

OPERATION OF RADIO

Radio communication systems are under the jurisdiction of the Federal Communications Commission. The Railroad Company and its employees are governed by the Commission's Operating Rules. Violation is a Federal Offense for which severe penalties are provided.

Federal Communications Commission Rule 2 reads as follows:

"No employe shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language via radio."

Communication via radio must NOT be utilized by any employe in any manner that would have the effect of supplanting or modifying strict compliance with operating rules and special instructions.

Radio will NOT be used in the transmission of train order directly to a train or engine, except in emergencies. When so used, every precaution must be taken to prevent any misunderstanding. Uniform Code of Operating Rules covering train orders transmitted by telephone will be followed:

The use of radio to transmit train orders is prohibited except as follows:

(1) In an emergency train dispatcher may transmit a train order by use of radio communication direct to an operator, or direct to a conductor or engineer as provided in Rule 206(b).

(2) In an emergency train orders may be relayed by radio communication direct to a conductor, an engineer or another operator, by an operator as provided in Rule 206(c).

Employes are prohibited from advising approaching trains as to the position of train order signal or informing them of the contents of any train orders for their train or for any other train. Train and engine crews are prohibited from requesting such information by radio.

SAFETY

Is of

FIRST IMPORTANCE

in the

DISCHARGE OF DUTY

ASSISTANT SUPERINTENDENTS

B. R. Bishop Denison, Tex.
W. L. Nigh Smithville, Tex.
C. W. Robbins Wichita Falls, Tex.

ASSISTANT TRAINMASTERS

R. A. Bass T. G. Todd
L. M. Seifert O. C. Putsche
C. D. Carson

CHIEF DISPATCHERS

R. O. Johnson, Chief Dispatcher Denison, Tex.
G. Harvey, Assistant Chief Dispatcher Denison, Tex.
H. C. Pagel, Night Chief Dispatcher Denison, Tex.
L. A. Volcik, Night Chief Dispatcher Denison, Tex.

DISPATCHERS

A. D. Lancaster W. M. O'Dell
W. N. Porche C. Clark
J. H. Crane J. E. Dwyer, Jr.
A. P. Schimmel R. R. Holden
J. D. Cupp F. C. Davis

M-K-T LINES

and

FORT WORTH AND
DENVER RAILWAY

JOINT
TIME TABLE

No. 2

BETWEEN

END OF THE UNION TERMINAL
CO. TRACKS MP D-768.9

AND

M-K-T JUNCTION

Effective At 12:01 A. M.

Sunday, February 1, 1959

FOR EMPLOYEES ONLY

CHARLES T. WILLIAMS,
Vice President & General Manager
Dallas, Texas

R. B. GEORGE,
Superintendent
Denison, Texas

C. A. BIRGE, JR.,
Superintendent of Rules-Safety
Denison, Texas

END OF UNION TERMINAL CO. TRACKS MP D-768.9 TO M-K-T JUNCTION

SOUTHWARD							TIME TABLE	Station Numbers	Office Call	HOURS OF TELEGRAPH SERVICE		
SECOND CLASS			FIRST CLASS							No. 2	Monday Thru Friday	Saturdays, Sundays, Holidays
775	793	41	5	813	507	1						
F.W.D. Freight	F.W.D. Freight	Manifest Freight	Passenger	F.W.D. Passenger	F.W.D. Passenger	Passenger	Effective February 1, 1959					
Daily	Daily	Daily	Daily	Daily	Daily	Daily						
		5.20 AM 9.15 AM 10.05 AM	6.45 PM			5.40 AM	DENISON	661				
			9.42 PM			7.56 AM	PH-R-RY DALLAS YARD	D106	DY	Continuous	Continuous	
			9.45 PM 10.15 PM	5.00 PM	9.50 AM	7.59 AM 8.20 AM	U.T.-T.&P. Crossing	Un. Term. Hub	UT	6.00A to 2.00P 4.15P to 12.15A	6.00A to 2.00P 4.15P to 12.15A	
						PH DALLAS						
							End Un. Term. Co. Tracks	Two Main Tracks				
							G.C.&S.F. Crossing (Tower 19)					
							C.R.I.&P. Jct.	Automatic Block Signals				
							PH ENDOT					
							End Two Main Tracks					
7.20 PM	12.50 PM	10.15 AM	10.20 PM	5.05 PM	9.55 AM	8.25 AM	PH PEELER	D112				
							PH LANCASTER	D121	CA	*5.30A to 2.30P	(Saturday only) *5.30A to 2.30P	
7.38	1.15 ⁵²⁻⁷⁹⁸	10.35	10.33	5.18	10.07	8.38	PH ELVA					
7.46	1.30	10.50	10.39	5.25	10.13	8.44	PH RED OAK	D127				
			10.40				PH STERRETT	D134				
8.05 ²	1.42	11.05	10.44	5.30	10.18	8.49	PH T.&N.O. Crossing					
							PH M-K-T JUNCTION					
8.20 ⁵⁰⁸ PM	1.58 PM	11.20 AM	10.51 PM	5.38 PM	10.24 AM	8.56 AM	PH-R WAXAHACHIE	D137	HC	Continuous	Continuous	
							DALLAS JUNCTION					
										*1 Hr. for Lunch	*1 Hr. for Lunch	
775	793	41	5	813	507	1						
1.00	1.08	1.05	.31	.33	.29	.31						

Southward trains are superior to northward trains of the same class.

SPECIAL INSTRUCTIONS

- On The Union Terminal Co. tracks between MP D-766.9, Dallas Yard, and MP D-768.9, just north of GC&SF Interlocking, Tower 19, trains and engines will be governed by The Union Terminal Co. Rules and Instructions.
- Between end of The Union Terminal Co. tracks, MP D-768.9, and M-K-T Junction, MP D-797.5, trains and engines will be governed by Operating Rules and Supplements, General Orders and Instructions of Missouri-Kansas-Texas Lines. Movements will be handled by M-K-T train dispatcher and over the signature of M-K-T train dispatcher.
- SUPERIORITY OF TRAINS BY DIRECTION** is shown at bottom of schedule pages. (See Rule S-72.)
- Endot and M-K-T Junction will not be considered as initial or terminal stations for M-K-T trains on Joint Track Timetable. Denison and McCune are initial stations for southward M-K-T trains and Dallas Junction is initial station for northward M-K-T trains. Endot and M-K-T Junction are initial and terminal stations for FWD trains.
- Northward M-K-T trains may assume their schedule or train order authority at M-K-T Junction upon receipt of clearance, Form 118, at Waxahachie (Passenger Station). Southward M-K-T trains may assume their schedule or train order authority at Endot upon receipt of clearance, Form 118, at Dallas Yard or Dallas (Union Station). M-K-T northward trains must not leave M-K-T Junction and M-K-T southward trains must not leave Endot until it has been ascertained whether all FWD superior trains due have arrived or left. This information must be ascertained in accordance with Rule 83(a).
- When a regular M-K-T train is registered at Dallas Yard, Dallas, or Dallas Junction, or when such train is identified on M-K-T Dallas Subdivision between M-K-T Junction and Dallas Junction or on M-K-T FWD Joint Track between Endot and M-K-T Junction, it will not be required to ascertain if the same train has arrived or left Endot or M-K-T Junction.
- Signals must not be ordered displayed to or taken down at Endot or M-K-T Junction.
- TRAINS WILL REPORT FOR CLEARANCE, FORM 118, OTHER THAN REQUIRED BY RULE 83(a)** (last paragraph):

- Dallas (Union Station) instead of Endot - Southward first class trains and passenger extras. Dallas Yard instead of Endot - southward M-K-T trains originating. FWD Office, Cadiz Street, instead of Endot - Southward FWD trains that have not received clearance at Dallas (Union Station). FWD Office, Waxahachie, instead of M-K-T Junction - Northward FWD trains. Waxahachie (Passenger Station), instead of M-K-T Junction - northward M-K-T trains.
- AUTOMATIC BLOCK SIGNALS** between Endot and M-K-T Junction. Northward or southward trains holding main track at meeting point, Elva, remain back of "Fouling Point" sign until opposing train is entering siding. **FLOOD INDICATORS** at MP D-774.6, D-775.2 and D-776.7 affect signals 7745 and 7776. When any of these signals display "Stop, Then Proceed at Low Speed" indication, also lookout for track washed out or damaged by high water.
- MOVEMENT BY SIGNAL INDICATIONS** (Rules 400-404) between south end of The Union Terminal Co. tracks, MP D-768.9, and end of Two Main Tracks, Endot. Control Operator GC&SF Interlocking Station, Tower 19. Southward two unit color light signals, immediately over track which they govern, located on signal bridge 610 feet north of Forest Ave. can display following aspects: Single Red - Stop; Single Yellow - Approach; Single Green - Proceed; Red-over-Yellow - Diverging Approach. The Red-over-Yellow aspect on either signal indicates route lined for T&NO, and M-K-T movements will not pass signal when Red-over-Yellow aspect displayed unless enroute to the T&NO. Movements on northward track when operating against current of traffic, Red-over-Yellow aspect only authorizes movement against current of traffic on T&NO main track to crossover just south of Forest Ave.
- TWO MAIN TRACKS** between GC&SF Interlocking, MP D-768.9, and Endot.
- DUAL CONTROL SWITCH** - M-K-T Junction (MP D-797.5) - Normally controlled from Waxahachie (Passenger Station).
- SPRING SWITCH** - Lancaster - South switch, siding.

END OF UNION TERMINAL CO. TRACKS MP D-768.9 TO M-K-T JUNCTION

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	Capacity of Sidings	Distance from St. Louis	TIME TABLE		NORTHWARD							
			No. 2		FIRST CLASS			SECOND CLASS				
			Effective		6	814	2	508	776	52	798	
			February 1, 1959		Passenger	F.W.D. Passenger	Passenger	F.W.D. Passenger	F.W.D. Freight	Manifest Freight	F.W.D. Freight	
			Daily	Daily	Daily	Daily	Daily	Daily Exc. Sunday	Daily			
		660.9	DENISON		9.50 AM		11.35 PM					
		661.8	McCUNE									
Yard-W-Y-O-S		766.9	PH-R-RY DALLAS YARD End Un. Term. Co. Tracks		6.26 AM		9.16 PM				11.58 PM	
Interlocking		767.0	U.T.-T.&P. Crossing								7.30 PM	
Yard		767.3	PH DALLAS		6.25 AM	12.47 PM	9.15 PM	9.05 PM			8.00 PM	
Interlocking		768.0	End Un. Term. Co. Tracks G.C.&S.F. Crossing (Tower 19) C.R.I.&P. Jct.		6.00 AM		8.50 PM					
		769.3	PH End Two Main Tracks ENDOT		5.38 AM	12.39 PM	8.29 PM	8.52 PM	5.25 AM	1.35 PM	1.40 PM	
16		772.7	PH PEELER									
33-8	91	781.7	PH LANCASTER		5.25	12.25	8.16	8.39	5.02	1.15 ⁷⁹³	1.15 ⁷⁹³	
	71	787.0	PH ELVA		5.15	12.19	8.10	8.33	4.53	12.40	12.45	
14-15		788.0	PH RED OAK		5.13							
8	125	791.2	PH STERRETT		5.09	12.14	8.05 ⁷⁷⁵	8.28	4.45	12.28	12.33	
Auto. Interlkg.		796.6	PH T.&N.O. Crossing									
Dual Control Sw.		797.5	PH M-K-T JUNCTION		5.01 AM	12.05 PM	7.58 PM	8.20 ⁷⁷⁵ PM	4.32 AM	12.15 PM	12.20 PM	
Yard-Connection	57	798.1	PH-R WAXAHACHIE		4.59 AM		7.56 PM			11.30 AM		
		832.9	DALLAS JUNCTION		4.13 AM		7.14 PM			10.10 AM		
			Time on Subdivision		.37	.34	.31	.32	.53	1.20	1.20	

Southward trains are superior to northward trains of the same class.

14. SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track, except as otherwise restricted by Yard Limits, Train Orders, Speed Restriction Signs, General Orders, Special Instructions or other restrictive conditions.		
MAXIMUM SPEED MPH—DIESEL OPERATION		
Between MP D-768.9 and Endot	Restricted Speed	
Except: Over movable point crossing		
frog just north Endot	25	25
Between Endot and M-K-T Junction	75	45
Except: Waxahachie, over street crossings	20	20
MISCELLANEOUS:		
All movements through turnouts	20	15
Except: End Two Main Tracks, Endot	30	20
TRAIN HANDLING:		
Steam derricks, pile driver, ditchers or cranes on their own wheels		30
Derricks X-255 and X-256, Pile Driver X-1030 and Crane X-1020		25
Must be handled not less than four nor more than ten cars from engine in trains. When two handled must be six cars apart.		

15. YARDS PROTECTED BY YARD LIMIT SIGNS:

Dallas Yard-Dallas-Sargent MP D-770.8 (one yard)
Waxahachie

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

17. REGISTER STATIONS: (Designated by full-faced type).
Dallas is register station only for first class trains and passenger extras.
Dallas Yard is register station only for freight trains.

FWD freight trains will register at FWD office, Cadiz St., Dallas.

18. STANDARD CLOCKS at Dallas Yard Office, Enginehouse Office and Union Station.

19. M-K-T GENERAL ORDER BOOKS at Dallas Yard Office, Enginehouse Office, and Union Station; at Teague; and at yard and enginehouse office, CRI&P and FWD, Ft. Worth.

20. RESTRICTIONS IN OPERATION OF LOCOMOTIVE AND CARS:

Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except where greater depths are authorized by special instructions:

- Diesel engine 5 inches.
- Passenger cars 9 inches
- Freight cars 25 inches

When trains are operated through water a maximum speed of 5 MPH must not be exceeded.

21. CLOSE CLEARANCES:

a. Main track structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4½ inches: Train Shed - Union Terminal.

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:

Train Shed - Union Terminal, Dallas.

Viaduct, Oak Cliff - MP D-767.5.

Viaduct, Street R.R. - MP D-767.5.

It is dangerous to stand erect on top of an engine, a high load on an open 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 impairs clearance.

22. ABBREVIATIONS:

The following signs on schedule pages indicate:

- PH—Telephone.
- R—Radio base station.
- RY—Radio yard station.
- s—Regular stop.
- f—Stop for passengers.

Prefix letter "D" in connection with MP location and station numbers indicates Dallas Subdiv.

23. EXCEPT WHERE OTHER RESTRICTIONS REQUIRE SLOWER SPEED, ALL TRAINS REDUCE SPEED TO 25 MPH WHILE MEETING OR PASSING ANOTHER TRAIN OCCUPYING A SIDING.

OPERATING RULES

Rule 2. Supplement to:

Emploees of M-K-T and FWD will be governed by time service rules and instructions of their respective Railroads.

Rule 5. Supplement to:

Time shown in small figures on schedule pages is for information only and confers no authority.

Capacity of sidings as shown on schedule pages is based on 48 feet per car less 160 feet allowed for 3-unit diesel engine.

Rule 10 (g). Amendment to:

Yellow and Green reflectorized signals as provided by Temporary Speed Restriction Chart, page 130, Uniform Code of Operating Rules may be used both by day and by night in lieu of signs by day and signs and lights by night.

Rule 10 (h). Supplement to:

Permanent Speed Restriction Signs In Service

(1) Yellow Sign Black Numerals: located as near one (1) mile as conditions will permit in advance of where speed restrictions become effective. Resume Speed Sign (Green) where restriction ends.

(2) Reflector Type: Advance Warning sign (P) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign (P or P) at point where speed restrictions become effective. Resume Speed Sign (P or P) where restriction ends. Passenger trains not exceed speed shown on Speed Restriction Sign. Freight trains and Light Engines reduce to 10 MPH below speed shown on Speed Restriction Signs, but not exceed maximum speed provided for Freight trains and Light Engines.

Rule 10 (i). Unattended Red Flag or Red Light

A train or engine finding a red flag or red light on or near the track must stop, before passing the flag or light if practicable. If there is no one there to explain, flagman must precede movement and carefully examine track and structures for defects. After flagman has started ahead, train may proceed at Restricted Speed, following flagman for at least 20 rail lengths. If it can then be seen that it is safe to proceed, flagman may be picked up but train must proceed at Restricted Speed for at least one mile additional, unless cause for red flag or red light has been found. If it cannot be seen that it is safe for train to proceed, train must follow flagman as far as conditions make it necessary. If the red flag or light is on the track, it must be moved to side of track to clear passing train and left to afford protection for a following train.

Rule 12 (j). Supplement to:

Yellow fuses may be used in giving hand signals except must not be used by trainmen or yardmen within interlocking limits.

Rule 14 (k). Supplement to:

On Two Main Tracks, trains displaying signals for a following section will comply with requirements applicable to Single Track instead of Two or More Tracks.

Rule 17 (f). Supplement to:

Yard engines will display standard white headlight to the front and rear by day.

Rule 19. Amendment to:

On passenger trains, a single electric marker lamp may be displayed in center of rear car in lieu of two marker lamps, lighted to show red to rear at all times, day and night, except when shows green to rear as provided in Rule 19(a).

Rule 20. Amendment to:

All sections except the last will display two green lights only, by day and by night, in the places provided for that purpose.

Rule 20 (a). Amendment to:

Extra trains will display two white lights only, by day and by night, in the places provided for that purpose.

Rule 35. Amendment to: Flagging Signals:

Red light no longer required.

Rule 99 (d). Amendment to:

On passenger trains, the flagman will be permitted to leave the rear of train to perform work as directed by Conductor under following conditions:

- (1) When a competent employe who is qualified to protect the train takes his place.
- (2) When train is clear of main track.
- (3) When train is within yard limits, either standing or moving, under conditions where protection is not required against a following first class train.
- (4) When under the provisions of Protection Order, Form Y, rear end protection against following trains is not required.

Rule 99 (j). Supplement to:

Single Unit Light Engines, Pile Drivers, Ballast Plows, Sperry Detector Cars, Weed Burners and Weed Mowers, Clam Shell and other Material Handling Cranes do not actuate block signals at all times. Unless otherwise provided, flag protection must be afforded in accordance with Rule 99, including territory covered by the provisions of Rule 99(j).

Rule 99 (j). Authorized:

Between Endot and M-K-T Junction.

Rule 103. Supplement to:

Where automatic crossing devices are located; when movement approaches slowly or stops before crossing reached; or makes a reverse movement over crossing; or a forward movement after making a reverse movement; or when approaching crossing on sidings or auxiliary tracks; such crossings must be approached at Restricted Speed prepared to stop short of crossing until known that devices are operating for movement over crossing on track being used. If they are not operating, movement over crossing must be protected by flagman.

Rule 290 (l). Supplement to:

At interlocking or remote control switches within ABS territory, when a train or engine has moved within interlocking or remote control switch limits under the provisions of Rule 290 (1) (Lunar) (the limits in each case being the track between the Absolute Signals) unless there is a siding immediately beyond the interlocking or remote control switch limits, or a leaving signal governing movement beyond the limits, it must not move beyond the limits except as prescribed by Rule 350.

Rule 332. Supplement to:

First and second paragraph will also apply to R. D. C. (Budd) Cars and similar types of equipment.

Rule 355. Block Indicators. Supplement to:

Block indicators other than those prescribed by Rule 355 will be designated by letter "B". Low two-unit color light block indicators at following spring switches, located at fouling point:

Lancaster South switch, siding

Rule 356. Supplement to:

When one or more signals are taken out of service and the territory involved is less than 5 miles, the following Form of Train Order may be issued:

"Signal (or signals) at (Station) or (MP) is (or are) temporarily out of service. The territory protected by these signals is now protected by Signals _____ and _____ between (Station) and (Station) or between (MP) and (MP)."

This order must not be used to cover signals nor territory involving spring or remote control switches.

Rule 400. Amendment to:

Pile Drivers, Ballast Plows, Weed Burners, Weed Mowers, Clam Shell and other Material Handling Cranes and Sperry Detector Cars actually in service testing rails, will be handled only on Track and Time Limits (Rule 402) in territory where Movements by Signal Indication (Rules 400-404) are in effect, or move under flag protection. In addition to complying with last paragraph Rule 375 (10), Control Operators will maintain Absolute Block and not permit other movements into such Block until information received as required by this Rule. Sperry Detector Cars not testing rails may be moved on Signal Indications.

Rule 401. Amendment to:

An extra train originating at a station not an open train order office, may leave such station without a clearance.

Forms of Train Orders:

(a) Form S-E. Supplement to:

The following Form is authorized:

"No 6 Eng 106A wait at B until 9 30 am for Extra 207C South No 6 take siding at B for Extra 207C South."

When a superior train is directed by Train Order Form S-E (Time Order) to take siding for another train, such instructions, unless annulled by a subsequent train order, are in effect after the time stated in the order has expired, and the superior train must approach the designated point at Restricted Speed prepared to stop, expecting to find the inferior train on the main track between siding switches without flag protection, and must take siding if the inferior train is at the designated point.

If the superior train arrives at the designated point after the time stated in the order has expired and the expected train has not arrived, the superior train may proceed without entering and using the siding only if main track can be seen to be clear to the other end of the siding.

This form of train order must not be combined with any other form and may contain only one waiting point.

(b) Form X. Supplement to:

The following Form is authorized:

"(8 01 am) until (5 01 pm) trains approach (extra, rail, bridge, etc.) gang working between MP....Pole....and MP....Pole....(or at BridgeMP....Pole....) prepared to stop and proceed only on hand signal of foreman in charge given with yellow flag."

(c) Form Y. Amendment to:

Form Y Protection Order may be used to protect rear of passenger trains.

Form Y Train Order authorized between Endot and M-K-T Junction, but to be effective must specify a wait at a station on M-K-T-FWD Joint Track.