTHEMAYDE.....	230.3			
		10.7	235.5			
		YD WHITESBORO.....	238.1			
		6.4	240.0			
		76 COLLINSVILLE.....	243.2			
		12.0	244.4			
		76 PILOT POINT.....				
		6.9				
		AUBREY.....				
		137 DENTON.....				
		7.2				
		ARGYLE.....				
		9.1				
		76 ROANOKE.....				
		4.9				
		89 KELLER.....				
		5.2				
		46 WATAUGA.....				
		2.6				
		@ S. T. L. S. W.....				
		1.9				
		100 HODGE.....				
		3.2				
		Peach Street.....				
		0.8				
		YD @ T. P. TOWER.....				
		0.5				
		FORT WORTH.....				
		0.5				
		116.3				

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. 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 251-5.

D. & P. S. SUBDIV.—RED RIVER DIVISION

SOUTHWARD		TIMETABLE No. 3 AUGUST 16, 1964		NORTHWARD		
↓		Siding Capacity in Cars	STATIONS	Miles From Sherman Jct.	↑	
YD	DENISON.....				7.3	
26	SHERMAN JOT.....	.0				
		7.8				

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 11

SOUTHWARD		TIMETABLE No. 3 AUGUST 16, 1964		NORTHWARD		
↓		Siding Capacity in Cars	STATIONS	Miles From T. S. & N. Jct.	↑	
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					
	OASH POINT.....	7.3				
	7.3					
YD	T. S. & N. JOT.....					
	1.3					
	@ I. O. R. R.....					
	3.3					
YD	HOLLYWOOD YARD.....					
	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 3-15 to Hollywood Yard.

BONHAM SUBDIV.—RED RIVER DIVISION

WESTWARD		TIMETABLE No. 3 AUGUST 16, 1964		EASTWARD		
↓		Siding Capacity in Cars	STATIONS	Miles From Texarkana	↑	
YD	TEXARKANA... DWT.....				.0	
	0.6					
	@ K. O. S.....					
	4.5					
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				
	8.5					
95	CLARKSVILLE.....	61.0				
	13.2					
	DETROIT.....	74.2				
	16.8					
YD	PARIS.....	91.0				
	0.7					
	@ G. O. & S. F.-S. P.....					
	20.3					
77	HONEY GROVE.....	112.0				
	16.1					
YD	BONHAM.....	128.1				
	128.1					

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

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

WESTWARD ↓	Siding Capacity in Cars	TIMETABLE No. 3 AUGUST 16, 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			
		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 19.

Yard Limits: MP 1-4 to Monahans.

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

WESTWARD ↓	Siding Capacity in Cars	TIMETABLE No. 3 AUGUST 16, 1964		Miles From Weatherford	EASTWARD ↑
		STATIONS			
		WEATHERFORD.....⊙DW ⊙		0	
		1.36			
		MINERAL WELLS JOT.....		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.

MARKSVILLE SUBDIV.—RED RIVER DIVISION

SOUTHWARD ↓	Siding Capacity in Cars	TIMETABLE No. 3 AUGUST 16, 1964		Miles From Addis	NORTHWARD ↑
		STATIONS			
		MANSURA JOT. ⊙ L. & A. ⊙ G		79.5	
		5			
		MANSURA.....⊙		80.0	
		4.7			
		MARKSVILLE.....⊙ ⊙		84.7	
		5.2			

Yard Limits: Entire Subdiv.

Maximum speed 18 MPH.

A. & S. SUBDIV.—RIO GRANDE DIVISION 13

WESTWARD ↓	Siding Capacity in Cars	TIMETABLE No. 3 AUGUST 16, 1964		Distance From Abilene	EASTWARD ↑
		STATIONS			
	YD	ABILENE.....⊙DW ⊙ ⊙		0	
		16.7			
		⊙ GC & SF.....⊙		16.7	
		5			
		TUSCOLA.....		17.2	
		2.7			
	35	OVALO.....		19.9	
		7.5			
		BRADSHAW.....		27.4	
		10.8			
	20	WINTERS.....		38.2	
		15.4			
		⊙ G.C. & S.F.....⊙		53.6	
		4			
	YD	BALLINGER.....		54.0	
		54.0			

Yard Limits: Abilene—MP 4.0.

NEW ORLEANS & LOWER COAST RAILROAD

SOUTHWARD ↓	Siding Capacity in Cars	TIMETABLE No. 3 AUGUST 16, 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—1199	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		30

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

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

Welded rail trains and snow plows.....	} 40 MPH or Freight Train Speed Whichever is Lower	
Unless otherwise instructed by Superintendent, Trains handling welded rail will be restricted to 70 cars. Welded rail cars will be handled on head end next behind buffer cars. No train moves are to be made while men are in the process of coupling rails or while men are standing on transition car (MPX-6501). In no case will Engineer take slack or move train until authorized to do so by Roadmaster or Assistant Roadmaster.		

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

3-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, or equipment or shipments of excessive width or height causing the speed of the train handling to be restricted below the maximum train speed, or where clearance of structures, or equipment on adjacent tracks may be close, a Train Order, Form X, must be issued, specifying the restriction. Conductors must require such an order before departing the station from which such restricted equipment is handled.

4. MAXIMUM TRAIN SPEED:

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. 236-4	40	40

*Applies only to Eastward track.

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
Shreveport—Continued		
M.P. 245-1—M.P. 247	25	25
M.P. 247-19—M.P. 248-30	55	55
M.P. 280-6—M.P. 280-26	60	
M.P. 310-15—M.P. 310-19	55	55
M.P. 315-3—M.P. 315-20	30	30
M.P. 327-7—M.P. 327-17	65	
M.P. 334-23—M.P. 335-1	65	
M.P. 337-24—M.P. 337-33	65	
M.P. 341-24—M.P. 341-32	65	
M.P. 345-20—M.P. 345-24	65	
M.P. 347-26—M.P. 348-5	65	
M.P. 350-23—M.P. 351-13	30	30
Thibodaux: (Except as below).....	20	20
Around curves Geary, just east Palo Alto and Godchaux connection.....	15	15
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-M.P. RR. Crossing	15	15
*3164 feet south M.P. 20.		
Avoyelles: (Except as below).....	25	25
M.P. 9-9 P.C. RR.—M.P. RR. Crossing	25	15
M.P. 11-8 M.P. RR. Crossing	15	15
L&A RR. Crossing—Mansura Jct.	15	15
Longbridge-Mansura Jct.	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. 3-42—M.P. 23	15	15
M.P. 23—M.P. 71	20	20
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. 151-12	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	35	35
M.P. 30-23—M.P. 31-13	60	
M.P. 36-12—M.P. 38-0	50	50
M.P. 42-10—M.P. 42-23	70	
M.P. 45-2—M.P. 45-20	60	
M.P. 50-8—M.P. 51-17	30	30
M.P. 53-1—M.P. 54-0	65	
M.P. 56-14—M.P. 56-24	70	
M.P. 59-0—M.P. 60-23	65	
M.P. 62-1—M.P. 62-12	70	
M.P. 65-15—M.P. 66-13	60	
M.P. 66-13—M.P. 67.6 (Main Track)	35	35
M.P. 66-13—M.P. 67.6 (Siding)	15	15
M.P. 67-6—M.P. 38-33	60	
M.P. 80-10—M.F. 80-24	65	
M.P. 84-28—M.F. 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	60	
M.P. 205-1—M.P. 205-32	70	
M.P. 207-34—M.P. 208-30	40	40
M.P. 212-8—GC&SF Ry. Crossing	20	20
U. T. Jct.—TP Tower		
(South Track Only)	60	
M.P. 216-18—M.P. 216-41	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. 228-31	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. 251-30—M.P. 252-23	65	
M.P. 258-0—M.P. 259-3	55	55
M.P. 259-21—M.P. 262-5	60	
M.P. 264-14—M.P. 264-24	60	
M.P. 266-16—M.P. 266-29	60	

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
Baird—Continued		
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. 323-15—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. 372-6—M.P. 372-13	55	55
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. 520-14—M.P. 521-32	70	
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. 587-19	60	
M.P. 609-15—M.P. 609-16	35	35
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	70	
M.P. 692-26—M.P. 694-35	60	
M.P. 695-10—M.P. 697-1	65	
M.P. 701-34—M.P. 703-7	70	
M.P. 735-8—M.P. 735-18	50	50
M.P. 739-33—M.P. 742-13	55	55
M.P. 742-19—M.P. 744-0	45	45
WMW&NW Subdivision	35	25
A&S Subdivision	20	20
T-NM Subdivision	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.

Unless otherwise instructed Freight Cars must not be handled under shed on Passenger Tracks 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
Ama	18.7	1	East end of siding
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
Halleville		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
Marith		2	Each end of siding
Scottdale		2	Each end of siding
T&P Jet	208.3	1	East end siding
T&P Jet	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.	261.5	1	Eastward main track
Iona		2	Each end of siding
Earls		2	Each end of siding
Weatherford		2	Each end of siding
Freble		2	Each end of siding
Bennett		2	Each end of siding
Erazos		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
Eskota		1	East end siding
Sweetwater		2	Each end of siding
Roscoe		1	West end Siding
Lorraine		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 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	23.3	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	257.8	6
Armistead	272.1	15
Grand Bayou	280.10	12
Williams	287.9	7
LaChute	293.6	20
Cecile	299.3	15
Gayles	302.4	16
Greenwood	326.4	33
Jonesville	335.4	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

Texas District

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
Pete	453	8
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

Texas District

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
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. OPERATION OF ENGINES OVER RAILROAD CROSSINGS:

When operating engines at speeds exceeding 25 MPH, reduce the throttle to Run 4 position at least 8 seconds before the engine reaches a rail crossing. If the engine is already operating in Run 4 position or lower, allow the same interval and place the throttle in the next lower position. Do not advance the throttle until all units of the consist have passed over the crossing.

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, 505-83 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. 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 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.

14.—Continued

(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): Yellow fusees may be used in lieu of green fusees 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.

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 fusees

Night Signals {A white light
 }Not less than 10 torpedoes and 6 red fusees."

Rule 99(d): Will not apply in territory where ABS rules are in effect and there are at least two automatic block signals to rear.

Rule 99(j): Revised as follows:

Where ABS rules are in effect, and a train or engine is standing on a main track with at least two automatic block signals to the rear, unless otherwise provided, protection against following trains or engines on that track is not required.

15.—Continued

This rule will not apply to any unit of equipment which will not actuate the block signals; nor does this rule modify the requirements of providing full protection:

- (1) Against opposing trains, when required
- (2) Against following trains when making back-up movement.

Rule 99(j) does not apply to a light engine.

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 fusees"

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.

Rule 508(8) is changed to read as follows:

When diesel engines are left unattended with motors running, throttle must be in "idle" position, transition lever in "off" position, reverser handle removed, hand brake on the controlling unit set and independent brakes applied.

When diesel engines with motors shut off are left unattended, throttle must be in "idle" position, transition lever in "off" position, all switches in "off" position, reverser handle removed, hand brake on controlling unit set and, if necessary, wheels blocked.

Head brakeman on freight trains will ride in lead unit when seat available.

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

Train orders:

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

Form Q.—A Form Q may be typewritten.

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

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."

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.

3. Stop Order (Form X):

Authorized on All Subdivisions Except:

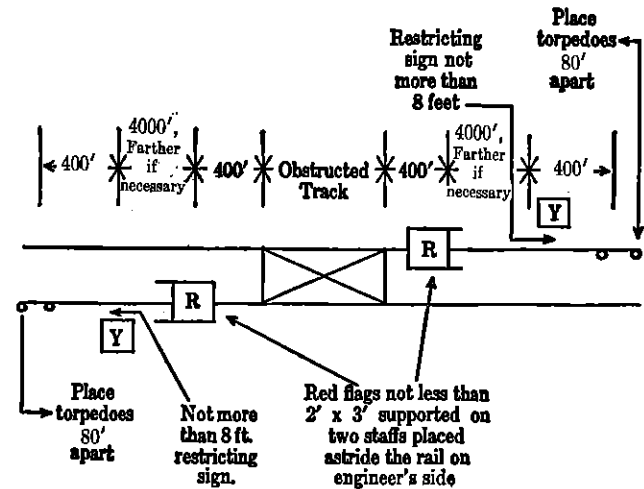
Alexandria	Shreveport
Dallas	Baird
Toyah	
Whitesboro (between Whitesboro and Fort Worth)	

This Form of order may be used to afford protection 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.

This order must not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen.

17. SPECIAL TRAIN PROTECTION RULE

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.

18. RAIL DETECTOR CARS

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

19. AUTOMATIC BLOCK SYSTEM: (See Schedule Pages)

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

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

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

20.

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.

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 Waggaman.

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 Big Spring may run ahead of overdue westward first class trains Ziler to Big Spring without train order authority when it is known a first class train will not be delayed.

21. HOT BOX DETECTORS

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

Detector	Recorder	Indicators
M.P. 416.0, near Tye	Abilene Telegraph Office	On westbound signal, 420.9. On eastbound signal, east end Bagdad
M.P. 178.0, near Elmo	Dispatcher's Office, Ft. Worth	On westbound signal, east end Lawrence. On eastbound signal, west end Willis Point.
M.P. 29.4, near Bivins	Marshall Control Office	On concrete instrument house, east end Kildare. On eastbound signal, west end Atlanta.
M.P. 44.07 near Vacherie	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. Westward 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. 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.

26. PULLING AIR HOSE APART, BRAKE PIPE CHARGED.

When necessary to part the air hose, after not less than a full service brake pipe reduction has been made, angle cocks on each side of hose to be parted must be closed, after which the air hose may be pulled apart.

EXCEPTION: When cutting off pusher while running, the air hose may be allowed to pull apart after angle cocks are closed.

27. REMOTE CONTROL SWITCHES (Other than dual control)

This type machine is equipped for power operation. No means other than a hand-crank being provided for manual operation. (The hand-crank and brake lever, if required, is located in a box or telephone booth provided for the purpose nearby.)

The switch may be operated as follows:

1. Unlock switch lock located on top cover (painted yellow) of switch machine near the motor end of the machine.
2. Insert the small hand-crank into the barrier gear shaft. To insert this crank in place, it is necessary to move a barrier arm. The movement of this arm automatically opens the motor operating circuit, and motor cannot be again energized until the hand crank has been removed and the crank contact closed.
3. When cranking the machine, crank it as far as it will go to make sure that the machine is fully locked-up. (One complete revolution of the crank after the switch points are in the normal or reverse position.)
4. After movements over switch have been completed, restore switch with hand-crank to normal position, remove hand-crank, and close the crank contact.
5. Brake lever, when used, must be released and held released, while cranking with brake release provided for this purpose.

Brake insert is located on the side of the switch machine between the motor and the switch lock, on top of the cover of the switch machine and is painted yellow.

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	ALFALEA	822.8
	4.7	
859	TOWER 47 SP-TP CONN.	827.5
	1.6	
860	EL PASO	858.4

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

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

Yellow reflective sheeting
 White reflectorized numbers
 Black
PERMANENT SPEED RESTRICTION SIGN
 See Rule 10(h) and Timetable Special Instructions Section 3

Yellow reflective sheeting
APPROACH SIGN
 See definition of Restricted Speed and Special Instructions supplementary to Operating Rules

Silver reflective sheeting
 White
HIGHWAY GRADE CROSSING WHISTLE SIGN
 Where sign is used to protect more than one crossing, numeral will be attached to stand designating number of crossings protected. Whistle signal 14 (I) applies at each crossing.

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

Red reflective sheeting
STOP SIGN
 At point where stop required

Yellow reflective sheeting
 White reflectorized stripes across back
TEMPORARY SPEED RESTRICTION SIGN

Green reflective sheeting
 White reflectorized stripes across back
TEMPORARY RESUME SPEED SIGN

Yellow reflective sheeting
YARD LIMIT SIGN
 See Rule 93

Silver reflective sheeting
 White reflective sheeting
RAILROAD CROSSING - JUNCTION-DRAW BRIDGE
 (except when protected by interlocking),
ONE MILE SIGN
 See Rule 98

Yellow reflective sheeting
TEMPORARY SPEED RESTRICTION SIGN

Green reflective sheeting
TEMPORARY RESUME SPEED SIGN

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

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

White reflective sheeting
SL
SWITCHING LIMIT SIGN
 Used to designate Switching Limits



TAKE PRIDE

in

**RULES
OBSERVANCE**

**For men to be safe they must be taught
by a competent, courteous teacher.**

**Each conductor, engineer and foreman
is a teacher and has the obligation to
require rules observance and safety in
the performance of duty by men under
their supervision.**

TAKE TIME FOR SAFETY



Texas District

The term "Company Surgeon" in Rules 601, 602 and 603 of the Uniform Code of Operating Rules will mean a Company Medical Officer. Whenever the services of a physician are required to attend to an injured employe, a Medical Officer must be called or the employe sent to a Medical Officer for treatment.

If it is necessary to call a physician under present rules in the case of a personal injury of a passenger or other persons, a Medical Officer must be called.

TEXAS DISTRICT

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

District Medical Officer

A. D. Ladd, M. D.
The Coffey Clinic
306 West Broadway
Fort Worth, Texas

Division Medical Officers

Clyde E. Thomas, Jr., M. D.
Howard County Hospital
Foundation
Drawer 949
Big Spring, Texas

Guy T. Williams, M. D.
Browne-McHardy Clinic
630 Gravier Street
New Orleans, La.

Local Medical Officers

E. R. Richardson, M. D.
Southwest Clinic Association
220 Medical Arts Bldg.
Dallas 1, Texas

L. L. Davidge, M. D.
The Shreveport Clinic
1725 Fairfield Ave.
Shreveport, La.

J. R. Floyd, M. D.
1501 Arizona Ave.
El Paso, Texas

Henry M. Carney, M. D.
Collom and Carney Clinic
Texarkana, Texas

Roscoe O. Moore, M. D.
P. O. Drawer 269
Mineola, Texas

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

Division Medical Officer

L. M. Redding, M. D.
300 N. Alamo St.
Marshall, Texas

Local Medical Officers

A. G. Arrant, M. D.
868 Hickory St.
Abilene, Texas

Don C. Garrett, M. D.
Sandhills Clinic
Drawer N.
308 South Gary Ave.
Monahans, Texas

M. L. Stubblefield, M. D.
Baird, Texas

Rhodes J. Spedale, M. D.
Wilbert Bldg.
Plaquemine, La.

J. A. Risser, M. D.
1003 N. Center St.
Bonham, Texas

C. A. Johnson, M. D.
Young Medical Center
1401 Hailley
Sweetwater, Texas

H. A. McConnell, M. D.
McConnell Clinic and Hospital
Box 29
Bunkie, La.

Frank V. Mondrik, M. D.
603 N. Sixth St.
Longview, Texas

P. L. Allen, M. D.
211 South Elm
Weatherford, Texas

H. W. Gillett, M. D.
Box 1597
Lovington, New Mexico

E. M. Russell, M. D.
201 South Waco
Weatherford, Texas