

# MAKE EVERY TRIP A SAFETY TRIP



G. L. STRICKLIN                      HORACE McGEE  
Assistant Superintendents

W. H. McCUNE  
D. H. PENTON  
J. L. WINEINGER  
Road Foremen of Engines

J. A. SINGISER  
Chief Dispatcher

R. O. JOHNSON  
Night Chief Dispatcher

C. MANSFIELD	C. W. WRIGHT
P. M. McGEE	J. H. CRANE
W. L. NIGH	E. ELLIOTT
J. D. CUPP	J. E. DWYER
M. H. EPPERSON	G. M. ERICKSON

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. 26

## NORTH TEXAS DIVISION

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

# Monday, May 1, 1950

Superseding Previous Timetable

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

B. A. McDONALD,  
Superintendent of  
Rules-Safety

**MAXIMUM SPEED MPH OBSERVING PERMANENT SPEED RESTRICTION SIGNS,**

**SPEED RESTRICTIONS OR OTHER RESTRICTIVE CONDITIONS.**

BETWEEN	Staley	Denison	M.P. D-665.5	Atkins M.P. D-665.5	Dallas Yard	Endot	Winslow	Dallas Jct. Denison	Sadler Dallas Jct.	Whitesboro Sadler	M.P. 785 Fort Worth	Winslow M.P. 785	Bellmead Winslow	Waco Bellmead	Wichita Falls Whitesboro	Denton	Sherman	Sun	Mineola	Hunt
First Class Trains } (Diesel).....	70	45	75	40	75								75	25						
and Psgr Extras } (Steam).....	60	45	70	40	70	20	50	60	60	50	70	25	50	35	30	12				
Freight Trains } (Diesel).....	35	35	45	20	45	20	40	45	45	35	55	20	35	25	30	12				
& Light Engines } (Steam).....	35	35	45	20	45	20	30	40	40	35	45	20	35	25	30	12				

Frts. Diesel engines handling Psgr. Trains—Authorized speed of train being handled but not exceeding 55 MPH.

Frts. Steam engines handling Psgr. Trains—Authorized speed for Freight trains unless otherwise provided.

**Diesel Road and Switch Engines or Road Switchers (See note 1)**

Road Service or towed in train.....	35	35	45	20	45	20	40	45	45	35	45	20	35	25	30	12			
Yard Service—All Yards 25 MPH.																			

**Steam Road Engines**

Towed in Train.....	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	10
(Main Rods up) (See note 2)																			
Towed in Train (Main Rods removed) (See note 2).....	30	30	30	20	30	20	30	30	30	30	30	30	30	20	30	20	25	10	
Backing Up (With or without cars).....	25	25	25	20	25	20	25	25	25	25	25	25	25	20	25	20	20	12	

**Steam Switch Engines**

Light or Towed in train.....	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	10
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**Trains Handling—**

Steam Derrick.....	35	35	40	20	40	20	30	30	30	30	40	20	30	20	25	5			
Ditchers (Boom Attached).....	35	35	40	20	40	20	30	30	30	30	40	20	30	20	25	5			
Scale Test Car X-1658.....	25	25	25	20	25	20	25	25	25	25	25	20	25	25	25	10			
(Must be next ahead of caboose)																			
Pile Drivers.....	35	35	40	20	40	20	30	30	30	30	40	20	30	20	25	5			

Diesel Road or Switch..... (Exception—As provided in note 1)

(One or more units of)..... Handle next to hauling engine of through train and behind short cars of trains setting out or picking up.

Any Diesel Engine..... Must have air brakes in operation and when set out must be coupled to car or cars with sufficient hand brakes set to hold; hand brakes must be released while being handled dead in train, and engine must not be placed next to cars containing pipe, poles, piling or loads liable to shift.

**Doubleheading Diesel with Steam Engine**

Passenger trains..... Operate Diesel engine in lead. Speed restrictions for steam engine applies.

Freight trains..... Operate Steam engine in lead. Speed restrictions for steam engine applies.

**Through Turnouts**

	Psgr.	Frts.
Winslow—Junction Switch.....	30	20
Bellmead—North end Two Main Tracks...	30	20
Endot—South end Two Main Tracks.....	30	20
Sherman, Denton & Mineola Subdivns.....	10	10
All others	20	15

**Supplement to Rule 10 (h), Permanent Speed Restriction Signs:**

(a) Where in service in certain territories, (Yellow Sign Black Numbers) located as near one (1) mile as conditions will permit in advance of where speed restricted. Resume Speed Sign (Green) at point where restrictions end.

(b) Where in service in certain territories, (Reflector Type), Advance Warning Sign (Y) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign (R) at point where speed restricted and Resume Speed Sign (O) at end of restriction. Psgr. trains not exceed speed shown on Speed Restriction Signs. Frts. trains and Light engines reduce to 10 M.P.H. below speed shown on Speed Restriction Signs, but not exceed maximum speed provided for Frts. trains and Light engines.

(c) All territories are protected by Permanent Speed Signs indicated in either item (a) or item (b).

Note 1:—All 70-ton Road switchers to be handled next to caboose.

Note 2:—Steam road engines must be handled not more than 10 cars from hauling engine, with not less than 5 cars between hauling engine and first dead engine, or between any two dead engines.

SOUTHWARD TRAINS

DALLAS SUBDIVISION

NORTHWARD TRAINS

THIRD CLASS		FIRST CLASS			Distance from St. Louis	TIME TABLE No. 26		Symbols and Capacity of Sidings	FIRST CLASS			THIRD CLASS
281 Freight	271 Freight	5 Passenger	7 Passenger	1 Passenger		Effective 12:01 A. M. May 1, 1950			6 Passenger	2 Passenger	8 Passenger	272 Freight
Daily	Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily		
PM 5.45	AM 4.50					<b>RAY</b>					AM 3.00	
6.10	6.23					McCUNE					2.35	
		PM 7.40	AM 6.20	AM 5.20	660.0	<b>DENISON</b>			AM 10.50	PM 8.15	PM 11.40	
						T&NO Interlocking	MR		P 10.42	8.09	11.30	2.25
6.20	5.33		7.42	6.21	661.6	LEIGH			43 P 10.36	8.03	11.24	2.15
6.30	5.43		7.48	6.27	666.0	BONA			68 P 10.32	<b>8.00</b>	11.21	2.10
6.36	5.49		<b>8.00</b>	6.30	668.7	PENLAND						
						T&P Interlocking	X		51 P 10.21	7.54	11.15	2.00
6.51	6.04	s 8.12	6.37	5.36	674.3	BELLS			58 P 10.11	7.47	11.08	1.46
7.11	6.22	s 8.22	6.47	5.44	681.3	WHITEWRIGHT	WH					
						StLSW Auto Interlocking			100 P 9.59	<b>7.40</b>	11.00	1.33
7.40	6.35	s 8.31	6.54	5.50	688.1	TRENTON	UN		56 WP 9.47	7.34	10.53	1.20
8.00	7.01	s 8.40	<b>7.01</b>	5.57	694.6	LEONARD	AU					
						GC&SF Interlocking	KF		70 YP 9.35	7.28	10.46	1.05
8.15	7.20	s 8.47	7.08	6.04	701.2	CELESTE			94 P 9.25	7.22	10.39	12.52
8.30	7.30	s 8.57	7.15	6.11	707.5	YANCEY						
						GREENVILLE			18WYTPO 38 Yard 9.18	s 7.16	s 10.33	12.40
8.45	7.45	s 9.12	s 7.24	s 6.19	713.0	HUNT	A		Yard S-P D-F 9.03	7.12	10.22	12.35
9.15	8.00	<b>9.15</b>	7.27	6.22	714.0	StLSW Auto Interlocking			57 P 8.53	7.04	10.14	12.10
						CADDO MILLS	CM		51 P <b>8.41</b>	<b>6.55</b>	<b>10.05</b>	11.55
9.40	8.15	s 9.26	7.35	6.30	721.6	ROYSE CITY	RY		41 P f 8.34	6.51	10.01	11.45
10.05	8.41	s 9.37	7.44	6.39	730.3	FATE			96 P s 8.28	6.46	<b>9.56</b>	11.35
10.20	9.00	f 9.43	7.48	6.43	734.1	ROCKWALL	RC		47 P f 8.16	6.38	9.48	11.20
10.35	9.10	s <b>9.56</b>	7.53	6.48	738.7	ROWLETT	VY					
10.50	9.25	f 10.08	8.02	6.56	746.5	GC&SF Auto Interlocking			58 P s <b>8.08</b>	6.33	9.43	11.10
						GARLAND	GC		49 P 7.54	<b>6.29</b>	9.39	10.50
11.10	9.40	s 10.20	<b>8.08</b>	7.02	750.9	BETHARD			99 P 7.45	<b>6.21</b>	9.31	<b>10.32</b>
11.25	9.50	10.24	8.12	7.06	754.1	ATKIN S			P s 7.41	s 6.18	s 9.28	
11.40	10.05	<b>10.32</b>	8.20	7.14	761.4	HIGHLAND PARK			P 7.33	<b>6.13</b>	<b>9.23</b>	
		s 10.36	s 8.25	s 7.18	763.3	DENY						
		10.41	8.30	7.23	766.2	DALLAS YARD	DY		WPT YOS D-F 7.31	6.11	9.21	9.45
12.30 AM	10.30 AM	10.43 PM	8.33 AM	7.25 AM	767.0	UT-T&P Interlocking	UT		P 7.30 AM	6.10 PM	9.20 PM	
		10.50 PM	8.40 AM	7.30 AM	767.2	DALLAS						
<b>281</b>	<b>271</b>	<b>5</b>	<b>7</b>	<b>1</b>					<b>6</b>	<b>2</b>	<b>8</b>	<b>272</b>
16.3	19.4	33.5	45.4	48.9		106.3	Average speed per hour		31.8	50.8	45.4	21.3

No. 2 IS SUPERIOR TO ALL TRAINS

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

No. 7 IS SUPERIOR TO No. 6 BETWEEN DENISON AND DALLAS YARD

Denison and Winslow will be initial and terminal stations for trains Nos. 1, 2, 5, 6, 7 and 8 on combined pages 1, 2 and 3 of the Dallas Subdivision.

FOURTH CLASS		THIRD CLASS			Distance from St. Louis	TIME TABLE No. 26		Symbols and Capacity of Sidings	FIRST CLASS				
	95 Way Freight	793 F.W. & D.C. Freight	181 Freight	775 F.W. & D.C. Freight		Effective 12:01 A. M. May 1, 1950			1 Passenger	7 Passenger	507 F.W. & D.C. Passenger	813 F.W. & D.C. Passenger	5 Passenger
	Monday Wednesday Friday	Daily	Daily	Daily		STATIONS		Daily	Daily	Daily	Daily	Daily	
	AM 7.50		PM 5.30		767.0	N	DALLAS YARD DY	D-F WPTYOS					
					767.2	N	DALLAS UT	P	AM 7.45	AM 9.00	AM 9.25	PM 5.00	PM 11.30
	AM 8.05	PM 9.00	PM 5.46	PM 4.00	769.3	N	GC&SF Interlocking--CRI&G Jct. ENDOT	P	AM 7.50	AM 9.05	AM 9.30	PM 5.05	PM 11.35
	8.15	9.07	5.52	4.07	772.7		PEELER	45 WP	7.54	9.09	9.34	5.08	11.39
	8.39	9.25	6.10	4.25	781.7	N	LANCASTER CA	87 P	8.03	s 9.22	9.43	5.17	11.48
	8.55	9.35	6.18	4.35	787.0		ELVA	75 P	8.08	9.30	9.49	5.27	11.54
	9.05	9.43	6.24	4.43	791.2		STERRETT	80 P	8.12	9.38	9.53	5.32	11.59
	9.15	9.50	6.30	4.50	794.6		TATE	85 P	8.15	9.42	9.57	5.35	12.03 AM
	9.25	10.00 PM	6.40	5.00 PM	796.6	N	T&NO Interlocking	HC					
	9.49		6.43		797.5		M-K-T JUNCTION		8.19	9.47	10.02 AM	5.40 PM	12.08
	10.20		6.51		798.1		WAXAHACHIE	53 WP	8.20	s 9.49			s 12.10
	10.45		6.57		803.0		NELSON	60 P	8.25	10.01			12.21
	11.15		7.20		807.3	D	FORRESTON SN	35 P	8.29	f 10.09			12.26
	11.45		7.28		813.1	D	ITALY BG	55 P	8.35	s 10.19			12.34
	PM 12.15		7.39		818.3	D	MILFORD M	46 P	8.40	f 10.28			12.40
	12.35		7.50		825.8		FRASER	31 P	8.48	10.38			12.50
	12.40 PM		7.57 PM		833.2		HILLSBORO	OY P	8.57	s 10.55			1.01
	95	793	181	775	834.3	N	WINSLOW HB	Yard P 64 W	9.00 AM	11.00 AM			1.05 AM
	13.9	28.2	27.3	28.2					1	7	507	813	5
							67.1		53.6	33.5	49.1	45.4	42.3
							Average speed per hour						

No. 2 IS SUPERIOR TO ALL TRAINS  
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Denison and Winslow will be initial and terminal stations for trains Nos. 1, 2, 5, 6, 7 and 8 on combined pages 1, 2 and 3 of the Dallas Subdivision.

NORTHWARD TRAINS

DALLAS SUBDIVISION

NORTHWARD TRAINS

FIRST CLASS					Distance from St. Louis	TIME TABLE No. 26		Symbols and Capacity of Sidings	THIRD CLASS			FOURTH CLASS	
508 F.W.&D.C. Passenger	8 Passenger	2 Passenger	814 F.W.&D.C. Passenger	6 Passenger		Effective 12:01 A. M. May 1, 1950			776 F.W.&D.C. Freight	180 Freight	798 F.W.&D.C. Freight	96 Way Freight	
Daily	Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Tuesday Thursday Saturday			
					767.0	N	DALLAS YARD	DY	D-F WPTYOS		AM 9.30		PM 1.00
					767.2	N	DALLAS	UT	P				
					769.3	N	GC&SF Interlocking—CRI&G Jct. ENDOT		P	AM 5.45	AM 9.00	PM 5.25	PM 12.50
					772.7		PEELER		45 WP	5.35	8.53	5.08	12.40
					781.7	N	LANCASTER	CA	87 P	5.15	8.39	4.25	12.17 PM
					787.0		ELVA		85 P	5.05	8.31	4.00	11.50
					791.2		STERRETT		80 P	4.55	8.24	3.50	11.35
					794.6		TATE		85 P	4.45	8.15	3.40	11.20
					796.6		T&NO Interlocking	HC	P				
					797.5	N	M-K-T JUNCTION			4.35 AM	8.00	3.30 PM	11.10
					798.1		WAXAHACHIE		53 WP		7.57		10.15
					803.0		NELSON		60 P		7.46		10.01
					807.8	D	FORRESTON	SN	35 P		7.42		9.35
					813.1	D	ITALY	BG	55 P		7.33		9.20
					818.3	D	MILFORD	M	46 P		7.24		9.10
					825.8		FRASER		31 P		7.12		8.48
					833.2		HILLSBORO		OY P		6.58		8.15
					834.3	N	WINSLOW	HB	Yard P 64 W		6.55 AM		8.10 AM
										776	180	798	96
										24.0	26.0	14.1	13.9
45.4	33.8	49.6	45.4	39.0									

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THIRD CLASS

TIME TABLE No. 26

FIRST CLASS

<b>381</b> Freight Daily PM 10.15	<b>371</b> Freight Daily Except Sunday AM 5.00	<b>81</b> Freight Daily PM 3.15	<b>181</b> Freight Daily	<b>75</b> Freight Daily AM 11.00
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Effective 12:01 A. M.  
May 1, 1950

<b>1</b> Passenger Daily	<b>27</b> Passenger Daily	<b>31</b> Passenger Daily	<b>7</b> Passenger Daily	<b>23</b> Passenger Daily	<b>25</b> Passenger Daily	<b>5</b> Passenger Daily
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STATIONS

N	RAY	RA
N	DENISON	WD
	0.9	
	McCUNE	
	-0.7	
	SUN	
	-0.3	
	DALLAS JCT.	
	-6.0	
	POTTSBORO JCT.	
	-0.8	
N	POTTSBORO	JN
	6.7	
	HANGER	
	-5.6	
	SADLER	
	-3.8	
N	WHITESBORO	WO
	35.9	
N	DENTON	CN
	35.5	
N	FORT WORTH	NY
	T&P Interlocking	
	-2.0	
	NEY	
	1.7	
N	T&NO Inter.	KN
	1.7	
	DOLARD	
	3.6	
	LYTLE	
	6.9	
D	BURLESON	BU
	6.4	
	EGAN	
	-6.4	
NO	GC&SF Interlocking	VD
D	ALVARADO	VD
	-4.1	
	ELLIS	
	-5.1	
D	GRANDVIEW	GW
	-8.1	
D	ITASCA	SK
	-4.5	
	MARTIN	
	-6.1	
	HILLSBORO	
	-1.1	
N	WINSLOW	HB
	8.5	
	ABBOTT	
	5.9	
D	WEST	WS
	9.0	
	ELM MOTT	
	-5.5	
	GILBOUGH	
	-1.1	
N	BELLMEAD	BJ
	StLSW Crossing	
	Interlocking	
	-2.5	
N	T&NO-IGN-StLSW Inter	WC
	WACO	

NOTE — THIRD CLASS TRAINS BETWEEN RAY AND WHITESBORO HAVE NO TIME TABLE AUTHORITY.

11.30 PM	6.00 AM	4.00 PM	11.45 AM
VIA JOINT		4.59 PM	12.45 PM
TRACK		TRACK	

		6.30 PM	2.15 PM
		7.05	3.00
		7.10	3.05
		7.16	3.11
		7.28	3.24
		7.47	3.37
		7.59	3.50
		8.07	3.58
		8.16	4.08
		8.34	4.25
		8.44	4.35
		8.57	4.48
		9.01	4.52
		9.13	5.07
		9.21	5.18
		9.33	5.35
		9.42	5.45
		9.45 PM	6.00 PM
<b>381</b>	<b>371</b>	<b>81</b>	<b>181</b>
18.7	21.7	30.1	28.6

184.6  
Average speed per hour

	AM 6.20	AM 6.30		AM 10.10	PM 7.40	
	6.23	6.33		10.13	7.43	
	6.26	6.36		10.16	7.46	
	6.27	6.37		10.17	7.47	
	6.36	6.46		10.26	7.56	
	6.45	6.55		10.35	8.05	
	6.53	7.03		10.43	8.13	
	7.00 AM	7.10 AM		10.50 AM	8.20 PM	
	7.45 AM			11.42 AM	9.13 PM	

	8.45 AM			12.35 PM	10.20 PM	
	9.10			10.55		
	9.23				11.05	
	9.27				11.09	
	9.32				11.14	
	9.41				11.27	
	9.50				11.38	
	10.00				11.49	
	10.06				11.55	
	10.13				12.07 AM	
	10.25				12.21	
	10.32				12.28	
	10.45				12.40	
	9.00 AM	10.50		11.00 AM	12.45	1.05 AM
	9.08	11.02		11.13	12.55	1.15
	9.15	11.10		11.26	1.05	1.21
	9.24	11.22		11.39	1.17	1.32
	9.29	11.29		11.46	1.25	1.38
	9.31	11.31		11.48	1.27	1.40
	9.40 AM	11.40 AM		12.01 PM	1.35 AM	1.50 AM
<b>1</b>	<b>27</b>	<b>31</b>	<b>7</b>	<b>23</b>	<b>25</b>	<b>5</b>
48.8	34.0	33.8	32.0	39.8	31.2	43.3

No. 2 IS SUPERIOR TO ALL TRAINS

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

FIRST CLASS							TIME TABLE No. 26		THIRD CLASS								
8	28	32	12	2	26	6	Effective 12:01 A. M. May 1, 1950		Symbols and Capacity of Sidings	80	180	74	76	72	92	372	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Freight	Freight	Freight	Freight	Freight	Way Freight	Freight	
Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	
							<b>STATIONS</b>										
							N	RAY	RA								
							N	DENISON	WD	OWPCTY			PM	AM	AM	PM	AM
								0.9		S D-F Yard			11.30	12.30	9.00	1.30	2.35
								MCCUNE		OWPT							
								0.7		YS D-F							
								SUN		P							
								0.3									
							Two Main Tracks	DALLAS JCT.		YP							
								6.0		P							
								POTTSBORO JCT.									
								0.8		133	P						
							N	POTTSBORO	JN								
								6.7		91	P						
								HANGER		35	P						
								5.6									
								SADLER		113	Yard		10.30	11.00	7.50	11.55	1.00
								3.8		WYSOP			PM	PM	AM	AM	AM
							N	WHITESBORO	WO								
								35.9									
							N	DENTON	CN								
								35.5									
							N	FORT WORTH	NY								
								T&P Interlocking									
								2.0									
								NEY		D-F Yard			7.00	7.15	5.00		
								T&NO Inter.	KN	OWTS			PM	PM	AM		
								1.7		P					3.00		
								DOLARD							2.45		
								3.6		93	P				2.30		
								LYTLE		48	P				2.10		
								6.9									
							D	BURLESON	BU	112	P				1.50		
								6.4									
								EGAN									
								6.4									
							NO	GC&SF Interlocking	VD	100	P				1.30		
							D	ALVARADO	VD	44	P				1.15		
								4.1							1.01		
								ELLIS		109	PW				7.34		
								5.1							12.40		
							D	GRANDVIEW	GW	92	PY				7.16		
								8.1							12.28		
							D	ITASCA	SK	82	P				7.06		
								4.5							AM		
								MARTIN		43	PYO				6.53		
								6.1							11.59		
								HILLSBORO		Yard							
								1.1		64	PW				6.50	6.55	11.55
							N	WINSLOW	HB								
								8.5		111	P				6.35	6.40	11.39
								ABBOTT									
								5.9									
							D	WEST	WS	104	P				6.26	6.31	11.28
								9.0									
								ELM MOTT		101	P				6.13	6.18	11.15
								1.7									
								GILBOUGH							6.03	6.08	11.05
								1.1									
							N	BELLMEAD	BJ	Yard							
								StLSW Crossing		PSTWO							
								Interlocking		D-F							
								2.5									
							N	T&NO-IGN-StLSW Inter									
								WACO	WC								
								184.6									
							Average speed per hour										
8	28	32	12	2	26	6				80	180	74	76	72	92	372	
47.3	34.8	33.7	37.2	57.0	30.8	40.4				28.0	36.0	21.3	18.8	17.9	13.7	13.7	

NOTE — THIRD CLASS TRAINS BETWEEN RAY AND WHITESBORO HAVE NO TIME TABLE AUTHORITY.

No. 2 IS SUPERIOR TO ALL TRAINS

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

THIRD CLASS		FIRST CLASS		Distance from St. Louis	TIME TABLE No. 26		Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
371 Freight	381 Freight		31 Passenger		Effective 12:01 A. M. May 1, 1950			STATIONS		32 Passenger		372 Freight	
Daily Except Sunday	Daily		Daily					Daily		Daily		Daily Except Sunday	
AM 6.30	AM 12.01		s AM 7.10	685.7	N	<b>WHITESBORO</b> WO	POWBY 84 Yard	PM 7.05		AM 12.35		AM 11.55	
6.50	12.20		f 7.22	693.1		WOODBINE	100 P	f 6.50		12.20		11.30	
7.10	12.35		7.32	699.0		COOK	42 O	6.40		12.05 AM		11.10	
7.43	12.45		s 7.43	701.1	N	<b>GAINESVILLE</b> GV	41 PWY	s 6.31		11.55		11.00	
						GC&SF Interlocking							
9.30	1.00		7.52	703.3		PAGEL	91 P	6.20		11.40		10.20	
9.40	1.15		f 7.58	706.5		LINDSAY	40 P	f 6.15		11.30		10.10	
						MYRA	27 P	f 6.05		11.15		9.55	
10.15	1.45		s 8.17	716.3	D	<b>MUENSTER</b> MN	92 P	s 5.55		11.05		9.35	
10.50	2.10		s 8.37	726.3	D	<b>ST. JO</b> JO	30 PW	s 5.43		10.45		9.00	
10.55	2.15		8.39	727.3		CREST	92 P	5.34		10.40		8.39	
11.10	2.35		f 8.49	733.8		BONITA	80 P	f 5.23		10.25		8.05	
11.40	3.00		s 9.05	742.8	D	<b>NOCONA</b> NA	91 P	s 5.11		10.05		7.45	
11.55	3.20		f 9.16	749.1		BELCHERVILLE	25 P	f 4.56		9.50		7.20	
PM 12.10	3.40		s 9.29	756.2	N	<b>RINGGOLD</b> RD	94 P	s 4.45		9.35		7.05	
12.30	4.00		f 9.43	765.3		WALTON	62 P	f 4.31		9.15		6.35	
1.00	4.20		s 9.56	771.7	D	<b>HENRIETTA</b> HE	93 PW	s 4.21		9.00		6.20	
						FW&DC Crossing-Unprotected							
1.30	4.45		f 10.14	781.5		JOLLY	93 P	f 4.03		8.35		5.50	
2.10 PM	5.20 AM		10.35 AM	790.2	N	<b>WV Crossing-Unprotected</b>	PSWY Yard	3.45 PM		8.10 PM		5.20 AM	
						<b>WICHITA FALLS</b> WF							
				791.1		W. F. N. W. JCT.							
				791.6	N	<b>NORTH YARD</b> YD	PSWTO Yard			8.00 PM		5.00 AM	
2.30 PM	6.00 AM		31										
371	381		31					32		372		92	
13.2	19.0		30.6			105.9 Average speed per hour		31.7		23.2		13.1	



### DENTON SUBDIVISION

### MINEOLA SUBDIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS

SOUTHWARD TRAINS

NORTHWARD TRAINS

THIRD CLASS	Distance from St. Louis	TIME TABLE No. 26		Symbols and Capacity of Sidings	THIRD CLASS
<b>475</b> Freight		Effective 12:01 A. M. May 1, 1950			<b>476</b> Freight
Daily Except Sunday		STATIONS			Daily Except Sunday
PM 10.30	721.6	N	DENTON CN	Yard WPYS	PM 8.30
f11.05	730.9		LAKE DALLAS	9 P	f 8.04
f11.30	736.8	D	LEWISVILLE VI	25 P	f 7.46
f11.52	742.7		TRINITY MILLS	16	f 7.28
f11.59	744.6	N	StLSF-StLSW Interlocking CARROLLTON HF	P	f 7.22
AM 746.0			FARMERS BRANCH	18 P	f 7.15
f12.10	751.0		OLDHAM	22	f 7.02
f12.25	758.0		DENY		
1.00 AM	758.8	N	DALLAS YARD DY	D-F WPTYOS	6.35 PM
<b>475</b>					<b>476</b>
14.8			37.0		19.3
			Average speed per hour		

FOURTH CLASS	Distance from St. Louis	TIME TABLE No. 26		Symbols and Capacity of Sidings	FOURTH CLASS
<b>53</b> Mixed		Effective 12:01 A. M. May 1, 1950			<b>54</b> Mixed
Mondays Wednesdays Fridays		STATIONS			Tuesdays Thursdays Saturdays
AM 6.30	713.0		GREENVILLE	WOPTY Yard	PM 1.35
6.45	714.0	N	HUNT T&NO Crossing-Gate	Yard SP D-F	1.30
f 7.16	720.2		DIXON	8	f12.47
s 7.55	727.5	D	LONE OAK NK	33	s12.10 PM
s 8.30	733.5	D	POINT NO	36	s11.35
s 9.15	740.9	D	EMORY MY	20	s10.55
s10.20	750.4	D	ALBA AB	30	s10.00
f10.35	751.0		TSL Crossing-Unprotected HOYT		f 9.50
s11.05	756.5		GOLDEN	38	s 9.20
f11.35	761.5		STORAGE		f 8.45
11.50 AM	763.5	D	T&P Interlocking MINEOLA US	WOY Yard	8.30 AM
<b>53</b>					<b>54</b>
9.5			50.5		9.9
			Average speed per hour		

Denton Subdivision trains be governed by Dallas Subdivision Timetable Page 1, and Timetable Special Instructions No. 5(d) between Deny and Dallas Yard.

TRAINS Nos. 53 AND 54 WILL HANDLE PASSENGERS, MAIL AND EXPRESS

### SHERMAN SUBDIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS

FOURTH CLASS	Distance from St. Louis	TIME TABLE No. 26		Symbols and Capacity of Sidings	FOURTH CLASS
<b>55</b> Way Freight		Effective 12:01 A. M. May 1, 1950			<b>56</b> Way Freight
Daily Ex. Sunday		STATIONS			Daily Ex. Sunday
AM 5.00		N	RAY RA	WPTYOS D-F Yard	PM 1.00
5.25	662.5		SUN		12.40
5.40	666.1		ELLSWORTH	20	12.25
6.05 AM	671.6	D	T&P Crossing-Unprotected SHERMAN SN	WST Yard	12.01 PM
<b>55</b>					<b>56</b>
8.4			9.1		9.1
			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. 7 is superior to No. 6 between Denison and Dallas Yard.
- e. No. 55 is superior to No. 56.
- f. Between Signal 6605, Denison, and T&NO Crossing, Leigh; and between "FOULING POINT" sign at end of Two Main Tracks, Ft. Worth Subdivision and Denison Passenger Station; trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains and engines or cars standing or moving in either direction on any track.
- g. Between M.P. 844.9, south end Brazos River Bridge, and M.P. 847.4, trains have no time table superiority. All movements MUST be made at RESTRICTED SPEED, expecting to find other trains and engines or cars standing or moving in either direction on either track. Movements may use main track for which switch is lined between south end Brazos River bridge, M.P. 844.9 and M.P. 846.0. (This rule in an exception to Rule D-81).

### 2. RULE 99 (j) AUTHORIZED ON:

Dallas Subdivision  
Fort Worth Subdivision

### 3. FORM Y TRAIN ORDER AUTHORIZED ON:

All Subdivisions.

### 4. EXCEPTIONS TO RULE 93 (a):

In the following territories, third and inferior class trains, extra trains and engines may accept a "CLEAR" indication, per Rule 281, of a block signal to supersede requirements of Rule 93(a).

#### Denison-Ray Terminal

Between Signal at M.P. 657.3 (Staley) and Signal 6605 Denison  
Between Signal at M.P. D-662.1 (Leigh) and yard limit sign south of Bona  
Between Signal at M.P. 663.1 (south of Dallas Jct) and Pottsboro Jct.  
Between Signal at M.P. 660.5 and Signal at M.P. 662.0 (cut-off between Ray and Dallas Jct.)  
Between Signal at M.P. 657.5 and Signal at M.P. 660.0 (Warner cutoff)  
Between Signal at M.P. 662.9 (Ray) and Pottsboro Jct. (Pottsboro cutoff)

#### Dallas Yard

Between north yard limit sign M.P. D-760.6 and Signal 7643.

Between Endot and south yard limit sign M.P. D-771.1.

### 5. EXCEPTIONS TO RULE 93:

- a. Two Main Tracks, between Dallas Jct. and Denison will be used AHEAD OF overdue first class trains when automatic block signals or block indicators indicate "proceed", but movements must ascertain location of first class trains, when necessary, to avoid delaying them.
- b. Trains and engines use crossovers between end of Two Main Tracks, M.P. 663.1, south of Dallas Jct. and Denison, AGAINST overdue first class trains, when automatic block signals or block indicators indicate "proceed".
- c. Between Deny and entrance to The Union Terminal Co. tracks, Dallas Yard, trains and engines may move AHEAD OF or AGAINST overdue first class trains when automatic block signals or block indicators indicate "proceed", except movements entering main track in this territory must operate switch and wait 3 minutes before fouling main track.
- d. Trains and engines use crossover between Dallas Yard and Denton Subdivision, Deny, AGAINST overdue first class trains when Automatic Block Signals 7662, 7663 and Absolute Signal on Denton Subdivision indicate "proceed", except must operate switch and wait 3 minutes before starting crossover movement.
- e. Between the following points main track yard movements must secure train order Form E against all trains or move under flag protection:  
Between Signal at M.P. 657.3 (Staley) and Signal 6605 Denison  
Between Signal at M.P. D-662.1 (Leigh) and yard limit sign south of Bona  
Between Signal at M.P. 663.1 (south of Dallas Jct.) and Pottsboro Jct.  
Between north yard limit sign M.P. D-760.6, and Signal 7643, Dallas Yard.  
Between Endot and south yard limit sign M.P. D-771.1.
- f. Whitesboro—northward trains moving off T&P onto M-K-T track and receiving "CLEAR" indication on Signal at T&P-M-K-T Jct. switch, are authorized to move from T&P-M-K-T Jct. switch to station AHEAD OF or AGAINST overdue first class trains.
- g. Between north end of Two Main Tracks, M.P. 757.4, Broadway Street, Fort Worth, and T&NO crossing, M.P. 759.4, south of Ney, trains and engines use tracks and crossovers, moving AHEAD OF or AGAINST overdue first class trains, except movements must not be made against current of traffic, north of Rosedale Street underpass, M.P. 757.9, unless protected by flagman.
- h. Winslow—trains and engines use Crossover No. 3, intersecting Fort Worth Subdivision main track just south of Signal 8127 and intersecting Dallas Subdivision main track just north of Signal 8342, and will occupy Fort Worth and Dallas Subdivision main tracks in the vicinity of both ends of the crossover, AHEAD OF or AGAINST overdue first class trains, when automatic block signals or block indicators indicate "proceed".
- i. Between M.P. 843.0 Bellmead, and M.P. 844.6 north end Brazos River bridge, trains and engines may run AHEAD OF overdue first class trains when automatic block signals or block indicators indicate "CLEAR", but movements must ascertain location of first class trains, when necessary to avoid delaying them. Trains and engines may use crossover between Two Main Tracks, M.P. 843.5 AGAINST overdue first class trains when block signals or block indicators indicate "CLEAR". (See Timetable Rule 9-d.)
- j. DeLeon Subdivision train No. 35 run Waco to Gilbough via Fort Worth Subdivision obtaining train order authority to move M.P. 843.0 to Gilbough against Ft. Worth Subdivision first class trains, as necessary.

## 6. MOVEMENTS BY BLOCK SIGNALS (RULES 400, 403 AND 404):

- a. Between Ray and Pottsboro via Pottsboro cutoff  
Between Ray and Staley via Warner cutoff  
Between Ray and Dallas Jct. via cutoff
- b. Between south end L&A Siding, Greenville, and north switch, Hunt Yard.
- c. Between south end of Union Terminal Co. tracks, M.P. D-768.9 and end of Two Main Tracks, Endot, except all movements must run at RESTRICTED SPEED.

## 7. WHERE TRAINS WILL REPORT FOR CLEARANCE OTHER THAN AS REQUIRED BY RULE 83(a) (last paragraph).

- a. First class trains and passenger extras—Dallas (Union Station), Whitesboro, Fort Worth (T&P) Passenger Station and Winslow.
- b. Southward first class trains and passenger extras originating—Dallas (Union Station) instead of Endot.
- c. Northward FW&DC trains—B-RI Office, Waxahachie instead of M-K-T Jct.
- d. Southward FW&DC trains that have not received clearance at Dallas (Union Station)—FW&DC Office, Cadiz Street, instead of Endot.
- e. Third class trains, extras and work extras—Whitesboro and Winslow.
- f. Southward extras and work extras leaving Ray for Fort Worth and Henrietta Subdivisions—Pottsboro.
- g. Southward MKT trains originating—Dallas Yard instead of Endot.
- h. Southward trains originating Ney—at T&NO Interlocking Station. When ready, will sound four short sounds of engine horn or whistle and after answered by wigwag of train order signal, may proceed to T&NO Interlocking.
- i. Eastward freight trains—North Yard (Wichita Falls) instead of Wichita Falls.
- j. Southward trains Mineola Subdivision—Hunt instead of Greenville.
- k. Leigh—Southward Dallas Subdivision freight trains moving from Leigh cutoff that have been notified to do so by train order at Ray, or when register check is necessary.

## 8. REGISTER STATIONS

- a. Nos. 12 and 28 register by ticket at Whitesboro when not necessary to check train register.
- b. All trains register by ticket 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.
- c. Wichita Falls is register station for first class trains and passenger extras only.
- d. Bellmead is register station for third class trains and freight extras only.
- e. Dallas is register station for M-K-T and FW&DC first class trains and passenger extras only. First class trains displaying signals from or to Endot or Dallas Yard will record this information on the register at Dallas.
- f. Dallas Yard is register station only for third and fourth class trains and freight extras originating or terminating Dallas Yard.
- g. FW&DC third class trains and freight extras will register in FW&DC office, Cadiz Street.

## 9. SPEED AND OTHER RESTRICTIONS

### a. Denison-Ray Terminal:

Denison—20 M.P.H. over street crossings, except 15 M.P.H. Morton Street.  
Denison—puzzle switch north of passenger station—15 M.P.H.  
Spring switch south end of Two Main Tracks just south of Dallas Jct.—southward trains 15 M.P.H.  
Warner cutoff and Pottsboro cutoff—30 M.P.H.  
Leigh cutoff and cutoff between Ray and Dallas Jct.—20 M.P.H.  
Crossover leaving Ray via Pottsboro cutoff—15 M.P.H.  
Over humps at Ray—15 M.P.H.  
Staley—through turnouts—40 M.P.H.

All trains and engines run at RESTRICTED SPEED between end of Two Main Tracks south of Dallas Jct. and "FOULING POINT" sign at end of Two Main Tracks, Denison Passenger Station yard, and approach crossovers Dallas Jct., Sun and McCune expecting to find crossovers or main track occupied by movements in either direction, in vicinity of the crossover.

Derailing switch on main track 280 feet north of Signal 6608, north of Denison Passenger Station, is trailing for southward movements and hand operated for northward movements. It must be handled by crew of northward movements unless in charge of yardmen. This derailing switch does not actuate block signals.

Spring type derail on inbound track, Warner cutoff, 200 feet south of overhead bridge, M.P. 660.7, is trailing for southward movements, hand operated for northward movements. Hand-throw derail, 90 feet north of running track, No. 1 switch, on outbound track, Warner cutoff.

Northward trains from Dallas Subdivision must not foul twin switches at south end of Denison Passenger Station yard, and northward trains from Fort Worth Subdivision must not pass "FOULING POINT" sign at end of Two Main Tracks, Denison Passenger Station yard, until receive hand or lamp "proceed" signal.

Diesel engines will not be operated through tunnel at Ray. No siding at Leigh.

### b. All Subdivisions

18 M.P.H. over street crossings Hillsboro to Winslow, inclusive.

All trains approach Whitesboro at RESTRICTED SPEED expecting to find Fort Worth and Henrietta Subdivision main tracks occupied by movements in either direction.

All trains and engines run at RESTRICTED SPEED approaching Crossover No. 3, Winslow, expecting to find this crossover or main track on either Fort Worth or Dallas Subdivision occupied by movements in either direction, in vicinity of crossover.

Tracks Bona and Dolard may be found blocked with cars.

Unless authorized, Diesel-Electric engines 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 Engine	Depth
Passenger (36" wheels).....	3 inches
Freight (40" wheels).....	5 inches
Switch (40" wheels).....	5 inches
Rail Cars (M-11 and M-12) (36" wheels).....	3 inches
Maximum speed 3 MPH.	

"Capacity of Sidings" as shown on schedule pages are based on average car length 48 feet less 160 feet allowed for 3 unit Diesel engines.

c. Dallas Subdivision

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

Whitewright—30 M.P.H. between Absolute Signals of Automatic Interlocking.

Trenton—passenger trains 40 M.P.H., freight trains 30 M.P.H. over street crossings.

Hunt—30 M.P.H. between Absolute Signals of Automatic Interlocking.

Garland—30 M.P.H. between Absolute Signals of Automatic Interlocking.

Highland Park—10 M.P.H. over Cole Ave. and Knox St. Trains stopping at station clear painted stripe just north of Knox St. (first street south of depot) except southward trains with over 14 cars may pull over Knox Street as necessary to place rear car at platform. Sound horn or whistle before starting from station.

First curve north of Deny—30 M.P.H.

Movable point crossing frog just north of end of Two Main Tracks Endot—25 M.P.H.

Waxahachie—20 M.P.H. over street crossings between passenger station and T&NO crossing.

Italy—30 M.P.H. over street crossings.

Hunt—all trains and engines run at RESTRICTED SPEED approaching and between Absolute Signal M.P. D-713.5, south end L&A Siding and Absolute Signal M.P. D-713.8 north end Hunt, expecting to find movements on main track in either direction.

Approaching crossover at Deny, and between Deny and entrance to Union Terminal Co. tracks M.P. D-766.9, Dallas Yard, first class trains run at RESTRICTED SPEED expecting to find main track and crossover occupied by movements in either direction, unless automatic block signals indicate "proceed".

Between south end Union Terminal Co. tracks M.P. D-768.9 and Endot, all trains and engines run at RESTRICTED SPEED.

Northward trains approach Absolute Signal at M.P. D-797.4, at M-K-T Junction at RESTRICTED SPEED prepared to stop short of this signal if necessary.

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

Whitewright—StLSW transfer not safe for Diesel engines nor steam engines larger than 57%.

Greenville—southward passenger trains stop clear of Lee Street (first street south of passenger station). Northward trains spot working cars at gravel platform, blocking Lee Street only when necessary to do so. Sound horn or whistle before starting from station.

Thomas Spur—not safe for Diesel engines nor steam engines larger than 57%.

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

d. Fort Worth Subdivision

Turnouts, Pottsboro Jct. and south end of siding, Pottsboro—15 M.P.H.

Perrin Field Spur—15 M.P.H.

Whitesboro—over "JUNCTION SWITCH"—15 M.P.H.

Spring switch, north end Two Main Tracks, Broadway Street, Ft. Worth—northward trains 15 M.P.H. and southward trains 25 M.P.H. Northward movements will stop to clear north end of Two Main Tracks until receive interlocking signal authorizing movement through T&P Interlocking. PBX telephone in booth.

Spring switch, south end Two Main Tracks, Ney—southward trains 15 M.P.H.

West—30 M.P.H. through city limits.

Bellmead—20 M.P.H. over StLSW crossing.

Waco—15 M.P.H. through both main track turnouts, T&NO crossing.

Between north end Two Main Tracks, M.P. 757.4, Broadway Street, Fort Worth, and T&NO Crossing M.P. 759.4 south of Ney, all trains and engines run at RESTRICTED SPEED expecting to find crossovers and tracks occupied by movements in either direction.

First class trains run at RESTRICTED SPEED between M.P. 843.0, Bellmead, and M.P. 844.6, north end Brazos River bridge, expecting to find movements ahead and also crossover movements in the vicinity of crossover at M.P. 843.5. Cars must not be left on Storage "B" track, Whitesboro, without permission.

Whitesboro—Southward Henrietta Subdivision freight trains head in north siding, unless otherwise instructed.

Whitesboro—Henrietta Subdivision trains enroute Fort Worth, will, if no first class train overdue, use main track to wye switch, unless otherwise instructed.

Spring type derail in tail track just south Magnolia Street, Ney Yard, trailing for southward movements, hand operated for northward movements.

Southward freight trains use tail track, near Magnolia St., Ney, for movement into Ney Yard.

West—cotton mill track not safe for steam engines larger than 57%.

e. Henrietta Subdivision

Gainesville—10 M.P.H. over street crossings.

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

ALL trains and engines run at RESTRICTED SPEED between yard limit sign east of South Yard (Wichita Falls) and North Yard (Wichita Falls) including between Wichita Falls and WF&NW Jct. on FW&DC main track.

Whitesboro—Henrietta Subdivision trains having authority to proceed, be governed by Signals 6856 and Southward Absolute color light signal on Fort Worth Subdivision, before fouling "JUNCTION SWITCH".

Gainesville—engines must not move north of road crossing, Denison Street, when switching Mill and Elevator tracks 1 and 2.

Gainesville—Ice Spur not safe for engines.

f. Denton Subdivision

Carrlton—15 M.P.H. approaching and between Approach Signals of Interlocking.

41% freight and 33% passenger engines and Diesel engines 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.

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

Not safe for engines larger than 41% freight and 33% passenger.

g. Mineola Subdivision

Not safe for engines larger than 32% freight.

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

h. Sherman Subdivision

Not safe for engines larger than 32% freight.

Cars with gross weight exceeding 105 tons must not be handled.

Flag protection must be provided over all street crossings Pecan to King Street, both inclusive, Sherman, as required by City Ordinance.

#### 10. EXCEPTION TO RULE 5: TIMETABLE OR TRAIN ORDER RESTRICTIONS APPLY AT:

McCune—(movements enroute Dallas Subdivision via Leigh Cutoff) south of Automatic Block Signal 6622, Ft. Worth Subdivision.

Greenville—at siding (first track west of main track, Passenger Station)

L&A Siding Greenville—track east of water tank—may be used by MKT trains, avoiding delay to L&A trains or engines, who use south end siding between L&A and M-K-T main tracks in making movements to or from Hunt. Movements using siding remain north of "FOULING POINT" sign to avoid causing main track Signals to display "STOP" indication.

Hunt—at yard lead switch, north of Wellington Street.

Dallas Yard—for first class trains and passenger extras—at entrance to Union Terminal Co. tracks M.P. D-766.9—for third class trains and freight extras—at Deny.

Endot—southward trains restricted remain back of Absolute Signal north of GC&SF Interlocking Station, Tower 19, except southward trains from CRI&P tracks remain at CRI&G Jct. to avoid fouling Interlocking.

Waxahachie—Northward trains—at Psgr. Station.

Winslow—Jct. Switch between Ft. Worth and Dallas Subdivisions.

Pottsboro—Siding for passenger trains will be between south siding switch and crossover at M.P. 669.4.

Whitesboro—at "JUNCTION SWITCH" between Ft. Worth and Henrietta Subdivisions.

Ney—first class trains and Psgr. extras—south end Two Main Tracks.

Bellmead—first class trains and Psgr. extras—north end Two Main Tracks.

#### 11. AUTOMATIC BLOCK SIGNALS BETWEEN:

Staley and Signal 6608, Denison.

Staley and Signal 6601, Ray via Warner cut-off.

Absolute Signal at M.P. 660.3, Ray and Dallas Jct. via cut-off.

Signal at M.P. 662.9 Ray and Pottsboro Jct. via Pottsboro cutoff.

Signal 6617 Mirick Ave., Denison and Whitesboro.

Leigh and Dallas Yard, Dallas Subdivision.

Endot and Winslow, Dallas Subdivision.

Signal at M.P. 758.5, Ney and Signal 8436, Bellmead, Fort Worth Subdivision.

##### a. Denison-Ray Terminal

Movements finding Absolute Signal on cutoff at Dallas Jct. displaying "APPROACH" indication, expect to find engines or cars in vicinity of, or switch open at Coldstream spur.

Movements between Ray and Dallas Jct. must not make reverse movement after passing Absolute Signals near Coldstream Spur unless protected by flagman.

Switch to cutoff at Dallas Jct. must be lined for main track after each movement to properly actuate signals on cutoff.

Movements from wye at Dallas Jct. or Tie Plant must not foul cutoff except on "CLEAR" block indicator indications, unless protected by flagman, and will operate switch and wait 3 minutes before fouling cutoff.

Absolute color light Signal on Leigh cutoff at McCune indicates whether a movement is approaching on northward Fort Worth Subdivision main track.

Movements finding Signal 6622 displaying "STOP" indication with an inbound train from Dallas Subdivision occupying southward Fort Worth Subdivision main track in vicinity of the signal, will not pass signal until it displays "CLEAR" indication.

Color light signal located on mast of Signal 6626, at Sun, indicates to movements from Sherman Subdivision whether movement is approaching on northward Fort Worth Subdivision main track. Sherman Subdivision trains must move to within 500 feet of Signal 6626 to receive signal indication.

Southward movement from any point south of Signal 6585, just south of Reddam Spur, to north end of Ray Yard over Warner cutoff, must be completed by moving through spring switch on inbound track, in clear of Absolute Signal at M.P. 660.0, before beginning northward movement.

##### b. Fort Worth Subdivision

Absolute Signal on Perrin Field Spur, near Pottsboro Jct., displaying "proceed" indication authorizes movement onto the main track and to the next signal in either direction.

Northward Automatic Block Signal 7586 at south end of Two Main Tracks, Ney, M.P. 758.5, protects spring switch this location, and is also actuated by movements on northward main track to point just north of crossover located near Magnolia Street, M.P. 758. Northward track from that point to north end of Two Main Tracks, Broadway Street, is non-automatic block signal territory. Block indicators at south end of crossover M.P. 758.1 and at north end of crossover M.P. 759.2.

Southward track of Two Main Tracks between Broadway Street M.P. 757.4 and Signal at M.P. 758.5 at south end of Two Main Tracks, Ney, is non-automatic block signal territory.

##### c. Dallas Subdivision

Northward trains that are to be assisted by yard engine from Bona, finding Absolute Signal north end Penland displaying "STOP" indication, wait Penland reasonable time for yard engine to clear and close switch at Bona to avoid being delayed at all blocks Penland to Leigh. Yard engine will clear Bona promptly on arrival.

Trains using siding Fate, unless can clear between insulated joints, will cause Absolute Signal at either north end Rockwall or south end Roysie City to display "STOP" indication.

##### d. All subdivisions

Southward trains holding main track at meeting points Abbott, L&A Siding Greenville, and Nelson, and northward trains holding main track at meeting points Martin and Bethard, remain back of "Fouling Point" sign until approaching train passes last block signal in advance of siding switch.

Rule 350 applies where Absolute dwarf signals are located at spring switches at fouling point on siding. After opposing movement passes and backward movement is made out of siding or reverse movement made on main track, and Absolute Signal on main track displays "STOP" indication, operate switch after which main track Absolute Signal may indicate "proceed".

##### e. BLOCK INDICATOR RULE 355:

Color light block indicators at spring switches, south siding switch, Lytle; north siding switch, Egan; south siding switch, Alvarado; north siding switch, Peeler, and south siding switch, Lancaster, are located at fouling point and are designated by letter "B" on mast of indicator.

At M-K-T Jct. B-RI movements having timetable or train order authority to proceed onto M-K-T tracks, finding Absolute Signal on B-RI track displaying illuminated "LS", may open switch to obtain proper signal indications.

## f. Flood Indicators

Dallas Subdivision	Affects Signals
M.P. D-667.1	6671 and 6682
M.P. D-669.5	6687, 6695 and 6704
M.P. D-724.6	7235, 7219 and 7258
M.P. D-729.0	7281 and 7298
M.P. D-729.6	7281 and 7298
M.P. D-732.3	7321, 7305 and 7344
M.P. D-733.3	7321, 7305 and 7344
M.P. D-742.0	7409, 7387 and 7432
M.P. D-748.2	7467 and 7482
M.P. D-758.5	7575, 7561, 7547, 7594, and 7608
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 Subdivision

M.P. 679.9	6783 and 6800
M.P. 772.0	7715 and 7732
M.P. 780.8	7807 and 7812

Trains finding these signals displaying "STOP" indication will also look out for track washed out or damaged by high water.

## 12. REMOTE CONTROL SWITCHES

## Pottsboro Junction

**Pottsboro**—south end of siding. Lunar light, located on mast of Absolute Signal permits movements through switch after communicating with operator and then observing that switch points properly lined.  
(Between Pottsboro Jct. and south end of siding Pottsboro, Rule 425 applies.)

## Whitesboro—T&amp;P-M-K-T Jct.

**Winslow**—Junction of Dallas and Fort Worth Subdivision main tracks. On northward Absolute Signal top arm is indication for Dallas Subdivision which is the turnout. Lunar light located on terminal box mast at switch permits movement through switch after observing that switch points are properly lined.

**Bellmead**—North end Two Main Tracks. On southward Absolute Signal top arm is indication for southward track which is the turnout. Lunar 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 lined.

**GC&SF Interlocking**, M.P. D-768.9. Southward signals on bridge, 610 feet north of Forrest Avenue will display "green" indication if route lined for M-K-T and "yellow" indication if route lined for T&NO or M-K-T. Movements to M-K-T will not accept "DIVERGING APPROACH" indication if switches lined for T&NO.

## 13. SPRING SWITCHES

(Designated by letter "S" attached to Switch Stand.)

**East end Ray Yard**, intersection of inbound track with Warner cutoff, M.P. 660.1.

**West end Ray Yard**, west end of crossover from Pottsboro cutoff to tail track, M.P. 662.8. (Color light Signal 6630, protecting this switch, is affected by position of the switch, or by movements between the signal and east end of crossover, or by switch at east end of crossover, intersecting tail track, being lined for crossover. Block Indicator at east end crossover must be examined before movements are made from "B" Yard onto the Pottsboro cutoff through the spring

switch. This indicator displays "block occupied" indication when a movement is between point one mile west of Signal 6648 and spring switch at west end of crossover.)

**End Two Main Tracks south of Dallas Jct.** M.P. 663.1.

**North end Two Main Tracks, Fort Worth**, M. P. 757.4. (Color light signal protecting this switch is affected only by position of the switch.)

**Ney**—south end Two Main Tracks, M. P. 758.5.

**Lytle**—south switch, siding.

**Egan**—north switch, siding.

**Alvarado**—south switch, siding.

**Martin**—both switches, siding.

**West**—both switches, siding.

**Elm Mott**—both switches, siding.

**Gilbough**. (Signal 8415 protects.)

**Yancey**—north switch, siding.

**Peeler**—north switch, siding.

**Lancaster**—south switch, siding.

## 14. NORMAL POSITION OF SWITCHES

**Pottsboro**—south crossover switch at M.P. 669.4 for siding.

**Whitesboro**—switch at intersection of Fort Worth and Henrietta Subdivision main tracks, for Fort Worth Subdivision.

**Whitesboro**—crossover switch, south siding, for siding.

**Winslow**—lead switches, both ends of siding, for siding.

**Gilbough**—south crossover switch at intersection of Texas Central Subdivision main track and Bellmead cutoff, for cutoff.

**Greenville**—switch intersecting L&A main track and L&A siding, for L&A main track.

**M-K-T Junction**—for M-K-T main track.

**Waxahachie**—compress lead track switch, near south end house track, for compress lead track.

## 15. CROSSOVERS AND SIDINGS

a. **Hillsboro-Winslow**—Crossovers between Dallas and Fort Worth Subdivision main tracks designated as:

No. 1, Hillsboro, north of Hillsboro siding.

No. 2, Hillsboro, south of Hillsboro siding.

No. 3, Winslow, north end of Winslow Yard.

Siding, Winslow, opens off Dallas Subdivision main track just south of Crossover No. 3, connects with Fort Worth Subdivision main track south of Fort Worth-Dallas Subdivision Jct. Switch.

b. **Sidings, Whitesboro**, designated as:

**North Siding**—opens west from Fort Worth Subdivision main track at north end yard and intersects Henrietta Subdivision main track just west of "JUNCTION SWITCH."

**South Siding**—opens south from Henrietta Subdivision main track just west of "JUNCTION SWITCH" and intersects T&P main track south of T&P-M-K-T Jct. Switch.

**G.H.&W. Siding**—opens from Henrietta Subdivision main track at west end of yard and intersects same track 1000 feet west of "JUNCTION SWITCH."

**Storage B**—opens east from Fort Worth Subdivision main track at north end of yard and intersects same track just north of "JUNCTION SWITCH."

## 16. TWO MAIN TRACKS

Denison passenger yard and M.P. 663.1, south of Dallas Jct.

GC&SF Interlocking, M.P. D-768.9 and Endot, M.P. D-769.3.

M.P. 843.0, Bellmead, and M.P. 844.6.

M.P. 844.9 and Hewitt.

(Single track M.P. 844.6 and M.P. 844.9 over Brazos River Bridge.)

Broadway Street, Fort Worth, M.P. 757.4 and Ney, M.P. 758.5.

**17. RAILROAD CROSSINGS****a. Choctaw Subdivision**

Staley—M.P. 655.9, SL-SF R.R., Interlocking.

**b. Dallas Subdivision**

Denison—M.P. D-661.2, T&NO R.R., Interlocking.

Bells—M.P. D-674.3, T&P R.R., Interlocking.

Whitewright—M.P. D-681.6, StLSW R.R., Automatic Interlocking. Rule 344.

Celeste—M.P. D-701.3, GC&SF R.R., Interlocking.

Hunt—M.P. D-714.3, StLSW R.R., Automatic Interlocking. Rule 344.

Garland—M.P. D-750.7, GC&SF R.R., Automatic Interlocking. Rule 344 and following instructions govern. Northward dwarf signal at fouling point north siding switch governs movements to main track after block indicator at switch has been observed, clear indication received and main track hand throw switch lined.

An approaching GC&SF train will cause northward Absolute Signal on M-K-T to change from "proceed" to "STOP" indication, providing northward M-K-T main track movements occupy south approach section in excess of 5 minutes without accepting "proceed" indication, and, after two minutes, the Absolute Signal on GC&SF will change from "STOP" to "proceed" indication for their movements. "Release Section" indicated by sign 200 feet south of northward Absolute Signal must be occupied to again obtain "proceed" indication.

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

Dallas—M.P. D-768.9, GC&SF R.R., Interlocking.

M.P. D-796.6—T&NO R.R., Interlocking.

**c. Fort Worth Subdivision**

Fort Worth—M.P. 757.1, T&P R.R., Interlocking.

Ney—M.P. 759.4, T&NO R.R., Interlocking.

Alvarado—M.P. 783.0, GC&SF R.R., Interlocking. Train order signal lighted only when track circuit between Absolute Signals is occupied or route lined for main track movement.

M.P. 843.6—StLSW R.R. Crossing, Interlocking Device. If signal displays "STOP" indication and no movement approaching on StLSW, line lever on StLSW to set derrails against StLSW, which will clear signal on M-K-T.

M.P. 844.6—T&NO-I-G-N-StLSW R.R.'s. Interlocking. Absolute signal for northward trains located on west side of track just north of Brazos River Bridge.

**d. Henrietta Subdivision**

Gainesville—M.P. G-701.7, GC&SF R.R., Interlocking. Approach Signals are automatic.

Henrietta—M.P. G-772.1, FW&DC R.R., Stop Signs. Rule 98.

Wichita Falls—M.P. G-789.9, W.V. R.R., Stop Signs. Rule 98.

**e. Denton Subdivision**

Carrollton—M.P. K-744.6, StLSF-StLSW R.R. Interlocking. Approach Signals are non-operative. Absolute Signals are non-automatic.

**f. Mineola Subdivision**

M.P. H-714.9, T&NO R.R. Gate. Normally against M-K-T. Rule 98.

Hoyt—M.P. H-751.0, TSL R.R. Stop Signs. Rule 98.

Mineola—M.P. H-762.3, T&P R.R. (Cabin) Interlocking. Approach Signals non-operative. Operating instructions in cabin.

**g. Sherman Subdivision**

Sherman—M.P. P-671.6, T&P R.R., Stop Signs. Rule 98.

**18. WATER STATIONS OTHER THAN THOSE SHOWN ON SCHEDULE PAGES:**

East Fork—M.P. D-742.

Whitewright—emergency use only.

Ginger—M.P. H-745.3.

**19. YARDS PROTECTED BY YARD LIMIT SIGNS.****DENISON RAY TERMINAL**

Ray	} One Yard
Denison	
Pottaboro Jct.	
Staley	
Bona	

**DALLAS SUBDIVISION**

Greenville	} One Yard	Waxahachie	
Hunt			
Garland			
Dallas	} One Yard	Hillsboro	} One Yard
Atkins		Winslow	
Sargent			

**FORT WORTH SUBDIVISION**

Whitesboro		Hillsboro	} One Yard
Denton		Winslow	
Fort Worth	} One Yard	Bellmead	} One Yard
Hodge		Waco	
Ney			
Dolard			

**HENRIETTA SUBDIVISION**

		Whitesboro	
Pagel	} One Yard	South Yard	} One Yard
Cook		Wichita Falls	
Gainesville		North Yard	

**DENTON SUBDIVISION**

Deny	} One Yard	Denton
Oldham		

**MINEOLA SUBDIVISION**

Greenville	} One Yard	Mineola
Hunt		

**SHERMAN SUBDIVISION**

Sherman

**20. STANDARD TIME****a. Watch Inspection—Time Comparison**

Watches that have been examined and certified to by a designated watch inspector must be used by Superintendents, Assistant Superintendents, Trainmasters, Road Foremen of Engines, District Engineers, Roadmasters, Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Flagmen, Firemen, Hostlers, Engine Foremen, Yardmen, Switch Tenders, Train Porters, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen and any employe in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment.

The above employes, upon entering service, and annually in July, must provide themselves with Form CT-90 Standard, to be issued by designated watch inspector on an order from the Superintendent, or in return for form CT-90 Standard of the immediately preceding period. They must submit watch for inspection and card CT-90 Standard for making record thereon, to designated watch inspector as provided for in Rule 2 of Uniform Code of Operating Rules (or similar Maintenance of Way Rules); except, such Maintenance of Way and Bridge and Building employes who are unable to comply with this rule monthly, must do so as nearly monthly as possible. Form CT-90 Standard must be in employe's possession while on duty and presented for examination when called for by an officer.

**b. Standard Clocks Located at:**

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

**c. Watch Inspectors:**

St. Louis.....	American Railroad Time Service Co., 720 Olive St.
Denison.....	J. B. Rockwell
Galnesville.....	Brownings Jewelry Store
Wichita Falls.....	G. W. Haltom
Greenville.....	Taylor Brothers
Mineola.....	Flynts
Dallas.....	Ace Jewelers, 2718 Samuels Blvd. Dallas Watch Co., 201 Fidelity Bldg.
Waxahachie.....	Maxwell Jewelry Co.
Ft. Worth.....	G. W. Haltom
Hillsboro.....	T. B. Bond
Waco.....	T. A. Armstrong

**21. 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 1/2 inches.
- |                 |   |
|-----------------|---|
| Subdivision     | Mile Post                                       |
| Fort Worth..... | Bridge 784.3.                                   |
| Henrietta.....  | Bridge 114.73, Wichita Falls, FWDC Joint Track. |
| Dallas.....     | Highland Park Passenger Shed.                   |
| Dallas.....     | Union Terminal Passenger Shed.                  |
| Mineola.....    | Bridge H-722.8.                                 |
- All.....Swinging spouts on water tanks.  
All.....Mail cranes when pouches are hung.
- b. Main track bridges and structures having vertical clearance above top of rail less than 21 feet 6 inches.
- |                 |                                   |
|-----------------|-----------------------------------|
| Subdivision     | Mile Post                         |
| Fort Worth..... | MP 757.45, Hattle Street Viaduct. |
| Fort Worth..... | MP 758.5, Allen Avenue Viaduct.   |
| Fort Worth..... | Fort Worth Passenger Shed.        |
| Dallas.....     | MP D-766.6, Signal Bridge.        |
| Dallas.....     | Union Terminal Passenger Shed.    |
| Dallas.....     | MP D-767.5, Oak Cliff Viaduct.    |
| Dallas.....     | MP D-767.5, Street Ry. Viaduct.   |
| Dallas.....     | MP D-812.7, I-GN Overpass.        |
| Denton.....     | Bridge K-733.3.                   |
- c. It is dangerous to stand erect on top of an engine, a high load on an open top car, or on top of a covered car, also on side of a car or engine while passing through bridges, by buildings, platforms and other structures alongside main and other tracks, due to the fact that engines, cars and loads on open top cars are of various heights and widths, which impair clearances.

**22. 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.....	8
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
Greer	MP 838.8.....	South end.....	25
Hope	MP G-697.6.....	Both ends.....	16
Edwards	MP G-761.5.....	Both ends.....	6
Huggins	MP G-763.8.....	West end.....	5
Corinth	MP K-727.6.....	Both ends.....	10
Millay	MP K-739.0.....	South end.....	18
Ginger	MP H-744.0.....	North end.....	2
Clearing	MP H-747.3.....	None	0
Ben	MP H-760.1.....	South end.....	12

**23. GOVERNING TIMETABLE AND RULES:**

- a. The Union Terminal Company—between entrance to their tracks M.P. D-766.9 and end of their tracks, M.P. D-768.9 just north of GC&SF Interlocking, Tower 19, south of Dallas.
- b. FW&DC R.R.—between Wichita Falls and WF&NW Jct. Between these points trains have no timetable superiority and trains and engines run at RESTRICTED SPEED. Eastward movements from North Yard, get register check on overdue FW&DC first class trains before occupying joint track at WF&NW Jct. FW&DC first class trains will be shown on register in telegraph office North Yard.
- c. T&P R.R.—between Whitesboro and Fort Worth.
- d. Employes on FW&DC trains—by M-K-T Rules and Instruction between Dallas and Waxahachie.
- e. Small figures shown on schedule pages, for information.

**24. GENERAL ORDER BOOKS LOCATED AT:**

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

At Teague, and at yard and engine house office, CRI&G and FW&DC, Ft. Worth.

**25. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:**

For revenue passengers only unless otherwise provided.

<u>Dallas Subdivision</u>	Station
Trains 7 and 8.....	M.P. D-788.0..... Red Oak

<u>Mineola Subdivision</u>	
Trains 53 and 54.....	M.P. H-744.0..... Ginger
Trains 53 and 54.....	M.P. H-747.3..... Clearing

- a. Nos. 1 and 2, Waxahachie and Hillsboro, to receive or discharge to or from St. Louis.
- b. Nos. 5 and 25, 6 and 26, any station to receive or discharge to or from Kansas City, or stations St. Louis to South Mound, inclusive.
- c. Nos. 5 and 6, Hillsboro to receive or discharge to or from Dallas or beyond.
- d. No. 5, any station between Denison and Dallas to discharge from north of Denison; Fate and Rowlett daily except Sunday for exchange of mail and parcel post, when flagged or notified by mail clerk.
- e. No. 8, Bells to receive Muskogee and beyond.



- f. Pilot Point is regular stop for Nos. 23, 26 and 27.
- g. Pilot Point is flag stop for Nos. 12 and 28.
- h. No. 23, Collinsville, Tioga, Aubrey, Roanoke and Keller.
- i. No. 25, any station between Denison and Ft. Worth, to discharge from north of Denison, or from stations on Henrietta Subdivision.
- j. No. 25, Pottsboro, Hanger and Sadler to discharge and to receive for regular or flag stops of No. 25; Sadler for exchange of mail when flagged or notified by mail clerk.
- k. No. 25, Collinsville, Pilot Point, Tioga and Aubrey to receive for regular stops of Nos. 25 and 5 south of Ft. Worth.
- l. No. 25, 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 or for Abbott mail to go through to Waco and return on No. 26.
- m. No. 26, Abbott for U. S. mail.
- n. No. 26, Keller, Roanoke, Aubrey, Tioga and Collinsville.
- o. No. 26, any station between Ft. Worth and Whitesboro for parcel post.
- p. No. 27, Sadler and Pottsboro for passengers; Pottsboro for exchange of mail when flagged or notified by mail clerk.
- q. No. 27, Itasca and Grandview.
- r. No. 28, Elm Mott, West and Abbott for passengers only. No. 8 handle mail from these points.
- s. No. 28, any station between Hillsboro and Ft. Worth to discharge from Waco or south, and to receive for regular stops of Nos. 8 and 28.
- t. No. 28, Itasca and Alvarado for parcel post, when flagged or notified by mail clerk.
- u. Nos. 31 and 32, any station between Denison and Whitesboro to receive or discharge to or from stations on the Henrietta Subdivision; Jolly for parcel post, when flagged or notified by mail clerk.
- v. No. 32, Sadler for passengers, or for mail, when flagged or notified by mail clerk; Pottsboro for passengers only.

**26. ENGINE WHISTLE SIGNAL CODE INTERLOCKINGS:**

**a. T&NO M.P. D-661.2:**

MKT Northward:  
 Main track ..... o  
 Cut off .....  
 MKT Southward  
 Main track ..... o

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

Southward Main to Single Main (Main track to Main track) .....  
 Single Main to Northward Main (Main track to Main track) .....  
 Northward Main to Single Main (Irregular Route)..... o o  
 Single Main to Southward Main (Irregular Route)..... o o  
 Main Track to SLSW..... o

**ALL OTHER INTERLOCKINGS:**

Main Track to Main Track.....  
 Main Track to Siding, or reverse..... o  
 Main Track to Industry or Transfer Track, or reverse ..... o o  
 Main Track to Branch Line or to Main Track of other Railroad, or reverse..... o o

**27. ABBREVIATIONS**

- a.
 

W—Water	Y—Wye
C—Coal	P—Telephone
O—Fuel Oil	D—Day Telegraph Office
D-F—Diesel Fuel	N—Night and Day Telegraph Office
T—Turntable	NO—Night Telegraph office only
S—Track Scales	
- b. The following letters before figures of schedule indicate:  
 “s”—Regular Stop.  
 “f”—Flag Stop to receive or discharge passengers or freight.

**c. Abbreviations in Connection With Mile Post Locations:**

D—Dallas Subdivision	H—Mineola Subdivision
P—Sherman Subdivision	K—Denton Subdivision
G—Henrietta Subdivision	

**28. SUPPLEMENT TO RULES 230 AND 232:**

**Nunn Type Train Order Signal**



Aspect—Parallel with track, Green light.  
 Indication—Proceed, “No Orders”.  
 Name—Clear Train Order Signal.



Aspect—At right angle to track, Red light.  
 Indication—Stop, unless clearance received.  
 Name—Stop Train Order Signal.

**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	08
21	2	51	54	1	07
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	
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

Engines		Diesel					Steam						
From	To	(EMD)	(EMD)	(EMD)	(EMD)	(ALCO)	Adjust-	64%		57%		32%	
		(F-3)	(F-7)	(F-3)	(F-7)			Rating	No.	Rating	No.	Rating	No.
		4500 H.P.	4500 H.P.	3000 H.P.	3000 H.P.	3000 H.P.	Tons	Tons	Cars	Tons	Cars	Tons	Cars
Staley	Ray	3780	4800	2520	3200	3600	5	2250	56	2050	51	1180	30
Ray	Staley	5230	6800	3480	4500	4200	7	2625	66	2415	60	1360	24
Ray	Ney	4780		3190		3400	5	2110	53	1890	47	1080	27
Ray	Pilot Point	5090		3390		4250	7	2500	63	2225	56	1255	31
Ney	Ray	3820		2550		3050	5	1850	46	1650	41	925	23
Whitesboro	Ray	5540		3690		3800	7	2650	66	2350	59	1320	33
Whitesboro	Wichita Falls					3100	5	2050	51	1840	46	1080	27
Ringgold	Wichita Falls						6	2300	58	2050	51	1215	30
Wichita Falls	Whitesboro					3600	7	2650	66	2350	59	1320	33
Ray	Dallas					3400	6	2380	60	2120	53	1190	30
Whitewright	Rockwall						12	3675	92	3270	82	1880	47
Dallas	Royse City					2500	5	1925	48	1715	43	1070	27
Royse City	Bona					3800	10	3150	97	2800	70	1560	39
Bona	Ray					2100	5	1680	42	1300	35	860	22
Dallas	Winslow					3160	5	2200	55	1950	49	1100	28
Winslow	Dallas					3080	5	1900	48	1700	43	1070	27
Ney	Bellmead	4650		3090		3450	6	2550	63	2050	51	1150	29
Grandview	Bellmead	5690		3790		5050	9	3900	98	3500	88	1980	49
Bellmead	Ney	5160		3500		3450	6	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 engines of 1000 series is 1510 tons Denton to Lewisville, 2050 tons Lewisville to Dallas, and 1450 tons Dallas to Denton. Rating for 600 H.P. Diesel Engine on Mineola Subdivision is 920 tons in each direction, between Hunt and Mineola. Ratings for steam engines and for Diesel engines where shown—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. Adjusted Rating Cars—Royse City to Bona 80; Bona to Ray 68; Dallas to Winslow 79; Winslow to Dallas 77.

EMPLOYES HOSPITAL ASSOCIATION  
Dr. R. S. Kieffer, Chief Surgeon, St. Louis 1, Mo.

Station	Name	
Alba	R. A. Farrington	
Bells	C. S. Carter	
Burleson	C. C. Bradford	
Carrollton	Walter L. Fiegel	
Dallas	Mark L. Welch	Division Surgeon
Dallas	Jack F. Burnett	Division Surgeon
Dallas	Elbert Dunlap	Consulting Surgeon
Dallas	James H. Herndon	Internist
Dallas	Reworth Williams	Urologist
Dallas	Ken Mooney	Urologist
Dallas	John R. Swanson	Oral Surgeon
Dallas	A. L. Nygard	Consulting Oral Surgeon
Dallas	A. J. Schwenkenberg	Neuropsychiatrist
Dallas	Claude D. Winborn	Otolaryngologist
Dallas	J. R. Maxfield, Jr.	Radiologist
Dallas	Jack G. S. Maxfield	Radiologist
Dallas	Milford O. Rouse	Gastroenterologist
Dallas	C. O. Patterson	Orthopedic Surgeon
Dallas	Eugene Legg	Consulting Syphilologist
Dallas	Arthur G. Schoch	Consulting Cardiologist
Dallas	R. B. Giles	Consulting Ophthalmologist
Dallas	F. H. Newton	Dermatologist
Dallas	J. B. Howell	Dermatologist
Dallas	W. T. Burke	Oral Surgeon
Denison	W. D. Blassingame	Division Surgeon
Denison	D. K. Jamison	Assistant Division Surgeon
Denison	J. E. Meador	Oral Surgeon
Denison	F. F. Fowler	Division Oculist
Denton	W. C. Kimbrough	
Fort Worth	Wm. Parsons	Division Surgeon
Fort Worth	Ross Trigg	
Fort Worth	T. C. Terrell	Consulting Pathologist
Fort Worth	Webb Walker	Oculist
Fort Worth	Wm. Webb	Oculist
Fort Worth	D. C. McRimmon	Oral Surgeon
Fort Worth	Jack Furman	
Fort Worth	C. Burke Brewster	Oculist
Fort Worth	Robert C. Botts	Oral Surgeon
Fort Worth	Craig H. Boyd	
Fort Worth	C. D. Fitzwilliams	Consulting Pathologist
Fort Worth	Hub E. Isaacks	Consulting Urologist
Nth Ft. Worth	J. W. Shoemaker	
Galnesville	Rufus Whiddon	
Galnesville	Wm. F. Powell	

Station	Name	
Garland	Coy R. Pickle	
Grandview	A. F. Garner	
Greenville	Joe E. Becton	Consulting Surgeon
Greenville	W. C. Morrow	
Greenville	T. C. Strickland	Oculist
Henrietta	Albert Greer	
Hillsboro	T. R. Barnett	
Italy	A. O. Dykes	
Itasca	C. C. Campbell	
Leonard	Kenneth O. Crum	
Lewisville	Luis Marroquin	
Milford	J. E. Killian	
Muenster	Thos. S. Myrick	
Nocona	W. W. Davis	
Ringgold	R. E. Tyler	
Rockwall	J. F. Corry	
Rockwall	Curtis M. Jackson	
Rowlett	W. A. Maupin	
Royse City	T. N. Roach	
Sherman	C. D. Strother	
Sherman	D. C. Enloe	
Sherman	Wm. I. Southerland	
Sherman	H. I. Stout	
Waco	Wm. G. Trice	
Waco	Paul C. Murphey	Division Surgeon
Waco	H. Anspach	Division Surgeon
Waco	Cleveland H. Brooks	Consulting Radiologist
Waco	David F. Sallee	Oculist
Waco	Ralph L. Coffelt	Oral Surgeon
Waco	C. Collom Smith	Cardiologist
Waco	Moreton A. Magid	Assistant Division Surgeon
Waco	*J. M. Vandavell	Consulting Urologist
Waxahachie	S. H. Watson	Oral Surgeon
Waxahachie	M. E. Hastings	
Waxahachie	T. G. Estes	
West	W. H. Gidney	Oculist
Whitesboro	G. W. Greer	
Whitewright	C. P. Johnson	
Whitewright	Ross R. May	
Wichita Falls	Balley R. Collins	Division Surgeon
Wichita Falls	Robert L. Hargrave	Division Surgeon
Wichita Falls	L. B. Holland	
Wichita Falls	J. A. Johnson	Oculist
Wichita Falls	L. F. Stripling	Oculist
Wichita Falls	W. T. Wells	Oral Surgeon
Wichita Falls	Owen C. Berg	Urologist

\* For colored employes only.