

MAKE EVERY TRIP A SAFETY TRIP



G. L. STRICKLIN
Assistant Superintendent

W. H. McCUNE
F. VAUGHN
J. L. FARRIS
Road Foremen of Engines

J. A. SINGISER
Chief Dispatcher

R. O. JOHNSON
Night Chief Dispatcher

C. MANSFIELD
P. M. McGEE
W. L. NIGH

C. W. WRIGHT
J. H. CRANE
E. ELLIOTT

Dispatchers



ROAD FOREMAN OF ENGINES HAS THE SAME
AUTHORITY AS ASSISTANT SUPERINTENDENT
WHILE ON LINE OF ROAD.

Missouri-Kansas-Texas Railroad Company of Texas

EMPLOYEES'

TIME TABLE

No. 24

NORTH TEXAS DISTRICT

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

Sunday, May 16, 1948

Superseding Previous Time Table and Supplements

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

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

C. A. BIRGE, JR.,
Superintendent

J. H. LITTLE,
General Superintendent
of Transportation

H. M. WARDEN,
Vice-President and
General Manager

SOUTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

THIRD CLASS		FIRST CLASS				Distance from St. Louis	TIME TABLE No. 24		Sliding Capacity Cars, Telephon, Saloon, Water, Tum Tables, Wys, Fuel Yards	FIRST CLASS				THIRD CLASS
281 Katy Express	271 Bullet	5 Katy Flyer	3 Katy Limited	7 The Bluebonnet	1 Texas Special		Effective 12:01 A. M. May 16, 1948			6 Katy Flyer	8 The Bluebonnet	2 Texas Special	4 Katy Limited	272 Fast Freight
Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily	Daily		
PM 5.45	AM 2.20						N RAY	RA					AM 3.00	
6.10	2.45						N McCUNE	RA					2.45	
		PM 7.45	AM 11.00	AM 5.45	AM 4.47	660.9	N DENISON	WD	OWPT YCS Yard	AM 10.30	PM 11.35	AM 12.13	AM 1.30	
6.20	2.55	7.45	11.01	5.46	4.48	661.6	T&NO Interlocking LEIGH	Auto. Block Signal	P	10.26	11.31	12.09	1.26	2.35
6.28	3.03	7.52	11.07	5.52	4.53	666.0	BOVA	43 P	10.19	11.25	12.04	1.19	2.25	
6.34	3.09	7.55	11.10	5.55	4.56	668.7	PENLAND	88 P	10.15	11.22	12.01	1.15	2.20	
6.45	3.20	8.04	11.21	6.02	5.02	674.3	T&P Interlocking BELLS	N X	51 P	10.04	11.15	11.55	1.07	2.10
7.05	3.40	8.13	11.32	6.10	5.09	681.3	WHITTEWRIGHT SLSW Crossing (Auto. Interlocking Signals)	D WH	82 P	9.54	11.07	11.48	12.59	1.56
7.17	3.52	8.21	11.41	6.17	5.16	688.1	TRENTON	D UN	30 P	9.43	10.59	11.41	12.50	1.43
7.29	4.04	8.29	11.54	6.24	5.23	694.6	LEONARD	D AU	56 WP	9.32	10.52	11.34	12.42	1.30
7.44	4.19	8.37	12.03	6.31	5.30	701.2	GC&SF Interlocking CELESTE	N KF	70 YP	9.21	10.45	11.27	12.34	1.15
7.54	4.29	8.44	12.13	6.38	5.37	707.5	YANCEY	N	40 P	9.10	10.38	11.20	12.27	1.02
8.05	4.40	8.56	12.25	6.46	5.45	713.0	GREENVILLE	N	WTFO Yard	9.03	10.31	11.14	12.20	12.50
8.30	4.55	9.01	12.29	6.48	5.47	714.0	HUNT SLSW Crossing (Auto. Interlocking Signals)	N A	Yard S-F	8.54	10.24	11.10	12.08	12.45
8.45	5.09	9.10	12.40	6.57	5.55	721.6	CADDO MILLS	D CM	57 P	8.44	10.15	11.02	11.59	12.15
9.22	5.24	9.22	12.50	7.06	6.04	730.3	ROYSE CITY	D RY	51 P	8.32	10.06	10.53	11.50	11.50
9.39	5.31	9.27	12.56	7.10	6.08	734.1	FATE	D	41 P	8.25	10.02	10.49	11.46	11.25
9.57	5.40	9.33	1.01	7.16	6.13	738.7	ROCKWALL	D RC	31 P	8.19	9.57	10.44	11.41	11.17
10.36	5.55	9.48	1.13	7.24	6.21	746.5	ROWLETT	D VY	47 P	8.08	9.48	10.36	11.31	11.04
10.55	6.03	9.57	1.25	7.30	6.26	750.9	GC&SF Crossing (Auto. Interlocking Signals) GARLAND	N GC	88 P	8.01	9.43	10.31	11.25	10.55
11.21	6.09	10.01	1.30	7.34	6.30	754.1	BETHARD	N	49 P	7.53	9.39	10.27	11.21	10.45
11.45	6.38	10.19	1.39	7.43	6.38	761.4	ATKINS	N	99 P	7.43	9.31	10.19	11.12	10.19
						762.5	T&NO (Cable) Interlocking TKNO ICI	Auto. Block Signal	P					
		10.25	1.44	7.48	6.42	763.3	HIGHLAND PARK	N	P	7.35	9.28	10.16	11.09	
AM 12.10	7.10	10.30	1.49	7.53	6.47	765.2	DENY	N	P	7.28	9.23	10.11	11.03	9.35
AM 12.30	7.20	10.32	1.51	7.55	6.49	767.0	DALLAS YARD	N DY	WPT YCS	7.26	9.21	10.09	11.01	9.30
		10.35	1.55	8.00	6.52	767.2	UT-T&P Interlocking DALLAS	N UT	P	7.25	9.20	10.08	11.00	
10.3	22.0	37.5	36.4	47.2	51.2		Average speed per hour			34.4	47.2	51.2	42.5	30.0

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

Dallas Yard or End of Double Track will not be considered as an initial or terminal station for first class schedules extending through Denison and Winslow on combined pages 1, 2 and 3 of the Dallas Division under provision of Rule 4. Denison and Winslow will be the initial and terminal stations for such first class schedules.

SOUTHWARD TRAINS

DALLAS DIVISION

SOUTHWARD TRAINS

FOURTH CLASS				THIRD CLASS				TIME TABLE No. 24		FIRST CLASS						
95				775				Effective 12:01 A.M. May 16, 1948		STATIONS						
Way				F.W.&D.C.				Katy Komet		F.W.&D.C.						
Monday Wednesday Friday				Daily				Daily		Daily						
AM				PM				707.0		N						
7.40								707.0		DALLAS YARD						
								707.2		DALLAS						
7.50				7.35				709.3		GC&SF Interlocking—CRI&G Jct. END OF DOUBLE TRACK						
8.00				7.41				722.7		PEELER						
8.25				7.55				751.7		LANCASTER						
8.40				8.11				787.0		ELVA						
8.50				8.40				791.2		STERRETT						
9.00				8.46				794.6		TATE						
9.10				8.55				797.5		T&NO Interlocking						
9.38				6.27				798.1		M-K-T JUNCTION						
10.15				6.36				803.0		WAXAHACHIE						
10.45				6.44				807.3		NELSON						
11.15				6.55				813.1		FORRESTON						
11.45				7.20				818.3		ITALY						
12.15				7.34				825.8		Texas Electric Crossing (Auto. Interlocking Signals)						
12.35				7.48				833.2		MILFORD						
12.40				7.51				834.3		FRASER						
14.4				21.3				25.2		Texas Electric Crossing (Auto. Interlocking Signals)						
								21.2		HILLSBORO						
										WINSLOW						
										Average speed per hour						

No. 2 IS SUPERIOR TO ALL TRAINS
No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

Dallas Yard or End of Double Track will not be considered as an initial or terminal station for first class schedules extending through between Denison and Winslow on combined pages 1, 2 and 3 of the Dallas Division under provision of Rule 4. Denison and Winslow will be the initial and terminal stations for such first class schedules.

NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

FIRST CLASS						TIME TABLE No. 24		THIRD CLASS				FOURTH CLASS	
2						Effective 12:01 A.M. May 16, 1948		STATIONS				96	
Texas Special						F.W.&D.C. Passenger		F.W.&D.C.				Way	
Daily						Daily		Daily				Tuesday Thursday Saturday	
AM						707.0 <th colspan="4">N</th> <th colspan="2">PM</th>		N				PM	
9.53						707.2		DALLAS YARD				1.00	
9.45						709.3		DALLAS				12.50	
9.41						722.7		PEELER				12.40	
9.32						751.7		LANCASTER				12.21	
9.26						787.0		ELVA				11.55	
9.21						791.2		STERRETT				11.40	
9.17						794.6		TATE				11.25	
9.13						797.5		T&NO Interlocking				11.10	
9.12						798.1		M-K-T JUNCTION				11.05	
9.06						803.0		WAXAHACHIE				9.48	
9.01						807.3		NELSON				9.20	
8.54						813.1		FORRESTON				9.00	
8.48						818.3		ITALY				8.40	
8.39						825.8		Texas Electric Crossing (Auto. Interlocking Signals)				8.18	
8.30						833.2		MILFORD				7.45	
8.28						834.3		FRASER				7.40	
47.3						45.4		Texas Electric Crossing (Auto. Interlocking Signals)				22.5	
						25.0		HILLSBORO				12.6	
								WINSLOW					
								Average speed per hour					

No. 2 IS SUPERIOR TO ALL TRAINS
No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

Dallas Yard or End of Double Track will not be considered as an initial or terminal station for first class schedules extending through between Denison and Winslow on combined pages 1, 2 and 3 of the Dallas Division under provision of Rule 4. Denison and Winslow will be the initial and terminal stations for such first class schedules.

4 SOUTHWARD TRAINS FORT WORTH DIVISION SOUTHWARD TRAINS

THIRD CLASS				TIME TABLE No. 24								FIRST CLASS											
81 Katy Komet	181 Katy Komet	75 Katy Ellipter	71 Bullet	Effective 12:01 A.M. May 16, 1948								11 Texas Special	1 Texas Special	27 The Bluebonnet	31 Texas Special	7 The Bluebonnet	25 Katy Flyer	5 Katy Flyer					
Daily	Daily	Daily	Daily	STATIONS								Daily	Daily	Daily	Daily	Daily	Daily	Daily					
PM 3.15		AM 11.30	AM 2.30																				
NOTE — THIRD CLASS TRAINS BETWEEN RAY AND WHITESBORO HAVE NO TIME TABLE AUTHORITY.																							
				RAY RA DENISON WD McCUNE SUN DALLAS JCT. POTTSBORO JCT. POTTSBORO JN HANGER SADLER WHITESBORO WO DENTON CN								DENISON WD McCUNE SUN DALLAS JCT. POTTSBORO JCT. POTTSBORO JN HANGER SADLER WHITESBORO WO DENTON CN											
VIA JOINT TRACK 5.10 PM 1.30 PM 4.40 AM				757 759 760.7 764.3 771.2 777.6 784.0 788.1 793.2 801.3 805.8 811.9 818.0 821.5 827.4 836.4 841.9 848.0 849.5								5.00 AM 5.03 AM 5.06 AM 5.07 AM 5.17 AM 5.27 AM 5.35 AM 5.45 AM 7.30 AM 8.50 AM 9.00 AM 9.03 AM 9.08 AM 9.17 AM 9.28 AM 9.35 AM 9.40 AM 9.47 AM 9.58 AM 10.05 AM 10.15 AM 10.29 AM 10.31 AM 10.39 AM 8.53 AM 8.58 AM 9.00 AM 9.07 AM 11.05 AM 11.25 AM 1.35 AM 1.40 AM								VIA JOINT TRACK 9.15 PM 10.25 PM 11.00 PM			
30.1 26.1 26.1 21.6				Average speed per hour								33.4 31.3 35.2 39.0 33.5 43.3											

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

NORTHWARD TRAINS FORT WORTH DIVISION NORTHWARD TRAINS 5

FIRST CLASS								TIME TABLE No. 24				THIRD CLASS								
12 Texas Special	2 Texas Special	28 The Bluebonnet	8 The Bluebonnet	32 Texas Special	26 Katy Flyer	6 Katy Flyer	Effective 12:01 A.M. May 16, 1948				180 Katy Komet	80 Katy Komet	74 Katy Flyer	76 Rocket	72 Fast Freight					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS				Daily	Daily	Daily	Daily	Daily					
NOTE — THIRD CLASS TRAINS BETWEEN RAY AND WHITESBORO HAVE NO TIME TABLE AUTHORITY.																				
								RAY RA DENISON WD McCUNE SUN DALLAS JCT. POTTSBORO JCT. POTTSBORO JN HANGER SADLER WHITESBORO WO DENTON CN				DENISON WD McCUNE SUN DALLAS JCT. POTTSBORO JCT. POTTSBORO JN HANGER SADLER WHITESBORO WO DENTON CN								
VIA JOINT TRACK 9.30 PM 9.00 PM 8.40 PM 7.50 AM 7.30 AM								11.55 PM 11.50 PM 11.47 PM 11.46 PM 11.35 PM 11.24 PM 11.16 PM 11.10 PM				11.20 PM 11.17 PM 11.14 PM 11.13 PM 11.04 PM 10.54 PM 10.46 PM 10.40 PM				10.25 AM 10.20 AM 10.17 AM 10.16 AM 10.06 AM 9.55 AM 9.46 AM 9.40 AM				
37.7 35.7 36.4 50.0								Average speed per hour				33.3 32.2 33.7 53.7								

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

WESTWARD TRAINS

HENRIETTA DIVISION

EASTWARD TRAINS

THIRD CLASS		FIRST CLASS		Distance from St. Louis	TIME TABLE No. 24		Sliding Capacity Cars, Telephone, Seals, Water, Turn Table, Wye, Fuel Yards	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
371	381		31		Effective 12:01 A. M. May 16, 1948			32		372		92	
Freight	Katy Comet		Texas Special						Foot Freight		Way		
Daily Except Sunday	Daily		Daily						Daily		Daily Except Sunday		
AM 3:00	PM 10:15				STATIONS				AM 2:35		PM 12:15		
AM 4:30	AM 12:01		8:45	685.7	N	RAY	RA						
4:45	12:16		7:56	693.1	N	WHITESBORO	WO	POWSY Yard	PM 10:25	AM 12:30	10:30		
5:00	12:33		8:05	699.6		WOODBINE		51 P	10:11	12:16	10:15		
5:20	12:38		8:15	701.1	N	COOK		42	10:01	11:55	10:00		
5:25	12:48		8:20	703.2		GAINESVILLE	GV	41 FWY	9:57	11:50	9:30		
5:35	1:00		8:26	706.5		GC&SF Interlocking							
5:50	1:15		8:35	712.4		PAGEL		91 P	9:47	11:40	9:20		
6:05	1:25		8:44	716.3	D	LINDSAY		40	9:42	11:30	9:10		
6:45	1:55		9:00	726.3	D	MYRA		27 P	9:33	11:16	8:55		
6:50	2:05		9:02	727.3		MUENSTER	MN	92 P	9:26	11:07	8:44		
7:20	2:25		9:11	733.8	D	ST. JO	JO	30 FW	9:13	10:43	7:55		
7:50	3:00		9:26	742.3	D	CREST		92 P	9:08	10:35	7:45		
8:05	3:20		9:36	749.1	D	BONITA		40 P	8:59	10:15	7:20		
8:30	3:50		9:48	756.2	D	NOCONA	NA	91 P	8:47	9:55	6:50		
8:50	4:15		10:00	765.3	D	BELCHERVILLE		25 PW	8:34	9:40	6:10		
9:35	4:35		10:13	771.7	D	RINGGOLD	RD	91 P	8:24	9:25	5:40		
9:55	5:00		10:27	781.5	D	MOORE		40 P	8:11	9:05	5:00		
10:30	5:40		10:45	790.2	D	HENRIETTA	HE	93 FW	8:02	8:48	4:35		
				791.1		FW&DC Crossing							
				791.1		JOLLY		93 P	7:45	8:28	4:00		
				791.1	D	WV Crossing		PSWY Yard	7:30	8:10	3:40		
				791.1		WICHITA FALLS	WF						
				791.1		W. F. N. W. JCT.		PSWTO Yard			3:20		
				791.1	N	NORTH YARD	YD						
				791.1		-105.9							
				791.1		Average speed per hour			36.1	19.9	15.0		

DENTON DIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS

THIRD CLASS		Distance from St. Louis	TIME TABLE No. 24		Sliding Capacity Cars, Telephone, Seals, Water, Turn Table, Wye, Fuel Yards	THIRD CLASS	
475			Effective 12:01 A. M. May 16, 1948			476	
Katy Klipper							Rocket
Daily Except Sunday							Daily Except Sunday
AM 10:30	PM 721.6		STATIONS				PM 8:30
11:05	720.9	N	DENTON	CN	Yard WPYS		8:04
11:30	720.8	D	LAKE DALLAS		9 P		7:46
11:52	720.7	D	LEWISVILLE	VI	25 P		7:28
11:59	724.5	N	TRINITY MILLS		16		7:22
12:10	745.9	N	SILSF-SLSW Interlocking				7:15
12:25	751.0		CARROLLTON	HF	P		7:02
12:50	758.0		FARMERS BRANCH		15 P		6:40
1:00	758.5	N	OLDHAM		22		6:35
14.8			DENY		0.3		6:30
			DALLAS YARD	DY			19.3
			Average speed per hour				

Denton Division trains to be governed by Dallas Division Time Table Page 1, and Time Table Special Instructions No. 7 between Deny and Dallas Yard.

MINEOLA DIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS

FOURTH CLASS		Distance from St. Louis	TIME TABLE No. 24		Sliding Capacity Cars, Telephone, Seals, Water, Turn Table, Wye, Fuel Yards	FOURTH CLASS	
53			Effective 12:01 A. M. May 16, 1948			54	
Mixed							Mixed
Monday							Tuesdays
Wednesday							Thursdays
Friday							Saturdays
AM 6:30	713.0		STATIONS				PM 1:35
6:45	714.0	N	GREENVILLE		WOPTY Yard		1:30
7:16	720.2	N	HUNT	A	Yard SF		12:47
7:55	727.5	D	T&NO Crossing				12:10
8:30	733.5	D	DIXON		8		11:35
9:15	740.9	D	LONE OAK	NK	33		10:55
10:20	750.4	D	POINT	NO	36		10:00
10:35	751.0	D	EMORY	MY	20		9:50
11:05	756.5	D	ALBA	AB	30		9:20
11:35	761.5	D	T&P Crossing				8:45
11:50	763.5	D	HOYT				8:30
9.5			GOLDEN		38		8.9
			STORAGE				
			T&P (Cabin) Interlocking				
			MINEOLA	US	WOY Yard		
			Average speed per hour				

Trains Nos. 53 and 54 will handle passengers, mail and express

SHERMAN DIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS

FOURTH CLASS		Distance from St. Louis	TIME TABLE No. 24		Sliding Capacity Cars, Telephone, Seals, Water, Turn Table, Wye, Fuel Yards	FOURTH CLASS	
55			Effective 12:01 A. M. May 16, 1948			56	
Way							Way
Daily Ex. Sunday							Daily Ex. Sunday
AM 6:00			STATIONS				PM 2:00
6:25	693.5	N	RAY	RA	WPTYOS Yard		1:40
6:40	696.1		SUN		20		1:25
7:05	671.6	D	ELLSWORTH				1:00
8.4			Tex. Elec. Crossing				9.1
			SHERMAN	SN	WST YARD		
			Average speed per hour				

No. 55 is superior to No. 56

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS:

a. NORTHWARD AND EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.

b. No. 2 is superior to all trains.

c. No. 1 is superior to all trains except No. 2.

d. No. 55 is superior to No. 56.

2. CLEARING TRAINS:

a. Other first class trains clear Nos. 1 and 2 five minutes.

b. Third and fourth class and extra trains, and yard engines, clear Nos. 1 and 2 fifteen minutes.

c. Third and fourth class and extra trains, and yard engines, clear first class trains, except Nos. 1 and 2, ten minutes, except between:

Atkins and Dallas Yard,
End of Double Track and Tate,
Denison and Whitesboro,
T&NO Interlocking Ney and Ellis,
Hillsboro and Bellmead,

will clear first class trains other than Nos. 1 and 2 in time to avoid delay by automatic block signal indications.

d. When taking siding to meet opposing trains, stop must be made not less than 200 feet from fouling point when length of train will permit. When standing on main track for opposing train to enter siding, stop 200 feet from clearance point.

e. Trains cannot meet or pass at Leigh.

f. Bona will not be used to meet or pass trains, as storage track may be found blocked with cars at any time.

g. At Greenville, first track west of main track opposite passenger station will be used as siding, Greenville passenger station. The track east of water tank, designated as L&A Siding, may be used for M-K-T trains to meet, avoiding delay to L&A train or engines, who use south end of this siding between L&A and M-K-T main tracks in making movements to or from Hunt. Movements occupying L&A Siding, to meet or be passed by trains, if occupy approach circuit in south end of siding (which extends from "FOULING POINT" sign about 1000 feet north of the south switch, to the south siding switch) will cause automatic block signals 7135 and 7138 to display "stop" indication. Movements which cannot clear and remain north of "FOULING POINT" sign, should not attempt to meet or be passed by first class trains in this siding.

h. At Pottsboro, southward passenger trains taking siding will head through crossover located at signal 6694. Northward passenger trains taking siding will head in south end of siding at signal 6700 and head out through crossover at signal 6694.

i. Between north end double track, M.P. 757.4, Broadway Street, Fort Worth, and T&NO crossing, M.P. 759.4, south of Ney, trains and engines use main tracks and crossovers, moving ahead of or against overdupe superior trains without train order authority, except movements must not be made on main tracks against current of traffic, north of Rosedale Street underpass, M.P. 757.9, unless protected by flagman at least 750 feet in advance of the movement.

j. Dolard will not be used to meet or pass trains, as storage track may be found blocked with cars at any time.

k. All trains and engines, including yard engines and engines in charge of hostlers, between M.P. 843.0, Bellmead, and M.P. 846.0, Waco, run ahead of overdupe superior trains on double track, and when receiving clear interlocking signals, ahead of or against overdupe superior trains on single track, without train order authority, but must ascertain location of superior trains, when necessary, to avoid delaying them.

l. DeLeon Division train No. 35 use main track Waco to Gilbough, check North Texas District train register, Waco, obtaining train orders against first class trains if necessary.

3. WHERE TRAINS WILL REPORT FOR ORDERS:

a. First class trains and extra passenger trains, before leaving Denison, Dallas (Union Station), Whitesboro, Fort Worth (T&P Passenger Station), Winslow, Waco and Wichita Falls.

b. Third, fourth class and extra freight trains, before leaving Ray, Whitesboro, Winslow, Bellmead, North Yard (Wichita Falls) and Dallas Yard, except that southward freight trains leaving Ray for Fort Worth and Henrietta Divisions, will report for orders before leaving Pottsboro.

c. Freight trains originating Denison report for orders at Denison telegraph office in passenger station.

d. Southward trains originating Ney will report for orders and register check at T&NO Interlocking Station. When train is ready to proceed, four short sounds of engine whistle, answered by wigwag of train order signal, will be authority for train to proceed to T&NO Interlocking Station to receive orders, provided interlocking signals authorize movement through the interlocking.

e. Southward Denton Division trains, before leaving Denton.

f. Mineola Division trains, before leaving Hunt and Mineola.

g. Northward Sherman Division trains, before leaving Sherman.

h. FW&DC trains, except southward FW&DC trains that have received orders at Dallas (Union Station), report for orders before leaving CRI&G Junction and M-K-T Junction.

i. Train order delivery crane on Leigh cutoff at clearance point with Dallas Division main track, near Day Street, Denison, for purpose of delivering only register checks and non-restricting train orders to Dallas Division trains moving off the cutoff onto Dallas Division main track at Leigh. Trains requiring register check before occupying Dallas Division main track, or trains which have been notified by train order at Ray to report for orders at Leigh, will not depart from Leigh until have received clearance card. Other trains need not secure orders or clearance card at Leigh. No train order signal at this point.

4. REGISTER STATIONS:

a. When not practicable to comply with Rule 3(b) it will not be necessary for conductor to compare time with engineer before departing from terminal but will compare as soon as practicable after departing.

b. Conductor will register and check the train register at all register stations unless relieved of doing so by train order or by special instructions.

c. First class trains and extra passenger trains register by slip at Winslow.

d. No. 28 register by slip at Whitesboro.

e. All trains register by slip at T&NO Interlocking Station. Ney. First class trains displaying signals from or to Ney will record this information on the register at Fort Worth.

f. Wichita Falls is register station for first class trains and extra passenger trains only.

g. Bellmead is register station for third class and extra freight trains only.

h. Third and fourth class and extra freight trains may register by slip at Whitesboro when train order register check is received at that point.

i. Third and fourth class and extra freight trains may register by slip at Winslow when train order register check is received at that point.

j. Dallas is register station for M-K-T and FW&DC first class trains and extra passenger trains only. First class trains display signals from or to End of Double Track or Dallas Yard will record this information on the register at Dallas.

k. Dallas Yard is register station only for third and fourth class trains and extra freight trains originating or terminating Dallas Yard.

l. FW&DC third class trains and extra freight trains will register in telegraph office north of CRI&G Junction.

5. MAXIMUM SPEED (M.P.H.) OBSERVING PERMANENT SLOW BOARDS, SLOW ORDERS AND OTHER RESTRICTIONS:

Between	Direct Through Passenger Trains	Other Passenger Trains	Freight Trains Engined by Diesel Locomotives	Other Freight and Mixed Light Engines
Staley and Denison	70	60	35	35
Denison and Atkins	70	60	40	40
Atkins and Dallas	40	40	20	20
Dallas and Tate	60	60	40	40
Tate and Winslow	55	50	40	40
Denison and Dallas Jct.		20	20	20
Dallas Jct. and Sadler		50	40	30
Sadler and Whitesboro		60	45	40
Fort Worth and M.P. 790		60	45	40
M.P. 790 and Winslow		50	35	35
Winslow and Bellmead	75	70	55	45
Whitesboro and Gainesville		50	40	40
Gainesville and Wichita Falls		50	35	35
Denton and M.P. K-736		35	30	30
M.P. K-736 and Deny		35	25	25
Sherman and Sun		30	30	30
Mineola and Hunt		12	12	12

Exceptions

a. Steam freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.

b. Steam road engines backing up, 25 M.P.H., except on Sherman and Denton Divisions, 20 M.P.H. and on Mineola Division, 10 M.P.H.

c. Steam switch engines, 20 M.P.H., except on Divisions where maximum speed is less than 20 M.P.H.

d. Diesel switch engines in yard service 25 M.P.H.

e. Diesel switch engines in road service not exceed speed authorized over that division for type of train being handled.

f. Trains handling Diesel switch or road engines dead in train 45 M.P.H., except where train handling restricted to lower speed.

g. Entering or leaving main track turnouts (except on Sherman, Denton and Mineola Divisions) passenger trains 20 M.P.H. and freight trains 15 M.P.H., except, through following turnouts, passenger trains 30 M.P.H. and freight trains 20 M.P.H.:

Bellmead—north end double track.
Winslow—junction of Fort Worth and Dallas Divisions.
M.P. D-763.3—south end double track.

All trains 10 M.P.H. all turnouts on Sherman, Denton and Mineola Divisions.

h. Trains handling scale test car X-1658, 25 M.P.H., except where maximum speed is less than 25 M.P.H., and handle just ahead of caboose.

i. Steam derrick, 25 M.P.H. on Dallas, Fort Worth and Henrietta Divisions when derrick and outfit cars handled alone; when handled in trains with other cars, 20 M.P.H. on tangent track, 15 M.P.H. on curves. On Denton, Mineola and Sherman Divisions, 10 M.P.H., at all times.

6. SPEED AND OTHER RESTRICTIONS:

When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and insure absolute safety, losing time if necessary.

Dead engines in train will be not more than 10 cars from hauling engine and not less than 5 cars shall be between hauling engine and dead engine, or between two dead engines.

a. Denison-Ray Terminal:

Passenger trains 45 M.P.H., freight trains 30 M.P.H., over Red River Bridge 656.0.

20 M.P.H. over street crossings, Denison.

Derailing switch on main track, 280 feet north of Signal 6608, north of Denison passenger station. Southward trains trail

through derail. Northward trains line switch before passing over it, and reset to derail unless switch is in charge of yardman. Position of this derailing switch does not affect indications displayed by block signals.

BETWEEN DENISON PASSENGER STATION AND DERAILING SWITCH 280 FEET NORTH OF SIGNAL 6608, CHOCTAW DIVISION; BETWEEN DENISON PASSENGER STATION AND "FOULING POINT" SIGN AT END OF DOUBLE TRACK, FORT WORTH DIVISION; AND BETWEEN DENISON PASSENGER STATION AND T&NO CROSSING, LEIGH, FIRST CLASS TRAINS WILL RUN AT RESTRICTED SPEED, EXPECTING TO FIND MOVEMENTS IN EITHER DIRECTION OCCUPYING MAIN OR DEPOT TRACKS WITHOUT FLAG PROTECTION. RESPONSIBILITY RESTS WITH APPROACHING TRAIN OR ENGINE REGARDLESS OF SUPERIORITY OR CLASS.

15 M.P.H. over puzzle switch north of passenger station, Denison.

Northward trains from Dallas Division must receive hand or lamp signal before fouling twin switches at south end of passenger station yard, Denison.

Northward trains from Fort Worth Division must receive hand or lamp signal before passing "FOULING POINT" sign at end of double track, Denison passenger station yard.

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN END OF DOUBLE TRACK, SOUTH OF DALLAS JUNCTION, AND "FOULING POINT" SIGN AT END OF DOUBLE TRACK, DENISON PASSENGER STATION YARD, AND APPROACH CROSSOVERS DALLAS JUNCTION, SUN AND MCCUNE EXPECTING TO FIND CROSSOVERS OR MAIN TRACK OCCUPIED BY MOVEMENTS IN EITHER DIRECTION, IN VICINITY OF THE CROSSOVER.

Southward trains 15 M.P.H., spring switch, south end of double track, just south of Dallas Junction.

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED THROUGH LEIGH CUTOFF BETWEEN MCCUNE AND LEIGH.

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN RAY AND DALLAS JUNCTION VIA CUTOFF.

30 M.P.H. on Warner cutoff and Pottsboro cutoff, 20 M.P.H. on Leigh cutoff and on cutoff between Ray and Dallas Junction.

15 M.P.H. through crossover leaving Ray via Pottsboro cutoff.

15 M.P.H. over humps at Ray.

40 M.P.H. through turnout at Staley.

Do not put engines over Bridge 656.5 on Excess track, Warner cutoff.

Spring type derail located on inbound track, Warner cutoff, 200 feet south of overhead bridge, M.P. 660.7, north end Ray yard. Northward movements cannot be made without derail being thrown by hand. Southward movements can trail through derail.

Hand throw derail located 90 feet north of running track, No. 1 switch, Warner cutoff, on outbound track.

b. Dallas Division:

Passenger trains 35 M.P.H. freight trains 20 M.P.H. over T&P crossing, Bells.

30 M.P.H. between home signals of Automatic Interlocking Whitewright.

Engines may move over pit tracks but must not move over scale tracks, Kimball Mill, Whitewright.

Engines larger than 57% must not be put in SLSW transfer, Whitewright.

FIRST CLASS TRAINS RUN AT RESTRICTED SPEED BETWEEN AUTOMATIC BLOCK SIGNAL 7151 AND AUTOMATIC BLOCK SIGNAL 7155. FIRST CLASS TRAINS RUN AT RESTRICTED SPEED BETWEEN NORTH SWITCH HUNT YARD AND STLSW CROSSING, SOUTH OF HUNT. FIRST CLASS TRAINS, DELAYED AT GREENVILLE PASSENGER STATION, WILL BE REQUIRED TO PROTECT BY FLAGMAN ONLY A DISTANCE OF 750 FEET FROM REAR OF TRAIN.

Southward passenger trains will stop with engine north of Lee Street (first street south of passenger station) Greenville. Northward passenger trains will stop so working cars will be at gravel platform north of brick platform, blocking Lee Street only when necessary because of length of train.

20 M.P.H. between home signals of Automatic Interlocking at Hunt.

Engines larger than 57% must not go beyond main track frog, Thomas.

30 M.P.H. between home signals of Automatic Interlocking at Garland.

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN AUTOMATIC BLOCK SIGNAL 7625 (NORTH OF HIGHLAND PARK) AND AUTOMATIC BLOCK SIGNAL 7640 (SOUTH OF HIGHLAND PARK) EXPECTING TO FIND MAIN TRACK OCCUPIED BY FIRST CLASS TRAINS WITHOUT FLAG PROTECTION. RESPONSIBILITY RESTS WITH THE APPROACHING TRAIN OR ENGINE, REGARDLESS OF SUPERIORITY. THE INDICATION OF AUTOMATIC BLOCK SIGNALS DOES NOT MODIFY THE REQUIREMENTS OF THIS RULE. THIS DOES NOT RELIEVE THIRD CLASS TRAINS, EXTRA TRAINS, AND ENGINES FROM PROTECTING THEIR TRAINS IN ACCORDANCE WITH RULE 93(B).

10 M.P.H. over Cole Ave. and Knox Street, Highland Park, and trains stopping at Highland Park station must clear Knox Street (first street south of depot).

30 M.P.H. around first curve north of Deny.

APPROACHING CROSSOVER AT DENY, AND BETWEEN DENY AND THE ENTRANCE TO THE UNION TERMINAL COMPANY TRACKS, M.P. D-765.9, DALLAS YARD, FIRST CLASS TRAINS WILL RUN AT YARD SPEED. THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(B). ANY TRAIN OR ENGINE, STANDING OR MOVING UNDER OBSCURE CONDITIONS MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(B).

BETWEEN SOUTH END OF THE UNION TERMINAL COMPANY TRACKS, M.P. D-768.8, AND END OF DOUBLE TRACK, M.P. D-769.3, ALL MOVEMENTS WILL RUN AT YARD SPEED. THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(B). ANY TRAIN OR ENGINE STANDING OR MOVING UNDER OBSCURE CONDITIONS MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(B).

25 M.P.H. over movable point crossing frog just north of End of Double Track, M.P. D-769.3.

5 M.P.H. over scales and dead rail, Southland Cotton Oil Mill track, Waxahachie.

20 M.P.H. over street crossings between passenger station, Waxahachie, and T&N Crossing.

BETWEEN PASSENGER STATION WAXAHACHIE AND T&N CROSSING ALL TRAINS RUN AT RESTRICTED SPEED. CLEAR BLOCK OR INTERLOCKING SIGNAL INDICATIONS WILL NOT MODIFY THE REQUIREMENTS OF THIS RULE.

Movements from B-R1 main track to M-K-T main track at M-K-T Junction will, if no movement approaching within sight or hearing on M-K-T main track, and train has authority to proceed, line junction switch and wait three minutes before fouling M-K-T main track, restoring switch to normal position if movement approaches while waiting. Except, if no M-K-T first class train overdue, F.W.&D.C. first class train with authority to proceed need not wait the three minutes, provided no M-K-T movement is approaching at time switch is lined.

20 M.P.H. approaching signals governing Texas Electric R. R. Crossing, Italy.

Passenger trains 30 M.P.H., freight trains 20 M.P.H. approaching signals governing Texas Electric R.R. Crossing, Hillsboro.

18 M.P.H. over street crossings between Texas Electric R.R. Interlocking Station, Hillsboro, and Winslow.

c. Fort Worth Division:

15 M.P.H. through turnouts, Pottsboro Junction and south end of siding, Pottsboro.

15 M.P.H. on Perrin Field Spur.

15 M.P.H. through turnout, Junction Switch, Whitesboro.

ALL TRAINS APPROACH WHITESBORO AT RESTRICTED SPEED EXPECTING TO FIND FORT WORTH AND HENRIETTA DIVISION MAIN TRACKS OCCUPIED. CLEAR BLOCK SIGNAL INDICATIONS WILL NOT MODIFY THE REQUIREMENTS OF THIS RULE.

Storage B track Whitesboro must not be used for storage of cars.

Trains from Ray enroute Henrietta Division, will head in north siding, Whitesboro, unless otherwise instructed.

Trains from Henrietta Division enroute Fort Worth, will head in GH&W siding, Whitesboro, unless otherwise instructed.

BETWEEN NORTH END DOUBLE TRACK, M.P. 757.4, BROADWAY STREET, FORT WORTH, AND T&N CROSSING M.P. 759.4 SOUTH OF NEY, FIRST CLASS TRAINS WILL RUN AT YARD SPEED, EXPECTING TO FIND CROSSOVERS AND MAIN TRACKS OCCUPIED BY MOVEMENTS IN EITHER DIRECTION. THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(B). ANY TRAIN OR ENGINE, STANDING OR MOVING UNDER OBSCURE CONDITIONS, MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(B).

Northward trains 15 M.P.H. and southward trains 25 M.P.H. through spring switch, north end double track, Fort Worth.

Spring type derailed in tail track just south of Magnolia St., Ney Yard, which permits southward movements to through, but must be lined for northward movements.

Southward freight trains will head in tail track, near Magnolia St., Ney, and use this track to move into Ney Yard, instead of using double track to Allen Ave. viaduct.

18 M.P.H. over street crossings between Texas Electric R. R. Interlocking Station, Hillsboro, and Winslow.

Engines larger than 57% must not be put in Cotton Mill track West.

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN M.P. 843.0 BELLEMEAD AND M.P. 847.4. EXPECTING TO FIND MOVEMENTS IN EITHER DIRECTION ON EITHER TRACK BETWEEN M.P. 844.9 AND M.P. 847.4. RESPONSIBILITY RESTS WITH APPROACHING TRAIN OR ENGINE, REGARDLESS OF SUPERIORITY. REQUIREMENTS OF THIS RULE. TRAINS CARRYING PASSENGERS, MOVING UNDER OBSCURE CONDITIONS OR STOPPING BEFORE ARRIVAL AT OR AFTER DEPARTURE FROM PASSENGER STATION, WACO, WILL PROTECT IN ACCORDANCE WITH RULE 93(B).

20 M.P.H. over SLSW crossing, Belmead.

15 M.P.H. through double track turnouts, T&N crossing, Waco.

d. Henrietta Division:

ALL TRAINS APPROACH WHITESBORO AT RESTRICTED SPEED EXPECTING TO FIND FORT WORTH AND HENRIETTA DIVISION MAIN TRACKS OCCUPIED. CLEAR BLOCK SIGNAL INDICATIONS WILL NOT MODIFY THE REQUIREMENTS OF THIS RULE.

Trains from Henrietta Division enroute Ray, will be governed by signals 6857 and 6856 on Fort Worth Division, before fouling Junction Switch, Whitesboro.

Engines must not move north of road crossing, Denison St.

10 M.P.H. over all street crossings, Gainesville. Gainesville, when switching Mill tracks 1 and 2, and Elevator tracks 1 and 2.

Engines will not be put in Gainesville Ice Spur.

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN YARD LIMIT BOARD EAST OF WICHITA FALLS, AND YARD LIMIT BOARD NORTH OF NORTH YARD (WICHITA FALLS) INCLUDING BETWEEN WICHITA FALLS AND W.F.&N.W. JCT. ON FW&D TRACKS, EXPECTING TO FIND MAIN TRACK OCCUPIED.

15 M.P.H. over street crossings Wichita Falls, except 8 M.P.H. over 7th St. and Iowa Park Crossings.

e. Denton Division:

Engines larger than 41% freight and 33% passenger must not be operated.

41% freight and 33% passenger engines and diesel locomotives must not be doubleheaded nor exceed 10 M.P.H. and other engines must not exceed 15 M.P.H. over Bridge K-733.3.

20 M.P.H. between home signals of Interlocking at Carrollton. Cars with gross weight exceeding 85 tons must not be handled.

f. Mineola Division:

Engines larger than 32% freight must not be operated.

Cars with gross weight exceeding 85 tons must not be handled.

g. Sherman Division:

Engines larger than 32% freight must not be operated.

Cars with gross weight exceeding 85 tons must not be handled.

7. AUTOMATIC BLOCK SIGNALS:

Denison-Ray Terminal:

Between Staley and Denison passenger station.

Between Staley and Ray, via Warner cutoff.

Between Pottsboro Junction and Mirick Avenue, Denison.

Between Ray and Dallas Junction via cutoff.

Between Ray and Pottsboro via Pottsboro cutoff.

Between Leigh and Bona.

Movements between Ray and Pottsboro via Pottsboro cutoff; between Ray and Staley via Warner cutoff; and between Ray and Dallas Junction via cutoff will be made on signal indications. When held by any of the following signals displaying "stop" indication, communicate with those indicated and be governed by Rule 351.

Signal 6575 (entrance to Warner cutoff, Staley)—Operator

Staley.

Signal 6600 (entrance to Warner cutoff, north end Ray)—Operator Staley.

Signal 6629 (entrance to Pottsboro cutoff, south end Ray)—Operator Pottsboro.

Signals 6688 and 6664 (entrance to Pottsboro cutoff, Pottsboro Junction)—Operator Pottsboro.

Signal 6605 (entrance to cutoff, north end Ray)—Train dispatcher by telephone.

Signal 6620 (entrance to cutoff, Dallas Junction)—Train dispatcher by telephone.

Movements finding signal 6620 at Dallas Junction displaying "caution" indication, will run at restricted speed through the block and expect to find engines or cars in vicinity of signal 6614, or switch open at Kraft Cheese spur.

Switch from cutoff to Fort Worth Division main track at Dallas Junction, after being used, must be lined for main track before being used by another movement into the cutoff, in order to properly clear signals on the cutoff.

Unless protected by flagman, movements from wye at Dallas Junction or from Tie Plant, must not foul cutoff until switch indicator displays clear indication, regardless of movements that have just passed.

Trains or engines moving on cutoff from Ray, enroute to Dallas Junction, must not make reverse movement after passing signal 6613 at Kraft Cheese Co., switch, unless protected by flagman.

Trains and engines use crossovers between end of double track M.P. 663.1 south of Dallas Junction and Denison, without

train order authority, against overdue superior trains, when automatic block signals or indicators display "proceed", otherwise under protection of flagman.

Double track between Dallas Junction and Denison will be used, ahead of overdue superior trains, without train order authority, when automatic block signals or indicators display "proceed"; otherwise under protection of flagman; but movements must ascertain location of superior trains, when necessary, to avoid delaying them.

Movements from Leigh cutoff to Fort Worth Division main track at McCune, will be governed by color light signal 6619 which will indicate whether a movement is approaching on northward Fort Worth Division main track.

Southward Fort Worth Division trains and engines, moving from Denison or Dallas Junction, to Pottsboro via Fort Worth Division main track, will be handled by train orders. Trains or engines finding signal 6622 displaying "stop" indication with an inbound train from Dallas Junction occupying southward Fort Worth Division main track in vicinity of the signal, will not pass the signal until it displays a clear indication.

At Sun, movements from the Sherman Division will be governed by color light signal located on east of signal 6626, which will indicate whether a movement is approaching on northward Fort Worth Division main track. Northward Sherman Division trains must move to within 500 feet of signal 6626 to receive signal indication.

After making a southward movement from any point south of Signal 6585 just south of Rediam Spur, to north end of Ray yard, over Warner cutoff, it is necessary to complete this movement by moving through spring switch on inbound track, in the clear of signal 6600, before beginning northward movement.

Fort Worth Division:

Between Mirick Ave., Denison, and Whitesboro.

Between M.P. 759.5 and M.P. 790.8.

Between M.P. 810.0 and Belmead.

Signal 6690, at Perrin Field Spur, near Pottsboro Junction, is controlled by operator at Pottsboro, and "proceed" indication on this signal authorizes movement out of Perrin Field Spur onto the main track and to the next signal in either direction. Telephone located at the signal for communicating with operator at Pottsboro if signal 6690 displays "stop" indication.

Northward trains moving off T&P onto M-K-T tracks and receiving "green" indication on the signal at T&P-M-K-T Junction switch, Whitesboro, are authorized to move from T&P-M-K-T Junction switch to the station at Whitesboro against overdue superior trains.

Southward trains occupying main track at Abbott to meet a northward train, will remain back of battery box, located on east side of track about 2300 feet north of south switch, to avoid northward block signals between West and Abbott displaying "caution" indication.

Dallas Division:

Between Leigh and Bona.

Between M.P. D-712.1 and M.P. D-712.8.

Between M.P. D-713.5 and M.P. D-714.0.

Between M.P. D-756.0 and Dallas Yard.

Between M.P. D-766.5 and M.P. D-796.4.

Between M.P. D-797.9 and M.P. D-799.4.

Between M.P. D-831.0 and Winslow.

Trains and engines may proceed ahead of or against overdue superior trains between south end of L&A Siding, Greenville, and north switch, Hunt Yard, when automatic block signals or indicators display "proceed" or "caution" indications, being governed by Rule 345 when signals display "stop" indications.

Trains and engines may proceed ahead of or against overdue superior trains between Deny and entrance to The Union Terminal Company tracks, Dallas Yard, when automatic block signals display "proceed" indications, otherwise under protection of flagman.

Trains and engines use crossover between Dallas Yard and Denton Division, Demy, without train order authority, against overdue superior trains, when signals 7662, 7663 and 7583 display "proceed" or "caution" indications; otherwise under protection of flagman.

Northward block signal 7964 just north of T&N Crossing, north of Waxahachie, indicated by letter "A", can be controlled by operator in T&N Interlocking Station. When signal displays "stop" indication, communicate with dispatcher through operator in Interlocking Station, then be governed by Special Instructions 7-a. Southward block signal 7951 at south end of Tate and color light dwarf signal located at fouling point, south end Tate siding, are likewise semi-automatic and can be controlled by operator in T&N Interlocking Station. Special Instructions 7-a govern.

General Instructions:

a. When automatic block signal under provisions of letter "A" at departing end of siding, yard or end of double track in direction train is moving, is displaying "stop" indication, train or engine will stop short of signal. If signal remains at "stop" and cause is unknown, conductor or engineer will communicate with dispatcher. Upon information from dispatcher that there is no opposing train in block, train or engine will be governed by Rule 343 provision "P". Dispatcher will make record of information given.

If means of communication fail or dispatcher does not know that no opposing movement is involved, the train or engine may proceed preceded by flagman to the next signal, except that it must wait five minutes after departure of flagman before proceeding, but when the next governing signal can be plainly seen to indicate "proceed" and track is seen to be clear, the train or engine will be governed by Rule 343 provision "P".

b. Grade Signal, black letter "G" on yellow disc, on mast of automatic block signal, will be authority for trains to proceed without stopping for such automatic block signal displaying "stop" indication, observing the 10 and 5 M.P.H. speed restrictions and other requirements of Rule 343, provision "P".

c. Trains must remain back of fouling point indicated by insulated rail joints, at signals, to permit clearing signals.

d. In automatic block signal territory, where switch indicator not provided, and it cannot be determined from automatic block signal indication whether or not block is clear, a train or engine will not pass fouling point from any track onto main track until it is reasonably sure there is no train approaching, then immediately line main track switch, and wait four minutes before fouling main track. This time element to eliminate the likelihood of a train passing a "proceed" indication and to permit relining the main track switch should a train approach. This does not relieve crews from protecting their train in accordance with Rule 99.

e. FLOOD DETECTORS:

Dallas Division	Affects Signals
M.P. D-667.1	6661 and 6672
M.P. D-755.5	7575 and 7594
M.P. D-774.6	7745 and 7776
M.P. D-775.2	7745 and 7776
M.P. D-776.7	7745 and 7776

Ft. Worth Division

M.P. 679.9	6783 and 6800
M.P. 772.0	7715 and 7732
M.P. 780.3	7807 and 7812

Trains finding these signals displaying "stop" indication will be governed by Rule 343 and in addition will expect to find track washed out or damaged by high water.

8. REMOTE CONTROL SWITCHES:

Staley—south end double track, and switch leading to Warner cutoff.

Between south end double track, Staley and switch leading to Warner cutoff, inferior trains may proceed on the main track against opposing superior trains upon receiving "proceed" signal indications.

Pottsboro Junction.

Pottsboro—south end of siding. When home signal inoperative, "call-on" light, located on mast of Signal 6700, permits movement through switch after communicating with operator and then observing that switch points are properly set. Telephone in booth at switch.

Between Pottsboro Junction and the south end of the siding at Pottsboro, inferior trains may proceed on the main track against opposing superior trains, upon receiving "proceed" signal indications.

Whitesboro—T&P-M-K-T Junction.

Winslow—Junction of Dallas and Fort Worth Division main tracks. When home signal inoperative, "call-on" light, located on terminal box mast at switch, permits movement through switch after observing that switch points are properly set.

Bellmead—south end double track. Switch electrically controlled by operator in Bellmead telegraph office. When home signal inoperative, "call-on" light located at top of instrument case at switch permits movement through switch after communicating with operator and then observing that switch points are properly set. Telephone in booth at switch.

GC&SF Interlocking, M.P. D-768.9, south of Dallas, controls movements between south end of The Union Terminal Co., tracks and End of Double Track, south of Dallas. Movements will be governed by signal indications, but will move at YARD SPEED within these limits. Southward movements approaching signal bridge 610 feet north of Forest Avenue will receive "green" indication if route lined for M-K-T, and "yellow" indication if route lined for T&N or M-K-T. Movements to M-K-T will not accept "yellow" indication if switches are lined for T&N.

9. SPRING SWITCHES: Designated by the letter "S" on disc attached to the switch stand below target: (Rule 104-f)

Intersection of inbound track with Warner cutoff, east end Ray Yard, M.P. 660.1.

West end of crossover from Pottsboro cutoff to tail track, west end Ray Yard, M.P. 662.8. (Color light signal 6630, protecting this switch, is affected by position of the switch, or by movements between the east and east end of crossover, or by switch at east end of crossover, intersecting tail track, being lined for crossover.)

M.P. 663.1—end double track, south of Dallas Junction. M.P. 757.4—north end double track, Fort Worth. (Color light signal protecting this switch is affected only by position of the switch.)

Lytie—south switch, siding.
Egan—north switch, siding.
Alvarado—south switch, siding.
West—both switches, siding.
Elm Mot—both switches, siding.
Gilbough.
Peeler—north switch, siding.

Color light dwarf signal indicator in service south end of siding, Lytie, north end of siding, Egan, south end of siding, Alvarado, and north end of siding, Peeler. "Red" will indicate block occupied, and "yellow" will indicate block is clear. Rule 344 applies.

10. NORMAL POSITION OF SWITCHES:

Pottsboro—south crossover switch at signal 6694, leave lined for siding.

Whitesboro—switch at intersection of Fort Worth Division and Henrietta Division main tracks, leave lined for Fort Worth Division.

Whitesboro—crossover switch, south siding, leave lined for siding.

Winslow—lead switches, both ends of siding, leave lined for siding.

Gilbough—south crossover switch at intersection of Texas Central Division main track and Bellmead cutoff, leave lined for cutoff.

Greenville—switch where L&A main track intersects L&A Siding, leave lined for L&A main track.

M-K-T Junction—leave switch lined for M-K-T main track.

11. RAILROAD CROSSINGS:

a. Dallas Division

Denison—M.P. D-661.2, T&N R.R., Interlocking. Distant signals are automatic and home signals are semi-automatic.

Bells—M.P. D-674.3, T&P R.R., Interlocking. If either automatic distant signal displays "stop" indication be governed by Rules 302 and 343. Home signals are non-automatic and operated by Towerman only.

Whitewright—M.P. D-681.6, StLSW R.R., Automatic Interlocking Signals. Interlocking rules and the following instructions govern:

Track circuit that should clear the southward home signal when movements approach, extends one mile north of distant signal located at M.P. D-679.9. Track circuit that should clear the northward home signal when movements approach, extends one mile south of distant signal at M.P. D-682.8. Track circuit in siding that should clear dwarf signal for southward movements, extends from the dwarf signal to battery box 500 feet north. Track circuit in siding that should clear dwarf signal for northward movements, extends from the dwarf signal to battery box 500 feet south.

When either automatic distant signal displays "stop" indication, be governed by Rules 302 and 343.

When semi-automatic home or dwarf signals display "stop" indication and no conflicting movement is being made, trainman will proceed to the crossing with proper flagging equipment, turn knob in relay box marked "M-K-T" to right as far as it will go (main track release when on main track, siding release when on siding), wait until light is burning, then start knob back to the left. After 1½ minutes, signal should indicate "proceed." If signal does not then indicate "proceed," and no train is approaching on StLSW, M-K-T train should be moved forward beyond signal, but remain clear of crossing. Trainman will then push button in relay box. If indicator light burns, train may proceed over crossing. If light does not burn, a lighted fusee must be displayed at both home signals on StLSW, by day or by night, before moving over crossing.

Celeste—M.P. D-701.3, GC&SF R.R., Interlocking. When either automatic distant signal displays "stop" indication, be governed by Rules 302 and 343. Home signals are non-automatic and operated by towerman only.

Hunt—M.P. D-714.3, StLSW R.R., Automatic Interlocking Signals. Interlocking rules and the following instructions govern:

Track circuit that should clear the southward home signal when movements approach, extends from distant signal 7138 to home signal. Track circuit that should clear the northward home and distant signals when movements approach, extends from M.P. D-716.4 to the distant signal.

When either automatic distant signal displays "stop" indication, be governed by Rules 302 and 343.

When semi-automatic home signals display "stop" indication, and no conflicting movement is being made, trainman will proceed to crossing with proper flagging equipment, turn knob (in relay box marked M-K-T) to right as far as it will go, and then release it. Home signal should clear in 2½ minutes. If home signal does not then clear, and no trains approaching on StLSW, M-K-T train should be moved forward beyond home signal but remain clear of crossing. Trainman will push button in relay box and if indicator light burns, train may proceed over crossing. If indicator light does not burn, a lighted fusee must be displayed at both home signals on StLSW, by day or by night, before moving over crossing.

Garland—M.P. D-750.7, GC&SF R.R., Automatic Interlocking Signals. Interlocking rules and the following instructions govern:

Track circuit that should clear the southward home and distant signals when movements approach, extends from M.P. D-749.3 to the home signal. Track circuit that should clear the northward home and distant signals when movements approach, extends from M.P. D-752.7 to the home signal. When either automatic distant signal displays "stop" indication, be governed by Rules 302 and 343.

Northward dwarf signal governing movements from M-K-T siding to main track, located at fouling point. Trains leaving siding remain back of dwarf signal until member of crew observes switch indicator at main track switch. If indicator clears after button is pushed, main track hand throw switch at north end of siding may be lined for movement from siding to main track, and dwarf signal should then show "proceed."

When semi-automatic home or dwarf signal displays "stop" indication, and no conflicting movement is being made, trainman will proceed to the crossing with proper flagging equipment, insert M-K-T switch key in key controller located in box at the crossing, give key ¾ turn to right and then remove key. After 2 minutes, signal should indicate "proceed." If home or dwarf signal still indicates "stop" and no train approaching on GC&SF, M-K-T train should be moved forward beyond signal but remain clear of crossing. Trainman will push button and observe indicator light in the key controller box. If light burns, train may proceed over the crossing. If light does not burn, a lighted fusee must be displayed at both home signals on GC&SF, by day or by night, before moving over crossing.

A releasing section located between signal and battery box 200 feet south of northward M-K-T home signal to provide for northward movements which have occupied the south approach circuit for over five minutes without accepting this signal, since after five minutes if a GC&SF train approaches, the northward M-K-T home signal will display "stop" indication, and after 2 minutes, the GC&SF train then can receive a "proceed" indication. Northward movements having lost the right to proceed, must occupy this releasing section and wait for a "proceed" indication to re-establish their authority to proceed.

T&N Junction—M.P. D-762.5, T&N R.R., (Cabin) Interlocking. If semi-automatic home signal displays "stop" indication and purple light burning, be governed by Rule 311. If home signal displays "stop" indication and purple light not burning, flag protection must be provided on T&N in both directions, before moving over the crossing.

Dallas—M.P. D-767.0, The Union Terminal Co., T&P R.R., Interlocking.

Dallas—M.P. D-768.9, GC&SF R.R. Interlocking. Home signals are semi-automatic. Telephone at northward home signal for communicating with towerman when home signal displays "stop" indication. (See Special Instructions 8.)

M.P. D-796.6—T&N R.R., Interlocking. Special Instructions 7-a govern at southward semi-automatic distant signal. Rules 302 and 343 govern at northward semi-automatic distant signal. Home signals are non-automatic and operated by towerman only.

Italy—M.P. D-813.4, Texas Electric R.R., Automatic Interlocking Signals. Distant signals are non-operative and Rule 320 governs. When semi-automatic home signal displays "stop" indication, flag protection must be provided on Texas Electric R.R. in both directions before moving over crossing.

Hillsboro—M.P. D-822.1, Texas Electric R.R., Automatic Interlocking Signals. When semi-automatic home signal displays "stop" indication, flag protection must be provided on Texas Electric R.R. in both directions, before moving over crossing. Northward home signal on signal bridge just south of Texas Electric R.R. Interlocking Station, Hillsboro, is also distant signal for home signal 8322 at Texas Electric R.R. crossing M.P. D-822.1.

Hillsboro—M.P. D-822.5, Texas Electric R.R., Interlocking. Home signals are semi-automatic.

b. Fort Worth Division:

Fort Worth—M.P. 757.1, T&P R.R., Interlocking.
 Ney—M.P. 759.4, T&NO R.R., Interlocking. Southward non-operative distant signal is on east side of track. Home signals are non-automatic and operated by towerman only. Northward non-automatic route signal located just north of crossing, top arm governs main track movements and lower arm governs movements through the crossover.

Alvarado—M.P. 783.0, GC&SF R.R., Interlocking. Main track home signals are semi-automatic. Northward dwarf signal governing movements from siding is non-automatic and operated by towerman only. Train order signal light does not light up until track circuit between home signals is occupied, or unless route is cleared for a main track movement.

Hillsboro—M.P. 811.5, Texas Electric R.R., Interlocking. Home signals are semi-automatic.

M.P. 843.6—StLSW R.R. Crossing, Interlocking Device. If signal displays "stop" indication and no movements approaching on StLSW, line switch on StLSW to set derails against SLSW, which will clear signal on M-K-T.

M.P. 844.6—T&NO-IGN-StLSW R.R.s, Interlocking. Semi-automatic home signal for northward trains is located just north of Brazos River Bridge, on left hand side of track. This interlocking controls signals for double track switch just south of Brazos River Bridge. Northward semi-automatic home signals located on half-bridge about 1000 feet south of switch. Southward semi-automatic home signals consist of three 2-position color light dwarf signals located on Brazos River Bridge near south end, and top light governs movements to southward main track, middle light governs movement to northward main track and lower light is "call-on" to either main track.

Telephones for communicating with towerman located at M-K-T northward home signal, T&NO northward home signal, T&NO southward home signal, and 250 feet north of T&NO southward home signal.

c. Henrietta Division:

Gainesville—M.P. G-701.7, GC&SF R.R., Interlocking. When either automatic distant signal displays "stop" indication be governed by Rules 302 and 343. Home signals are semi-automatic.

Henrietta—M.P. G-772.1, FW&DC R.R. Crossing. Stop Signs. Rule 556.

Wichita Falls—M.P. G-789.9, W.V.R.R. Stop Signs. Rule 556.

d. Denton Division:

Carrollton—M.P. K-744.6, StLSF-StLSW R.R.s, Interlocking. Distant signals are non-operative. Home signals are non-automatic and operated by towerman only.

e. Mineola Division:

M.P. H-714.9, T&NO R.R. Crossing. Protected by gate. Normal position against M-K-T. Rule 556-a.

Hoyt—M.P. H-751.0, TSL R.R. Crossing. Stop Signs. Rule 556.

Mineola—M.P. H-762.3, T&P R.R. (Cabin) Interlocking. Distant signals are non-operative. In order to line plant for M-K-T movements, examine semaphore indicator in cabin marked "T&P" and do not operate levers unless indicator shows "clear" position. If shows "clear" first pull lever No. 1 to full reverse and wait two minutes for electric lock to operate and latch go into place. Then pull lever No. 2 and lever No. 3. Then, for southward movement pull lever No. 4; for northward movement pull lever No. 5. Home signal will then display "proceed" indications. Move lever No. 4 (or No. 5) back to normal (stop) position while movement is still between home signals.

If plant is lined for M-K-T movement and movement is not made, or 4f movement through plant is completed before signal lever 4 (or 5) is moved back to normal (stop) position, it will be necessary to operate time release (so marked) to restore

plant to normal position. To operate time release, turn knob to right as far as it will go, hold five seconds, release and permit time release to run down (2 minutes).

All levers must be restored to normal position after movement has cleared the plant.

In case of failure, make prompt wire report so T&P may be notified promptly and repairs made. Cabin must be kept locked.

f. Sherman Division:

Sherman—M.P. P-671.5, Texas Electric R.R. Crossing. Stop Signs. Rule 556.

Sherman—M.P. P-671.6, T&P R.R. Crossing. Stop Signs. Rule 556.

12. DOUBLE TRACK:

Between Denison and M.P. 663.1 south of Dallas Junction. Between GC&SF Interlocking, M.P. D-768.9 and M.P. D-769.3. Between M.P. 843.0, Bellmead and M.P. 844.6; (single track extends over Brazos River Bridge between M.P. 844.6 and M.P. 844.9). Between M.P. 844.9 and Waco and beyond to M.P. 853.1, Hewitt. On double track, double track rules govern, except between M.P. 844.9 and M.P. 846.0 use track for which switches are lined.

Between Broadway Street, Fort Worth, M.P. 757.4 and Ney, opposite enginehouse. (See Special Instructions 2-1). Northward movements will stop to clear north end of double track, until receive interlocking signal.

13. WATER STATIONS OTHER THAN THOSE SHOWN ON SCHEDULE PAGES:

East Fork—MP D-742.
 Ginger—MP H-745.3.
 Whitewright—water station for emergency use only.

14. YARDS PROTECTED BY YARD LIMIT BOARDS:

Denison Ray Terminal			
Ray	} One Yard		
Denison			
Pottsboro Jet.			
Staley			
Bona			
Dallas Division			
Greenville	} One Yard		
Hunt			
Dallas		Hillsboro	} One Yard
Akins	} One Yard	Winslow	
Sargent			
Fort Worth Division			
Whitesboro	} One Yard		
Denton			
Fort Worth		Hillsboro	} One Yard
Hodge	} One Yard	Winslow	
Ney			Bellmead
Dolard		Waco	
Henrietta Division			
Cook	} One Yard		
Gainesville			
Pagel			
Denton Division			
Deny	} One Yard		
Mineola Division			
Greenville	} One Yard		
Hunt			
Sherman Division			
Sherman			

15. BULLETIN BOOKS LOCATED AT:

Denison	Bellmead
Telegraph Office, Pgr. Sta.	Yard Office
Engineers' Wash Room	Engineers' Wash Room
Callers' Office	Waco
Yard Office	Telegraph Office Baggage Room
Ray	Engineers' Wash Room
Enginehouse Office	Ney
Yard Office	Yard Office
Greenville	Engineers' Wash Room
Enginehouse Office	Ft. Worth
Hunt	T&P Passenger Station
Yard Office	Wichita Falls
Dallas	Tel. Office North Station
Enginehouse Office	Yard Office North Yard
Yard Office	Enginehouse Office
Telegraph Office, Union Sta.	Mineola
Engineers' Wash Room,	Freight Station
Union Station	

Bulletin books for benefit of FW&DC employes maintained at Teague, and at yard and roundhouse offices of CRI&G and FW&DC R.R.s, Fort Worth.

16. STANDARD CLOCKS LOCATED AT:

Denison	Waco
Telegraph Office, Pgr. Sta.	Telegraph Office, Baggage Room
Dispatchers' Office	
Ray	Winslow
Yard Office	Telegraph Office
Enginehouse Office	Ney
Greenville	Yard Office
Enginehouse Office	Engineers' Wash Room
Hunt	Ft. Worth
Yard Office	T&P Passenger Station
Dallas	Wichita Falls
Yard Office	Telegraph Office, Freight Station
Enginehouse Office	Telegraph Office, North Yard
Telegraph Office, General Office Building	
Telegraph Office, Union Sta.	Mineola
Bellmead	Freight Station
Dispatchers' Office	

17. IMPAIRED CLEARANCES:

a. Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4 1/4 inches.

Division Mile Post
 Fort Worth Bridge 784.3.
 Henrietta FW&DC Joint track Bridge 114.73, Wichita River, Wichita Falls.

Dallas Highland Park Passenger Shed.
 Dallas Union Terminal Passenger Shed, Dallas.
 Mineola Bridge H-722.8.
 All Swinging spouts on water tanks.
 All Mail cranes when ponches are hung.

b. Main track bridges and structures having vertical clearance above top of rail less than 21 feet 6 inches.

Division Mile Post
 Fort Worth Hattie Street Viaduct, Ft. Worth, MP 757.45.
 Fort Worth Allen Avenue Viaduct, Ft. Worth, MP 758.5
 Fort Worth Fort Worth Passenger Shed.
 Fort Worth Signal Bridge MP D-766.6.
 Dallas Union Terminal Passenger Shed, Dallas.
 Dallas Oak Cliff Viaduct, MP D-767.5.
 Dallas Street Railway Viaduct, MP D-767.5.
 Dallas IGN Overpass, MP D-812.7.
 Denton Bridge MP K-733.3.

c. Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and that

there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also that it is dangerous to be on the side of a car while passing through bridges, by buildings, platforms and other structures alongside main and other tracks.

18. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE PAGES:

Station	Location	End Connected	Capacity
Kingston	MP D-704.3	None	0
Peniel	MP D-711.1	None	0
Lybrand	MP D-727.2	North end	15
Thomas	MP D-731.6	South end	15
Continental	MP D-752.5	North end	25
Sargent	MP D-770.8	South end	10
Red Oak	MP D-788.0	Both ends	14
Perrin Field	MP 669.9	North end	25
Singiser	MP 806.4	South end	10
Chatt	MP 817.3	North end	3
Hope	MP 838.8	South end	25
Greer	MP G-697.6	Both ends	16
Rosson	MP G-761.5	Both ends	6
Huggins	MP G-763.8	West end	10
Corinth	MP K-727.6	Both ends	18
Millay	MP K-739.0	South end	10
Ginger	MP H-744.0	North end	2
Clearing	MP H-747.3	None	0
Ben	MP H-760.1	South end	12

19. UNLESS OTHERWISE SPECIFIED, TIME TABLE OR TRAIN ORDER RESTRICTIONS WILL APPLY:

Denison—at passenger station.
 Trains or engines enroute to the Dallas Division via Leigh cutoff, which are restricted at McCune, will observe restrictions south of automatic block signal 6622.
 Greenville—at siding, Greenville passenger station.
 Hunt—at yard lead switch, north of Wellington Street.
 Dallas Yard—for first class trains and extra passenger trains—at entrance to Union Terminal tracks at M.P. 766.9.
 Southward trains restricted at End of Double Track, first signal of Dallas, will remain back of overhead signal bridge, first signal north of GC&SF Interlocking Station, Tower 19, except that southward trains from CRI&P tracks will remain at CRI&G Junction, to avoid fouling Interlocking.
 Waxahachie—northward trains—at passenger station:
 southward trains—at switch, south end siding.
 Winslow—at junction switch between Fort Worth and Dallas Divisions.
 Pottsboro—for northward trains, crossover at Signal 6694.
 Whitesboro—for southward trains, south switch of siding.
 Whitesboro—at Junction switch between Fort Worth and Henrietta Divisions.
 Ney—for first class trains and extra passenger trains—south end double track.
 Bellmead—for first class trains and extra passenger trains—north end double track.

20. GOVERNING TIME TABLES AND RULES:

a. The Union Terminal Company Rules govern between entrance to The Union Terminal tracks, M.P. D-766.9, and end of The Union Terminal tracks, M.P. 768.9, just north of GC&SF Interlocking, Tower 19, south of Dallas.
 b. Fort Worth and Denver City Railroad Rules and Time Table govern between Wichita Falls and W. F. & N. W. Junction.
 All south and east bound trains, yard engines and light engines operating between W. F. & N. W. Junction and South Yard, Wichita Falls, will get register check on overdue first class FW&DC trains before occupying joint track at W. F. & N. W. Junction. (See FWDC Rule S-83).
 FW&DC first class trains will be shown on register in telegraph office, North Yard.

c. Texas & Pacific Railroad Rules and Time Table govern between Whitesboro and Fort Worth.

d. Employees of FW&DC Railroad Company are subject to the Rules, Time Table and Special Instructions of the M-K-T Railroad Company of Texas, while operating over its tracks.

e. Small figures shown at Dallas and Dallas Yard on Dallas Division; at Ray, Whitesboro, Denton, Fort Worth and Ney on Fort Worth Division; and at Ray and North Yard on Henrietta Division, indicate advertised leaving and arriving time only.

21. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:

For revenue passengers only unless otherwise provided.

a. Dallas Division	Station
Trains 7 and 8	MP D-788.0 Red Oak

b. Mineola Division	
Trains 53 and 54	MP H-744.0 Ginger
Trains 53 and 54	MP H-747.3 Clearing

c. No. 3 stop any station in Texas to discharge passengers from Kansas City and beyond, including passengers holding drivers return tickets.

d. No. 4 stop Bells to receive revenue passengers for Muskogee or beyond.

e. Nos. 5 and 25, 6 and 26, stop any station to receive or discharge revenue passengers to or from Kansas City, or stations St. Louis to South Mound, inclusive.

f. No. 5 stop any station between Denison and Dallas to discharge revenue passengers from north of Denison.

g. No. 5 stop Whitewright, Trenton, Leonard, Celeste, Roysie City, Rockwall and Garland to receive revenue passengers for Waco and beyond, when advance arrangements are made.

h. Nos. 5 and 6 stop Hillsboro to receive or discharge revenue passengers to or from Dallas or beyond.

i. No. 25 stop any station between Denison and Fort Worth to discharge revenue passengers from north of Denison.

j. No. 25 stop Pottsboro, Hanger and Sadler to discharge revenue passengers and to receive revenue passengers for regular or flag stops of No. 25.

k. No. 25 stop Collinsville, Tioga, Pilot Point and Aubrey to receive revenue passengers for regular stops of Nos. 5 and 25 south of Fort Worth.

l. No. 25 stop Egan and Abbott for mail to be placed in mail box on station platform when too late for Egan mail to go through to Grandview and return on No. 26, or for Abbott mail to go through to Waco and return on No. 26.

m. No. 26 stop on flag at Keller, Roanoke, Aubrey, Tioga and Collinsville.

n. No. 26 stop any station between Fort Worth and Whitesboro for parcel post.

o. Pilot Point is regular stop for Nos. 11, 12, 26 and 27.

p. No. 28 stop on flag at Pilot Point.

q. Nos. 11 and 27 stop Sadler and Pottsboro on flag for passengers, or for exchange of mail when flagged or notified by mail clerk.

r. No. 28 stop any station between Hillsboro and Fort Worth to discharge revenue passengers from south of Waco, and to receive revenue passengers for regular stops of Nos. 8 and 28.

s. No. 28 stop Alvarado for parcel post, when flagged or notified by mail clerk.

t. Nos. 31 and 32 stop on flag any station between Denison and Whitesboro to receive or discharge passengers to or from stations on the Henrietta Division.

u. No. 32 stop Sadler on flag for passengers, or for mail, when flagged or notified by mail clerk.

v. No. 32 stop Pottsboro on flag for passengers only, no mail exchanged.

w. Nos. 31 and 32 stop Jolly for parcel post, when flagged or notified by mail clerk.

22. ENGINE WHISTLE SIGNAL CODES AT INTERLOCKING PLANTS:

a. T&NO Interlocking, M.P. D-661.2:

MKT Northbound:	
Main track	o
Cut off	
MKT Southbound:	
Main track	
T&NO Northbound:	
Via Depot	
Main track	o
KO&G connection	o
T&NO Southbound:	
Main track	o
Via Depot	o

b. T&NO-IGN-SLSW Interlocking, M.P. 844.6:

Southbound Main to Single Main (Main track to Main track)	
Single Main to Northbound Main (Main track to Main track)	
Northbound Main to Single Main (Irregular Route)	o
Single Main to Southbound Main (Irregular Route)	o
Main Track to Cotton Belt	o

23. WATCH INSPECTORS:

St. Louis	American Railroad Time Service Co., 720 Olive St.
Denison	J. B. Rockwell
Gainesville	Brownings Jewelry Store
Wichita Falls	G. W. Haltom
Greenville	Taylor Brothers
Mineola	Flynts
Dallas	Dalfour Jewelry Co., 1707 Main St.
	Dallas Watch Co., 1110 Main St.
Waxahachie	Maxwell Jewelry Co.
Ft. Worth	G. W. Haltom
Hillsboro	T. B. Bond
Waco	T. A. Armstrong

24. ABBREVIATIONS:

W—Water	P—Telephone
C—Coal	D—Day Telegraph Office
O—Oil	N—Night Telegraph Office
T—Turntable	NO—Night and Day Telegraph Office
S—Track Scales	M.P.H.—Miles per hour.
Y—Wye	M.P.—Mile Post.

a. ABBREVIATIONS IN CONNECTION WITH MILE POST LOCATIONS

D—Dallas Division	H—Mineola Division
P—Sherman Division	R—Denton Division
G—Henrietta Division	

25. TONNAGE RATING INSTRUCTIONS

When actual weight of load is not obtainable, use following tonnage figures.

	Weight of car and Contents	Weight of Freight
(a)	Tons	Tons
Carload perishable under ice	45	16
Carload perishable not under ice	42	16
Refrs. loaded with LCL mdse	35	8
Other cars with LCL mdse.	30	8
Live Stock	37	15
Live Poultry	36	10

When actual weights obtained on perishable loads in refrigerator, add three tons for ice when moving under refrigeration.

(b) Use following tonnage for tare weights on system cars:

1. Caboose	Tons
341 to 350 incl.	27
361 to 370, 796 to 820 incl.	25
375 and 524 to 591 incl.	18
411 to 523, 700 to 795, 871 to 907 incl.	21
821 to 870 incl.	22
2. Auto Cars	
45,000 series	27
46,000 series	30
60001 to 60100 incl.	26
61001 to 62100 incl.	30
63000 to 63025 incl.	31

9. When stencilled tare weights on foreign cars are not obtained, use figures below:

Kind	Non-Devised Auto	Devised Auto	Box	Flat	Refrigerator	Stock	Tank	Coal	Hopper
Tons	25	26	22	21	26	Bedded 22 Clean 20	22	24	28

10. When actual tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly, for information of Assistant Auditor.

SPEED TABLE

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	Min.	Sec.		Min.	Sec.
6	10		44	1	22
8	7	30	45	1	20
10	6		46	1	18
12	5		47	1	17
15	4		48	1	15
16	3	45	49	1	13
17	3	31	50	1	12
18	3	20	51	1	11
19	3	9	52	1	09
20	3		53	1	07
21	2	51	54	1	05
22	2	43	55	1	06
23	2	36	56	1	05
24	2	30	57	1	03
25	2	24	58	1	02
26	2	18	59	1	01
27	2	13	60	1	00
28	2	8	61	0	59
29	2	4	62	0	58
30	2		63	0	57
31	1	56	64	0	56
32	1	52	65	0	55
33	1	49	66	0	55
34	1	46	67	0	54
35	1	43	68	0	53
36	1	40	69	0	52
37	1	37	70	0	51
38	1	35	71	0	51
39	1	32	72	0	50
40	1	30	73	0	49
41	1	28	74	0	49
42	1	26	75	0	48
43	1	24			

TONNAGE RATINGS

Locomotives		Diesel			Steam							
		4500 H.P.	3000 H.P.	Adjust-	64% Booster		64%		57%		32%	
From	To	Rating Tons	Rating Tons	ment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars
Staley	Ray	3780	2520	5	2700	67	2250	56	2050	51	1180	30
Ray	Staley	5230	3480	7	3165	80	2625	66	2415	60	1360	24
Ray	Ney	4780	3190	5	2500	62	2110	53	1890	47	1080	27
Ray	Pilot Point	5090	3390	7	3000	75	2500	63	2225	56	1255	31
Ney	Ray	3820	2550	5	2050	51	1850	46	1650	41	925	23
Whitesboro	Ray	5540	3690	7	3100	78	2650	66	2350	59	1320	33
Whitesboro	Wichita Falls			5	2500	63	2050	51	1840	46	1080	27
Ringgold	Wichita Falls			6	2700	68	2300	58	2050	51	1215	30
Wichita Falls	Whitesboro			7	3100	78	2650	66	2350	59	1320	33
Ray	Dallas			6	2850	71	2380	60	2120	53	1190	30
Whitewright	Rockwall			12	4400	110	3675	92	3270	82	1880	47
Dallas	Royse City			5	2300	58	1925	48	1715	43	1070	27
Royse City	Bona			10	3780	95	3150	97	2800	70	1560	39
Bona	Ray			5	1950	49	1680	42	1300	35	860	22
Dallas	Winslow			5	2575	64	2200	55	1950	49	1100	28
Winslow	Dallas			5	2250	56	1900	48	1700	43	1070	27
Ney	Bellmead	4650	3090	6	3100	80	2550	63	2050	51	1150	29
Grandview	Bellmead	5690	3790	9	4500	113	3900	98	3500	88	1960	49
Bellmead	Ney	5160	3500	6	3050	76	2600	65	2300	58	1290	32
Dallas	Denton			5							1050	26
Denton	Dallas			5							1030	30
Lewisville	Dallas			5							1550	39
Ray	Sherman			5							935	23
Sherman	Ray			5							935	23
Hunt	Mineola			5							1100	28
Mineola	Hunt			5							1150	29

Rating for diesel locomotives of 1000 series is 1510 tons Denton to Lewisville, 2050 tons Lewisville to Dallas, and 1450 tons Dallas to Denton.

Ratings for steam engines are for trains containing number of cars listed. For each additional car deduct from rating, or for each car less, add to rating, the amount shown in adjustment columns, to give correct rating for trains of varying length.

RULES GOVERNING OPERATION OF DIESEL POWER AND OSCILLATING SIGNAL LIGHT

Headlight on Diesel engines in road service must be burning dimly during daylight hours, except will be extinguished when train turns out to meet another and has stopped clear of main track.

Unless authorized Diesel-electric locomotives shall not be operated either by towing or using traction motors for power, through water having depth over top of rail greater than shown below:

Type of Diesel Locomotive	Depth of Water over Top of Rail
Passenger (36" wheels)	3 inches
Freight (40" wheels)	5 inches
Switch (40" wheels)	5 inches
Rail Cars (M-11 and M-12) (36" wh)	3 inches

Maximum speed in all cases shall not exceed three miles per hour.

MARS OSCILLATING HEADLIGHT

Certain Diesel engines are equipped with both a straight beam headlight and Mars Oscillating signal light. The straight beam headlight will be displayed in conformity with Rule 17 and 17(a) of Rules and Instructions of the Transportation Department. Mars Oscillating signal light is arranged to display either an oscillating white or red light. Except when display of oscillating red light is required by these special instructions, oscillating white light will be displayed between hours of sunset and sunrise and during daylight hours when weather conditions would impair vision and obscure the observance of an approaching train.

When a train becomes disabled or makes a sudden stop due to unusual occurrence or when an adjacent track is obstructed, or there is possibility of adjacent track being obstructed, if oscillating red light is not displayed automatically, enginemen must immediately display it by manual operation.

When protection of front of train is required, enginemen will immediately display oscillating red light.

When occupying main track meeting an opposing train, oscillating red light will be displayed. This operation automatically cuts out the regular headlight. Oscillating red light may be extinguished after switch has been set for opposing train to enter siding, this operation automatically cutting in the regular headlight unless it has been cut out by its regular control switch.

Oscillating signal light will be extinguished:

When train turns out to meet another and has stopped clear of main track or is standing to meet a train at end of double track or junction; when standing or moving backwards in yards where yard engines are employed.

MARS OSCILLATING EMERGENCY REAR END LIGHT

will be displayed automatically when control switch is on the automatic position, either by an emergency application of the air brakes or by a reduction in the train speed to approximately 20 MPH, depending on which type of control is used. Should automatic feature fail to function from an emergency application of the air brakes or at reduced train speed when control device is actuated by axle generator voltage, a trainman will display the light manually. Enginemen observing the emergency red light displayed on head or rear end must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for movement of the train.

This rule in effect at all hours.

The use of the emergency red headlight and rear end light does not in any way relieve enginemen and trainmen from complying with Rules 99 and 442.

Enginemen and trainmen must familiarize themselves with the operation of these lights.

EMPLOYES HOSPITAL ASSOCIATION:

Dr. R. S. Kieffer, Chief Surgeon, 1831 Railway Exchange Building, St. Louis 1, Missouri.

STATION	NAME
Alba	R. A. Farrington
Alvarado	W. J. Cummings
Bellmead	Lewis G. Aide
Bells	C. S. Carter
Burleson	C. C. Bradford
Carrollton	Walter L. Fiegel
Dallas	Mark L. Welch, Division Surgeon, Medical Arts Building
	Jack F. Burnett, Asst. Division Surgeon, Medical Arts Building
	Elbert Dunlap, Consulting Surgeon, Medical Arts Building
	James H. Herndon, Internist, Medical Arts Building
	Reworth Williams, Urologist, Medical Arts Building
	Ken Mooney, Urologist, Medical Arts Building
	John R. Swanson, Oral Surgeon, Medical Arts Building
	A. L. Nygard, Consulting Oral Surgeon, Medical Arts Building
	A. J. Schwenkenberg, Neuropsychiatrist, Medical Arts Building
	Claude D. Winborn, Otolaryngologist, Medical Arts Building
	J. R. Maxfield, Jr., Radiologist, Medical Arts Building
	Jack G. S. Maxfield, Radiologist, Medical Arts Building
	Milford O. Rouse, Gastroenterologist, Medical Arts Building
	C. O. Patterson, Gastroenterologist, Medical Arts Building
	Eugene Legg, Orthopedic Surgeon, Medical Arts Building
	Sim Driver, Orthopedic Surgeon, Medical Arts Building
	Arthur G. Schoch, Consulting Syphilologist, Medical Arts Building
	R. B. Giles, Consulting Cardiologist, Medical Arts Building
	F. H. Newton, Consulting Ophthalmologist, Medical Arts Building
	J. B. Howell, Dermatologist, Medical Arts Building
	* W. T. Burke, Oral Surgeon, 3205 1/2 Thomas Avenue
Denison	Charles B. Truett, Division Surgeon
	W. D. Blassingame, Assistant Division Surgeon, M-K-T Hospital
	J. E. Meador, Oral Surgeon
	F. F. Fowler, Division Oculist
Denton	W. C. Kimbrough
Forreston	H. L. Stewart

STATION	NAME
Fort Worth	Ross Trigg, First National Bank Building
	T. C. Terrell, Consult. Pathologist, Medical Arts Building
	Webb Walker, Oculist, Medical Arts Building
	Wm. Webb, Oculist, Medical Arts Building
	D. C. McRimmon, Oral Surgeon, Medical Arts Building
	J. R. Cochran, Medical Arts Building
	Tilden L. Childs, Jr., Medical Arts Bldg.
	Wm. Parsons, First National Bank Building
	Jack Furman, 660 5th Avenue.
	C. Burke Brewster, Oculist, Medical Arts Building
North Fort Worth	J. W. Shoemaker, c/o Armour & Co.
Gainesville	Rufus Whiddon
Grandview	A. F. Garner
Greenville	Joe T. Becton, Consulting Surgeon, Becton's Hospital
	W. C. Morrow
	T. C. Strickland, Oculist
Henrietta	Albert Greer
Hillsboro	T. R. Barnett
Italy	A. O. Dykes
Itasca	C. C. Campbell
Leonard	Kenneth O. Crum
Milford	J. E. Killian
Muenster	Thos. S. Myrick
Nocona	W. W. Davis
Ringgold	R. E. Tyler
Rockwall	J. F. Corry
Rowlett	W. A. Maupin
Royse City	T. N. Roach
Sherman	C. D. Strother
	A. M. McElhannon
	D. C. Enloe
Waco	Wm. G. Trice, Division Surgeon, Amicable Building
	Paul C. Murphey, Division Surgeon, 1422 Austin Avenue
	S. Richard Mortland, Asst. Division Surgeon, 1422 Austin Avenue
	Cleveland H. Brooks, Oculist, Amicable Building
	David F. Sallee, Oral Surgeon, Professional Building
	Ralph L. Coffelt, Cardiologist, 405 Amicable Building
Waxahachie	S. H. Watson
	M. E. Hastings
	T. G. Estes, Oculist
West	W. H. Gidney
Whitesboro	G. W. Greer
Whitewright	C. P. Johnson
Wichita Falls	Ross R. May
	Bailey R. Collins, Div. Surgeon, Hamilton Building
	Robert L. Hargrave, Div. Surgeon, Hamilton Building
	L. B. Holland, Hamilton Building
	J. A. Johnson, Oculist, Hamilton Building
	L. F. Stripling, Oculist, Hamilton Building
	W. T. Wells, Oral Surgeon, Waggoner Building
	O. T. Kimbrough, Urologist, Hamilton Building

* For colored employees only.