

MAKE EVERY TRIP A SAFETY TRIP



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Train Dispatchers



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

Missouri-Kansas-Texas Railroad Company

EMPLOYEES'

TIME TABLE

No. 28-B

SOUTHERN DIVISION

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

SUNDAY, SEPT. 9, 1956

Superseding Previous Timetable

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

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

R. B. GEORGE,
Superintendent

L. M. STUART,
General Superintendent
Transportation

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

CHARLES T. WILLIAMS,
Vice President and
General Manager



COMMERCIAL PUBLISHERS, INC., PARSONS, KANSAS

MAXIMUM SPEED MPH—DIESEL OPERATION
OBSERVING PERMANENT SPEED RESTRICTION SIGNS, SPEED RESTRICTIONS OR OTHER RESTRICTIVE CONDITIONS

LOCATION	Passenger Trains	Freight Trains & Light Engines	Steam Derrick on Tangent Track (See Note 4)	Steam Derrick on Curves	Ditcher (boom attached) and Pile Driver	Scale Test Car X-1658 (See Note 3)	Scale Test Car X-1659 (See Note 3)	Road & Switch Engs. or Road Switchers Towed in Train (See Notes 1 and 2)
DENISON-RAY TERMINAL, DALLAS-FORT WORTH								
SUBDIVISIONS								
Staley and Denison	70	30	30	25	30	30	30	30
Denison and MP D-665.5	45	35	35	25	35	35	30	35
MP D-665.5 and Atkins	75	45	35	25	35	40	30	45
Atkins and Dallas Yard	40	20	20	20	20	20	20	20
Endot and Winslow	75	45	35	25	35	40	30	45
Denison and Dallas Jct.	20	20	20	20	20	20	20	20
Dallas Jct. and MP 680	50	40	30	20	30	40	30	40
MP 680 and Whitesboro	75	55	35	25	35	40	30	55
Fort Worth and MP 759.5	35	25	25	20	25	25	25	25
MP 759.5 and Bellmead	75	55	35	25	35	40	30	55
Bellmead and Waco	20	20	20	15	20	20	20	20
HENRIETTA-ALTUS-WOODWARD FORGAN- WELLINGTON SUBDIVISIONS								
Whitesboro and Wichita Falls	50	35	30	20	30	35	30	35
North Yard and Burkburnett	40	25	20	15	20	25	20	25
Burkburnett and Devol	35	20	20	15	20	20	20	20
Devol and Loveland	40	25	20	15	20	25	20	25
Loveland and Altus	35	20	20	15	20	20	20	20
Altus and Forgan	40	25	20	15	20	25	20	25
Welon and Wellington	40	25	20	15	20	25	20	25
Exception—Southward Freight Trains with more than 80% of Engine Rating may run not to exceed 30 MPH MP 34 to MP 28 and MP 12 to MP 9.								
DENTON-SHERMAN-MINEOLA-DELEON								
STAMFORD SUBDIVISIONS								
Denton and Deny	25	25	20	10	20	25	25	25
Sun and Sherman	30	30	25	15	25	30	30	30
Hunt and Mineola	12	12	5	5	5	10	10	12
Bellmead and Stamford	40	30	20	10	20	20	20	30
Stamford to MP 234	25	25	10	10	10	10	10	25
MP 234 and Rotan	15	15	10	10	10	10	10	15
WACO-SAN ANTONIO-HOUSTON-LOCKHART								
BELTON SUBDIVISIONS								
Waco and Bass—Northward track	60	40	30	20	25	40	30	40
Waco and Bass—Southward track	50	35	30	20	25	35	30	35
Bass and Hewitt	60	40	30	20	25	40	30	40
Hewitt and MP 921	75	55	40	30	25	40	30	55
MP 921 and Elgin	50	40	30	20	25	40	30	40
Elgin and Smithville	55	40	30	20	25	40	30	40
Granger and Pershing	60	40	30	20	25	40	30	40
MKT Jct. and San Antonio	75	55	40	30	25	40	30	55
Smithville and Cat Spring	50	40	30	20	25	40	30	40
Cat Spring and Brookshire	75	55	40	30	25	40	30	55
Brookshire and Houston	50	40	30	20	25	40	30	40
Smithville and Ajax	45	40	30	20	25	40	30	40
Belton and Smith	10	10	10	10	10	10	10	10

ALL SUBDIVISIONS

Engines in Yard Service **25 MPH**
 Engines towed in train Handle five cars behind operating engine of through trains and behind short cars of trains setting out or picking up (Exception as provided in Notes 1 and 2).
 Any 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 it must not be placed next to cars of pipe, poles, piling or loads liable to shift.

	Psg.	Freight
Through turnouts	10	10
Sherman-Denton-Mineola-Altus-Woodward-Forgan & Wellington Subdivisions	20	15
All Others		
Except Jct. Switch Winslow, End Two Main tracks Endot, Bellmead, Bass, Jct. Switch Granger, MKT Jct. (MP 984.9) and both switches siding Elgin Yard	30	20

NOTE 1—When more than one unit of switch engine or Road Switcher, space 5 cars apart.
 NOTE 2—All 70-ton Road Switchers to be handled next ahead of caboose. Two or more scale test cars handled in same train must be spaced three cars apart on rear of train with rear scale test car next to caboose, and maximum speed governing X-1659 must be observed.
 NOTE 3—Scale test car X-1658 or X-1659 to be handled next ahead of caboose.
 NOTE 4—Trains handling steam derrick avoid run-in of slack while derrick on curve. Except for short distances derrick to be handled with boom trailing and car placed between engine and derrick.

DALLAS SUBDIVISION

THIRD CLASS		FIRST CLASS			Distance from St. Louis	TIMETABLE No. 28-B		Symbols and Capacity of Sidings	FIRST CLASS			THIRD CLASS		
271 Freight		5 Passenger	7 Passenger	1 Passenger		EFFECTIVE 12:01 A.M. September 9, 1956			6 Passenger	2 Passenger	8 Passenger	270 Freight	272 Freight	
Daily Except Sunday		Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily Except Sunday	Daily Except Saturday			
AM 12.30					N	RAY	RA	WGTS YPF Yard				PM 3.00	AM 3.00	
12.55						McCUNE		P				1.45	1.45	
		PM 7.00	AM 5.55	AM 5.25	660.9	N	DENISON	WD	WGTS PF	AM 10.00	PM 8.15	PM 11.15		
1.00		7.01	5.56	5.26	661.6	N	T&NO Interlocking LEIGH	MR	P NS	9.55	8.11	11.10	1.40	1.40
1.10		7.07	6.02	5.32	666.0		BONA		P NS	9.47	8.05	11.03	1.30	1.30
1.25		7.10	6.05	5.35	668.7		PENLAND		P 117	9.44	8.02	11.00	1.23	1.25
1.40		s 7.17	6.12	5.41	674.3	N	T&P Interlocking BELLS	X	P 51	s 9.35	7.56	10.54	1.10	1.10
2.00		s 7.25	6.19	5.48	681.3	D	WHITEWRIGHT	WH	P 58	s 9.27	7.49	10.46	12.50	12.55
2.15		s 7.42	6.26	5.55	688.1	D	TRENTON	UN	P 100	s 9.16	7.42	10.39	12.30	12.40
2.30		s 7.50	6.32	6.01	694.6	D	LEONARD	AU	P 56	s 9.04	7.36	10.33	12.15	12.30
2.45		s 7.58	6.38	6.07	701.2	D	GC&SF Auto Interlocking CELESTE	KF	P 62	s 8.54	7.30	10.26	PM 12.01	12.20
3.00		s 8.05	6.44	6.13	707.5		YANCEY		P 90	8.43	7.24	10.20	11.48	12.10
3.15		s 8.17	s 6.54	s 6.20	713.0		GREENVILLE		WYPP 18 Yard 38	s 8.36	s 7.18	s 10.15	11.37	AM 12.01
3.20		8.20	6.57	6.23	714.0	N	HUNT StLSW Auto Interlocking	A	SYP Yard	8.27	7.15	10.02	11.30	11.55
3.45		8.22	6.59	6.25	715.6		MELTON		P 129	8.24	7.13	9.59	10.55	11.30
4.45		s 8.30	7.05	6.31	721.6	D	CADDO MILLS	CM	P 57	s 8.18	7.07	9.53	10.45	11.21
5.15		s 8.40	7.13	6.39	730.3	D	ROYSE CITY	RY	P 49	s 8.07	6.59	9.44	10.25	11.09
5.35		f 8.45	7.17	6.43	734.1		FATE		P NS	f 8.01	6.55	9.39	10.14	11.04
5.55		s 8.50	7.22	6.48	738.7	D	ROCKWALL	RC	P 100	s 7.56	6.50	9.34	10.00	10.57
6.25		f 8.59	7.30	6.56	746.5		ROWLETT		P 47	f 7.45	6.42	9.26	9.35	10.43
7.03		s 9.07	7.35	7.03	750.9	N	GC&SF Auto Interlocking GARLAND	GC	P 54	s 7.35	6.38	9.21	9.15	10.35
7.23 7.39		9.17	7.39	7.07	754.1		BETHARD		P 49	7.23	6.34	9.17	8.40	10.30
8.25		9.30	7.47	7.15	761.4		ATKINS		P 99	7.15	6.26	9.09	8.25	10.15
		s 9.38	s 7.52	s 7.19	763.3		HIGHLAND PARK		P NS	s 7.03	s 6.23	s 9.04		
		9.45	7.57	7.24	766.2		DENY		P NS	6.58	6.18	8.58		
9.00 AM		9.48 PM	7.59 AM	7.26 AM	767.0	N	DALLAS YARD	DY	WGYS PF Yard	6.56 AM	6.16 PM	8.56 PM	8.01 AM	9.50 PM
		9.55 PM	8.05 AM	7.30 AM	767.2	N	UT-T&P Interlocking DALLAS	UT	P	6.55 AM	6.15 PM	8.55 PM		
271		5	7	1						6	2	8	270	272
12.9		36.4	49.1	51.0						34.5	53.1	45.6	15.7	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

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

SOUTHWARD

DALLAS SUBDIVISION

NORTHWARD

3

THIRD CLASS							FIRST CLASS							Distance from St. Louis	Timetable No. 28-B		Symbols and Capacity of Sidings	FIRST CLASS				THIRD CLASS		
775	181	793	5	813	507	1	6	814	2	508	776	180	798		EFFECTIVE 12:01 A.M. September 9, 1956	STATIONS		6	814	2	508	776	180	798
FWD Freight	Freight	FWD Freight	Passenger	FWD Passenger	FWD Passenger	Passenger	Passenger	FWD Passenger	FWD Passenger	Passenger	FWD Passenger	FWD Freight	Freight	FWD Freight	Freight	FWD Passenger	FWD Passenger	Passenger	FWD Passenger	FWD Freight	Freight	FWD Freight		
Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily		
	PM 5.30						767.0								N DALLAS YARD ^{0.2} DY	WGSYPP Yard							AM 10.30	
			PM 10.25	PM 5.00	AM 9.25	AM 8.25	767.2								N DALLAS UT ^{2.1}	} Two Main Tracks	AM 6.20	PM 12.47	PM 5.55	PM 9.00				
															GC&SF Interlocking CRI&P Jct. ENDOT ^{3.4}		P	AM 6.08	PM 12.39	PM 5.45	PM 8.52	AM 5.55	AM 9.10	PM 1.20
PM 7.20	PM 5.45	PM 12.50	PM 10.30	PM 5.05	AM 9.30	AM 8.30	769.3								PEELER ^{9.0}	P 49	6.00	12.35	5.41	8.48	5.40	9.00	1.09	
7.30	5.55	1.09	10.34	5.08	9.34	8.34	772.7								D LANCASTER CA ^{5.3}	P 91	f 5.48	12.25	5.32	8.39	5.20	8.43	12.55	
7.50	6.11	1.26	10.44	5.17	9.43	8.43	781.7								ELVA ^{4.2}	P 71	5.38	12.19	5.27	8.33	5.10	8.24	12.47	
8.05	6.20	1.35	10.50	5.27	9.48	8.48	787.0								STERRETT ^{3.4}	P 125	5.31	12.14	5.23	8.28	5.00	8.16	12.40	
8.12	6.28	1.42	10.54	5.31	9.52	8.52	791.2								TATE ^{2.0}	P 85	5.25	12.10	5.20	8.24	4.50	8.09	12.34	
8.24	6.34	1.48	10.58	5.34	9.55	8.55	794.6								N T&NO Interlocking HC ^{0.9}	P NS								
							796.6								M-K-T JUNCTION ^{0.6}	P NS	5.21	12.05 PM	5.16	8.20 PM	4.32 AM	8.02	12.28 PM	
8.30 PM	6.40	1.58 PM	11.02	5.38 PM	9.59 AM	8.59	797.5								WAXAHACHIE ^{4.9}	P 57	s 5.20		5.15			8.00		
	6.42		11.03			9.01	798.1								NELSON ^{4.3}	P 60	5.10		5.10				7.46	
	6.50		11.13			9.06	803.0								FORRESTON ^{5.8}	P 35	f 5.04		5.06				7.39	
	6.57		11.18			9.11	807.3								D ITALY BG ^{5.2}	P 60	f 4.54		4.59				7.29	
	7.06		11.24			9.18	813.1								MILFORD ^{7.4}	P 60	f 4.47		4.54				7.20	
	7.14		11.29			9.23	818.3								FRASER ^{7.5}	P 31	4.37		4.46				7.08	
	7.27		11.38			9.31	825.8								HILLSBORO ^{1.1}	PY	s 4.27		4.37				6.54	
	7.40		11.47			9.40	833.2								N WINSLOW HB ^{67.1}	P 64 Yard	4.21 AM		4.34 PM				6.50 AM	
775	181	793	5	813	507	1											6	814	2	508	776	180	798	
24.1	26.7	24.8	47.4	47.8	53.5	50.9								..... Average speed per hour			33.8	43.3	49.7	45.4	20.4	18.4	32.5

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

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

THIRD CLASS							Distance from St. Louis	TIMETABLE No. 28-B		Symbols and Capacity of Sidings	FIRST CLASS				
71 Freight	381 Freight	481 Freight	69 Freight	81 Freight	181 Freight	75 Freight		EFFECTIVE 12:01 A.M. September 9, 1956			1 Passenger	21 Passenger	31 Passenger	25 Passenger	5 Passenger
Daily Except Saturday	Daily Except Saturday	Daily Except Saturday	Sunday Tuesday Thursday	Daily	Daily Except Sunday	Daily	STATIONS		Daily	Daily	Daily	Daily	Daily		
PM 11.00	PM 10.15	PM 8.30	AM 3.00	PM 2.40		AM 11.00		N RAY RA	WGTSY PF Yard						
							660.9	N DENISON WD	WGTS PF		AM 5.50	AM 6.15	PM 6.55		
							661.8	0.9 McCUNE	P		5.53	6.18	6.58		
							662.5	0.7 SUN	P		5.56	6.21	7.01		
							662.8	0.3 DALLAS JCT.	YP		5.57	6.22	7.02		
							668.8	6.0 POTTSBORO JCT.	P						
							669.6	0.8 POTTSBORO JN	P 133		6.06	s 6.31	7.12		
							676.3	6.7 HANGER	P 91		6.16	6.41	7.26		
							681.9	5.6 SADLER	P 25		6.24	s 6.49	7.35		
11.45 PM	11.30 PM	4.15 PM	5.00 AM	3.25 PM		11.45 AM	685.7	3.8 N WHITESBORO WO	YP 113 Yard		6.30 AM	s 6.55 AM	s 7.45 PM		
AM 12.40 1.00	VIA	5.10 PM	JOINT	4.20	TRACK	PM 12.45	721.7	86.0 DENTON CN		VIA	s 7.20	JOINT	s 8.38	TRACK	
							757.0	35.3 N FORT WORTH NY	T&P Interlocking		8.15 AM		9.40 PM	10.00	
								2.0 NEY	WGTS FP Yard		8.43		10.10		
8.00 AM				5.50 PM		2.15 PM	759.0	N T&NO Inter. KN	P NS		8.49		10.16		
				6.25		3.00	760.7	1.7 DOLLARD	P 93		8.52		10.21		
				6.33		3.08	764.3	3.6 LYTTLE	P 48		8.58		f 10.31		
				6.39		3.15	771.2	6.9 D BURLESON BU	P 112		9.04		10.40		
				6.50		3.28	777.6	6.4 EGAN	P 100		9.10		f 10.49		
				7.00		3.42	784.0	6.4 GC&SF Interlocking VD DO	P 109		9.18		s 11.02		
				7.10		3.52	793.2	9.2 D GRANDVIEW GW	PY 92		9.25		s 11.13		
				7.23		4.09	801.3	8.1 D ITASCA SK	P 90		9.29		11.18		
				7.35		4.21	805.8	4.5 MARTIN	PY 43		s 9.35		s 11.33		
				7.42		4.39	811.9	6.1 HILLSBORO	P Yard 64	AM 9.44	9.39		11.36	PM 11.50	
				7.53		4.50	813.0	1.1 N WINSLOW HB	P 111	9.53	9.48		f 11.46	11.59	
				7.56	PM 8.01	4.54	821.5	8.5 ABBOTT	P 104	9.59	9.54		f 11.54	AM 12.05	
				8.08	8.13	5.06	827.4	5.9 WEST WS	P 101	10.07	10.02		f 12.05	12.15	
				8.16	8.21	5.14	836.4	9.0 ELM MOTT	P	10.12	10.07		12.11	12.21	
				8.28	8.33	5.26	841.9	5.6 CAPHEAD	N BELLMEAD BJ	WGTSY FP Yard	10.14	10.09		12.13	12.23
				8.36	8.41	5.34	842.9	1.0 StLSW Crossing Interlocking							
				9.00 PM	9.05 PM	6.00 PM	845.5	2.6 T&NO Interlocking	N WACO WC		10.25 AM	10.20 AM		12.25 AM	12.35 AM
								184.6							
71	381	481	69	81	181	75									
24.3	17.4	34.6	10.9	28.2	28.3	25.6		Average speed per hour		47.6	41.0	37.2	33.6	43.3	

NO. 2 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 22

NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NOS. 21, 22 AND 2

FIRST CLASS						TIMETABLE No. 28-B	THIRD CLASS						
28	2	22	32	26	6	EFFECTIVE 12:01 A.M. September 9, 1956	80	180	68	72	374	74	76
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Freight	Freight	Way	Freight	Freight	Freight	Freight
Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily Except Sunday	Monday Wed. Friday	Daily	Daily Except Sunday	Daily	Daily Except Sunday
						N RAY RA			PM 1.30	PM 1.00	PM 11.20	PM 11.30	AM 12.30
						N DENISON WD							
						0.9 McCUNE							
						0.7 SUN							
						0.3 DALLAS JCT.							
						6.0 POTTSBORO JCT.							
						0.8 POTTSBORO JN							
						6.7 HANGER							
						5.0 SADLER							
						3.8 WHITESBORO WO			11.55 AM	11.50 AM	9.45 PM	10.30 PM	10.45 PM
						36.0 DENTON CN		VIA	JOINT	10.55	TRACK	9.00	9.30
						35.3 FORT WORTH NY							
						2.0 T&P Interlocking							
						1.7 NEY				9.30 AM		7.00 PM	7.30 PM
						1.7 T&NO Inter. KN		AM 10.00		3.00			
						3.6 DOLARD				2.45			
						6.9 LYLE				2.33			
						6.4 BURLESON BU				8.25			
						6.4 EGAN				1.59			
						9.2 GC&SF Interlocking							
						9.2 ALVARADO VD				7.55		1.40	
						8.1 GRANDVIEW GW				7.34		1.15	
						8.1 ITASCA SK				7.16		12.59	
						4.5 MARTIN				7.06		12.50	
						6.1 HILLSBORO				6.53		12.40	
						1.1 WINSLOW HB				6.45	AM 6.50		12.35
						8.5 ABBOTT				6.31	6.36		12.20
						9.0 WEST WS				6.23	6.28		AM 12.05 11.54
						5.5 ELM MOTT				6.11	6.16		11.20
						1.0 CAPHEAD				6.03	6.08		11.10
						1.0 BELLMEAD BJ				6.00 AM	6.05 AM		11.00 PM
						2.6 T&NO Interlocking							
						184.6 WACO WC							
28	2	22	32	26	6		80	180	68	72	374	74	76
34.9	57.4	41.0	27.0	33.2	47.6	Average speed per hour	21.0	39.9	13.7	12.8	13.7	21.1	19.0

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

NO. 2 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 22

NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NOS. 21, 22 AND 2.

HENRIETTA SUBDIVISION

THIRD CLASS		FIRST CLASS		Distance from St. Louis	TIMETABLE No. 28-B		Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS	FOURTH CLASS	
69 Way	381 Freight		31 Passenger		EFFECTIVE 12:01 A.M. September 9, 1956			32 Passenger	374 Freight	68 Way		
Sunday Tuesday Thursday	Daily Except Sunday		Daily		STATIONS			Daily	Daily Except Sunday	Monday Wed. Friday		
AM 5.00	AM 12.01		s AM 6.55	685.7	N	WHITESBORO WO	PY 84 Yard	s PM 7.05		PM 9.45		AM 11.55
5.25	12.20		f 7.05	693.1		7.4 WOODBINE	P 100	f 6.53		9.29		11.30
5.45	12.35		7.14	699.6		6.5 COOK	42	6.44		9.17		11.10
7.25	12.45		s 7.25	701.1	D	1.5 GAINESVILLE GC&SF Interlocking	PY 41	s 6.38		9.08		11.00
9.00	1.00		7.33	703.2		2.1 PAGEL	P 91	6.26		8.55		9.55
9.10	1.15		f 7.38	706.5		3.3 LINDSAY	NS	f 6.21		8.47		9.45
9.25	1.30		f 7.46	712.4		5.9 MYRA	P 27	f 6.13		8.36		9.25
9.45	1.45		s 7.53	716.3	D	10.0 MUENSTER MN	P 92	s 6.07		8.29		9.00
10.20	2.10		s 8.07	726.3	D	1.0 ST. JO JO	P 30	s 5.53		8.11		8.30
10.25	2.15		8.09	727.3		0.5 CREST	P 92	5.51		8.09		8.09
10.40	2.35		f 8.18	733.8		8.5 BONITA	P 80	f 5.42		7.57		7.40
11.10	3.00		s 8.33	742.3	D	6.8 NOCONA NA	P 91	s 5.30		7.42		7.20
11.25	3.20		f 8.42	749.1		7.1 BELCHERVILLE	P 25	f 5.20		7.29		6.55
11.40	3.40		s 8.52	756.2	D	9.1 RINGGOLD RD	P 94	s 5.10		7.16		6.40
11.59	4.00		f 9.04	765.3		6.4 WALTON	P 60	f 4.58		7.00		6.15
PM 12.30	4.20		s 9.13	771.7	D	8.7 HENRIETTA FWD Auto Interlocking	P 93	s 4.50		6.49		6.00
1.00	4.45		f 9.26	781.5		0.9 JOLLY	P 93	f 4.37		6.31		5.40
1.40 PM	5.20 AM		s 9.40 AM	790.2	D	0.9 WV Crossing-Unprotected WICHITA FALLS WF	WYP Yard	4.20 PM		6.15 PM		5.20 AM
				791.1		0.5 WF&NW JCT.						
2.30 PM	6.00 AM			791.6	N	105.9 NORTH YARD YD	WGTSPF Yard			6.00 PM		5.00 AM
69	381		31					32		374		68
11.1	17.7		38.0		Average speed per hour			38.0		28.2		15.3

NO. 31 IS SUPERIOR TO NO. 32

SOUTHWARD

ALTUS SUBDIVISION

NORTHWARD

7

FOURTH CLASS				Distance from Wichita Falls	Timetable No. 28-B		Symbols and Capacity of Sidings	FOURTH CLASS		
63	67	65	EFFECTIVE 12:01 A.M. September 9, 1956		64	66		62		
Mixed Daily Except Saturday	Mixed Daily Except Sunday	Mixed & Way Daily Except Sunday	STATIONS		Mixed & Way Daily Except Sunday	Mixed Daily Except Sunday		Mixed Daily Except Saturday		
AM 2.35	PM 4.40	AM 6.00	77.3	WELON	WFSYP Yard	PM 2.00	AM 9.35	PM 7.35		
			76.2	1.1 AT&SF Crossing-Unprotected						
2.45 AM	4.50 PM	s 6.10	75.6	0.6 ALTUS AS	P 51	s 1.50	9.30 AM	7.15 PM		
			74.8	0.8 SL-SF Crossing-Gate						
		f 6.35	67.7	7.1 HUMPHREYS	P 23	f 1.25				
		s 6.55	61.1	6.6 TIPTON ON	P 44	s 1.05				
		f 7.10	56.1	5.0 BURT	P NS	f 12.50				
		7.25	51.1	5.0 GROVER	46	12.35				
			50.3	0.8 SL-SF Crossing-Unprotected						
			50.2	0.1 NORTH FREDERICK JCT.	P					
		s 7.35	50.7	0.7 FREDERICK FI	PY 14	s 12.25 PM				
			50.0	0.7 SOUTH FREDERICK JCT.						
		7.40	49.2	0.8 HUFF	42	11.55				
		7.50	46.0	3.2 KELL	P 65	11.45				
		s 8.07	40.9	5.1 HOLLISTER HO	P 66	s 11.20				
		f 8.30	34.8	6.6 LOVELAND	P 65	f 11.05				
		s 9.05	27.1	7.2 GRANDFIELD G	P 86	s 10.25				
		f 9.35	20.9	6.2 DEVOL	P 59	f 9.35				
			18.4	2.5 NORTH BANK	P NS					
		s 10.05	14.0	4.4 BURKBURNETT B	P 68	s 9.05				
		f 10.25	6.7	7.3 BACON	P 30	f 8.35				
		10.35	4.0	2.7 OILDOM	P 45	8.25				
		11.00 AM	1.4	2.6 NORTH YARD YD	WGTSPF Yard	8.15 AM				
			0.9	0.5 WF&NW JCT.						
				0.9 WICHITA FALLS WF	GWYP Yard					
				77.3						
63	67	65		..... Average speed per hour		64	66	62	
10.2	10.2	15.2				13.2	20.4	5.1		

BETWEEN YARD LIMIT SIGNS ALTUS-WELON TRAINS HAVE NO TIMETABLE SUPERIORITY

FOURTH CLASS					Distance from Wichita Falls	TIMETABLE No. 28-B					Symbols and Capacity of Sidings	FOURTH CLASS				
59	217	211	61	63		EFFECTIVE 12:01 A.M. September 9, 1956						62	60	212	218	58
Mixed	P&SF Mixed	P&SF Mixed	Mixed	Mixed		STATIONS						Mixed	Mixed	P&SF Mixed	P&SF Mixed	Mixed
Tues. Thurs. Saturday	Tues. Thurs. Saturday	Mon. Wed. Friday	Tues. Thurs. Saturday	Daily Except Saturday						Daily Except Saturday	Mon. Wed. Friday	Mon. Wed. Friday	Tues. Thurs. Saturday	Mon. Wed. Friday		
AM 8.01			AM 10.00		220.4	GUEST					WGSYF		AM 7.50		AM 10.00	
					219.9	AT&SF Inter. (C.T.C.)										
8.06 AM			s 10.05		219.6	D	WOODWARD	WA				s 7.44		9.55 AM		
			10.06		219.3		WOODWARD SIDING		29		7.43					
			s 10.40		206.3	D	SHARON	SH	42		s 7.10					
			11.10		195.6	D	VICI	VI	44		s 6.40					
			s 11.40		185.2	D	CAMARGO	CA	41		s 6.10					
			f 11.55		181.0		TRAIL		79		f 5.50					
			PM 12.25		171.5	D	LEEDEY	DY	41		s 5.25					
			f 12.50		162.2		MOOREWOOD		45		f 4.55					
					154.3		P&SF Crossing-Gate									
	PM 1.32	AM 8.02	1.10		154.2		HAMMON JCT.				4.33	AM 8.20	PM 1.45			
	1.35 PM	8.05 AM	1.13		153.2		CITY JCT.				4.30	8.17 AM	1.42 PM			
			s 1.15		152.7	D	HAMMON	HN	23		s 4.29					
			f 1.35		145.0		CARPENTER		23		f 4.09					
			2.01 PM	PM 11.50	135.6	D	ELK CITY	DK	WY Yard	PM 11.20	3.45 AM					
				f 12.10	129.0		HOCKER		42	f 10.45						
				f 12.35	119.8	D	CARTER	CR	42	s 9.40						
				f 12.55	112.8		MORAVIA		24	f 9.15						
				f 1.10	108.1	D	WILLOW	WI	21	s 9.00						
				f 1.20	105.2	D	BRINKMAN	BN	43	f 8.50						
					96.3		CRI&P Crossing-Unprotected									
			s 1.50		95.4	D	MANGUM	MA	Y 33	s 8.20						
			f 2.05		89.2		HESTER		23	f 8.05						
			f 2.20		83.3		MARTHA		40	s 7.50						
			2.35 AM		77.3		WELON		WFSYP Yard	7.35 PM						
59	217	211	61	63							62	60	212	218	58	
9.6	20.0	20.0	21.1	21.2	 Average speed per hour					15.5	20.8	20.0	20.0	9.6	

Nos. 211, 212, 217 and 218 HAVE NO TIME TABLE SUPERIORITY.

P&SF trains must obtain clearance card before occupying main track at Hammon Jct. and City Jct. In event of wire failure, movements will be made as prescribed by Rule 99.

BETWEEN YARD LIMIT SIGNS ALTUS-WELON TRAINS HAVE NO TIMETABLE SUPERIORITY

BETWEEN YARD LIMIT SIGNS WOODWARD-GUEST TRAINS HAVE NO TIMETABLE SUPERIORITY

FORGAN SUBDIVISION

SOUTHWARD NORTHWARD

FOURTH CLASS	Distance from Wichita Falls	Timetable No. 28-B		Symbols and Capacity of Sidings	FOURTH CLASS
59 Mixed		EFFECTIVE 12:01 A.M. September 9, 1956			58 Mixed
Tues. Thurs. Saturday		STATIONS			Mon. Wed. Friday
AM 4.01	303.6	D	FORGAN FO	WSYF Yard	PM 3.10
			11.0 MOCANE	19	f 2.19
f 4.29	292.6		10.7 KNOWLES	25	s 1.35
s 4.56	281.9	D	10.9 GATE GC	26	s 12.48
s 5.23	271.0		7.6		
s 5.42	263.4	D	ROSTON RO	27	s 12.20
s 6.18	255.8	D	7.6 LAVERNE NE	23	s 11.55
s 6.48	245.7	D	10.1 MAY MY	41	s 11.25
f 7.00	241.0		4.7 DUNLAP	10	f 11.05
s 7.21	235.1	D	5.9 SUPPLY SU	42	s 10.45
8.01 AM	220.4		14.7 GUEST	WGSYF Yard	10.00 AM
59			83.2		58
20.8			..... Average speed per hour		16.1

BETWEEN YARD LIMIT SIGNS WOODWARD-GUEST
TRAINS HAVE NO TIMETABLE SUPERIORITY

WELLINGTON SUBDIVISION

SOUTHWARD NORTHWARD

FOURTH CLASS	Distance from Wichita Falls	TIMETABLE No. 28-B		Symbols and Capacity of Sidings	FOURTH CLASS
67 Mixed		EFFECTIVE 12:01 A.M. September 9, 1956			66 Mixed
Daily Except Sunday		STATIONS			Daily Except Sunday
PM 1.30	132.7	D	WELLINGTON W	Y Yard	PM 12.45
	132.3		0.4 FW&D Crossing-Gate		
s 2.10	119.6	D	8.9 DODSON SN	27	s 12.05
s 2.50	110.7	D	8.2 HOLLIS Q	44	s 11.35
s 3.20	102.5	D	8.2 GOULD GO	24	s 10.55
f 3.35	98.0		4.5 McQUEEN	2	f 10.40
s 4.00	90.6	D	7.4 DUKE DU	42	s 10.18
f 4.20	82.8		7.8 VICTORY	22	f 9.50
4.40 PM	77.3		5.6 WELON	WFSYP Yard	9.35 AM
67			55.4		66
17.5			..... Average speed per hour		17.5

BETWEEN YARD LIMIT SIGNS ALTUS-WELON
TRAINS HAVE NO TIMETABLE SUPERIORITY

SHERMAN SUBDIVISION

SOUTHWARD NORTHWARD

9

FOURTH CLASS	Distance from St. Louis	Timetable No. 28-B		Symbols and Capacity of Sidings	FOURTH CLASS
51 Way		EFFECTIVE 12:01 A.M. September 9, 1956			50 Way
Daily Except Sunday		STATIONS			Daily Except Sunday
AM 5.00		N	RAY RA	WGTSYP Yard	PM 1.00
5.25	662.5		3.6 SUN		12.40
5.40	666.1		5.5 ELLSWORTH	20	12.25
6.05 AM	671.6	D	T&P Crossing-Gate SHERMAN SN	S Yard	12.01 PM
51			9.1		50
8.4			..... Average speed per hour		9.1

NO. 51 IS SUPERIOR TO NO. 50

DENTON SUBDIVISION

SOUTHWARD NORTHWARD

THIRD CLASS	SECOND CLASS	Distance from St. Louis	Timetable No. 28-B		Symbols and Capacity of Sidings	THIRD CLASS
471 Freight	481 Freight		EFFECTIVE 12:01 A.M. September 9, 1956			476 Freight
Daily Except Sunday	Daily Except Saturday		STATIONS			Daily Except Saturday
AM 1.00	PM 5.10	721.7	N	DENTON CN	PYS Yard	PM 9.30
1.10	5.20	724.2		2.5 CARTER	100	9.20
1.27	5.37	730.9		6.7 LAKE DALLAS	P 9	f 9.03
1.42	5.52	736.8	D	5.9 LEWISVILLE VI	P 25	f 8.48
1.57	6.07	742.7		6.9 TRINITY MILLS	16	f 8.33
2.03	6.13	744.6		1.9 StLSF-StLSW Interlocking	P NS	f 8.27
2.09	6.19	746.9	N	7.0 CARROLLTON HF	P 18	8.21
2.20	6.30	751.0		2.3 FARMERS BRANCH	22	8.09
2.50	7.00	758.0		4.1 OLDHAM	P NS	7.34
3.00 AM	7.30 PM	758.8	N	0.8 DENVY	WGSYPF Yard	7.30 PM
471	481			37.1 DALLAS YARD BY		476
18.6	16.0			..... Average speed per hour		18.6

Denton Subdivision trains be governed by Dallas Subdivision Timetable
Page 2, and Timetable Special Instructions No. 1-c between Deny and
Dallas Yard.

MINEOLA SUBDIVISION

SOUTHWARD NORTHWARD

FOURTH CLASS	Distance from St. Louis	TIMETABLE No. 28-B	Symbols and Capacity of Sidings	FOURTH CLASS
53 Mixed Mondays Wed. Fridays		EFFECTIVE 12:01 A.M. September 9, 1956		52 Mixed Tuesdays Thursdays Saturdays
		STATIONS		
AM 6.30	713.0	GREENVILLE 1.0	WYPP Yard	PM 1.35
6.45	714.0	N HUNT A T&N Crossing-Gate 6.2	SYP Yard	1.30
f 7.16	720.2	DIXON 7.3	8	f 12.47
s 7.55	727.5	D LONE OAK NK 6.0	33	s 12.10
s 8.30	733.5	D POINT NO 7.4	36	s 11.35
s 9.15	740.9	D EMORY MY 9.5	20	s 10.55
s 10.20	750.4	D ALBA AB 0.6	30	s 10.00
f 10.35	751.0	TSL Crossing-Unprotected HOYT 6.5	NS	f 9.50
s 11.05	756.5	GOLDEN 5.0	38	s 9.20
f 11.35	761.5	STORAGE 2.0	NS	f 8.45
11.50 AM	763.5	D MINEOLA US 50.5	Y Yard	8.30 AM
53				52
9.5		Average speed per hour		9.9

DELEON SUBDIVISION

WESTWARD EASTWARD

FOURTH CLASS	Distance from Waco	TIMETABLE No. 28-B	Symbols and Capacity of Sidings	FOURTH CLASS
91 Way Daily Except Sunday		EFFECTIVE 12:01 A.M. September 9, 1956		90 Way Daily Except Monday
		STATIONS		
AM 12.01	2.8	N BELLMEAD BJ 2.5	FWSY Yard	PM 3.00
12.15	5.3	BEM 11.1	NS	1.35
f 12.40	16.4	WIGGINS 7.3	45	f 1.10
f 12.55	23.7	AQUILLA 10.2	25	f 12.55
f 1.30	33.9	D WHITNEY WN 11.3	41	f 12.30
f 1.55	45.2	STEINER 8.7	42	f 11.59
f 2.15	53.9	GC&SF Automatic Inter- MORGAN 9.5	45	f 11.40
f 2.40	63.4	D WALNUT SPRINGS JS 10.0	55	f 11.15
f 3.01	73.4	IREDELL 11.2	22	f 10.55
f 3.45	84.6	D HICO HN 7.3	36	f 10.30
f 4.01	91.9	CLAIRETTE 13.7	42	f 10.10
	105.6	GC&SF Automatic Inter.		
s 4.50	105.9	D DUBLIN DU 0.3	49	s 9.40
6.00 AM	119.1	D DELEON DN 13.2	Yard	9.01 AM
91				90
19.4		Average speed per hour		19.4

STAMFORD SUBDIVISION

WESTWARD EASTWARD

FOURTH CLASS		Distance from Waco	Timetable No. 28-B	Symbols and Capacity of Sidings	FOURTH CLASS	
93 Way Daily Except Sunday	91 Way Daily Except Sunday		EFFECTIVE 12:01 A.M. September 9, 1956		90 Way Daily Except Monday	92 Way Daily Except Sunday
			STATIONS			
	AM 7.30	119.1	D DELEON DN 5.5	Yard	AM 8.30	
	f 7.50	124.6	RUCKER 5.4	37	f 7.50	
	f 8.01	130.0	D GORMAN GF 10.2	18	f 7.38	
	f 8.22	140.2	CARBON 10.4	41	f 7.15	
	f 8.31	144.3	MANGUM 10.4	53	f 7.06	
	s 9.15	154.7	N T&P Interlocking CN 6.2	YS 23	s 6.45	
	9.35	160.9	RUFUS 11.8	40	6.05	
	f 10.05	172.7	D MORAN RN 4.5	33	f 5.40	
	f 10.15	177.2	SEDWICK 10.8	23	f 5.30	
	f 11.05	188.0	D ALBANY AB 10.5	39	f 5.05	
	f 11.35	198.5	ACAMPO 4.7	11	f 4.35	
	11.45	203.2	BUDMATHEWS 9.1	24	4.25	
	PM 12.20	212.3	D LUEDERS RD 7.0	15	f 4.05	
	f 12.35	219.3	AVOCA 7.0	51	f 3.45	
PM 5.00	1.59 PM	226.3	WV Crossing Unprotected N STAMFORD DF 3.0	FYS Yard	3.30 AM	AM 2.30
		229.3	WV Crossing Unprotected 15.9			
		245.2	AT&SF Crossing Gate 1.1			
s 6.25		246.3	N HAMLIN HA 22.2	15		AM 12.30
8.15 PM		268.5	D ROTAN NA 149.4	Yard		10.15 PM
93	91				90	92
13.0	16.5		Average speed per hour		21.4	9.9

NO. 93 IS SUPERIOR TO NO. 92

FOURTH CLASS	THIRD CLASS		FIRST CLASS			Distance from St. Louis	TIMETABLE No. 28-B EFFECTIVE 12:01 A.M. September 9, 1956	Symbols and Capacity of Sidings	FIRST CLASS			THIRD CLASS		FOURTH CLASS	
	95 Way	81 Freight	75 Freight	21 Passenger	1 Passenger				5 Passenger	22 Passenger	2 Passenger	6 Passenger	72 Freight	80 Freight	94 Way
Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily		STATIONS		Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	
AM 6.30	PM 10.30	PM 9.30				842.9	N BELLMEAD BJ	Two Main Tracks	FWYSP Yard				PM 9.00	AM 5.00	AM 11.59
						843.6	0.7 S&LSW Interlocking								
						844.6	1.0 T&NO Interlocking								
			AM 11.00	AM 10.50	AM 12.55	845.5	N WACO WC	Two Main Tracks	WP	PM 3.25	PM 3.40	AM 3.15			
6.57	10.55	9.55	11.07	10.57	1.02	849.7	0.9 BASS		P NS	3.15	3.33	3.01	6.47	3.55	11.32
f 7.22	11.18	10.13	f 11.17	11.06	1.10	858.4	4.2 LORENA		P 76	f 3.01	3.24	2.51	6.32	3.40	11.17
f 7.37	11.30	10.23	s 11.28	11.12	1.17	865.2	8.7 EDDY		P 92	f 2.53	3.17	2.42	6.20	3.27	f 10.40
f 7.52	11.40	10.32	f 11.38	11.18	1.24	872.1	6.9 TROY		P 76	f 2.45	3.10	2.32	6.08	3.16	f 10.25
7.59	11.45	10.37	11.42	11.21	1.27	875.3	3.2 BERGER		P 61	2.41	3.07	2.28	6.01	3.10	10.15
s 8.15	11.52	10.45	s 11.53	s 11.30	s 1.45	880.0	4.7 N TEMPLE JN		PS 87	s 2.36	s 3.02	s 2.18	5.50	3.01	s 9.30
						880.7	0.7 GC&SF Interlocking								
8.20	11.55	10.48	11.57	11.34	1.48	881.1	0.4 COBEL		P 90	2.29	2.57	2.02	5.40	2.33	9.27
8.25	11.58	10.52	11.59	11.36	1.50	883.3	2.2 SMITH		P NS	2.26	2.55	1.59	5.33	2.28	9.23
f 8.35	AM 12.04	10.58	f 12.04	11.40	1.55	887.6	4.3 LITTLE RIVER		P 92	f 2.21	2.51	1.55	5.25	2.20	f 9.15
f 8.43	12.10	11.04	s 12.09	11.44	2.01	892.0	4.4 SPAERKS		P 45	2.15	2.46	1.45	5.18	2.14	f 9.05
f 8.53	12.16	11.10	s 12.14	11.49	2.06	896.8	4.8 D HOLLAND FN		P 56	s 2.10	2.41	1.40	5.10	2.06	f 8.55
9.01	12.20	11.14	12.17	11.52	2.09	899.3	2.5 MOODY		P 70	2.06	2.38	1.36	5.06	1.53	8.47
s 9.10	12.25	11.19	s 12.22	11.56	s 2.16	902.8	3.5 D BARTLETT BR		P 66	s 2.02	2.34	s 1.32	5.01	1.45	s 8.40
s 9.40	12.38	11.30	s 12.29	PM 12.01 PM	s 2.26 AM	908.1	5.3 N GRANGER G		PY#1-84 #2-106	s 1.55	2.27 PM	s 1.23 AM	4.51	1.35	s 8.30
s 10.30	12.53	11.44	s 12.40			918.9	10.8 TAYLOR		PY#1-119 #2-33	s 1.40			4.36	12.53	s 7.59
						919.0	0.1 N MoPac Interlocking JG								
			s 1.05			934.8	15.8 N T&NO Interlocking J		PY NS	s 1.15					
s 11.30	1.28	AM 12.09	1.10			935.0	0.2 ELGIN YARD		P 115	1.10			4.04	AM 12.09	s 7.15
PM 12.05	1.53	12.32	1.30			948.9	13.9 PHELAN		P 91	12.49			3.38	11.39	f 6.45
s 12.40	2.03	12.40	s 1.38			953.8	4.9 D BASTROP BA		P 61	s 12.40			3.30	11.30	s 6.35
f 12.55	2.12	12.50	f 1.47			958.4	4.6 HILL		P 91	f 12.31			3.21	11.21	f 6.25
f 1.10	2.22	12.58	f 1.53			962.4	4.0 UPTON		P 62	f 12.25			3.13	11.14	f 6.15
1.30 PM	2.45 AM	1.30 AM	2.05 PM			969.4	7.0 N SMITHVILLE SM		FWPSTY Yard	12.15 PM			3.00 PM	11.00 PM	6.00 AM
95	81	75	21	1	5		126.5			22	2	6	72	80	94
18.1	29.8	31.6	40.2	52.9	41.3		..... Average speed per hour			39.1	51.4	33.5	21.1	21.1	21.1

NO. 1 IS SUPERIOR TO ALL TRAINS

SAN ANTONIO SUBDIVISION

FOURTH CLASS		THIRD CLASS	FIRST CLASS		Distance from St. Louis	TIMETABLE No. 28-B	Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS	FOURTH CLASS	
57 Freight	99 Way	281 Freight	1 Passenger	5 Passenger				EFFECTIVE 12:01 A.M. September 9, 1956	2 Passenger	6 Passenger	280 Freight	98 Way	56 Freight
Daily Except Sunday	Monday Wed. Friday	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Tuesday Thursday Saturday	Daily Except Saturday		
AM 2.45			PM 12.01	AM 2.26							908.1	N GRANGER G	PY#1-84	PM 2.27	AM 1.23			PM 11.30
f 3.05			12.12	f 2.39	917.4	WEIR 9.3	P 34	2.16	f 1.09			f 11.01
s 3.25			12.18	s 2.47	923.2	D GEORGETOWN GY	P 21	2.10	s 1.01			s 10.50
3.55			12.25	2.59	929.4	HUFF 6.2	P 49	2.03	12.51			10.10
f 4.15			12.34	s 3.10	937.8	D PFLUGERVILLE GU	P 23	1.54	s 12.41			f 9.55
4.30			12.41	3.20	944.4	SPRINKLE 8.4	P 36	1.47	12.34			9.35
4.55			12.50	3.32	953.4	IGLEHART 6.6	P 42	1.38	12.23			9.16
5.00 AM			12.51 PM	3.33 AM	953.7	PERSHING 0.3	P NS	1.37 PM	12.22 AM			9.15 PM
						VIA T&NO R.R. 1.8						
			s 12.59	3.45 4.05	955.5	N AUSTIN FY	PY Yard	s 1.30	AM 12.15 11.57			
						VIA MoPac R.R. 29.4						
						M-K-T JUNCTION						
	PM	AM	PM 1.35	AM 4.45	984.9	N MoPac Interlocking K		PM 12.43	PM 11.19			
	12.45	5.10	1.36	4.46	985.5	AJAX 0.6	PY NS	12.42	11.18	8.38	10.50	
s 1.01	5.14		1.38	s 4.48	986.3	N SAN MARCOS C	P 24	12.41	s 11.17	8.27	s 10.30	
1.20	5.24		1.47	5.01	993.3	HUNTER 7.0	P 31	12.33	11.07	8.15	9.35	
1.58	5.38		1.58	5.12	1002.7	N B YARD 9.4	P 90	12.23	10.56	7.59	9.20	
s 2.30	5.40		1.59	s 5.16	1003.3	NEW BRAUNFELS 0.6	P NS	12.21	s 10.54	7.58	s 8.35	
					1003.6	N MoPac Interlocking NB						
					1010.6	COMAL 7.0	P 45	12.13	10.44	7.45	8.20	
					1016.8	LUXELLO 6.2	P 34	PM 12.07	10.38	7.35	8.05	
					1024.8	FRATT 8.0	P 63	11.59	10.29	7.23	7.26	
					1030.3	TRAVIS 5.5	P 60	11.53	10.23	7.15	7.05	
					1032.8	WARDEN 2.5	P 37	11.50	10.20	7.10	6.45	
					1036.1	T&NO Interlocking 3.3						
					1036.5	T&NO Interlocking 0.4						
	4.25 PM	7.30 AM	2.40	6.06	1037.5	SLOAN 1.0	FWPY Yard	11.43	10.13	7.00 PM	6.15 AM	
					1038.0	N YD Tower (T&NO Inter.) YD 0.5						
			2.59 PM	6.20 AM	1038.5	SAN ANTONIO 130.4	PS Yard	11.40 AM	10.10 PM			
57	99	281	1	5				2	6	280	98	56
20.3	13.5	22.3	44.0	33.4		Average speed per hour		46.9	40.5	31.8	11.3	20.3

NO. 1 IS SUPERIOR TO ALL TRAINS

SOUTHWARD

HOUSTON SUBDIVISION

NORTHWARD

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FOURTH CLASS		THIRD CLASS		FIRST CLASS		Distance from St. Louis	TIMETABLE No. 28-B		Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
97 Way		81 Freight	75 Freight		21 Passenger		EFFECTIVE 12:01 A.M. September 9, 1956	STATIONS		22 Passenger		72 Freight	80 Freight			96 Way
Monday Wednesday Friday		Daily	Daily		Daily					Daily	Daily	Daily		Tuesday Thursday Saturday	
AM 6.30		AM 3.30	AM 2.00		PM 2.15	969.4	N SMITHVILLE SM	FWPSTY Yard	PM 112.01		PM 1.59	PM 10.00		PM 2.10	
f 6.45		3.40	2.10		2.22	974.0	4.6 KIRTLLEY	P 68	11.51		12.50	9.42		f 1.55	
f 7.05		3.48	2.18		s 2.30	978.0	N T&NO Interlocking WEST POINT WP	PY 109	s 11.44		12.40	9.35		f 1.45	
f 7.30		3.56	2.26		s 2.38	982.9	4.9 PLUM	P 93	s 11.35		12.30	9.27		f 1.30	
					s 2.49	988.2	5.3 D LA GRANGE RA	P NS	s 11.26						
s 8.25		4.06	2.36		2.51	989.0	5.8 L A YARD	P 82	11.23		12.15	9.18		s 12.30	
f 8.35		4.15	2.44		f 2.59	994.2	6.2 HALSTED	P 59	f 11.16		PM 12.05	9.10		f 12.05	
s 9.25		4.27	2.56		s 3.10	1002.1	7.9 D FAYETTEVILLE VY	P 113	s 11.05		11.48	8.58		s 11.20	
s 9.58		4.46	3.14		s 3.27	1013.6	11.5 D NEW ULM UM	P 111	s 10.48		11.29	8.40		s 10.55	
10.34 f 11.05		5.03	3.31		s 3.42	1024.0	10.4 CAT SPRING	P 111	s 10.34		11.05	8.24		f 10.34	
s 11.30		5.18	3.48		s 3.54	1035.4	11.4 N SEALY SY	PY #1-53 #2-84	s 10.21		10.40	8.10		s 9.55	
s 11.59		5.37	4.04		s 4.11	1047.8	12.4 D GC&SF Interlocking BROOKSHIRE BK	P 94	s 10.05		10.19	7.54		s 9.15	
PM f 12.15		5.43	4.10		4.17	1051.7	3.9 JOHNSUE	P Yard	9.59		10.12	7.48		f 8.51	
s 12.25		5.50	4.17		s 4.26	1056.0	4.3 D KATY RS	P 87	s 9.52		10.05	7.41		s 8.40	
f 12.50		6.07	4.34		f 4.40	1066.5	10.5 ADDICKS	P 143	f 9.37		9.45	7.25		f 8.12	
1.05		6.17	4.44		4.49	1072.9	6.4 HENNESSEY	P 100	9.27		9.33	7.14		7.59	
						1078.9	6.0 N T&NO Inter. (13) KA								
1.30 PM		7.30 AM 10.30	6.00 AM		s 5.02	1080.2	1.3 D EUREKA KU	PFWSY Yard	s 9.15		9.20 AM 12.20	7.00 PM		7.30 AM	
						1081.1	0.9 T&NO Interlocking								
		10.50			5.20 PM	1083.9	2.8 N HOUSTON HU	P Yard	9.00 AM		AM 12.01				
		2.30 PM				1134.0	50.1 GALVESTON				8.00 PM				
97		81	75		21		164.6			22	72	80		96	
16.8		27.7	27.7		37.1	 Average speed per hour.....		38.0		30.2	36.9		14.5	

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LOCKHART SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	THIRD CLASS	Distance from Smithville	Timetable No. 28-B EFFECTIVE 12:01 A.M. September 9, 1956	Symbols and Capacity of Sidings	THIRD CLASS	FOURTH CLASS
99 Way	281 Freight				280 Freight	98 Way
Monday Wednesday Friday	Daily		STATIONS		Daily	Tuesday Thursday Saturday
AM 10.00	AM 3.20		N SMITHVILLE SM	FWPSTY Yard	PM 10.10	PM 2.00
f10.20	3.35	5.5	5.5 TOGO	P 36	9.55	f 1.15
f10.30	3.44	10.2	4.7 ROSANKY	P 33	9.47	f 1.01
f10.50	4.02	20.3	10.1 RED ROCK	P 26	9.31	f12.40
f11.05	4.18	28.4	8.1 DALE	P 46	9.17	PM f12.20
11.55	4.36	36.4	8.0 D LOCKHART CO	P 51	9.04	11.55
PM 12.15	4.50	43.5	7.1 MAXWELL	P 29	8.53	f11.15
f12.25	5.00	46.8	3.3 REEDVILLE	P 34	8.48	f11.05
12.45	5.10	51.5	4.7 AJAX	PY NS	8.38	10.50
PM	AM		51.5		PM	AM
99	281				280	98
18.7	28.1		..... Average speed per hour		33.6	16.3

SPEED TABLE

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	MIN.	SEC.		MIN.	SEC.
6	10		46	1	18
8	7	30	47	1	17
10	6		48	1	16
12	5		49	1	13
15	4		50	1	12
16	3	45	51	1	11
17	3	31	52	1	09
18	3	20	53	1	08
19	3	9	54	1	07
20	3		55	1	06
21	2	51	56	1	05
22	2	43	57	1	03
23	2	36	58	1	02
24	2	30	59	1	01
25	2	24	60	1	
26	2	18	61	0	59
27	2	13	62	0	58
28	2	8	63	0	57
29	2	4	64	0	56
30	2		65	0	55
31	1	56	66	0	55
32	1	52	67	0	54
33	1	49	68	0	53
34	1	46	69	0	52
35	1	43	70	0	51
36	1	40	71	0	51
37	1	37	72	0	50
38	1	35	73	0	49
39	1	32	74	0	49
40	1	30	75	0	48
41	1	28	76	0	47
42	1	26	77	0	47
43	1	24	78	0	46
44	1	22	79	0	46
45	1	20	80	0	45

BELTON SUBDIVISION

WESTWARD

EASTWARD

FOURTH CLASS	Distance from St. Louis	TIMETABLE No. 28-B EFFECTIVE 12:01 A.M. September 9, 1956	Symbols and Capacity of Sidings	FOURTH CLASS
55 Way				54 Way
Daily Except Sunday		STATIONS		Daily Except Sunday
PM 2.05	883.3	SMITH	P NS	AM 8.45
2.50	890.0	D BELTON MY	P Yard	8.00
PM				AM
55				54
8.9		..... Average speed per hour		8.9

NO. 55 IS SUPERIOR TO NO. 54

Rule 2. Supplement to:

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, Division Engineers, Assistant Division 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 employes 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 May, 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 Form CT-90 Standard for making record thereon, to designated watch inspector as provided for in Rule 2 of the 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.

Rule 10(h). Supplement to:

Permanent Speed Restriction Signs

(1) Where in service in certain territories, (Yellow Sign Black Numerals) 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.

(2) Where in service in certain territories (Reflector Type), Advance Warning sign (⚡) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign (Ⓜ or Ⓟ) at point where speed restricted and Resume Speed Sign (Ⓜ or Ⓟ) at end of restriction. Passenger trains not exceed speed shown on Speed Restriction Signs, 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. Note. All territories are protected by Permanent Speed Signs indicated either in 10(1) or 10(2).

Rule 10(l).

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 for giving hand signals within interlocking limits.

Rule 14. Supplement to:

In making outgoing terminal brake test, one long and one short sound of engine whistle or horn will be sounded after a signal has been received from the car inspector to apply the brakes.

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, which will 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 on the front of the engine.

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 on the front of the engine.

Rule 35. Amendment to:

Day Signals.	Night Signals.
Red Flag	White Light
Torpedoes	Torpedoes
Red Fuses	Red Fuses

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 provision of protection order, Form Y, rear end protection against following trains is not required.

Rule 99(j). Supplement to:

The following units of equipment 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):

Single Unit Light Engines	Ballast Plows
Pile Drivers	Sperry Detector Cars
Weed Burners and Weed Mowers	
Clam Shell and other Material Handling Cranes	

Rule 209. Amendment to:



Second paragraph is cancelled.

Rule 221(d). Amendment to:

Red Flag	Six (6) Torpedoes
White Flag	Six (6) Red Fuses
White Light	

Rules 230 and 232. Supplement to:

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.

Rule 290(l). Supplement to:

In ABS territory, in the absence of a leaving signal immediately beyond interlocking or remote control switch limits (the limits in each case being the track between the Absolute Signals) movement through interlocking or remote control switch limits under the provision of Rule 290(l) (Lunar), must comply with the provisions of Rule 350 in moving to next governing signal.

Rule 292. Supplement to:

Low signals, commonly called dwarf signals. Rule 350 applies where Absolute 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 "CLEAR" per Rule 281.

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:

Color Light Block Indicators at following spring switches are located at fouling point and are designated by letter "B" on most of indicator:

Lytle.....	south switch siding
Egan.....	north switch siding
Alvarado.....	south switch siding
Peeler.....	north switch siding
Lancaster.....	south switch siding
Holland.....	north switch siding
LA Yard.....	south switch siding
Fayetteville.....	north switch siding
New Ulm.....	both switches siding

Rule 356. Supplement to:

When one or more signals are taken out of service temporarily due to extending sidings, moving signals to new locations, or when signals have been knocked down or damaged, and the territory involved is less than five (5) miles, the following Form of Train Order may be issued:

"Signal (or signals) at (station) or (Mile Post) 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 (Mile Post) and (Mile Post)."

Before issuing this order, Signal Supervisor must confirm in writing that the control section has been properly extended and that proper protection will be afforded all movements. This order must not be used to cover signals nor territory involving spring or remote control switches. It must not be used except under conditions mentioned, and not when signals are out of service due to lightning burned out relays, or when waiting for material to make quick repairs, and must not be used for short periods of time.

Rule 402. Amendment to 9th Paragraph:

To hold track limits for the time authorized on track or tracks specified, such track or tracks must be occupied continuously, or a main track

switch left open except when it is necessary to close the main track switch to permit a train or engine to pass, provided there is a trainman or yardman continuously in charge of the switch and provided the switch is again opened immediately after the train or engine has cleared the switch.

Forms of Train Orders:**(a) Form S-E. Supplement to:**

The following form is authorized:

"No 6 Eng 106C wait at C until 9 30 a m for Extra 207A South No 6 take siding at C for Extra 207A South"

When a superior train is directed by Train Order Form S-E (Wait 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, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding. This form of train order must not be combined with any other form of order, and will contain only one waiting point.

(b) Form X. Supplement to:

The following form is authorized:

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

(c) Form Y. Amendment to:

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

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS:**a. All Subdivisions**

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

b. Denison-Ray Terminal

Between Signal 6605, Denison, and T&NO Crossing, Leigh; and between "FOULING POINT" sign at end of Two Main Tracks, Fort Worth Subdivision and Denison Passenger Station; trains have no time table 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.

Two Main Tracks between McCune and Denison will be used AHEAD OF first class trains when block signals indicate "Proceed" or block indicators indicate "Block clear".

Trains and engines use crossover between Two Main Tracks, Sun, MP 662.5, AGAINST first class trains when block indicator indicates "Block clear" after authority has been granted by operator in Leigh Interlocking Station.

c. Dallas Subdivision

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 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 indicate "Proceed", or block indicators indicate "Block clear", except movements entering main track in this territory must operate switch and wait 3 minutes before fouling main track.

Trains and engines use crossover between Dallas Yard and Denton Subdivision, Deny, AGAINST overdue first class trains when Signals 7662 and 7663 indicate "Proceed", except for movements from Denton Subdivision, color light Absolute Signal on Denton Subdivision must also

indicate "Proceed". All movements will operate switch and wait 3 minutes before starting crossover movement.

Crossover installed between No. 1 track and main track, also between main track and dump track near north end Dallas Yard. Trains and engines may use these crossovers AGAINST overdue first class trains when Signals 7662, 7663 and 7665 indicate "Proceed", except movements will operate switches and wait 3 minutes before fouling crossovers. The inside switches on both crossovers affect block signals on main track, therefore it is important all switches be in normal position, except when using crossovers, to avoid delay to trains on main track.

Winslow—Trains and engines use Crossover No. 3, intersecting Fort Worth Subdivision main track just south of Signal 8127 and intersecting Fort Worth and Dallas Subdivision main track just north of Signal 8342, and will occupy ends of the crossover, AHEAD OF or AGAINST overdue first class trains, when automatic block signals indicate "Proceed", or block indicators indicate "Block clear".

d. Fort Worth Subdivision

No. 2 is superior to all trains except No. 22.

No. 1 is superior to all trains except Nos. 21, 22 and 2.

Whitesboro—Northward trains moving off T&P onto M-K-T track and receiving "Clear" or "Approach" aspect on signal at T&P—M-K-T Jet. switch are authorized to move from T&P—M-K-T Jet. switch to station AHEAD OF or AGAINST overdue first class trains.

Between northward Absolute Signal south of T&P Interlocking, MP 757.1, Fort Worth and T&NO Crossing, MP 759.4, south of Ney, trains and engines use tracks and crossovers, moving AHEAD OF or AGAINST first class trains, except movements must not be made on Two Main Tracks AGAINST current of traffic, north of Rosedale Street underpass, MP 757.9, unless protected by flagman.

Between T&NO Crossing, MP 759.4, south of Ney, and yard limit sign south of Dolard, yard engines may move AHEAD OF or AGAINST first class trains when automatic block signals indicate "Proceed" or block

indicators indicate "Block clear", except movements entering main track must operate switch and wait 3 minutes before fouling main track. Movements must also ascertain location of first class trains to avoid delaying them.

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 indicate "Proceed", or block indicators indicate "Block clear".

e. Henrietta Subdivision

No. 31 is superior to No. 32.

f. Altus-Woodward-Forgan-Wellington Subdivisions

Between yard limit signs Altus-Welton Yard and Woodward-Guest Yard, trains have no timetable superiority.

Trains Nos. 211, 212, 217 and 218 between Hammon Jct. and City Jct. have no timetable superiority.

g. Sherman-Stamford Subdivisions

No. 51 is superior to No. 50.

No. 93 is superior to No. 92.

h. Bellmead-Waco Terminal

On Southward Main Track between MP 842.9 (north end Two Main Tracks) Bellmead, and crossover at MP 843.5, yard engines, light engines and engines in charge of hostlers may move AGAINST current of traffic and AGAINST first class trains when automatic color light low signal MP 843.5, located between Two Main Tracks indicates "Proceed".

On Two Main Tracks between MP 842.9 and MP 844.6 trains and engines may run AHEAD OF first class trains but must ascertain their location or movement to avoid delaying them. Trains and engines may use crossover between Two Main Tracks, MP 843.5, AGAINST first class trains. On Two Main Tracks between MP 844.9, south end Brazos River Bridge and MP 846.0, train and engine movements may use the tracks for which switch or switches are lined.

Between MP 844.9, south end Brazos River Bridge and MP 847.4, trains have no timetable superiority and will run at RESTRICTED SPEED, but not exceeding 20 MPH, expecting to find other trains, engines or cars standing or moving in either direction.

i. Waco-San Antonio Subdivision

No. 1 is superior to all trains.

j. Houston Subdivision

Between T&NO Interlocking 13 (MP 1078.9) and Absolute Signal at MP 1080.3 (south end Eureka Yards); and between Absolute Signal at MP 1083.4 (north end Houston Yard) and MP 1084 (Passenger Station Houston), trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED, but not exceeding 20 MPH, expecting to find other trains, engines or cars standing or moving in either direction.

k. Belton Subdivision

No. 55 is superior to No. 54.

2. EXCEPTIONS TO RULE 5: TIMETABLE OR TRAIN ORDER RESTRICTIONS APPLY AT:

a. Dallas-Fort Worth-Henrietta Subdivisions

McCune—(movement to Dallas Subdivision via Leigh cutoff) south of Absolute Signal MP 661.9, Fort Worth Subdivision.

Greenville—At siding (first track west of main track, Passenger Station). L&A Siding Greenville—May be used by M-K-T trains, avoiding delay to L&A trains or engines, who use south end siding between L&A and M-K-T main tracks moving 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 MP 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&P Jct. to avoid fouling Interlocking.

Waxahachie—Northward trains, at Passenger Station.

Winslow—Jet. Switch between Fort Worth and Dallas Subdivisions.

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

Whitesboro—Jct. Switch between Fort Worth and Henrietta Subdivisions.

Ney—First class trains and passenger extras, south end Two Main Tracks. Capps Street—At station sign east side main track, Ney.

Bellmead—First class trains and passenger extras, north end Two Main Tracks.

b. Stamford-Waco-San Antonio-Houston Subdivisions

Cisco—First track north of main track.

Bass—End of Two Main Tracks.

Granger—First class trains, Jet. Switch, Waco and San Antonio Subdivisions—Other trains, Siding No. 2.

Taylor—Siding No. 1.

Sealy—Siding No. 1.

3. WHERE TRAINS WILL REPORT FOR CLEARANCE OTHER THAN REQUIRED BY RULE 83(a) (last paragraph):

a. Dallas-Fort Worth-Henrietta Subdivisions

First class trains and passenger extras—Dallas (Union Station), Whitesboro, Fort Worth (T&P Passenger Station) and Winslow.

Southward first class trains and passenger extras originating—Dallas (Union Station) instead of Endot.

Southward Dallas Subdivision trains leaving Denison—Leigh Tower, when color light Train Order Signal at Interlocking Station displays aspect per Rule 232. This signal does not govern trains moving on freight main track, Leigh cutoff.

Leigh—Southward Dallas Subdivision freight trains moving from freight main track, Leigh cutoff, that have been notified to do so by train order at Ray, or when register check is necessary.

Northward passenger trains—Dallas Yard, when color light Train Order Signal in front of office displays aspect per Rule 232.

Southward M-K-T trains originating—Dallas Yard instead of Endot.

Southward FWD trains that have not received clearance at Dallas (Union Station)—FWD Office, Cadiz Street, instead of Endot.

Northward FWD trains—FWD Office, Waxahachie instead of M-K-T Jct. Southward trains leaving Ray for Fort Worth and Henrietta Subdivisions—Pottsboro.

Third class trains, extras and work extras—Whitesboro and Winslow. Southward trains originating Ney—At T&NO Interlocking. When ready, will sound 4 short sounds of engine whistle or horn and after answered by wigwag of Train Order Signal, may proceed to Interlocking.

Eastward freight trains—North Yard instead of Wichita Falls.

b. Altus-Woodward-Forgan Subdivisions

Passenger extras—North Yard instead of Wichita Falls.

All trains—Woodward instead of Guest.

No. 65 and passenger extras—Altus instead of Welton.

c. Mineola-Stamford Subdivisions

Southward trains—Hunt instead of Greenville.

Cisco—All trains.

d. Waco-San Antonio-Houston-Belton Subdivisions

No. 56 and trains originating—Austin instead of Pershing.

The requirements of last paragraph of Rule 83(a) will be considered fulfilled when clearance that has been issued at "YD" Tower is delivered to a train at San Antonio or Sloan. This does not change provisions of Rule 221 for trains receiving clearance at San Antonio if Train Order Signal at "YD" Tower displays "STOP" indication.

T&NO Interlocking 13 (MP 1078.9) instead of Eureka.

No. 55—Temple instead of Smith.

4. WHERE TRAINS NOT REQUIRED TO REPORT FOR CLEARANCE AS REQUIRED BY RULE 83(a) (last paragraph):

Unless Train Order Signal displays "STOP", regular trains may leave their initial stations without clearance at following points:

a. Henrietta Subdivision

On Sundays, No. 32 at Wichita Falls.

b. Stamford-San Antonio-Lockhart Subdivisions

Rotan and Ajax.

5. REGISTER STATIONS:

a. Dallas-Fort Worth-Henrietta Subdivisions

Dallas is register station for M-K-T and FWD 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.

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

FWD third class trains and freight extras will register in FWD office, Cadiz Street, Dallas.

Whitesboro—All trains may register by ticket.

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 register at Fort Worth.

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

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

b. Altus-Woodward-Wellington Subdivisions

Altus—For fourth class trains and passenger extras.

Welon—For extra trains except passenger extras.

c. Waco-Houston-SanAntonio-Belton Subdivisions

Waco—First class trains and passenger extras only.

Houston—First class trains and passenger extras only.

d. Where Trains Are Required To Register At Other Than Register Stations

Temple—Instead of Smith.

Austin Telegraph Office—Instead of Pershing. (All trains register by slip).

Sloan—Third and fourth class trains and freight extras.

6. RULE 99(j) AUTHORIZED ON:

Dallas-Fort Worth-Waco-San Antonio and Houston Subdivisions.

7. FORM Y TRAIN ORDER AUTHORIZED ON:

All Subdivisions.

8. SPEED AND OTHER RESTRICTIONS:

a. Denison-Ray Terminal

Denison—20 MPH over street crossings, except 15 MPH Morton Street.

Puzzle switch north of Passenger Station—15 MPH.

Spring switch south end Two Main Tracks just south of Dallas Jct.—

Southward trains 15 MPH.

Warner and Pottsboro cutoffs—30 MPH.

Leigh cutoff and cutoff Ray and Dallas Jct.—20 MPH.

Crossover leaving Ray via Pottsboro cutoff—15 MPH.

Over humps at Ray—10 MPH.

Staley—Through turnouts—40 MPH.

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, expecting to find movements ahead; and approach crossover Sun expecting to find movements ahead, or crossover or main tracks occupied by movements in

either direction in vicinity of the crossover; without flag protection.

Derailing switch on main track 280 feet north of Signal 6608, north of 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.

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 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

"Proceed" signal.

b. Dallas-Fort Worth-Henrietta Subdivisions

Diesel engines, series 1651 - 1654, will not be operated over T&NO R.R. Crossing Leigh cutoff without at least one car coupled to engine account

short wheel base failing to actuate signal indications.

Bells—Passenger trains 35 MPH, freight trains 20 MPH over T&P R.R.

Crossing.

Whitewright—30 MPH over street crossings. Engines may move over pit tracks but must not move over scale tracks, Kimbell Mill.

Trenton—Passenger trains 40 MPH, freight trains 30 MPH over street crossings.

Greenville—Releasing section controlling automatic flasher crossing signals Lee Street (first street south of Passenger Station) in service. The

signals will stop operating after approaching southward train has been in the circuit more than 2 minutes. Southward trains when stopping

at Passenger Station must stop before leading wheels pass insulated rail joints located between the south switch of siding and north side-

walk line of Lee Street. Southward movements that have been in circuit more than 2 minutes and those that have stopped at Passenger Station

must move over the above insulated joints very slowly which will again start operation of crossing flasher.

Northward trains spot working cars at gravel platform, blocking Lee Street when necessary to do so.

Hunt—Trains and engines run at RESTRICTED SPEED but not exceeding 20 MPH, approaching and between Absolute Signal at MP D-713.5, south

end L&A Siding, and Absolute Signal at MP D-713.8, north end Hunt, expecting to find movements on main track in either direction without

flag protection.

Hunt—30 MPH between Absolute Signals of STLSW Automatic Interlocking.

Royse City—30 MPH over street crossings.

Garland—40 MPH over first curve north GC&SF R.R. Crossing and over street crossings.

Highland Park—10 MPH over Cole Ave. and Knox Street crossings, 12 MPH over Airline Road and Mockingbird Lane crossings. Street crossing

signals and gates Knox Street and Cole Ave. automatically operated. Southward movements if speed is less than 10 MPH, or if stopping at

station, remain back of clearance point approximately 120 feet north of Knox Street, except passenger trains with more than 17 cars may

pull over Knox Street as necessary to place rear car at platform. When movement is to be made over Knox Street after stopping, such movement

will be made very slowly until gates are lowered. Northward movements stopping at station will stop with rear of train north of

clearance point just north of Knox Street. Northward switching movements at Armo, when part of train left on main track south of Knox

Street, after switching into Armo track a northward switching movement may be made up to but not across Knox Street until gates are lowered.

After switching completed and northward main track movement is to be made, move up to but not across Knox Street until gates are lowered.

First curve north of Deny—30 MPH.

Curve at Deny—20 MPH.

Approaching crossover at Deny, and between Deny and entrance to Union Terminal Co. tracks MP 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 without flag protection.

Dallas—Almo Street near north end Dallas Yard 15 MPH—Houston Street Dallas Yard 10 MPH—McKinney Avenue Dallas Yard 10 MPH.

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

Movable point crossing frog just north of end Two Main Tracks. Endot—25 MPH.

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

Waxahachie—5 MPH over scale and dead rail, Southland Cotton Oil Mill Track—20 MPH over street crossings between Passenger Station and

T&NO R.R. Crossing.

Italy—30 MPH over street crossings.

Hillsboro to Winslow inclusive—18 MPH over street crossings.

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 without flag protection.

Pottsboro Jct. and south end siding Pottsboro—Turnouts—15 MPH.

Perrin Field Spur—15 MPH.

Whitesboro—Over "Junction Switch"—30 MPH.

First class trains run at RESTRICTED SPEED approaching and between west switch of Coach track and "Junction Switch", on Henrietta Sub-

division; and between south switch Storage "B" track and T&P-M-K-T Junction Switch on Fort Worth Subdivision (Whitesboro), expecting

to find main tracks occupied by movements in either direction. Movements may occupy main track in this territory without flag protection,

but must ascertain location of first class trains, when necessary, to avoid delay.

Southward freight trains use tail track, near Magnolia Street, Ney, for movement into Ney yard.

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

Spring switch, north end Two Main Tracks, Broadway Street, Fort Worth—Northward movements 15 MPH, southward movements 25 MPH. North-

ward movements will stop to clear north end Two Main Tracks until receive Interlocking Signal authorizing movement. This signal may be

received with track occupied by movements in either direction between north end Two Main Tracks and the Interlocking Signal. When switch

movement to be made into industry tracks off single track south of Interlocking Signal, notify towerman by telephone.

Between northward Absolute Signal south of T&P R.R. Interlocking, MP 757.1, Fort Worth, and T&NO Crossing, MP 759.4, south of Ney, trains and engines run at RESTRICTED SPEED, expecting to find crossovers and tracks occupied by movements in either direction, except as provided by Special Instructions Rule 1-d.

Spring switch, south end Two Main Tracks, Ney—Southward movements 15 MPH.

Between T&NO Crossing MP 759.4, south of Ney, and yard limit sign, south of Dolard, first class trains run at RESTRICTED SPEED, expecting to find main track occupied by movements in either direction without flag protection.

Grandview—30 MPH first street south of station.

West—30 MPH through city limits.

Cars must not be left on Storage "B" track, Whitesboro, without permission.

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

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

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

Whitesboro—Highway 10, Henrietta Subdivision, 20 MPH on main track and 5 MPH on siding in order to actuate automatic crossing signals.

Gainesville—10 MPH over street crossings.

Nocona—10 MPH over Clay and Cooke Street crossings, 20 MPH over all other street crossings.

Henrietta—20 MPH between Absolute Signals of Automatic Interlocking. Wichita Falls—15 MPH over street crossings except 8 MPH over 7th and Iowa Park crossings.

First class trains 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 FWD main track. North Yard (Wichita Falls)—5 MPH over Jefferson Street crossing.

e. Altus-Woodward-Forgan-Wellington Subdivisions

Wichita Falls—First class trains run at RESTRICTED SPEED between yard limit sign east of South Yard and entrance to FWD R.R. tracks MP G-790.

North Yard—5 MPH, Jefferson Street.

North Yard—15 MPH over crossing MP 2.1 north of Panhandle Refinery—20 MPH over Sheppard Field Access Road crossing (U.S. 277 A), MP 3.2. Altus—8 MPH between Main and Blaine Streets inclusive.

8 MPH, or less if weather conditions affect visibility, must not be exceeded over the following grade crossings:

Forgan—Main Street.

Woodward—All crossings between south interlocking approach signal and AT&SF transfer switch.

Elk City—Main Street.

Burkburnett—First crossing north and south of station.

Wellington—U.S. Highway 83, MP P-131.9.

Grandfield—15 MPH over Bell Oil and Gas crossing MP 28.

At MP 125, in switching loading rack tracks, engines must not come nearer than two car lengths from loading rack. Each track will hold 18 car spot.

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

Nos. 65 and 64 are way freight trains between North Yard and North Bank; mixed trains between North Bank and Welton.

d. Sherman-Denton-Mineola-Stamford-Lockhart-Belton Subdivisions

Cars with gross weight exceeding 100 tons must not be handled on Mineola Subdivision and cars exceeding 105 tons must not be handled on Sherman, Denton, Stamford and Belton Subdivisions.

Flag protection must be provided over all street crossings Pecan to King Street, inclusive, Sherman.

Dallas—10 MPH over Harry Hines Blvd. crossing.

Carrollton—15 MPH approaching and between Approach Signals of Interlocking.

Morgan—15 MPH approaching and between Approach Signals of Interlocking.

Gorman—10 MPH over first and second street crossings east of station.

Cisco—10 MPH over West 6th Street crossing.

Albany—10 MPH over street crossing just east of station.

Lockhart—10 MPH over Street Crossings.

Trains handling 70 ton coal and hopper cars restricted to 10 MPH over all bridges between Hamlin and Rotan.

e. Bellmead-Waco Terminal

On southward main track first class trains run at RESTRICTED SPEED from MP 842.9 (north end Two Main Tracks) Bellmead, to crossover at MP 843.5 expecting to find yard engines, light engines or engines in charge of hostlers moving AGAINST current of traffic without flag protection.

On Two Main Tracks between MP 842.9 and MP 844.6 and approaching crossover between Two Main Tracks MP 843.5 first class trains run at RESTRICTED SPEED, expecting to find movements ahead or crossover movements without flag protection.

f. Waco-San Antonio-Houston Subdivisions

Temple—18 MPH between Passenger Station and GC&SF R.R. Crossing. Holland—Trains Nos. 5 and 6 not exceed 25 MPH to dispatch U.S. Mail. Smithville—Approaching and over Highway No. 95 crossing, MP 969.1, northward trains 15 MPH, southward trains 40 MPH.

Austin—5 MPH over Congress Ave.

First class trains run at RESTRICTED SPEED between MP 1036.5 and Passenger Station, San Antonio.

Approaching and over T&NO R.R. Crossing, MP 1080.8, south of Eureka, 15 MPH.

g. All Subdivisions

1. "Capacity of Sidings" as shown on schedule pages is based on 48 feet per car less 160 feet allowable for 3 unit diesel engine.

2. Diesel electric engines or R.D.C. Budd Cars shall not be operated, either by towing or using traction motors for power, through water having depth over top of rail of more than 5 inches, except as noted below:

Type of Diesel Engine	Maximum Depth of Water Over Top of Rail
EMD Passenger (EA-7 & E-8-36" wheels)	3 inches
Alco-GE 70 ton (Road Switcher-36" wheels)	3 inches

Maximum speed in all cases shall not exceed three (3) MPH.

Depths given above are to provide emergency passage through water over top of rail and are not to be considered safe for continuous operation.

A switch engine that might be required to switch through water continuously, water depth should not exceed top of rail, maximum speed three (3) MPH.

3. Trains or engines approaching street or highway crossing protected by automatic crossing signals observe the following:

When train or engine has stopped before crossing is reached or if movement has been made over crossing, it must be known crossing signals are operating before crossing is occupied. If the crossing signals are not operating, crossing must be flagged.

Flashing light signal units are equipped with side lights which will indicate when the lights are burning. Otherwise, the crossing bell will indicate signal operation.

h. Normal Position of Switches—All Subdivisions

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

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

Pottsboro—South crossover switch at MP 669.4, for siding.

Whitesboro—Switch at intersection of Fort Worth and Henrietta Subdivisions main tracks, for Fort Worth Subdivision.

Whitesboro—Crossover switch, south siding, for siding.

Winslow—Lead switches, both ends of siding, for siding.

Caphead—South crossover switch at intersection of DeLeon Subdivision main track and Bellmead cutoff, for cutoff.

WF&NW Jct., Wichita Falls—For FWD R.R.

Trains and engines approaching south lead switch, North Yard at Wichita Falls will do so at RESTRICTED SPEED expecting to find this switch lined for either lead or main track.

Mineola—MP H-762.3, M-K-T main track—T&P north track switch, for T&P North track; switch hand operated and electrically locked, electric-lock mechanism controlled by T&P control operator, Marshall.

Electrically-locked derail located at clearance point of M-K-T main track controlled by T&P control operator, Marshall. Telephone and instructions for operation located in metal compartment on south side of concrete signal house vicinity connection on north side of tracks.

Bem—For Bellmead cutoff.

Deleon and Stamford—In applying Rule 104, the main track within station limits will be considered as a yard track.

Ajax—For San Antonio Subdivision.

Sloan—No. 4 track, designated inbound passenger main track, normal position of switch for outbound main track.

9. CROSSOVERS AND SIDINGS:

a. Dallas-Fort Worth-Henrietta Subdivisions

Hillsboro-Winslow—Crossovers between Dallas and Fort Worth Subdivisions 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.

Winslow—Siding 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.

Whitesboro—Sidings 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.

GH&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 south of "Junction Switch".

b. Waco-San Antonio-Houston Subdivisions

Granger—Sidings and Crossovers designated as:

Siding No. 1—Track west of main tracks, north switch connects with Waco Subdivision main track near Signal 9071, south switch connects with San Antonio Subdivision main track just north of Signal 9083.

Siding No. 2—Track east of main track, north switch connects with Waco Subdivision main track north of station, south switch connects with Waco Subdivision main track one pole north of bridge 908.9.

Crossover No. 1—Waco Subdivision main track to Siding No. 1, just north of junction switch.

Crossover No. 2—San Antonio Subdivision main track to Siding No. 1, just south of junction switch.

Crossover No. 3—Waco Subdivision main track to San Antonio Subdivision main track at south switch Siding No. 1.

Crossover No. 4—Waco Subdivision main track to Siding No. 2, just south of north switch to storage track.

Taylor—Siding No. 1, north of station—Siding No. 2, south of MoPac R.R. Crossing.

Sealy—Siding No. 1, north of station—Siding No. 2, south of GC&SF R.R. Crossing.

10. MOVEMENTS BY SIGNAL INDICATION (Rules 400, 402, 403 and 404):

- Between Ray and Interlocking Limits of Staley via freight main track, Warner cutoff.
- Between Ray and Dallas Jct. via freight main track, cutoff. See Special Instructions Rule 15(a).
- Between McCune, MP 661.8, and Leigh via freight main track, Leigh cutoff. Absolute Signals controlled by operator Leigh Interlocking Station.
- Between south end L&A Siding, Greenville, and north switch, Hunt Yard.
- Between south end of Union Terminal Co. tracks, MP D-768.9, and end of Two Main Tracks, Endot.
- Between Ray and Pottsboro via freight main track, Pottsboro Cutoff.
- Between McCune, MP 661.8, and end Two Main Tracks, MP 663.1, Fort Worth Subdivision, on both main tracks. Absolute Signals controlled by operator Leigh Interlocking Station. See Special Instructions Rule 15(a).
- Between Absolute Signal MP 1080.3 (Eureka Yard) and Absolute Signal MP 1083.4 (Houston Yard). Movements will be supervised by control operator Houston.

11. REMOTE CONTROL SIDING RULE 425:

Cobel
Elgin Yard
West Point

12. REMOTE CONTROL AND DUAL CONTROL SWITCHES:

a. Remote Control

GC&SF Interlocking MP D-768.9.

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.

Pottsboro Jct.

Pottsboro south end siding.

(Between Pottsboro Jct. and south end siding Pottsboro, Rule 425 applies.)

Whitesboro—T&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.

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

Cobel—South switch siding.

Granger—Jct. Switch, Waco-San Antonio Subdivisions.

Elgin Yard—Both switches siding.

West Point—South switch siding.

b. Dual Control Switches

M-K-T Jct. (Waxahachie)—Normally controlled from T&NO Interlocking.

McCune—Normally controlled from Leigh Interlocking Station.

Dallas Jct.—Normally controlled from Leigh Interlocking Station.

Pershing (MP 953.7)—Normally controlled by control operator, Austin.

13. SPRING SWITCHES: (Designated by letter "S" attached to switch stand.)

a. Denison-Ray Terminal

East end Ray Yard, intersection of inbound track with Warner cutoff, MP 660.1.

East end "A" Yard, Ray, MP 660.8, where Crossover No. 3 to cutoff between Ray and Dallas Jct. turns out of running track No. 1. Southward movements from Warner cutoff trail through this switch. Low type color light Signal 6607 protects and display of "Lunar" aspect indicates switch points in normal position.

West end Ray Yard, west end of crossover from Pottsboro cutoff to tail track, MP 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.) Both switches crossover between Two Main Tracks, McCune. Switches normally lined for crossover.

Both switches crossover between Two Main Tracks, Dallas Jct. Switches normally lined for crossover.

End Two Main Tracks South of Dallas Jct. MP 663.1.

North end Two Main Tracks, Fort Worth, MP 757.4. (Color Light Switch indicator protecting is affected only by position of the switch. "Lunar" aspect displayed indicates switch points fit properly. "Red" aspect displayed requires compliance paragraph (1) Rule 104(a) before passing over switch.)

b. All Subdivisions

Penland—South switch, siding.

Yancey—North switch, siding.

Dallas Yard—North switch, Drill track.

Peeler—North switch, siding.

Lancaster—South switch, siding.

Ney—South end Two Main Tracks, MP 758.5.

Lytile—South switch, siding.

Egan—North switch, siding.

Alvarado—South switch, siding.

Martin—Both switches, siding.

West—Both switches, siding.

Elm Mott—Both switches, siding.

Caphead—(Signal 8415 protects.)

Bass—End of Two Main Tracks.
 Lorena—North switch, siding.
 Eddy—Both switches, siding.
 Little River—Both switches, siding.
 Holland—North switch, siding.
 Ajax—Intersection San Antonio-Lockhart Subdivision (normal position for San Antonio Subdivision.)
 Hunter—South switch, siding.
 L A Yard—South switch, siding.
 Fayetteville—North switch, siding
 New Ulm—Both switches, siding.
 Houston—North switch, lead track.

14. TWO MAIN TRACKS:

Denison Passenger Station yard and MP 663.1, south of Dallas Jct. GC&SF Interlocking, MP D-768.9, and Endot, MP D-769.3. MP 842.9, Bellmead, and MP 844.6. MP 844.9 and Bass.
 (Single track MP 844.6 and MP 844.9 over Brazos River Bridge.)
 Broadway Street, Fort Worth, MP 757.4, and Ney, MP 758.5.
 On short sections of Two Main Tracks, trains displaying signals for a following section will comply with requirements of Rule 14(k) applicable to (Single Track) instead of to (Two or More Tracks).

15. AUTOMATIC BLOCK SIGNALS BETWEEN:

a. Denison-Ray Terminal

Staley and Signal 6608, Denison.
 Staley and Signal 6601, Ray via freight main track, Warner cutoff.
 Absolute Signal at MP 660.3, Ray, and Dallas Jct. via freight main track, cutoff.
 Signal at MP 662.9 Ray and Pottsboro Jct. via freight main track, Pottsboro cutoff.
 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 MP 660.0, before beginning northward movement.
 Yard movements enroute Gavrin Press Inc., MP 660.0 Warner cutoff, use outbound track from Ray yard, stop clear of inbound track, communicate with control operator Staley Interlocking and if no opposing movements control operator will clear northward Absolute Signal MP 660.0. Then if track can be seen clear to signal, movement may proceed to Gavrin track switch, passing Absolute Signal MP 660.0 displaying "STOP" indication to enter Gavrin track. (Opening switch causes signal to display this indication). Leave switch lined for Gavrin track while using track. Movement returning to cutoff from Gavrin track may pass Signal 6601 displaying "STOP" indication but comply with Rule 104(a) at Spring Switch MP 660.0.
 Movements on Freight Main Track Cutoff between Absolute Signal, east end Ray yard MP 660.3, and Dallas Jct. controlled by operator in Leigh Interlocking Station. All movements will before fouling cutoff east end Ray yard communicate with, then be governed by instructions of control operator and the indication displayed by Absolute Signal MP 660.3. See Timetable Special Instructions Rule 10.
 Movements enroute to Wye track MP 660.5, "Runaround track" Coldstream, Tie Plant, or Wye track near Dallas Jct., will immediately after arrival clear cutoff and line switches for cutoff.
 Movements enroute to cutoff from Wye track MP 660.5, "Runaround track" Coldstream, Wye track near Dallas Jct., or either Tie Plant track, will before fouling cutoff communicate with and be governed by instructions of control operator. If authorized to foul cutoff crew member will immediately operate block indicator. "Block clear" aspect authorizes opening of switch and after waiting three minutes movement may then occupy cutoff and proceed at LOW speed. If "Block occupied" aspect displayed movement must not foul cutoff except under flag protection in both directions per Rule 99, regardless of movements which may have passed on cutoff. This is an exception to second paragraph of Rule 400.
 Movements finding Signal 6626, near Sun, displaying "STOP" indication with an inbound Sherman Subdivision train occupying northward main track or crossover in vicinity of Sun, will not pass signal until it displays "Proceed" indication.
 Trains and engines enroute from Sherman Subdivision to northward Fort Worth Subdivision main track, Sun, not foul northward Fort Worth Subdivision main track until authority granted by operator in Leigh

Interlocking Station and block indicator displays "Block clear" aspect. Trains and engines enroute from Tail track, south of Dallas Jct., to northward Fort Worth Subdivision main track use southward Fort Worth Subdivision main track to crossover just north of Dallas Jct., but not foul southward main track until authority granted by operator in Leigh Interlocking Station and low type Absolute Signal located between Two Main Tracks at Tail track switch, displays "Proceed" indication. Tail track switch hand operated.
 Telephones for communicating with control operator, Leigh Interlocking Station. Crew members when using telephones identify themselves by pressing button on hand-set and speaking into transmitter. These telephones at following locations; East end Ray yard MP 660.2, both switches "Runaround" track Coldstream, Tie Plant tracks and Wye track near Dallas Jct., Tail track switch near end of Two Main Tracks MP 663.1, Dallas Jct. in Relay House, Sun, McCune in Relay House and at south switch of crossover.
 Audible type annunciator and whistle sign located on southward main track near location of old viaduct, Denison. Southward movements will sound whistle or horn while passing whistle sign as follows: One long sound for movements enroute to end of Two Main Tracks MP 663.1; one long and one short sound for movements enroute to cutoff at Dallas Jct.

b. Dallas-Fort Worth Subdivision

Leigh and Dallas Yard.
 Endot and Winslow.
 Signal 6617 Mirick Ave., Denison and Whitesboro.
 Signal at MP 758.5, Ney, and MP 842.9 southward movements: MP 843.6, northward movements Bellmead, Fort Worth Subdivision.
 Northward trains to be assisted by yard engine from Bona, finding Absolute Signal north end Penland in "STOP" position, wait reasonable time for yard engine to clear at Bona before complying with Rule 350. Yard engine will clear Bona promptly on arrival.
 Low type Absolute Signal south end siding, Tate, controlled by operator in T&NO Interlocking and governs southward movements from siding to main track under provisions of Rules. South siding switch hand operated. If necessary to back out of siding, in addition to complying with other Rules, operator must be notified, since he also controls southward Absolute Signal on main track.
 Low type Absolute Signals north end siding Tate, south end siding Sterrett and south end siding Melton govern movements from sidings. After main track switch these locations has been opened, two minutes will elapse before aspect of signals will change.
 Northward or southward trains holding main track at meeting points, Elva and Melton; southward trains holding main track at meeting points, Celeste, L&A Siding Greenville, Sterrett, Nelson and Abbott; northward trains holding main track at meeting points, Martin and Bethard; remain back of "Fouling Point" sign until opposing train is entering siding.
 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 Signal 7586 at south end Two Main Tracks, Ney, MP 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, MP 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 crossover MP 758.1 and at north end crossover MP 759.2.
 Southward track of Two Main Tracks between Broadway Street MP 757.4 and signal at MP 758.5 at south end Two Main Tracks, Ney, is non-automatic block signal territory.
 Single track between north end Two Main Tracks, MP 757.4, and northward Absolute Signal south of T&P R.R. Interlocking, MP 757.1, Fort Worth, is non-automatic block signal territory.
 Low type Absolute Signal at fouling point of main track, south end siding, Winslow. Rules 285, 292 and 350 govern. Switch at this location is hand operated. Push button type block indicator at switch must be operated and observed before opening switch regardless of indication displayed by the low type Absolute Signal.

c. Bellmead-Waco Terminal: Waco-San Antonio-Houston Subdivisions

MP 841.9 and MP 842.9—Southward movements.
 MP 843.6 and MP 841.9—Northward movements.
 MP 846.3 and Bass—Southward movements on southward track.
 Bass and MP 847.4—Northward movements on northward track.

Bass and Smithville.

Jet. Switch Granger and MP 1037.2 (San Antonio).

Smithville and MP 1083.6 (Houston).

Color light block indicator located on South Lead track Bellmead Yard indicates condition of block on southward track between MP 842.9 and MP 843.6.

Color light block indicators located on Duraglass Spur and between Main Tracks at 26th street, Waco, indicate condition of block on northward track between 26th Street, Waco, and Bass and also between Bass and Signal 8531.

Duraglass Spur, Waco Subdivision—Block indicator located at south switch of crossover on southward track, MP 848.7, indicates approach of trains on northward track.

Block indicator located at north switch of crossover on northward track, MP 848.7, indicates approach of trains on southward track.

At Bass, southward trains making reverse movement onto northward track must move south of Signal 8498 and push button on instrument case to permit this signal to indicate "Proceed" before making northward movement. If after doing this, signal fails to indicate "Proceed", Rule 351 governs.

Low automatic block Signal 8487 located just north of north switch crossover on northward track governs southward movement on northward track to Duraglass Spur. Rules 285 and 291 govern. Block indicator located at south switch of crossover between northward track and Duraglass "lead" track MP 849.4 indicates condition of block on northward movements between Signals 8531 and 8487.

Trains holding main track at meeting point at sidings shown below, remain back of "Fouling Point" sign until opposing train is in clear on siding and switch closed; Temple and Hennessey, southward trains; Hayden, Upton and Plum, northward trains; Berger, trains in either direction.

Sparks—Northward train holding main track remain back of Signal 8926 and southward train holding main track remain back of Signal 8921, until opposing train is entering siding.

Ajax—Southward Lockhart Subdivision trains will not occupy preliminary track section located opposite phone booth until have authority to proceed on San Antonio Subdivision.

Hunter and Luxello—Northward train meeting opposing train must not pass northward Absolute Signal at south switch until southward train passes north switch or enters siding. Northward train entering siding must back out after meeting southward train, and get "Proceed" indication on northward Absolute Signal at south switch.

16. FLOOD INDICATORS:

a. Dallas Subdivision

Location	Affects Signals
MP D-667.1.....	6671 and northward Absolute Signal north end siding Penland.
D-669.5.....	6708 and southward Absolute Signal south end siding Penland.
D-724.6.....	7235 and 7258.
D-729.0.....	7281 and northward Absolute Signal north end siding Royse City.
D-729.6.....	7281 and northward Absolute Signal north end siding Royse City.
D-732.3.....	7321 and 7344.
D-733.3.....	7321 and 7344.
D-742.0.....	7409 and 7432.
D-748.2.....	7482 and southward Absolute Signal south end siding Rowlett.
D-758.5.....	7575 and 7594.
D-774.6.....	7745 and 7776.
D-775.2.....	7745 and 7776.
D-776.7.....	7745 and 7776.
D-798.3.....	7994 and southward Absolute Signal south end siding Waxahachie.
D-822.0.....	8207 and 8228.

b. Fort Worth Subdivision

MP 679.9.....	6783 and 6800.
772.0.....	7732 and southward Absolute Signal south end siding Burleson.
780.8.....	7807 and 7812.

c. Waco Subdivision

MP 960.8..... 9601 and 9610.

d. San Antonio Subdivision

MP 909.5..... 9087 and 9106.
 918.7..... 9187 and 9190.
 922.1..... 9211 and 9228.
 999.5..... 9981 and 10006.
 1006.5..... 10049 and 10088.
 1013.5..... 10121 and 10150.
 1023.5..... 10231 and 10236.

e. Houston Subdivision

MP 1026.1..... 10261 and 10284.

Trains finding these signals displaying "STOP" or "Stop and Proceed" will also lookout for track washed out or damaged by high water.

17. BRIDGE INDICATORS:

a. Woodward Subdivision

Color light Signals 986 and 997 near bridge 99.2; 1156 and 1167 near bridge 116.2. Rules 281 and 291 govern except when "Red" aspect displayed (Stop and Proceed) bridges protected must not be occupied until it is seen or known that they are in safe condition. Report information next telegraph office.

18. AUXILIARY SIGNALS:

a. Dallas - Fort Worth - Henrietta Subdivisions

Leigh—Color light signal located on Leigh cutoff near fouling point of Dallas Subdivision main track, on fireman's side of southward train moving to Dallas Subdivision. Signal displays either "Red" or "Yellow" aspect. Approaching train not foul Dallas Subdivision main track when signal displays "Red" aspect. Display of "Yellow" aspect indicates no train order restriction at that point and that when required Train Order Form V will be received covering superior trains or train order authority will be received to proceed AHEAD OF or AGAINST such trains. If southward train has already received Train Order Form V at Ray yard and has not been instructed by train order to report for orders at Leigh they may proceed when signal displays "Yellow" aspect without receiving additional train orders except will pickup any train orders they find in delivery rack at this point. Yard movements, except those moving south of yard limit sign, MP D-662.1, need not be governed by this signal. Train Order Form N must be issued to operator when "Yellow" aspect to be displayed. This is not a Train Order Signal as defined under Rules 230, 231 and 232.

Bells—"Calling-on" indication of Train Order Signal repeated on Automatic Block Signal 6752 at south siding switch.

Waxahachie—"Calling-on" indication of Train Order Signal, T&NO Interlocking, MP D-796.6, repeated on northward Absolute Signal on M-K-T main track, M-K-T Jct., and when illuminated, authorizes movement to Train Order Signal, T&NO Interlocking.

Whitesboro—Southward Absolute Signal in front of station has white letter "S" in unit on mast as per Rule 292(a). When "S" illuminated and Absolute Signal displays "STOP" aspect, southward M-K-T trains enroute to T&P R.R. comply with Rules 292(a) and 405 by heading in South Siding. When Absolute Signal displays "STOP" aspect and "S" not illuminated, southward trains will stop and remain north of Jct. Switch until operator contacted, then be governed by Rule 350. When southward Absolute Signal displays "Proceed" aspect, with "S" not illuminated, southward trains may move on M-K-T main track AHEAD OF or AGAINST superior trains from Jet. Switch to T&P - M-K-T Jct. Switch.

Whitesboro—Three color light signals located as follows: Signal on Fort Worth Subdivision main track in front of station governs northward trains, signal on Henrietta Subdivision main track just west of Jct. Switch governs eastward trains, and signal on Henrietta Subdivision main track (fireman's side) just west of Jct. Switch governs westward trains. Signals display either "Red" or "Yellow" aspects. Approaching signal displays "Red" aspect. Display of "Yellow" aspect on respective governing signal indicates no train order restrictions at that point and that when required Train Order Form V will be received covering superior trains or train order authority received to proceed AHEAD OF or AGAINST such trains. Train Order Form N must be issued to operate when "Yellow" aspect to be displayed. These signals are not Train Order Signals as defined under Rules 230, 231, and 232.

Alvarado Tower—"Calling-on" indication of Train Order Signal repeated in lower light, bottom unit, on Automatic Block Signal 7842 at south siding switch.

Ney and Winslow—"Calling-on" indication of Train Order Signal, Ney Interlocking Station and Winslow, indicates no train order restrictions at that point and that Train Order Form V will be received covering overdue superior trains, or train order authority received to proceed AHEAD OF or AGAINST such trains. "Calling-on" indication of Train Order Signal, Winslow, repeated on Automatic Block Signal 8341 governing southward Dallas Subdivision trains, and on Automatic Block Signal 8127 governing southward Fort Worth Subdivision trains.

"Calling-on" indication of Train Order Signal Winslow will be accepted by northward trains only when route and signal lined for movement to the Subdivision to which they are enroute.

b. Altus-Woodward Subdivisions

Grandfield and Mangum stations have semaphore type Train Order Signals. Trains restricted at these stations finding these signals displaying aspect per Rule 231, will indicate no train orders will be received that will restrict trains at this point and such trains will receive train order authority to proceed AHEAD OF or AGAINST superior trains. Rule 221(a) governs.

19. RAILROAD CROSSINGS:

a. Denison-Ray Terminal-Dallas Subdivision

Staley—MP 655.9, SL-SF R.R. Interlocking.
Denison—MP D-661.2, T&NO R.R. Interlocking.
Bells—MP D-674.3, T&P R.R. Interlocking.
Celeste—MP D-701.3, GC&SF R.R. Automatic Interlocking, Rule 344.
Hunt—MP D-714.3, StLSW R.R. Automatic Interlocking, Rule 344.
Garland—MP D-750.7, GC&SF R.R. Automatic Interlocking, Rule 344 and following instructions govern: Movements from north end siding to main track in addition to other Rules, be governed by Rule 344 when northward Absolute Signal on main track this location, displays "STOP" indication. 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 2 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—MP D-767.0, The Union Terminal Co. T&P R.R. Interlocking.
Dallas—MP D-768.9, GS&SF R.R. Interlocking.
MP—D-796.6—T&NO R.R. Interlocking.

b. Fort Worth Subdivision

Fort Worth—MP 757.1, T&P R.R. Interlocking.
Ney—MP 759.4, T&NO R.R. Interlocking.
Alvarado—MP 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.

c. Henrietta Subdivision

Gainesville—MP G-701.7, GC&SF R.R. Interlocking. Approach signals automatic.
Henrietta—MP G-772.1, FWD R.R. Automatic Interlocking. Approach signals non-operative. Rule 344 and following instructions govern. Westward trains occupying circuit between Approach and Absolute Signals longer than 6 minutes may find westward Absolute Signal displaying "STOP" indication. If this occurs, pressing "push button" located on mast of signal may cause signal to display "Clear" indication. Release located at crossing should be operated per Rule 344 (instructions posted in release box) when signal fails to display "Clear" indication after pressing "push button". Clearing track section on siding extends 185 feet from west switch and east limits designated by marker board on tie. Movements from siding to main track this location must not foul clearing section until ready to move onto main track, after which Absolute Signal on main track may change indication to "Clear".
Wichita Falls—MP G-789.9, WV R.R. Stop Signs. Rule 98.

d. Altus-Woodward-Wellington Subdivisions

Frederick—MP 50.3, SL-SF R.R. Stop signs. Rule 98.
Altus—MP 74.8, SL-SF R.R. Gate. Normally against M-K-T. Rule 98.
Altus—MP 76.2, AT&SF R.R. Stop signs. Rule 98.
Mangum—MP 96.3, CRI&P R.R. Stop signs. Rule 98.

Hammon Jct.—MP 154.3, P&SF R.R. Gate. Normally against P&SF. Rule 98, maximum speed 15 MPH.

Woodward—MP 219.9, AT&SF R.R. Interlocking (CTC). Emergency operating instructions posted in telephone boxes located at south switch Guest, transfer switch, and at Passenger and Freight Stations.

Wellington—MP P-132.3, FWD R.R. Gate. Normally against FWD. Rule 98.

e. Sherman Subdivision

Sherman—MP P-671.6, T&P R.R. Stop signs. Gate on main track. Rule 98. Leave lined as used.

f. Denton Subdivision

Carrollton—MP K-744.6, StLSF-StLSW R.R. Interlocking.

Approach signals are non-operative. Absolute Signals are non-automatic.

g. Mineola Subdivision

MP H-714.9, T&NO R.R. Gate. Stop signs. Rule 98. Leave lined as used.
Hoyt—MP H-751.0, TSL R.R. Stop signs. Rule 98.

h. DeLeon Subdivision

Morgan—MP 54.0, GC&SF R.R. Automatic Interlocking, Rule 344.
Dublin—MP 105.6, GC&SF R.R. Automatic Interlocking, Rule 344.

i. Stamford Subdivision

Cisco—MP 154.7, T&P R.R. Interlocking.
Stamford—MP 226.3 and MP 229.3, WV R.R. Stop signs. Rule 98.
Hamlin—MP 245.2, AT&SF R.R. Gate. Rule 98. Leave lined as used.

j. Bellmead-Waco Terminal

MP 843.6—StLSW R.R. Interlocking. If signal displays "STOP" indication and no movement approaching on StLSW, line lever on StLSW to set derails against StLSW, which will clear signal on M-K-T. Movements AGAINST current of traffic must observe indication of Absolute Signal on other main track and be governed by its indication. Manually operated Absolute Signals are not in any way connected with the operation of Automatic Block Signals.

MP 844.6—T&NO R.R. Interlocking. Northward Absolute Signal located on west side of track, just north of Brazos River Bridge.

k. Waco Subdivision

Cobel—MP 880.7, GC&SF R.R. Interlocking.
Taylor—MP 919.0, MoPac R.R. Interlocking.
Elgin—MP 934.9, T&NO R.R. Interlocking.

l. San Antonio Subdivision

New Braunfels—MP 1003.6, MoPac R.R. Interlocking.
MP 1036.1—T&NO R.R. Interlocking. If Absolute Signals indicate "STOP" flag protection must be provided in both directions on T&NO before moving over crossing.
MP 1036.5 and MP 1038.0—T&NO R.R. Interlocking.

m. Houston Subdivision

West Point—MP 978.3, T&NO R.R. Interlocking.
Sealy—MP 1035.0, GC&SF R.R. Interlocking.
Eureka—MP 1078.9, T&NO R.R. Interlocking.
MP 1081.1—T&NO R.R. Interlocking. Two arm signal on west side main track governs movements in both directions. When signal indicates "STOP", if no T&NO movements approaching, operate lever on T&NO to set derails against T&NO, which should clear signal on M-K-T main track. Manually operated Absolute Signals are not affected by indication of the Automatic Block Signals.

20. YARDS PROTECTED BY YARD LIMIT SIGNS:

Denison-Ray Terminal

Ray	} One Yard
Denison	
Dallas Jct.	
Staley	

Dallas Subdivision

Greenville	} One Yard
Hunt	
Garland	} One Yard
Dallas	
Atkins	
Sargent	

Dallas	} One Yard
Atkins	
Sargent	} One Yard
Waxahachie	
Hillsboro	
Winslow	} One Yard

Fort Worth Subdivision

Whitesboro	} One Yard
Fort Worth	
Hodge	
Ney	

Dolard	} One Yard
Hillsboro	
Winslow	} One Yard
Bellmead	
Waco	} One Yard

Henrietta Subdivision

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

Woodward Subdivision

Welon
Mangum
Elk City
Woodward }
Guest } One Yard

Sherman Subdivision

Sherman

Denton Subdivision

Deny }
Farmers Branch } One Yard
Denton }
Carter } One Yard

Mineola Subdivision

Greenville }
Hunt } One Yard
Mineola }

Waco Subdivision

Bellmead to MP 849.5 inclusive
Temple }
Smith } One Yard
Granger
Smithville

Lockhart Subdivision

Smithville

21. STANDARD TIME:**a. Standard Clocks located at**

Denison
Telegraph Office, Psgr. Sta.
Callers Office
Ray
Yard Office
Enginehouse Office
Greenville
Enginehouse Office
Hunt
Yard Office
Dallas
Yard Office
Enginehouse Office
Telegraph Ofc., Gen. Ofc. Bldg.
Telegraph Ofc., Union Station
Winslow
Telegraph Office
Ney
Yard Office
Engineers Wash Room
Fort Worth
T&P Passenger Station
Wichita Falls
Telegraph Office, Frt. Sta.
Yard Office, North Yard
Altus
Telegraph Office
Welon
Yard Office
Elk City
Telegraph Office

Altus Subdivision

North Yard }
Wichita Falls } One Yard
South Yard }
Burkburnett
Grandfield
Frederick
Altus }
Welon } One Yard

Forgan Subdivision

Guest

Forgan

Wellington Subdivision

Welon

Wellington

DeLeon Subdivision

Bellmead }
Bem } One Yard

Dublin

DeLeon

Stamford Subdivision

DeLeon

Cisco

Albany

Stamford

Hamlin

San Antonio Subdivision

Granger
MP 953 to Pershing
MP 1027.5 to San Antonio inclusive

Houston Subdivision

Smithville
MP 1071.0 to Houston inclusive

Woodward

Telegraph Office

Guest

Enginehouse Office

Forgan

Telegraph Office

Mineola

Freight Station

DeLeon

Telegraph Office

Stamford

Telegraph Office

Bellmead

Telegraph Office

Waco

Telegraph Office

Temple

Telegraph Office

San Antonio

Conductors Room, Psgr. Sta.

Yard Office, Sloan

Enginehouse, Sloan

Smithville

Telegraph Office

Eureka

Yard Office
Enginehouse Office

Houston
Telegraph Office, Psgr. Sta.

b. Watch Inspectors

St. Louis American Railroad Time Service
720 Olive St.
Denison J. B. Rockwell
Gainesville Brownings Jewelry Store
Wichita Falls C. E. Pfeifer
Greenville Taylor Bros.
Mineola Flynts
Dallas Aco Jewelers, 5442 East Grand
Looney Jewelry Co., 537 West Jefferson
Zale Jewelry Co., 1606 Main St.
Waxahachie Maxwell Jewelry Co.
Fort Worth G. W. Haltom, 614 Main St.
Waco Leonard Studer, 814 Austin
Hillsboro T. B. Bond
Altus Russell Jewelry Co.
Elk City Kelly Jewelry Co.
Forgan Chas. W. Suttle
Woodward Northrup Jewelry Co.
Belton B. R. Stocking
Austin Zale Jewelry Co., 619 Congress Ave.
New Braunfels Dixon Jewelry Co.
San Antonio Humble Jewelry Co., 1217 So. Flores St.
Oliver Jewelry Co., 311 Presa St.
C. E. Ragsdale (Territorial)
Giese's Jewelry Co.
Houston Houston Watch Co., 911 Franklin Ave.
(Territorial)
Michael Jewelry Co., 2128 Post Office St.
Galveston Elza Perry
DeLeon J. C. May
Stamford

22. GENERAL ORDER BOOKS LOCATED AT:

Denison
Telegraph Office Psgr. Sta.
Engineers Wash Room
Callers Office
Ray
Enginehouse Office
Yard Office
Greenville
Enginehouse Office
Hunt
Yard Office
Dallas
Enginehouse Office
Yard Office
Telegraph Office, Union Sta.
Ney
Yard Office
Engineers Wash Room
Fort Worth
T&P Passenger Station
Wichita Falls
Telegraph Office, Freight Sta.
Yard Office, North Yard
Enginemens Locker Room,
North Yard
Mineola
Freight Station
Altus
Telegraph Office
Welon
Yard Office
Enginehouse Office
Elk City
Station
At Teague, and at yard and engine house office, CRI&P and FWD,
Ft. Worth.

Woodward
Telegraph Office
Guest
Enginehouse Office
Forgan
Telegraph Office
Bellmead
Yard Office
Road Engineers Wash Room
Yard Engineers Wash Room
Waco
Telegraph Office
Engineers Wash Room
Austin
Telegraph Office
San Antonio
Engineers Room, Psgr. Sta.
Conductors Room, Psgr. Sta.
Yard Office, Sloan
Enginehouse Office, Sloan
Belton
Telegraph Office
Smithville
Telegraph Office
Enginehouse Office
Eureka
Yard Office
Enginehouse Office
Houston
Telegraph Office
DeLeon
Telegraph Office
Stamford
Telegraph Office
Enginehouse Office

23. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE PAGES:

Station	Location	End Connected	Capacity
Peniel	MP D-711.1	None	0
Thomas	MP D-731.6	South	15
Krem	MP D-752.9	Both	76
Sargent	MP D-770.8	South	10
Red Oak	MP D-788.0	Both	14
Perrin Field	MP 669.9	North	25
Greer	MP 838.8	South	25
Hope	MP G-697.6	Both	16
Edwards	MP G-761.5	Both	6
Huggins	MP G-763.8	West	5
Corinth	MP K-727.6	Both	16
Ginger	MP H-744.0	North	2
Clearing	MP H-747.3	None	0
Ben	MP H-760.1	South	12
Burt	MP 56.1	South	6
Cole	MP 72.0	North	7
	MP 125.0	Both	38
Gyp	MP 198.0	North	5
Scott	MP 234.0	South	33
Lonar	MP P-114.1	South	15
Hewitt	MP 853.1	NS	
Bruceville	MP 863.0	NS	
Coupland	MP 926.7	NS	
Sayers	MP 943.6	NS	
Dunstan	MP 947.0	Both	70
Ross	MP 12.8	East	4
Alexander	MP 97.1	East	3
Texas Co.	MP 174.0	West	21
Tuxedo	MP 235.5	Both	10
Celotex	MP 250.5	East	Gyp Track
Reynolds	MP 253.6	West	17
Royston	MP 257.8	East	5
North Roby	MP 263.0	Both	5
Jordan	MP M- 14.3	North	4
Gruene	MP M-999.7	North	9
Ogden	MP M-1012.6	North	Pit Track
Longhorn	MP M-1023.6	North	Yard
Dixie	MP M-1023.7	South	1
Remount	MP M-1027.1	Both	6
Wendt	MP 986.9	Both	18
Tamberg	MP 998.6	North	Pit Track
Hatter	MP 1004.3	Both	55
Gulf	MP 1015.8	Both	25
San Felipe	MP 1038.3	South	10
Barker	MP 1063.9	South	28
Hobbs	MP L- 887.0	Both	8

24. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:

For revenue passengers only unless otherwise provided.

a. Dallas-Fort Worth-Henrietta Subdivisions

Trains 5 and 6.....Red Oak.

No. 1, Waxahachie and Hillsboro to discharge from Denison and regular stops north and to receive for Austin and San Antonio.

No. 2, Hillsboro and Waxahachie to discharge from San Antonio and Austin and to receive for Denison and regular stops beyond.

Nos. 1 and 2, Garland to receive or discharge to or from Springfield and north.

No. 2, Durant to discharge from regular stops south of Denison.

No. 5, Hillsboro to discharge from Dallas and beyond.

No. 5, Fate and Rowlett daily except Sunday for mail, when flagged or notified by mail clerk.

Nos. 5 and 25, any station except Keller to discharge from Denison and north, and to receive for stations Waco and south.

No. 7, Garland to discharge from Denison and north and to receive for regular stops of Nos. 1 and 21 Waco and south.

No. 8, Garland to receive for Denison and regular stops beyond.

No. 21, Pottsboro and Pilot Point to receive for regular stops Fort Worth and beyond.

No. 25, Pottsboro, Hanger and Sadler to discharge or to receive for regular or flag stops of No. 25; Sadler for exchange of mail when flagged or notified by mail clerk.

No. 25, Collinsville and Tioga daily except Sunday when flagged for handling parcel post mail.

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

No. 26, Abbott for U. S. mail.

Pilot Point is regular stop for No. 25.

No. 25, any station except Keller, to discharge from Henrietta Subdivision.

No. 25, Collinsville, Tioga and Aubrey.

No. 28, Aubrey, Pilot Point, Tioga and Collinsville.

No. 28, any station Fort Worth to Denison for parcel post.

No. 31, Hanger to receive for stations on Henrietta Subdivision.

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

No. 32, Sadler for mail, when flagged or notified by mail clerk.

b. Mineola Subdivision

Trains Nos. 52-53.....Ginger and Clearing.

c. Waco-San Antonio-Houston Subdivisions

21, 22.....Hewitt

21, 22.....Bruceville

Coupland—Regular stop for trains 21 and 22

21, 22.....Sayers

21, 22.....Dunstan

21, 22.....San Felipe

22.....Barker

21—Smithville 20 minute meal period when 3 hours or more late.

No. 5, Any station to discharge from north of Parsons.

No. 5, between Waco and Granger, any station to discharge from Denison and north and to receive for south of Granger.

No. 6, Any station to receive for north of Parsons.

No. 6, between Waco and Granger, any station to receive for Denison and north and to discharge from south of Granger.

Nos. 1 and 2 San Marcos, New Braunfels and Georgetown to discharge from and pick-up for Dallas and scheduled stops beyond.

25. GOVERNING TIMETABLE AND RULES:

a. The Union Terminal Co.—Between entrance to their tracks MP D-766.9 and end of their tracks MP D-768.9 just north of GC&SF Interlocking, Tower 19, south of Dallas.

b. Employees on FWD trains—By M-K-T Rules and Instructions between end of The Union Terminal Co. tracks, MP D-768.9 south of Dallas and M-K-T Jet.

c. T&P R.R.—Between Whitesboro and Fort Worth.

d. FWD R.R.—Between entrance to their tracks MP G-790 (600 feet north of WV crossing) Wichita Falls and WF&NW Jet.; and on Wichita Falls and Abilene Subdivision (Wichita Valley R.R.). On FWD R.R. tracks and MP G-790 Wichita Falls and WF&NW Jet. trains have no time-between MP G-790 Wichita Falls and engines must run at REDUCED speed. FWD first class trains must not be unnecessarily delayed.

e. T&NO R.R.—Between Pershing and Austin.

f. MoPac R.R.—Between Austin and M-K-T Junction.

g. GH&H R.R.—Between Bonners Point, Houston and 33rd Street, Galveston.

h. Small figures shown on schedule pages, for information.

26. 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 4½ inches**

Subdivision	Mile Post	
Dallas		Highland Park Passenger Shed.
Dallas		Union Terminal Passenger Shed.
Fort Worth	784.3	Bridge.
Henrietta-Altus	114.73	Bridge. Wichita Falls, FWD Joint Track.
Mineola	H-722.8	Bridge.
DeLeon	20.8	Bridge.
DeLeon	65.9	Bridge.
DeLeon	81.7	Bridge.
DeLeon	82.2	Bridge.
DeLeon	88.1	Bridge.
DeLeon	97.6	Bridge.
Stamford	144.8	Bridge.
Stamford	184.5	Bridge.
San Antonio	992.2	Overpass.
San Antonio	1033.5	Overpass.
Houston	1084.0	Train shed-Passenger Station.
Houston	1084.1	Overpass Main St., Viaduct, Freight lead.
All	Various	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	
Dallas	D-766.6	Signal Bridge.
Dallas		Passenger Shed, Union Terminal Co.
Dallas	D-767.5	Viaduct, Oak Cliff.
Dallas	D-767.5	Viaduct, Street R.R.
Dallas	D-812.7	Overpass.
Fort Worth	757.45	Viaduct.
Fort Worth	758.5	Viaduct.
Fort Worth		Passenger Shed, Passenger Station.
Woodward	136.1	Overpass.
Woodward	198.0	Loading Dock.
San Antonio	948.0	Overpass.
San Antonio	992.2	Overpass, MoPac R.R.
San Antonio	992.2	Overpass, Highway.
San Antonio	1031.6	Overpass.
San Antonio	1033.7	Overpass.
San Antonio	1034.0	Overpass.
San Antonio	1034.1	Overpass.
San Antonio	1034.2	Overpass.
San Antonio	1034.4	Overpass.
San Antonio	1034.5	Overpass.
San Antonio	1034.6	Overpass.
Houston	1083.5	Overpass.
Houston	1084.1	Overpass.
Belton	887.8	Bridge.

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 along side 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.

c. Mail Cranes Located at Other than Stations Shown on Schedule Pages

Waco Subdivision.....	MP 853.1, Hewitt.
Waco Subdivision.....	MP 863.0, Bruceville.
Houston Subdivision.....	MP 1063.9, Barker.

27. ENGINE WHISTLE OR HORN SIGNALS, INTERLOCKINGS:**a. T&NO MP D-661.2**

M-K-T Main track.....	—
Cut off.....	— 0

b. T&NO Interlocking, MP 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).....	0 — 0
Single Main to Southward Main (Irregular Route).....	0 — 0
Main Track to Compress Track.....	— 0 — 0
Main Track to T.P.L. Track.....	— — 0
Compress or T.P.L. Track to Main Track.....	—
Main Track to Cotton Belt.....	— 0 —
Main Track to DeLeon Subdivision Main Track, or reverse.....	0 0 —

c. Granger-Jct. Switch

To or from San Antonio Subdivision.....	0 0 —
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d. T&NO Interlocking, Tower 105, Sloan

Yard to Tail Track.....	0 —
Yard to Transfer Track.....	— 0
Note—Passenger Trains use M-K-T tail track unless consist of train is more than 11 cars.	

e. All Other Interlockings

Main Track to Main Track.....	—
Main Track to Siding, or reverse.....	— 0 —
Main Track to Industry or Transfer Track, or reverse.....	— 0 0 —
Main Track to Branch Line or to Main track of Other Railroads, or reverse.....	0 0 —

28. ABBREVIATIONS:

W—Diesel engine water	F—Diesel fuel
G—Generator water	D—Day Telegraph Office only
T—Turntable	N—Day and Night Telegraph only
S—Track scales	NO—Night Telegraph Office only
Y—Wye	P—Telephone
P—Telephone	NS—No Siding

The following letters before figures of schedule indicate

- "s"—Regular stop
- "f"—Flag stop to receive or discharge passengers or freight
- "m"—Stop for meals

29. ABBREVIATIONS IN CONNECTION WITH MP LOCATIONS:

D—Dallas Subdivision
P—Sherman Subdivision
G—Henrietta Subdivision
M—Smithville to San Antonio
U—Granger to Pershing
P--B—Wellington Subdivision
H—Mineola Subdivision
K—Denton Subdivision
L—Belton Subdivision

STOP

Damage to Freight By Coupling Cars NOT OVER 4 MPH

EMPLOYEES' HOSPITAL ASSOCIATION

Dr. R. S. Kleffer, Chief Surgeon, St. Louis 1, Mo.

Dallas-Ft Worth-Henrietta-Mineola-Sherman
Subdivisions

Station	Name	Title
*Burleson	Dr. C. C. Bradford	Local Surgeon
*Carrollton	Dr. Walter L. Fiegel	Local Surgeon
*Carrollton	Dr. W. O. Wagner	Local Surgeon
*Dallas	Dr. E. Stephen Stanley	Division Surgeon
*Dallas	Dr. Mark L. Welch	Consulting Surgeon
*Dallas	Dr. F. H. Newton	Consulting Ophthalmologist
Dallas	Dr. Elbert Dunlap	Consulting Surgeon
Dallas	Dr. Rerworth Williams	Urologist
Dallas	Dr. Ken Mooney	Urologist
Dallas	Dr. A. J. Schwenkenberg	Neuropsychiatrist
Dallas	Dr. Claude D. Winborn	Otolaryngologist
Dallas	Dr. J. R. Maxfield, Jr.	Radiologist
Dallas	Dr. G. S. Maxfield	Radiologist
Dallas	Dr. Milford O. Rouse	Gastroenterologist
Dallas	Dr. C. O. Patterson	Gastroenterologist
Dallas	Dr. Eugene P. Legg	Orthopedic Surgeon
Dallas	Dr. Arthur G. Schoch	Consulting Syphilologist
Dallas	Dr. R. B. Giles	Consulting Cardiologist
Dallas	Dr. J. B. Howell	Dermatologist
*Denison	Dr. Thomas A. Maorman	Assistant to the Chief Surgeon
*Denison	Dr. D. H. Brandt	Division Surgeon & Ch. of Inter. Med.
*Denison	Dr. W. H. Brown	Assistant Div. Surg.
*Denison	Dr. F. F. Fowler	Division Oculist
Denison	Dr. M. A. Weisberg	Radiologist
*Denton	Dr. W. C. Kimbrough	Local Surgeon
*Denton	Dr. H. M. McClendon	Local Surgeon
*Fort Worth	Dr. Fred B. Aurin	Division Surgeon
*Fort Worth	Dr. Ed Etier, Jr.	Asst. Div. Surgeon
*Fort Worth	Dr. Webb Walker	Oculist
*Fort Worth	Dr. William S. Webb	Oculist
*Fort Worth	Dr. Harold Beasley	Oculist
Fort Worth	Dr. T. C. Terrell	Consulting Pathologist
Fort Worth	Dr. C. D. Fitzwilliam	Consulting Pathologist
Fort Worth	Dr. Dolphus E. Compere	Consulting Urologist
Fort Worth	Dr. Hub E. Isaacks	Consulting Urologist
*North Fort Worth	Dr. J. W. Shoemaker	Local Surgeon
*Gainesville	Dr. William F. Powell	Local Surgeon
*Gainesville	Dr. George Evashwick	Local Surgeon
*Garland	Dr. Richard B. Hartin	Local Surgeon
*Grandview	Dr. A. F. Garner	Local Surgeon
*Grandview	Dr. Vernon L. Thomas	Local Surgeon
*Greenville	Dr. Joe Becton	Local Surgeon
*Greenville	Dr. T. C. Strickland	Oculist
*Henrietta	Dr. Lee L. Pickett	Local Surgeon
*Hillsboro	Dr. Dick Cason	Local Surgeon
*Italy	Dr. A. O. Dykes	Local Surgeon
*Itasca	Dr. C. C. Campbell	Local Surgeon
*Itasca	Dr. Charles G. Allen	Local Surgeon
*Leonard	Dr. James W. Davis	Local Surgeon
*Milford	Dr. J. E. Killian	Local Surgeon
*Muenster	Dr. Thos. S. Myrick	Local Surgeon
*Nacona	Dr. W. W. Davls	Local Surgeon
*Ringgold	Dr. R. E. Tyler	Local Surgeon
*Rockwall	Dr. J. F. Corry	Local Surgeon
*Rockwall	Dr. Curtis M. Jackson	Local Surgeon
*Rowlett	Dr. W. A. Maupin	Local Surgeon
*Royse City	Dr. T. N. Roach	Local Surgeon
*Sherman	Dr. C. D. Strother	Local Surgeon
*Sherman	Dr. D. C. Enloe	Local Surgeon
*Sherman	Dr. Wm. I. Southerland	Local Surgeon
*Sherman	Dr. H. I. Stout	Local Surgeon
*Waco	Dr. Paul C. Murphey	Division Surgeon
*Waco	Dr. C. Collom Smith	Asst. Div. Surgeon
*Waco	Dr. James H. Colgin	Local Surgeon

Station	Name	Title
*Waco	Dr. Cleveland H. Brooks	Oculist
*Waco	Dr. James H. Scruggs, Jr.	Oculist
Waco	Dr. H. Anspach	Consulting Radiologist
Waco	Dr. Ralph L. Coffelt	Cardiologist
Waco	Dr. William M. Gandy	Consulting Dermatologist
*Waxahachie	Dr. S. H. Watson	Local Surgeon
*Waxahachie	Dr. M. E. Hastings	Local Surgeon
*Waxahachie	Dr. T. G. Estes	Local Surgeon
*West	Dr. W. H. Gidney	Oculist
*Whitewright	Dr. C. P. Johnson	Local Surgeon
*Wichita Falls	Dr. Bailey R. Collins	Division Surgeon
*Wichita Falls	Dr. Robert L. Hargrave	Division Surgeon
*Wichita Falls	Dr. J. A. Johnson	Oculist

NOTE—* Doctors to whom Form 2001 may be directed.

Altus-Woodward-Forgan-Wellington
Subdivisions

Station	Name	Title
*Altus	Dr. H. N. Bussey	Local Surgeon
*Altus	Dr. C. L. Tefertiller	Local Surgeon
*Altus	Dr. E. A. Abernethy	Oculist
*Burkburnett	Dr. J. A. Davey	Local Surgeon
*Burkburnett	Dr. Phillip A. Carpenter	Local Surgeon
*Elk City	Dr. L. V. Baker	Local Surgeon
*Grandfield	Dr. W. A. Fuqua	Local Surgeon
*Hollis	Dr. R. H. Lynch	Local Surgeon
*Hollis	Dr. Robert S. Srigley	Local Surgeon
*Leedey	Dr. W. E. Seba	Local Surgeon
*Mangum	Dr. L. E. Pearson	Local Surgeon
*Mangum	Dr. Fred W. Sellers	Local Surgeon
*Mangum	Dr. Tom L. Wainwright	Local Surgeon
*Tipton	Dr. J. H. Holman	Local Surgeon
*Wellington	Dr. Dale V. Watkins	Local Surgeon
*Wichita Falls	Dr. Bailey R. Collins	Division Surgeon
*Wichita Falls	Dr. Robert L. Hargrave	Division Surgeon
*Wichita Falls	Dr. J. A. Johnson	Oculist
*Woodward	Dr. Joe L. Duer	Local Surgeon
*Woodward	Dr. C. E. Williams	Oculist
*Beaver	Dr. E. A. McGrew	Local Surgeon
*Beaver	Dr. Ed L. Calhoan	Local Surgeon
*Hooker	Dr. L. G. Blackmer	Local Surgeon
*Hooker	Dr. F. P. Cawley	Local Surgeon

NOTE—* Doctors to whom Form 2001 may be directed.

Waco-San Antonio-Houston-DeLeon-Stamford-
Belton-Lockhart Subdivisions

Station	Name	Title
*Albany	Dr. Edward W. Keefer	Local Surgeon
*Austin	Dr. A. H. Neighbors	Local Surgeon
*Austin	Dr. A. H. Neighbors, Jr.	Local Surgeon
*Austin	Dr. Walter D. Roberts	Local Surgeon
*Austin	Dr. Otto Lippman	Oculist
Austin	Dr. Raleigh R. Ross	Consulting Surgeon
Austin	Dr. Lee E. Edens	Consulting Dermatologist
*Bastrop	Dr. R. W. Loveless	Local Surgeon
*Bastrop	Dr. C. G. Goddard	Local Surgeon
*Belton	Dr. J. W. Pittman	Local Surgeon
*Belton	Dr. A. R. Kirkley	Local Surgeon
*Brookshire	Dr. J. J. Hopkins	Local Surgeon
*Carbon	Dr. T. G. Jackson	Local Surgeon
*Cisco	Dr. William P. Lee	Local Surgeon
*Cisco	Dr. E. E. Addy	Local Surgeon
*DeLeon	Dr. A. M. Reynolds	Local Surgeon
*Dublin	Dr. Tom F. Bryan	Local Surgeon
*Elgin	Dr. W. E. Wood	Local Surgeon
*Elgin	Dr. Roy H. Morris	Local Surgeon
*Galveston	Dr. Edward Randall, Jr.	Local Surgeon
*Galveston	Dr. Herman Weinert, Jr.	Local Surgeon
*Georgetown	Dr. D. H. Cooper	Local Surgeon
*Georgetown	Dr. Albert J. Rice	Local Surgeon

Station	Name	Title
*Gorman	Dr. D. V. Rodgers	Local Surgeon
*Gorman	Dr. T. G. Jackson	Local Surgeon
*Hamlin	Dr. W. C. Weir	Local Surgeon
*Houston	Dr. Charles S. Gates	Division Surgeon
*Houston	Dr. C. C. Davis	Local Surgeon
*Houston	Dr. J. Peyton Barnes	Local Surgeon
*Houston	Dr. Herbert H. Harris	Oculist
*Houston	Dr. Lyle Hoaker	Oculist
Houston	Dr. J. R. Blundell	Urologist
Houston	Dr. James E. Pittman	Consulting Surgeon
Houston	Dr. A. M. Dashiell	Consulting Internist
Houston	Dr. S. S. Bowen	Dermatologist
*Houston	Dr. E. B. Perry	For Colored Employees only
*LaGrange	Dr. E. T. Williams	Local Surgeon
*LaGrange	Dr. L. F. Zatopek	Local Surgeon
*Lockhart	Dr. A. A. Ross	Local Surgeon
*Lockhart	Dr. A. A. Ross, Jr.	Local Surgeon
*Meridian	Dr. R. D. Holt	Local Surgeon
*Meridian	Dr. J. T. Archer, Jr.	Local Surgeon
*New Braunfels	Dr. M. C. Hagler	Local Surgeon
*New Braunfels	Dr. Jack A. Bergfeld	Local Surgeon
*Rotan	Dr. Chester U. Callan	Local Surgeon
*San Antonio	Dr. Walter Walhall	Division Surgeon
*San Antonio	Dr. W. D. Willerson	Local Surgeon
*San Antonio	Dr. Kent N. Hunt	Local Surgeon
*San Antonio	Dr. S. W. Allen	Local Surgeon
*San Antonio	Dr. W. B. Russ	Consulting Surgeon
*San Antonio	Dr. W. H. Hargin	Consulting Surgeon
*San Antonio	Dr. J. H. Burleson	Oculist
*San Antonio	Dr. M. W. McCurdy	Oculist
*San Antonio	Dr. Thomas W. Folbre	Oculist
*San Antonio	Dr. J. W. Goode	Consulting Surgeon
San Antonio	Dr. Henry R. Hoskins	Consulting Chest Physician
San Antonio	Dr. C. Ralph Letteer	Internist
San Antonio	Dr. John B. Case	Urologist
San Antonio	Dr. Graham Coffman	Oculist
San Antonio	Dr. C. F. Lehmann	Dermatologist
San Antonio	Dr. J. L. Pipkin	Dermatologist
San Antonio	Dr. J. W. Nixon	Consulting Surgeon
San Antonio	Dr. Merton M. Minter	Consulting Cardiologist
*San Antonio	Dr. Eugene E. Fuller	For Colored Employees only
*San Marcos	Dr. R. F. Sowell	Local Surgeon
*San Marcos	Dr. M. D. Healty	Local Surgeon
*Sealy	Dr. V. Gordon	Local Surgeon
*Smithville	Dr. J. D. Stephens	Division Surgeon
*Smithville	Dr. James W. Thomas	Assistant Division Surgeon
*Smithville	Dr. S. H. Richardson	Assistant Division Surgeon
*Stamford	Dr. I. F. Hudson	Local Surgeon
*Stamford	Dr. L. F. Metz	Local Surgeon
*Stamford	Dr. E. P. Bunkley	Local Surgeon
*Stamford	Dr. T. A. Bunkley	Local Surgeon
*Taylor	Dr. Edmond Doak	Local Surgeon
*Temple	Dr. J. S. McCelvey	Local Surgeon
*Temple	Dr. L. R. Talley	Local Surgeon
*Temple	Dr. R. K. Harlan	Local Surgeon
*Temple	Dr. William J. Bruce	Local Surgeon
*Waco	Dr. Paul C. Murphey	Division Surgeon
*Waco	Dr. C. Collom Smith	Assistant Division Surgeon
*Waco	Dr. James H. Colgin	Local Surgeon
*Waco	Dr. Cleveland H. Brooks	Oculist
*Waco	Dr. James H. Scruggs, Jr.	Oculist
Waco	Dr. Ralph L. Coffelt	Cardiologist
Waco	Dr. William M. Gandy	Consulting Dermatologist
*Whitney	Dr. James M. Bula	Local Surgeon
*Whitney	Dr. Silas W. Grant	Local Surgeon

Meridian, Texas—to serve employees at Iredell, Morgan and Walnut Springs, Texas.

NOTE—* Doctors to whom Form 2001 may be directed.

CLASSIFICATION OF ENGINES

DIESEL UNIT NUMBER	DESIGNATION	CLASS OF SERVICE	TONNAGE CLASS	STEAM GENERATOR	EQUIPPED FOR MULTIPLE UNIT CONTROL	GEARED FOR MAX. SPEED MPH
101	EA-7	PASS.	21	Yes		85
106-107	E-8	PASS.	27	Yes	Yes	85
121-124	FP-7	FRT.-PASS.	34	Yes	Yes	77
131-135	E-8	PASS.	27	Yes	Yes	85
151-152	ALCO	PASS.	27	Yes	Yes	90
153-157	F-3	PASS.	34	Yes	Yes	90
201-207	F-3	FRT.	40	No	Yes	65
208-211	F-7	FRT.	40	No	Yes	65
226-229	F-7	FRT.	40	No	Yes	65
326-334	ALCO	FRT.	40	No	Yes	65
1000-1010	BALD.	SW	34	No	Yes	65
1026-1030	NW-2	SW	34	No	No	60
1201-1215	BALD.	SW	34	No	No	60
1226-1235	SW-9	SW	34	No	No	60
1501-1509	GP-7	RD-SW	40	No	No	65
1510-1529	GP-7	RD-SW	40	No	Yes	65
1551-1563	ALCO	RD-SW	48	No	Yes	65
1571-1586	BALD.	RD-SW	48	No	Yes	70
1591	F.M.	RD-SW	48	No	Yes	70
1651-1654	G.E.	RD-SW	40	No	No	55
1701-1702	ALCO	RD-SW	40	Yes	Yes	80
1731-1734	F.M.	RD-SW	40	Yes	Yes	80
1761-1764	GP-7	RD-SW	40	Yes	Yes	80
1787-1788	BALD.	RD-SW	48	Yes	Yes	70

Note: EMD E-8 units will not be operated in combination with other units in freight service. When unit of different make or model is operated with another unit or units, tonnage rating for all units will be that of the lowest rated of any unit of the combination except that when only one FP-7 unit is operated in combination with two or more 40 tonnage class units the FP-7 unit will take the 40 tonnage class rating.

TONNAGE RATING OF ENGINES BY CLASSES PER UNIT

DENISON-RAY TERMINAL AND DALLAS SUBDIVISION

TONNAGE CLASS OF ENGINES		21	27	34	40	48
FROM	TO					
Staley.....Ray.....		1000	1225	1500	1750	2075
Ray.....Staley.....		1300	1700	2125	2500	3000
Ray.....Dallas.....		1000	1275	1625	1900	2275
Whitewright.....Rockwall.....		1300	1675	2125	2500	3000
Dallas.....Winslow.....		1050	1350	1700	2000	2400
Winslow.....Dallas.....		1000	1275	1625	1900	2275
Italy.....Dallas.....		1050	1350	1700	2000	2400
Dallas.....Ray.....		850	1075	1350	1600	1925
Dallas.....Royse City.....		925	1175	1475	1750	2100
Royse City.....Bona.....		1150	1475	1875	2200	2650
Bona.....Ray.....		850	1075	1350	1600	1925

FORT WORTH AND HENRIETTA SUBDIVISIONS

TONNAGE CLASS OF ENGINES		21	27	34	40	48
FROM	TO					
Ray.....Ney.....		950	1225	1525	1800	2150
Ray.....Denton.....		1050	1350	1700	2000	2400
Ney.....Bellmead.....		1100	1425	1775	2100	2525
Grandview.....Bellmead.....		1625	2100	2625	3100	3725
Bellmead.....Ney.....		1100	1425	1775	2100	2525
Ney.....Ray.....		825	1050	1325	1550	1850
Whitesboro.....Ray.....		1050	1350	1700	2000	2400
Whitesboro.....Wichita Falls.....		950	1225	1525	1800	2150
Whitesboro.....Gainesville.....		1050	1350	1700	2000	2400
Ringgold.....Wichita Falls.....		1050	1350	1700	2000	2400
Wichita Falls.....Whitesboro.....		1100	1425	1775	2100	2525

ALTUS, WOODWARD, FORGAN AND WELLINGTON SUBDIVISIONS

TONNAGE CLASS OF ENGINES		21	27	34	40	48
FROM	TO					
Wichita Falls.....Altus.....		1425	1825	2300	2700	3250
Altus.....Grandfield.....		1900	2425	3050	3600	4325
Grandfield.....Wichita Falls.....		1575	2025	2550	3000	3600
Altus.....Mangum.....		1575	2025	2550	3000	3600
Mangum.....Hammon.....		1175	1525	1925	2250	2700
Hammon.....Woodward.....		1275	1650	2075	2450	2950
Woodward.....Hacker.....		1325	1700	2125	2500	3000
Hacker.....Mangum.....		1575	2025	2550	3000	3600
Mangum.....Altus.....		3675	4725	5950	7000	8400
Woodward.....Forgan.....		1325	1700	2125	2500	3000
Forgan.....Mocane.....		1425	1825	2300	2700	3250
Mocane.....Supply.....		3675	4725	5950	7000	8400
Supply.....Woodward.....		1675	2150	2725	3200	3850
Welon.....Duke.....		1575	2025	2550	3000	3600
Duke.....Wellington.....		1425	1825	2300	2700	3250
Wellington.....Duke.....		1575	2025	2550	3000	3600
Duke.....Welon.....		2100	2700	3400	4000	4800

G. H. & H. RAILROAD

TONNAGE CLASS OF ENGINES		21	27	34	40	48
FROM	TO					
Houston.....Congress Ave.....		1000	1500	2250	3000	4000
Congress Ave.....Galveston.....		2625	3375	4250	5000	6000
Galveston.....Houston.....		2625	3375	4250	5000	6000

DENTON, SHERMAN, MINEOLA, DELEON AND STAMFORD SUBDIVISIONS

TONNAGE CLASS OF ENGINES		21	27	34	40	48
FROM	TO					
Denton.....Dallas.....		1175	1525	1900	2250	2700
Dallas.....Denton.....		725	950	1200	1400	1675
Hawes.....Denton.....		850	1000	1375	1600	1925
Ray.....Sherman.....		775	1000	1275	1500	1800
Sherman.....Ray.....		725	950	1200	1400	1675
Hunt.....Mineola.....		925	1175	1500	1750	2100
Mineola.....Hunt.....		925	1175	1500	1750	2100
Bellmead.....DeLeon.....		900	1150	1450	1700	2050
DeLeon.....Bellmead.....		850	1075	1350	1600	1925
Dublin.....Bellmead.....		950	1225	1525	1800	2150
DeLeon.....Albany.....		850	1075	1350	1600	1925
Albany.....Stamford.....		525	675	850	1000	1200
Acampo.....Stamford.....		1000	1275	1625	1900	2275
Stamford.....DeLeon.....		900	1150	1450	1700	2050
Cisco.....DeLeon.....		950	1225	1525	1800	2150
Stamford.....Rotan.....		1000	1275	1625	1900	2275
Rotan.....Stamford.....		2000	2575	3225	3800	4550

Note: Rating shown Denton to Dallas is for multiple operation. Single unit engines handle 650 tons less than rating shown Denton to Dallas. Rating for Baldwin switch engines is 1450 tons Dallas to Denton and 1500 tons Denton to Dallas.

WACO, SAN ANTONIO AND HOUSTON SUBDIVISIONS

TONNAGE CLASS OF ENGINES		21	27	34	40	48
FROM	TO					
Bellmead.....Smithville.....		1000	1275	1625	1900	2275
Eddy.....Smithville.....		1100	1425	1775	2100	2525
Smithville.....Bellmead.....		950	1225	1525	1800	2150
Granger.....Bellmead.....		1050	1350	1700	2000	2400
Granger.....Austin.....		900	1150	1450	1700	2050
Austin.....Ajax(Via MoPac).....		850	1075	1350	1600	1925
Ajax.....San Antonio.....		925	1175	1475	1750	2100
San Antonio.....Granger.....		925	1175	1475	1750	2100
Smithville.....Houston.....		1000	1275	1625	1900	2275
Smithville.....LA Yard.....		1250	1625	2050	2400	2875
New Ulm.....Houston.....		2000	2575	3225	3800	4550
Houston.....Smithville.....		1050	1350	1700	2000	2400
Houston.....New Ulm.....		1300	1675	2125	2500	3000
LA Yard.....Smithville.....		1200	1550	1950	2300	2750

Note: MoPac tonnage rating applies Ajax-Colorado Bridge.

LOCKHART AND BELTON SUBDIVISIONS

TONNAGE CLASS OF ENGINES		21	27	34	40	48
FROM	TO					
Smithville.....Ajax.....		925	1175	1475	1750	2100
Ajax.....Smithville.....		925	1175	1475	1750	2100
Smith.....Belton.....		725	950	1200	1400	1675
Belton.....Smith.....		725	950	1200	1400	1675

Your Safety . . .

DEPENDS

on the

FAITH

YOU HAVE IN IT