

MAKE EVERY TRIP A SAFETY TRIP



R. E. TOLBERT
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DOWNING MILLER
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Assistant Superintendents

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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 Missouri-Kansas-Texas Railroad Company of Texas

EMPLOYEES'

TIME TABLE

No. 29

SOUTHERN DIVISION

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

FRIDAY, MARCH 1, 1957

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
CHARLES T. WILLIAMS,
Vice President and
General Manager

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 engine 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 Eng. or Road Switcher allowed in Train (See Notes 1 and 2)
DENISON-RAY TERMINAL, DALLAS-FORT WORTH								
SUBDIVISIONS								
Staley and Denison	70	30	30	20	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
Welton 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-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
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). 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.
Any Engine	

Through turnouts		
Sherman-Denton-Altus-Woodward-Forgan & Wellington Subdivisions	Psg. 10	Freight 10
All Others	20	15
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.

NOTE 3—Scale test car X-1658 or X-1659 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 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. 29		Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS	
271 Freight		5 Passenger	1 Passenger		EFFECTIVE 12:01 A.M. March 1, 1957			6 Passenger	2 Passenger	270 Freight	272 Freight
Daily Except Sunday		Daily	Daily	STATIONS		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					3.9 McCUNE	P NS			1.45	1.45	
		PM 7.05	AM 6.20	660.9	N DENISON WD	WGTS PF	AM 9.50	PM 7.40			
1.00		7.06	6.21	661.6	0.7 N T&NO Interlocking LAMAR MR	P NS	9.40	7.31	1.40	1.40	
1.25		7.22	6.30	668.7	7.1 PENLAND	P 117	9.26	7.22	1.23	1.25	
1.35		s 7.28	6.36	674.3	5.6 N T&P Interlocking BELLS X	P 51 s	9.18	7.16	1.10	1.10	
1.48		s 7.37	6.43	681.3	7.0 D WHITEWRIGHT WH	P 58 s	9.10	7.09	12.50	12.55	
1.59		s 7.46	6.50	688.1	6.8 D TRENTON UN	P 100 s	8.59	7.02	12.30	12.40	
2.09		s 7.54	6.56	694.6	6.5 D LEONARD AU	P 66 s	8.48	6.56	12.15	12.30	
2.19		s 8.02	7.02	701.2	6.6 D GC&SF Auto. Interlocking CELESTE KF	P 62 s	8.38	6.50	PM 12.01	12.20	
2.29		8.09	7.08	707.5	6.3 YANCEY	P 90	8.30	6.44	11.48	12.10	
2.40		s 8.21	s 7.15	713.0	5.5 GREENVILLE	WYPF 18 Yard 38 s	8.24	s 6.38	11.37	AM 12.01	
2.44		8.24	7.18	714.0	1.0 N HUNT A	SYP Yard	8.15	6.34	11.30	11.55	
2.49		8.26	7.20	715.6	1.6 SLSW Auto. Interlocking	P 129	8.12	6.32	10.55	11.30	
2.59		s 8.34	7.26	721.6	6.0 D CADDO MILLS CM	P 57 s	8.06	6.26	10.45	11.21	
3.11		s 8.44	7.35	730.3	8.7 D ROYSE CITY RY	P 49 s	7.55	6.18	10.25	11.09	
3.23		s 8.56	7.43	738.7	8.4 D ROCKWALL RC	P 100 s	7.43	6.10	10.00	10.57	
3.34		f 9.07	7.51	746.5	7.8 ROWLETT	P 47 f	7.28	6.02	9.35	10.43	
3.42		s 9.15	7.57	750.9	4.4 N GC&SF Auto. Interlocking GARLAND GC	P 54 s	7.22	5.58	9.15	10.35	
3.48		9.20	8.01	754.1	3.2 BETHARD	P 49	7.14	5.53	8.55	10.30	
3.59		9.30	8.08	761.4	7.3 ATKINS	P 99	7.07	5.46	8.40	10.15	
4.05		s 9.37	s 8.12	763.3	1.9 HIGHLAND PARK	P NS s	7.03	s 5.43			
		9.43	8.17	766.2	2.9 DENY	P NS	6.58	5.38			
6.50 AM		9.45 PM	8.19 AM	767.0	0.8 N DALLAS YARD DY	WGYS PF Yard	6.56 AM	5.36 PM	8.20 AM	9.50 PM	
		9.55 PM	8.29 AM	767.2	0.2 N T&P Interlocking DALLAS UT	P	6.55 AM	5.35 PM			
271		5	1		106.5		6	2	270	272	
17.4		87.5	49.4		..... Average speed per hour		86.4	51.0	16.5	21.3

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.

SOUTHWARD

DALLAS SUBDIVISION

NORTHWARD

3

THIRD CLASS							FIRST CLASS							THIRD CLASS								
775	181	793	5	813	507	1	Distance from St. Louis	TIMETABLE No. 29							Symbols and Capacity of Sidings	FIRST CLASS				THIRD CLASS		
FWD Freight	Freight	FWD Freight	Passenger	FWD Passenger	FWD Passenger	Passenger		EFFECTIVE 12:01 A.M.	6	814	2	508	776	174		798	Passenger	FWD Passenger	Passenger	FWD Passenger	FWD Freight	Freight
Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	March 1, 1957	STATIONS							Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	
	PM 5.30						767.0	N DALLAS YARD	WGSYFP													AM 10.30
			PM 10.25	PM 5.00	AM 9.25	AM 8.45	767.2	N DALLAS UT	Two Main Tracks	AM 6.20	PM 12.47	PM 5.15	PM 9.00									
PM 7.20	PM 5.40	PM 12.50	PM 10.30	PM 5.05	AM 9.30	AM 8.50	769.3	GC&SF Interlocking CRI&P Jct. ENDOT		AM 6.08	PM 12.39	PM 5.02	PM 8.52	AM 5.55	AM 9.10	PM 1.20						
7.30	5.50	1.09	10.34	5.09	9.34	8.54	772.7	PEELER	P 49	6.00	12.35	4.58	8.48	5.40	8.54	1.09						
7.50	6.06	1.26	10.44	5.18	9.43	9.03	781.7	D LANCASTER	P 91	5.48	12.25	4.49	8.39	5.20	8.33	12.55						
8.05	6.15	1.35	10.50	5.25	9.48	9.08	787.0	ELVA	P 71	5.38	12.19	4.43	8.33	5.10	8.24	12.47						
8.12	6.22	1.42	10.54	5.30	9.52	9.12	791.2	STERRETT	P 125	5.31	12.14	4.38	8.28	5.00	8.16	12.40						
8.24	6.28	1.48	10.58	5.34	9.55	9.15	794.6	TATE	P 85	5.25	12.10	4.34	8.24	4.50	8.09	12.34						
							796.6	N T&NO Interlocking HC	P NS													
8.30 PM	6.34	1.58 PM	11.02	5.38 PM	9.59 AM	9.19	797.5	M-K-T JUNCTION	P NS	5.21	12.05 PM	4.30	8.20 PM	4.32 AM	8.02	12.28 PM						
	6.36		11.03			9.21	798.1	WAXAHACHIE	P 57	5.20		4.29			8.00							
	6.44		11.13			9.26	803.0	NELSON	P 60	5.10		4.24			7.46							
	6.51		11.18			9.31	807.3	FORRESTON	P 85	5.04		4.20			7.39							
	7.00		11.24			9.38	813.1	D ITALY	P 60	4.54		4.14			7.29							
	7.08		11.29			9.43	818.3	MILFORD	P 50	4.47		4.09			7.20							
	7.19		11.38			9.51	825.8	FRASER	P 81	4.37		4.01			7.08							
	7.30		11.47			10.00	833.2	HILLSBORO	PY NS	4.27		3.52			6.54							
	7.55 PM		11.50 PM			10.04 AM	834.3	N WINSLOW	P 64 Yard	4.21 AM		3.49 PM			6.50 AM							
775	181	793	5	813	507	1				6	814	2	508	776	174	798						
24.1	26.8	24.9	47.3	47.8	53.5	50.9		..... Average speed per hour		33.8	43.8	46.8	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.

FORT WORTH SUBDIVISION

THIRD CLASS							Distance from St. Louis	TIMETABLE No. 29		Symbols and Capacity of Sidings	FIRST CLASS				
71	381	481	69	81	181	75		EFFECTIVE 12:01 A.M. March 1, 1957	STATIONS		1	21	31	25	5
Freight	Freight	Freight	Freight	Freight	Freight	Freight			Passenger	Passenger	Passenger	Passenger	Passenger		
Daily Except Saturday	Daily Except Saturday	Daily Except Saturday	Sunday Tuesday Thursday	Daily	Daily Except Sunday	Daily			Daily	Daily	Daily	Daily	Daily		
PM 11.00	PM 10.15	PM 3.30	AM 3.00	PM 2.40		AM 11.00									
							660.9	N RAY RA	WGTSY PF Yard						
							661.8	N DENISON WD	WGTS PF		AM 6.25	AM 6.40	PM 7.10		
							662.5	0.9 McCUNE	P NS		6.28	6.43	7.13		
							662.8	0.7 SUN	P NS		6.31	6.46	7.16		
							662.8	0.3 DALLAS JCT.	YP NS		6.32	6.47	7.24		
							668.8	6.0 POTTSBORO JCT.	P NS						
							669.6	0.8 POTTSBORO JN	P 133		6.41	s 6.56	7.33		
							676.3	6.7 HANGER	P 91		6.51	7.06	7.42		
							681.9	5.6 SADLER	P 25		6.59	s 7.14	7.49		
							685.7	3.8 WHITESBORO WO	YP 113 Yard		7.05 AM	s 7.20 AM	s 7.55 PM		
							721.7	36.0 DENTON CN		VIA	s 7.55	JOINT	s 8.48	TRACK	
							757.0	35.3 FORT WORTH NY			8.50 AM		9.50 PM	10.10	
							759.0	2.0 T&P Interlocking NEY	WGTS FP Yard		9.18		10.18		
							760.7	1.7 T&NO Interlocking KN	P NS		9.24		10.24		
							764.3	3.6 DOLARD	P 93		9.27		10.27		
							771.2	6.9 LYTLE	P 48		9.33		f 10.34		
							777.6	6.4 BURLESON BU	P 112		9.39		10.42		
							784.0	6.4 EGAN	P 100		9.45		f 10.49		
							793.2	9.2 GC&SF Interlocking ALVARADO VD	P 109		9.53		s 11.02		
							801.3	8.1 GRANDVIEW GW	PY 92		10.00		s 11.13		
							805.8	4.5 ITASCA SK	P 90		10.04		11.18		
							811.9	6.1 MARTIN	PY 43		s 10.10		s 11.33		
							813.0	1.1 HILLSBORO	P 64 Yard	AM 10.04	10.14		11.36	PM 11.50	
							821.5	8.5 WINSLOW HB	P 111	10.13	10.23		f 11.46	11.59	
							827.4	5.9 ABBOTT	P 104	10.19	10.29		f 11.54	AM 12.05	
							836.4	9.0 WEST WS	P 101	10.27	10.37		f 12.05	12.15	
							841.9	5.5 ELM MOTT	P NS	10.32	10.42		12.11	12.21	
							842.9	1.0 CAPHEAD	WGSY PP Yard	10.34	10.44		12.13	12.23	
							843.6	0.7 BELLMEAD BJ	NS						
							844.6	1.0 StLSW Interlocking	NS						
							845.5	0.9 T&NO Interlocking	WGPF	10.45 AM	10.55 AM		12.25 AM	12.35 AM	
								N WACO WC							
								184.6							
71	381	481	69	81	181	75				1	21	31	25	5	
24.8	17.4	34.6	10.9	28.2	25.6	25.6		Average speed per hour		47.6	41.0	37.6	35.2	43.3	

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

FIRST CLASS					TIMETABLE No. 29	THIRD CLASS						
2	22	32	26	6	EFFECTIVE 12:01 A.M. March 1, 1957	74	174	72	68	374	76	
Passenger	Passenger	Passenger	Passenger	Passenger		Freight	Freight	Freight	Way	Freight	Freight	
Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily Except Sunday	Daily	Monday Wed. Friday	Daily Except Sunday	Daily Except Sunday	
					N RAY RA	PM 11.30		AM 10.30	PM 1.30	PM 11.20	AM 12.30	
					N DENISON WD							
					0.9 McCUNE							
					0.7 SUN							
					0.3 DALLAS JCT.							
					6.0 POTTSBORO JCT.							
					0.8 POTTSBORO JN							
					N POTTSBORO JN							
					HANGER							
					5.6 SADLER							
					3.8							
					N WHITESBORO WO	10.30 PM		9.30 AM	11.55 AM	9.45 PM	10.45 PM	
					36.0							
	VIA	s 6.05	JOINT	s 8.01	N DENTON CN	9.00	VIA	JOINT		TRACK	9.30	
					35.3							
					N FORT WORTH NY							
					T&P Interlocking							
					2.0							
					NEY	7.00 PM		7.00 AM			7.30 PM	
					N T&NO Interlocking KN	10.00		4.00				
					1.7 DOLARD	9.35		3.22				
					3.6 LYTTLE	9.27		3.17				
					6.9 D BURLESON BU	8.40		3.02				
					6.4 EGAN	8.20		2.49				
					6.4 GC&SF Interlocking							
					9.2 ALVARADO VD	8.05		2.37				
					D GRANDVIEW GW	7.45		2.19				
					8.1 ITASCA SK	7.25		2.05				
					4.5 MARTIN	7.10		1.59				
					6.1 HILLSBORO	6.55		1.50				
					1.1							
					N WINSLOW HB	6.45	AM 6.50	1.45				
					8.5 ABBOTT	6.31	6.36	1.31				
					6.9							
					D WEST WS	6.23	6.28	1.23				
					9.0							
					ELM MOTT	6.11	6.16	1.11				
					5.5 CAPEHAD	6.03	6.08	1.03				
					1.0							
					N BELLMEAD BJ	6.00 AM	6.05 AM	1.00 PM				
					0.7 StLSW Interlocking							
					1.0 T&NO Interlocking							
					0.9							
					N WACO WC							
					184.6							
2	22	32	26	6		74	174	72	68	374	76	
57.4	40.2	29.8	81.2	47.6	Average speed per hour	21.0	89.9	27.5	13.7	13.7	19.0	

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

6

WESTWARD

HENRIETTA SUBDIVISION

EASTWARD

THIRD CLASS		FIRST CLASS		Distance from St. Louis	TIMETABLE No. 29		Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS	FOURTH CLASS	
69 Way	381 Freight		31 Passenger		EFFECTIVE 12:01 A.M. March 1, 1957			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 7.20	685.7	N	WHITESBORO	WO	PY 84 Yard	s PM 6.30	PH 9.45	AM 11.55	
5.25	12.16		f 7.30	693.1		7.4 WOODBINE		P 100	f 6.16	9.29	11.30	
7.50	12.37		s 7.50	701.1	D	8.0 GAINESVILLE	GV	PY 41	s 6.01	9.08	11.00	
						2.1 GC&SF Interlocking						
9.00	12.50		7.57	703.2		PAGEL		P 91	5.51	8.55	9.35	
						13.1						
9.45	1.18		s 8.17	716.3	D	MUENSTER	MN	P 92	s 5.32	8.29	9.00	
						10.0						
10.20	1.37		s 8.31	726.3	D	ST. JO	JO	P 80	s 5.18	8.11	8.37	
						1.0						
10.25	1.40		8.33	727.3		15.0 CREST		P 92	5.16	8.09	8.33	
11.10	2.09		s 8.57	742.3	D	NOCONA	NA	P 91	s 4.55	7.42	7.55	
						13.9						
11.40	2.37		s 9.16	756.2	D	RINGGOLD	RD	P 94	s 4.33	7.16	7.25	
						15.5						
PH 12.30	3.06		s 9.37	771.7	D	HENRIETTA	HE	P 93	s 4.13	6.49	6.55	
						18.5 FWD Auto. Interlocking						
1.40 PM	3.45 AM		10.05 AM	790.2	D	WV Crossing-Unprotected WICHITA FALLS	WF	WYP Yard	3.45 PM	6.15 PM	6.15 AM	
						0.9						
						0.5 WF&NW JCT.						
2.30 PM	6.00 AM			791.6	N	NORTH YARD	YD	WGTSPF Yard		6.00 PM	6.01 AM	
						105.9						
69	381		31						32	374	68	
11.1	17.7		38.0		..... Average speed per hour				38.0	28.2	17.9

NO. 31 IS SUPERIOR TO NO. 32

NO. 31 IS SUPERIOR TO NO. 32

DENTON SUBDIVISION

SOUTHWARD

NORTHWARD

THIRD CLASS	SECOND CLASS	Distance from St. Louis	TIMETABLE No. 29		Symbols and Capacity of Sidings	THIRD CLASS	
471 Freight	481 Freight		EFFECTIVE 12:01 A.M. March 1, 1957			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
				2.5 CARTER		100	9.20
1.10	5.20	724.2					
1.42	5.52	736.8	D	LEWISVILLE	VI	P 25	8.48
				7.8 StLSF-StLSW Interlocking			
2.03	6.13	744.6	N	CARROLLTON	HF	P NS	8.27
				6.1 OLDHAM		51	8.09
2.20	6.30	750.7					
2.50	7.00	758.0		DENY		P NS	7.34
				0.8			
3.00 AM	7.30 PM	758.8	N	DALLAS YARD	DY	WGSYPF Yard	7.30 PM
				37.1			
471	481					476	
18.6	15.9		..... 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.

SHERMAN SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from St. Louis	TIMETABLE No. 29		Symbols and Capacity of Sidings	FOURTH CLASS	
51 Way		EFFECTIVE 12:01 A.M. March 1, 1957			50 Way	
Daily Except Sunday		STATIONS		Daily Except Sunday		
AM 5.00		N	RAY	RA	WGTSPF Yard	PM 1.00
5.25	662.5		SUN		P NS	12.40
			3.6			
5.40	666.1		ELLSWORTH		20	12.25
			5.5			
6.05 AM	671.6	D	T&P Crossing-Gate SHERMAN	SN	S Yard	12.01 PM
			9.1			
51						50
8.4		..... Average speed per hour			9.1	

NO. 51 IS SUPERIOR TO NO. 50

SOUTHWARD

ALTUS SUBDIVISION

NORTHWARD

FOURTH CLASS		Distance from Wichita Falls	TIMETABLE No. 29		Symbols and Capacity of Sidings	FOURTH CLASS	
63 Mixed	65 Mixed & Way		EFFECTIVE 12:01 A.M. March 1, 1957			64 Mixed & Way	62 Mixed
Daily Except Saturday	Daily Except Sunday		STATIONS		Daily Except Sunday	Daily Except Saturday	
AM 2.35	AM 6.00	77.3	WELON		WFSYP Yard	PM 2.00 PM 7.35	
		76.2	AT&SF Crossing-Unprotected 0.6				
2.45 AM	s 6.10	75.6	D ALTUS AS	P 51	s 1.50	7.15 PM	
		74.8	SL-SF Crossing-Gate 0.8				
	f 6.35	67.7	HUMPHREYS		P 23	f 1.25	
	s 6.55	61.1	D TIPTON ON	P 44	s 1.05		
	f 7.10	56.1	BURT		P NS	f 12.50	
	7.25	51.1	GROVER		46	12.35	
		50.3	SL-SF Crossing-Unprotected 0.8				
		50.2	NORTH FREDERICK JCT. 0.1		P NS		
	s 7.35	50.7	D FREDERICK FI	PY 14	s 12.25 PM		
		50.0	SOUTH FREDERICK JCT. 0.7		P NS		
	7.40	49.2	HUFF		42	11.55	
	7.50	46.0	KELL		P 65	11.45	
s 8.07		40.9	D HOLLISTER HO	P 66	s 11.28		
f 8.30		34.3	LOVELAND		P 65	f 11.05	
s 9.05		27.1	D GRANDFIELD G	P 86	s 10.25		
f 9.35		20.9	DEVOL		P 59	f 9.35	
		18.4	NORTH BANK		P NS		
	10.05	14.0	D BURKBURNETT B	P 68	9.05		
	10.25	6.7	BACON		P 30	8.35	
	10.35	4.0	OILDOM		P 45	8.25	
	11.00 AM	1.4	N NORTH YARD YD	WGTSPP Yard	8.15 AM		
		0.9	WF&NW JCT. 0.5				
			D WICHITA FALLS WF	GWYP Yard			
			77.3				
63	65		..... Average speed per hour		64	62
10.2	15.2				13.2	5.1	

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

FORGAN SUBDIVISION

7

SOUTHWARD

NORTHWARD

FOURTH CLASS		Distance from Wichita Falls	TIMETABLE No. 29		Symbols and Capacity of Sidings	FOURTH CLASS	
59 Mixed			EFFECTIVE 12:01 A.M. March 1, 1957			58 Mixed	
Tues. Thurs. Saturday			STATIONS		Mon. Wed. Friday		
AM 4.01	303.6	D FORGAN FO	WSYF Yard	PM 3.10			
f 4.29	292.6	MOCANE		19	f 2.19		
s 4.56	281.9	KNOWLES		25	s 1.35		
s 5.23	271.0	D GATE GC		26	s 12.48		
s 5.42	263.4	D ROSSTON RO		27	s 12.20		
s 6.18	255.8	D LAVERNE NE		23	s 11.55		
s 6.48	245.7	D MAY MY		41	s 11.25		
f 7.00	241.0	DUNLAP		10	f 11.05		
s 7.21	235.1	D SUPPLY SU		42	s 10.45		
8.01 AM	220.4	GUEST		WGYSF Yard	10.00 AM		
59		..... Average speed per hour		58		
20.8				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. 29		Symbols and Capacity of Sidings
			EFFECTIVE 12:01 A.M. March 1, 1957		
STATIONS					
	182.7	D WELLINGTON W	Y Yard		
	182.3	FW&D Crossing-Gate 0.4			
	119.6	D DODSON SN	27		
	110.7	D HOLLIS Q	44		
	102.5	D GOULD GO	24		
	98.0	McQUEEN		2	
	90.6	D DUKE DU	42		
	82.8	VICTORY		22	
	77.3	WELON		WFSYP Yard	
		55.4			

Between Wellington and Victory trains will operate under provisions of Rule 93 without clearance or train orders.

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

FOURTH CLASS					Distance from Wichita Falls	TIMETABLE No. 29		Symbols and Capacity of Sidings	FOURTH CLASS				
59	217	211	61	63		EFFECTIVE 12:01 A.M. March 1, 1957			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 0.5	WGSYP Yard		AM 7.50			AM 10.00	
					219.9	AT&SF Interlocking (C.T.C.) 0.3							
8.06 AM			s 10.05		219.6	D WOODWARD WA	NS	s 7.44				9.55 AM	
			10.06		219.3	WOODWARD SIDING 13.0	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 4.2	79	f 5.50					
			PM s 12.25		171.5	D LEEDEY DY	41	s 5.25					
			f 12.50		162.2	MOOREWOOD 7.9	45	f 4.55					
					154.3	P&SF Crossing-Gate 0.1							
	PM 1.32	AM 8.02	1.10		154.2	HAMMON JCT. 1.0		4.34	AM 8.20	PM 1.45			
	1.35 PM	8.05 AM	1.13		153.2	CITY JCT. 0.5		4.31	8.17 AM	1.42 PM			
			s 1.15		152.7	D HAMMON HN	23	s 4.29					
			f 1.35		145.0	CARPENTER 9.4	23	f 4.09					
			2.01 PM	PM 11.50	135.6	D ELK CITY DK	WY Yard	PM 11.20	3.45 AM				
				AM f 12.10	129.0	HOCKER 9.2	42	f 10.45					
				f 12.35	119.8	D CARTER CR	42	s 9.40					
				f 12.55	112.8	MORAVIA 7.0	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 0.9							
				s 1.50	95.4	D MANGUM MA	Y 33	s 8.20					
				f 2.05	89.2	HESTER 6.2	23	f 8.05					
				f 2.20	83.3	MARTHA 5.9	40	s 7.50					
				2.35 AM	77.3	WELON 143.1	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 TIMETABLE 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

LOCKHART SUBDIVISION

SOUTHWARDNORTHWARD

FOURTH CLASS	THIRD CLASS	Distance from Smithville	TIMETABLE No. 29		Symbols and Capacity of Sidings	THIRD CLASS	FOURTH CLASS
99 Way	281 Freight		EFFECTIVE 12:01 A.M. March 1, 1957			274 Freight	98 Way
Monday Wednesday Friday	Daily		STATIONS			Daily	Tuesday Thursday Saturday
AM 9.00	AM 3.20		N	SMITHVILLE SM	FWPSTY Yard	PM 10.10	PM 2.00
9.20	3.35	5.5		5.5 TOGO	P 36	9.55	1.15
9.30	3.44	10.2		4.7 ROSANKY	P 33	9.47	1.01
9.50	4.02	20.3		10.1 RED ROCK	P 26	9.31	12.40
				8.1 DALE	P 46	9.17	PM 12.20
10.05	4.18	28.4		8.0 LOCKHART CO	P 51	9.04	11.55
10.55	4.36	36.4		7.1 MAXWELL	P 29	8.53	11.15
11.15	4.50	43.5		3.3 REEDVILLE	P 34	8.48	11.05
11.25	5.00	46.8		4.7 AJAX	PY NS	8.38	10.50 AM
11.45 AM	5.10 AM	51.5		51.5		PM	
99	281					274	98
18.7	28.1		..... Average speed per hour			33.6	16.3

DELEON SUBDIVISION

WESTWARDEASTWARD

FOURTH CLASS	Distance from Waco	TIMETABLE No. 29		Symbols and Capacity of Sidings	FOURTH CLASS
91 Way		EFFECTIVE 12:01 A.M. March 1, 1957			90 Way
Daily Except Sunday		STATIONS			Daily Except Monday
AM 12.01	2.8	N	BELMEAD BJ	FWSY Yard	PM 3.00
12.15	5.3		2.5 BEM	NS	1.35
12.40	16.4		11.1 WIGGINS	45	1.10
12.55	23.7		7.3 AQUILLA	25	12.55
			10.2		
1.30	33.9	D	WHITNEY WN	41	PM 12.30
1.55	45.2		11.3 STEINER	42	11.59
			8.7 GC&SF Auto. Interlocking MORGAN	45	11.40
2.15	53.9		9.5 WALNUT SPRINGS	55	11.15
2.40	63.4		10.0 IREDELL	22	10.55
3.01	73.4		11.2 HICO HN	36	10.30
3.45	84.6	D	CLAIRETTE	42	10.10
4.01	91.9		7.3 GC&SF Auto. Interlocking	NS	
	105.6		0.3 DUBLIN DU	49	9.40
4.50	105.9	D	DELEON DN	Yard	9.01 AM
6.00 AM	119.1		116.3		
91					90
19.4		..... Average speed per hour			19.4

STAMFORD SUBDIVISION

WESTWARDEASTWARD

9

FOURTH CLASS	Distance from Waco	TIMETABLE No. 29		Symbols and Capacity of Sidings	FOURTH CLASS	
91 Way		EFFECTIVE 12:01 A.M. March 1, 1957			90 Way	
Daily Except Sunday		STATIONS			Daily Except Monday	
AM 7.30	119.1	D	DELEON DN	Yard	AM 8.30	
7.50	124.6		5.5 RUCKER	37	7.50	
8.01	130.0	D	GORMAN GF	18	7.38	
8.22	140.2		5.4 CARBON	41	7.15	
8.31	144.3		10.2 MANGUM	53	7.06	
			10.4 CISCO			
9.15	154.7	N	T&P Interlocking CN	YS 28	6.45	
			6.2 RUFUS	40	6.05	
9.35	160.9		11.8 MORAN RN	33	5.40	
10.05	172.7	D	4.5 SEDWICK	23	5.30	
10.15	177.2		10.8 ALBANY AB	39	5.05	
11.05	188.0	D	10.5 ACAMPO	11	4.35	
11.35	198.5		4.7 BUDMATTHEWS	24	4.25	
11.45	203.2		9.1 LUEDERS RD	15	4.05	
PM 12.20	212.3	D	7.0 AVOCA	51	3.45	
12.35	219.3		7.0 WV Crossing-Unprotected STAMFORD DF	FYS Yard	3.30 AM	
1.59 PM	226.3	N	3.0 WV Crossing-Unprotected			
	229.3		15.9 GC&SF Crossing-Gate			
	245.2		1.1 HAMLIN HA	15		
	246.3	D	22.2 ROTAN NA	Yard		
	268.5	D	149.4			
91					90	
16.5		..... Average speed per hour			21.4

Between Stamford and Rotan trains will operate under provisions of Rule 93 without clearance or train orders.

BELTON SUBDIVISION

WESTWARDEASTWARD

FOURTH CLASS	Distance from St. Louis	TIMETABLE No. 29		Symbols and Capacity of Sidings
91 Way		EFFECTIVE 12:01 A.M. March 1, 1957		
Daily Except Sunday		STATIONS		
	883.3		SMITH	P NS
	890.0	D	6.7 BELTON MY	P Yard

Trains will operate under provisions of Rule 93 without clearance or train orders.

FOURTH CLASS	THIRD CLASS		FIRST CLASS			Distance from St. Louis	TIMETABLE No. 29		Symbols and Capacity of Sidings	FIRST CLASS			THIRD CLASS		FOURTH CLASS
	95 Way	81 Freight	75 Freight	21 Passenger	1 Passenger		5 Passenger	EFFECTIVE 12:01 A.M. March 1, 1957		STATIONS	22 Passenger	2 Passenger	6 Passenger	72 Freight	74 Freight	94 Way
Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	
AM 6.30	PM 10.30	PM 9.30				842.9	N BELLMEAD BJ	FWYSP Yard				AM 11.00	AM 5.00	AM 11.59	
						843.6	0.7 StLSW Interlocking	NS							
						844.6	T&NO Interlocking	NS							
			AM 11.15	AM 11.05	AM 12.55	845.5	N WACO WC	WGPF	PM 2.45	PM 3.00	AM 3.15				
6.57	10.55	9.55	11.22	11.12	1.02	849.7	4.2 BASS	P NS	2.30	2.52	3.01	10.30	3.55	11.07	
							8.7 LORENA	P 76 f	2.19	2.43	2.51	10.15	3.40	10.52	
7.22	11.18	10.13	f 11.33	11.21	1.10	858.4	6.8 EDDY	P 92 f	2.10	2.36	2.42	10.02	3.27	10.40	
7.37	11.30	10.23	s 11.44	11.27	1.17	865.2	6.9 TROY	P 76 f	2.01	2.29	2.32	9.50	3.16	10.25	
7.52	11.40	10.32	f 11.55	11.33	1.24	872.1	3.2 BERGER	P 61	1.56	2.26	2.28	9.45	3.10	10.15	
7.59	11.45	10.37	11.59	11.36	1.27	875.3	4.7								
8.15	11.52	10.45	s 12.10	s 11.45	s 1.42	880.0	N TEMPLE JN	PS 87 s	1.50	s 2.20	s 2.18	9.38	3.01	9.38	
						880.7	0.7 GC&SF Interlocking	NS							
8.20	11.55	10.48	12.12	11.49	1.44	881.1	0.4 COBEL	P 90	1.43	2.10	2.02	9.35	2.33	9.27	
8.25	11.58	10.52	12.19	11.51	1.46	883.3	2.2 SMITH	P NS	1.40	2.08	1.59	9.31	2.28	9.23	
							4.3								
8.35	AM 12.04	10.58	f 12.24	11.55	1.55	887.6	LITTLE RIVER	P 92 f	1.35	2.03	1.55	9.25	2.20	9.15	
8.43	12.10	11.04	12.29	11.59	2.01	892.0	4.4 SPARKS	P 45	1.30	1.58	1.45	9.15	2.14	9.05	
							4.8								
8.53	12.16	11.10	s 12.35	PM 12.04	2.06	896.8	D HOLLAND FN	P 56 s	1.24	1.53	1.40	9.06	2.06	8.55	
9.02	12.20	11.13	12.38	12.07	2.09	899.3	2.5 MOODY	P 70	1.19	1.50	1.36	9.02	1.53	8.47	
9.10	12.25	11.18	s 12.43	12.11	s 2.16	902.8	3.5 BARTLETT BR	P 66 s	1.15	1.46	s 1.32	8.56	1.45	8.40	
							5.3								
9.40	12.33	11.25	s 1.05	12.16 PM	s 2.26 AM	908.1	N GRANGER G	py #1-84 s	1.05	1.39 PM	s 1.23 AM	8.47	1.35	8.30	
							10.8								
10.30	12.53	11.37	s 1.16			918.9	TAYLOR	py #1-119 s	12.50			8.32	12.53	7.59	
						919.0	0.1								
						934.8	N Mo. Pac. Interlocking JG	NS							
			s 1.36				15.8 ELGIN	PY NS s	12.30						
							0.2 T&NO Interlocking J								
11.30	1.28	AM 12.09	1.38			935.0	ELGIN YARD	P 115	12.25			8.03	AM 12.09	7.15	
PM 12.08	1.53	12.32	1.54			948.9	13.9 PHELAN	P 91	12.08			7.38	11.39	6.45	
							4.9								
12.40	2.03	12.40	s 2.01			953.8	D BASTROP BA	P 61 s	12.01			7.30	11.30	6.35	
12.55	2.12	12.50	f 2.07			958.4	4.6 HILL	P 91 f	11.51			7.21	11.21	6.25	
							4.0 UPTON	P 62 f	11.45			7.13	11.14	6.15	
1.10	2.22	12.58	f 2.12			962.4	7.0								
1.30 PM	2.45 AM	1.30 AM	2.20 PM			969.4	N SMITHVILLE SM	FWPSTY Yard	11.35 AM			7.00 AM	11.00 PM	6.00 AM	
							126.5								
18.1	29.8	31.6	40.2	52.9	41.3				22	2	6	72	74	94	
Average speed per hour									39.1	46.4	33.5	31.6	21.1	21.1	

NO. 1 IS SUPERIOR TO ALL TRAINS

FOURTH CLASS		THIRD CLASS	FIRST CLASS		Distance from St. Louis	TIMETABLE No. 29	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. March 1, 1957		2 Passenger	6 Passenger	274 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 12.16	s 2.26	908.1	C.T.C. Automatic Block Signals	N GRANGER G	PY#1-84	PM 1.39	s 1.23		PM 9.30	
3.05			12.27	f 2.39	917.4		9.3 WEIR	P 34	1.28	f 1.09			9.01
3.25			12.33	s 2.47	923.2		5.8 D GEORGETOWN GY	P 21	1.22	s 1.01			8.50
3.55			12.40	2.59	929.4		6.2 HUFF	P 49	1.15	12.51			8.10
4.15			12.49	s 3.10	937.8		8.4 PFLUGERVILLE	P 51	1.06	s 12.41			7.55
4.30			12.59	3.20	944.4		6.6 SPRINKLE	P 36	12.59	12.34			7.25
4.55			1.08	3.32	953.4		9.0 IGLEHART	P 42	12.42	12.23			7.03
5.00 AM			1.09 PM	3.33 AM	953.7		0.3 PERSHING	P NS	12.41 PM	12.22 AM			7.01 PM
							1.8 VIA T&NO R.R.						
			s 1.20	3.45 4.05	955.5		N AUSTIN FY	PYG Yard	s 12.36	AM 12.15 11.57			
			PM 1.55	AM 4.45	984.9		29.4 VIA Mo. Pac. R.R.						
							M-K-T JUNCTION						
							Mo. Pac. Interlocking K	P NS	PM 12.04	PM 11.19			
						0.6 AJAX	PY NS	12.03	11.18				
AM 11.45	AM 5.10		1.56	4.46	985.5	0.8 SAN MARCOS C	P 24	PM 12.02	s 11.17		PM 8.38 AM 10.50		
PM 12.02	5.14		1.57	s 4.48	986.3	7.0 HUNTER	P 31	11.54	11.07		8.15 9.40		
12.20	5.24		2.06	5.01	993.3	9.4 N B YARD	P 90	11.44	10.56		7.59 9.20		
12.40	5.38		2.15	5.12	1002.7	0.6 NEW BRAUNFELS	P NS	11.42	s 10.54		7.58 8.35		
1.59	5.40		2.17	s 5.16	1003.3	0.3 N Mo. Pac. Interlocking NB	P NS						
					1003.6	7.0 COMAL	P 45	11.34	10.44		7.45 8.20		
			2.26	5.28	1010.6	6.2 LUXELLO	P 34	11.28	10.38		7.35 8.05		
			3.01	5.36	1016.8	8.0 FRATT	P 63	11.20	10.29		7.23 7.26		
			3.30	5.46	1024.8	5.5 TRAVIS	P 60	11.14	10.23		7.15 7.05		
			3.57	5.52	1030.3	2.5 WARDEN	P 37	11.11	10.20		7.10 6.45		
			4.03	5.57	1032.3	3.3 T&NO Interlocking	NS						
					1036.1	0.4 T&NO Interlocking	NS						
					1036.5	1.0 SLOAN	FWPY Yard	11.04	10.13		7.00 PM 6.15 AM		
	4.25 PM	7.30 AM	2.57	6.06	1037.5	0.5 YD Tower YD							
					1038.0	T&NO Interlocking							
			3.15 PM	6.20 AM	1038.5	0.5 SAN ANTONIO	PS Yard	11.01 AM	10.10 PM				
57	99	281	1	5		130.4		2	6	274	98	56	
20.3	11.2	22.3	44.0	33.4		Average speed per hour		49.5	40.5	31.8	11.3	18.4	

NO. 1 IS SUPERIOR TO ALL TRAINS

HOUSTON SUBDIVISION

FOURTH CLASS		THIRD CLASS		FIRST CLASS		Distance from St. Louis	TIMETABLE No. 29		Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
97 Way		81 Freight			21 Passenger		EFFECTIVE 12:01 A.M. March 1, 1957			22 Passenger		74 Freight			96 Way
Daily Except Sunday		Daily			Daily		STATIONS	Daily		Daily		Daily		Daily Except Sunday	
AM 2.00		AM 3.30			PM 2.30	969.4	N SMITHVILLE SM	FWPSTY Yard	AM 11.15		PM 10.00		PM 2.00		
2.15		3.40			2.37	974.0	4.6 KIRTLEY	P 68	11.08		9.42		11.40		
2.30		3.48			s 2.45	978.0	4.0 T&NO Auto. Interlocking WEST POINT	P 109	s 11.02		9.36		11.30		
2.45		3.56			s 2.53	982.9	4.9 PLUM	P 93	s 10.55		9.28		10.55		
					s 3.04	988.2	0.8 D LA GRANGE RA	P NS	s 10.48						
3.01		4.06			3.06	989.0	6.2 L A YARD	P 82	10.44		9.18		9.40		
3.15		4.15			f 3.14	994.2	7.9 HALSTED	P 59	f 10.37		9.10		9.30		
3.27		4.27			s 3.25	1002.1	11.5 D FAYETTEVILLE VY	P 113	s 10.27		8.58		9.15		
3.47		4.46			s 3.42	1013.6	10.4 D NEW ULM UM	P 111	s 10.13		8.40		8.45		
4.05		5.03			s 3.57	1024.0	11.4 CAT SPRING	P 111	s 9.59		8.24		8.20		
4.25		5.18			s 4.09	1035.4	12.4 N SEALY SY GC&SF Interlocking	PY #1-53 #2-84	s 9.45		8.10		7.55		
4.45		5.37			s 4.25	1047.8	3.9 D BROOKSHIRE BK	P 94	s 9.27		7.54		6.55		
4.55		5.43			4.31	1051.7	4.3 JOHNSUE	P Yard	9.22		7.48		6.42		
5.10		5.50			s 4.40	1056.0	10.5 D KATY RS	P 87	s 9.16		7.41		6.35		
5.40		6.07			f 4.53	1066.5	6.4 ADDICKS	P 143	f 9.03		7.25		6.07 5.40		
5.52		6.17			5.02	1072.9	6.0 HENNESSEY	P 100	8.55		7.14		5.14		
						1078.9	1.3 N T&NO Interlocking (13) KA	P NS							
7.00 AM		7.30 AM 10.30			s 5.15	1080.2	0.9 EUREKA	PFWSY Yard	a 8.45		7.00 PM		5.00 AM 12.20		
						1081.1	2.8 T&NO Interlocking	NS							
		10.50			5.30 PM	1083.9	50.1 N HOUSTON HU	P Yard	8.30 AM				AM 12.01		
		2.30 PM				1134.0	164.6 GALVESTON						8.00 PM		
97		81			21				22		74		96		
22.2		27.7			38.2		Average speed per hour.....		41.7		36.9		12.3		

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, Yard Masters, Train Dispatchers, Conductors, Engineers, Brakemen, Flagmen, Firemen, Hostlers, Engine Foremen, Yardmen, Switch Tenders, Train Porters, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen and any employe in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment. The above employes, upon entering service, and annually in 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 of the immediately preceding period. They must submit watch for inspection with Form CT-90 Standard to designated watch inspector as provided for in Rule 2 of the Uniform Code of Operating Rules (or similar Maintenance of Way Rules); except Maintenance of Way and Bridge and Building employes 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.

Rule 10(g). Amendment to:

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

Rule 10(h). Supplement to:

Permanent Speed Restriction Signs in Service

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

Rule 10(i).

Unattended Red Flag or Red Light

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

Rule 12(j). Supplement to:

Yellow fuseses may be used in giving hand signals except must not be used by trainmen or yardmen 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.

Rule 20(a). Amendment to:

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

Rule 35. Amendment to:

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

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: Operator's Signal Supplies:

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

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 two unit color light Absolute Signals where located on siding in advance of spring switches, if "STOP" indication per Rule 292 displayed, Rule 350 governs. If back out of siding after opposing movement passes, or if make reverse movement on main track and Absolute Signal on main track displays "STOP" indication, operation of switch may cause it to 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. Supplement to:

Low two-unit color light block indicators at following spring switches are located at fouling point, and designated by letter "B":

Lytle.....	south switch, siding	Holland.....	north switch, siding
Egan.....	north switch, siding	LA Yard.....	south switch, siding
Alvarado.....	south switch, siding	Fayetteville.....	north switch, siding
Peeler.....	north switch, siding	New Ulm.....	both switches, siding
LANCASTER.....	south switch, 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 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 400. Amendment to:

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

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 may contain only one waiting point.

(b) Form X. Supplement to:

The following form is authorized:

"(801 am) until (501 pm) trains approach (extra, rail, bridge, etc.) gang working between MP _____ Pole _____ and MP _____ Pole _____

(or at Bridge _____ Pole _____ MP _____) prepared to stop and proceed only on hand signal of foreman in charge, given with yellow flag."

(c) Form Y. Amendment to:

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

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, Lamar; and between McCune 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.

c. Dallas Subdivision

No. 2 is superior to all trains.

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

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 Dallas Subdivision main track just north of Signal 8342, and will occupy Fort Worth and Dallas Subdivision main track 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".

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 Jct. switch are authorized to move from T&P—M-K-T Jct. 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 between yard limit signs 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 Subdivision

No. 51 is superior to No. 50.

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 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.

i. Waco-San Antonio Subdivision

No. 1 is superior to all trains.

Between Sloan (MP 1037.5) and San Antonio passenger station (MP 1038.5) trains have no time table 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.

j. Houston Subdivision

Between T&NO Interlocking 13 (MP 1078.9) and Absolute Signal at MP 1080.3 (south end Eureka Yard); 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.

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

a. Dallas-Fort Worth-Henrietta Subdivisions

McCune—(movement to Dallas Subdivision via Lamar 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—Jct. 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, Jct. 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

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

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

Lamar Tower—Southward Dallas Subdivision trains leaving Denison, 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, Lamar cutoff.

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

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

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

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

FWD Office, Waxahachie, instead of M-K-T- Jct.—Northward FWD trains.

Pottsboro—Southward trains leaving Ray for Fort Worth and Henrietta Subdivisions.

Whitesboro and Winslow—Third class trains, extras and work extras.

T&NO Interlocking, Ney—Southward trains originating. 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.

North Yard instead of Wichita Falls—Eastward freight trains.

b. Altus-Woodward-Forgan Subdivisions

North Yard instead of Wichita Falls—Passenger Extras.

Woodward instead of Guest—All trains.

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

c. Waco-San Antonio-Houston-Stamford Subdivisions

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

"YD" Tower instead of San Antonio—Trains originating.

Trains originating Sloan—Requirements of this Rule may be fulfilled by delivery to train at Sloan of clearance issued at "YD" Tower.

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

Cisco—All trains.

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-Woodward Subdivisions

Wichita Falls—No. 32.

Elk City—No. 63.

b. San Antonio-Lockhart Subdivisions

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 Subdivisions

Altus—For fourth class trains and passenger extras.
Welon—For extra trains except passenger extras.

c. Waco-Houston 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

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.

Lamar 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. Derail being open will cause Signal 6608 to display "Stop, Then Proceed at Low Speed" indication.

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 Lamar 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—Automatic flasher crossing signals Lee Street (first street south of Passenger Station) 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 between south switch and north sidewalk 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.

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 16 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—Alamo 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—10 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 Subdivision; 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. Northward 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.

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, MP 786.8, east of South Yard (Wichita Falls), and entrance to FWD R.R. tracks, MP G-790, and on FWD main track between there and WF&NW Jct. North Yard (Wichita Falls)—5 MPH over Jefferson Street crossing. Approach north lead switch, and south lead switch, North Yard at RESTRICTED SPEED, expecting to find switch lined for either main track or lead.

c. Altus-Woodward-Forgan-Wellington Subdivisions

North Yard—5 MPH, Jefferson Street—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.

Approach north lead switch, and south lead switch, North Yard at RESTRICTED SPEED, expecting to find switch lined for either main track or lead.

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.

MP 125, switching loading racks, engines not come nearer than two car lengths from loading rack. Each track holds 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 Welon.

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

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 Harry Hines Blvd. 15 MPH, Inwood Road.

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

Approach all main track switches in DeLeon and Stamford station limits at RESTRICTED SPEED expecting to find switches lined for other than main track.

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.

All trains and engines run at RESTRICTED SPEED between MP 1036.5 and Sloan (MP 1037.5).

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. At locations where automatic crossing devices are located; when movement has stopped before crossing is reached; or is to make reverse movement over crossing; or a forward movement after making a reverse movement; or when approaching crossing on sidings or auxiliary tracks; such crossing must be approached at RESTRICTED SPEED prepared to stop short of crossing until known that devices are operating for movement over crossing on track being used. If they are not operating, movement over crossing must be protected by a flagman.

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.

North lead switch and south lead switch, North Yard, Wichita Falls, lined as needed.

Bem—For Bellmead cutoff.

Deleon and Stamford—All main track switches within station limits, lined as needed.

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 Mo. Pac. 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, 401, 402, 403 and 404):

- Between Ray and Interlocking Limits of Staley on freight main track, Warner cutoff. Control Operator at Staley.
- Between Ray and Pottsboro on freight main track, Pottsboro cutoff. Control Operator at Pottsboro.
- Between Ray and Dallas Jct. on freight main track, cutoff; Between McCune, MP 661.8 and end Two Main Tracks, MP 663.1 Fort Worth Subdivision on Two Main Tracks; Between McCune and Lamar on freight main track, Lamar cutoff; as specified in Special Instructions Rule 15(a). Control Operator at Lamar 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 Two Main Tracks, Endot.
- Between Absolute Signal MP 1080.3 (Eureka Yard) and Absolute Signal MP 1083.4 (Houston Yard). Control Operator at Houston.

11. REMOTE CONTROL SIDING RULE 425:

Cobel

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 Sub-

division 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.

b. Dual Control Switches

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

McCune—Normally controlled from Lamar Interlocking Station.

Dallas Jct.—Normally controlled from Lamar 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.

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.

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.)

Ney—South end Two Main Tracks, MP 758.5.

Lytle—South switch, siding.

Egan—North switch, siding.

Alvarado—South switch, siding.

Martin—Both switches, siding.

West—Both switches, siding.

Elm Mott—Both switches, siding.

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 movements on Warner cutoff from south of Signal 6585 (Reddam Spur) to north end Ray Yard, before making reverse movement will move through spring switch on inbound track and beyond Absolute Signal MP 660.0.

Yard movements to Gavrin track, Warner cutoff, use outbound track from Ray, and stop clear of inbound track to secure track and time limits per Rule 402 from Control Operator Staley.

Following governs movements as per Special Instructions Rule 10(c):

Movements from Ray Yard, before fouling cutoff to Dallas Jct., communicate with control operator, Lamar, and be governed by his instructions and indication displayed by Absolute Signal MP D-660.3.

Unless moving on track and time limits, movements to Wye Track MP 660.5, "Runaround track" Coldstream, Tie Plant, or Wye track near Dallas Jct. will clear cutoff and close switches on arrival, and will communicate with control operator to secure track and time limits per Rule 402 before again fouling cutoff.

Permission from control operator and block indicator displaying "Block Clear" aspect is authority for movements from Sherman Subdivision, Sun, to move onto northward Fort Worth Subdivision main track and to the crossover just north of Sun, and to back through crossover onto southward track, provided block indicator at crossover displays "Block Clear" aspect. This is an exception to second paragraph Rule 400.

Permission from control operator, and Low Absolute Signal located between Two Main Tracks at Tail Track Switch displaying "Proceed" indication, authorizes movements from Tail Track south of Dallas Jct. to operate hand throw switch and move northward on southward track to and through crossover just north of Dallas Jct. and on northward track to Signal 6626.

Absolute Signal on Lamar cutoff governs movements from cutoff over dual control switch onto northward track, McCune, to and through crossover just south of McCune and to Signal 6625 on southward track.

Absolute Signal on cutoff, Dallas Jct. governs movements from cutoff over dual control switch onto southward track to and through crossover just north of Dallas Jct. and to Signal 6626 on northward track.

Except as above, movements between McCune and end Two Main Tracks, MP 663.1 will operate on right hand track with current of traffic, unless authority of control operator, including track and time limits, secured. Telephones at: East end Ray MP 660.2; both switches "Runaround" track Coldstream; Tie Plant tracks; Wye track near Dallas Jct.; Tail Track switch near end Two Main Tracks MP 663.1; Dallas Jct. in Relay House; Sun; McCune in relay house; and at south switch of crossover. When communicating with control operator, identify yourself by pressing button on hand set and speaking into transmitter.

Southward movements, passing annunciator and whistle sign located on southward track near old viaduct Denison, sound one long sound of horn or whistle for movement to end of Two Main Tracks MP 663.1; sound one long and one short sound for movement to cutoff at Dallas Jct.

b. Dallas-Fort Worth Subdivision

Lamar 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.

Northward movements from siding, Tate and southward movements from sidings Sterrett and Melton, must open switch and wait two (2) minutes to receive "Proceed" indication on Low Color Light Absolute Signal in siding if no movement approaching. Switch will not be opened unless block indicators indicate "Block Clear".

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, Tate 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 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.

Jct. 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, West Point 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.
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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.
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When any of the above signals display "STOP" or "Stop, Then Proceed at Low Speed" indication, also lookout for track washed out or damaged by high water.

17. BRIDGE INDICATORS:

a. Woodward Subdivision

Color light Signals 986 and 997 protect bridge 99.2; Signals 1156 and 1167 protect bridge 116.2. Rules 281 and 291 govern also when "Stop, Then Proceed at Low Speed" indication displayed, bridge will not be occupied until seen or known to be in safe condition. Report circumstances next telegraph office.

18. AUXILIARY SIGNALS:

a. Dallas - Fort Worth - Henrietta Subdivisions

Lamar—Color light signal located on Lamar 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 Lamar 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 head in South Siding. When Absolute Signal displays "STOP" aspect and "S" not illuminated, southward trains will stop and remain north of "Junction 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 "Junction 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 "Junction Switch" governs eastward trains, and signal on Henrietta subdivision main track (fireman's side) just west of "Junction Switch" governs westward trains. Signals display either "Red" or "Yellow" aspects. Approaching trains not foul "Junction Switch", Whitesboro, when governing signal displays "Red" aspect. Display of "Yellow" aspect on 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 operator 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

When semaphore type Train Order Signals Grandfield and Mangum display aspect per Rule 231, 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, SLSW 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 displays "STOP" indication. Approaching GC&SF movement will cause M-K-T northward main track Absolute Signal to assume "STOP" indication immediately, provided northward M-K-T movement has occupied south approach section over 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, GC&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 341 and following instructions govern. Westward main track movements may find Absolute Signal assuming "STOP" indication if they have occupied approach circuit over 6 minutes without occupying crossing. Operating push button located on signal mast may cause signal to again display "Clear" indication. If not, operate release at crossing per Rule 344 (instructions in box). Westward movements from siding must occupy clearing section (extending 185 feet east from west siding switch to marker board on tie) to secure "Proceed" indication on Absolute Signal on main track if no conflicting movement, and will not occupy clearing section until ready to move onto main track.
 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. 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.

h. 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, GC&SF R.R. Gate. Rule 98. Leave lined as used.

i. 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.

j. Waco Subdivision

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

k. San Antonio Subdivision

M-K-T Junction—MP 984.9, Mo. Pac. R.R. Interlocking.
 New Braunfels—MP 1003.6, Mo. Pac. 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.

l. Houston Subdivision

West Point—MP 978.3, T&NO R.R. Automatic Interlocking. Rule 344.

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
 Denison
 Dallas Jct.
 Staley

} One Yard

Dallas Subdivision

Greenville
 Hunt
 Garland

} One Yard

Dallas
 Atkins
 Sargent

} One Yard

Waxahachie
 Hillsboro
 Winslow

} One Yard

Henrietta Subdivision

Pagel
 Cook
 Gainesville

} One Yard

Whitesboro
 South Yard
 Wichita Falls
 North Yard

} One Yard

Woodward Subdivision

Welon
 Mangum
 Elk City

Woodward
 Guest

} One Yard

Sherman Subdivision

Sherman
 Denton Subdivision

Deny
 Farmers Branch
 Denton
 Carter

} One Yard

} One Yard

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

Fort Worth Subdivision

Whitesboro
 Fort Worth
 Hodge
 Ney

} One Yard

Dolard
 Hillsboro
 Winslow

} One Yard

Bellmead
 Waco

} One Yard

Altus Subdivision

North Yard
 Wichita Falls
 South Yard

} One 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

Elk City
 Telegraph Office
 Woodward
 Telegraph Office
 Guest
 Enginehouse Office
 Forgan
 Telegraph Office

Hunt	DeLeon
Yard Office	Telegraph Office
Dallas	Stamford
Yard Office	Telegraph Office
Enginehouse Office	Bellmead
Telegraph Ofc., Gen. Ofc. Bldg.	Telegraph Office
Telegraph Ofc., Union Station	Waco
Winslow	Telegraph Office
Telegraph Office	Temple
Ney	Telegraph Office
Yard Office	San Antonio
Engineers Wash Room	Conductors Room, Psgr. Sta.
Fort Worth	Yard Office, Sloan
T&P Passenger Station	Enginehouse, Sloan
Wichita Falls	Smithville
Yard Office, North Yard	Telegraph Office
Altus	Eureka
Telegraph Office	Yard Office
Welon	Enginehouse Office
Yard 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.
Dallas	Ace 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	Damron Jewelers
Forgan	Chas. W. Suttle
Woodward	Northrup Jewelry Co.
Belton	B. R. Stocking
Austin	E. R. Carpenter Jeweler
New Braunfels	Dixon Jewelry Co.
San Antonio	Humble Jewelry Co., 1217 So. Flores St.
	Oliver Jewelry Co., 311 Presa St.
Smithville	C. E. Ragsdale (Territorial)
	Giese's Jewelry Co.
Houston	Houston Watch Co., 911 Franklin Ave.
	(Territorial)
Galveston	Michael Jewelry Co., 2128 Post Office St.
DeLeon	Elza Perry
Stamford	J. C. May

22. GENERAL ORDER BOOKS LOCATED AT:

Denison	Woodward
Telegraph Office Psgr. Sta.	Telegraph Office
Engineers Wash Room	Guest
Callers Office	Enginehouse Office
Ray	Forgan
Enginehouse Office	Telegraph Office
Yard Office	Bellmead
Greenville	Yard Office
Enginehouse Office	Road Engineers Wash Room
Hunt	Yard Engineers Wash Room
Yard Office	Waco
Dallas	Telegraph Office
Enginehouse Office	Engineers Wash Room
Yard Office	Austin
Telegraph Office, Union Sta.	Telegraph Office
Ney	San Antonio
Yard Office	Engineers Room, Psgr. Sta.
Engineers Wash Room	Conductors Room, Psgr. Sta.
Fort Worth	Yard Office, Sloan
T&P Passenger Station	Enginehouse Office, Sloan

Wichita Falls	Smithville
Telegraph Office, Freight Sta.	Telegraph Office
Yard Office, North Yard	Enginehouse Office
Enginemens Locker Room,	Eureka
North Yard	Yard Office
Altus	Enginehouse Office
Telegraph Office	Houston
Welon	Telegraph Office
Yard Office	DeLeon
Enginehouse Office	Telegraph Office
Elk City	Stamford
Station	Telegraph Office
	Enginehouse Office

At Teague, and at yard and engine house office, CRI&P and FWD, Ft. Worth.

23. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE PAGES:

Station	Location	End Connected	Capacity
Bona	MP D-666.0	Both	42
Peniel	MP D-711.1	None	0
Thomas	MP D-731.6	South	15
Fate	MP D-734.1	None	0
Krem	MP D-752.9	Both (siding)	76
Sargent	MP D-770.8	South	10
Red Oak	MP D-788.0	Both	14
Perrin Field	MP 669.9	North	Yard Lead
Greer	MP 838.8	South	25
Hope	MP G-697.6	Both	16
Cook	MP G-699.6	Both	42
Lindsay	MP G-706.5	None	0
Myra	MP G-712.4	Both (siding)	27
Bonita	MP G-733.8	Both (siding)	80
Belcherville	MP G-749.1	Both (siding)	25
Edwards	MP G-761.5	Both	6
Huggins	MP G-763.8	West	5
Walton	MP G-765.3	Both (siding)	60
Jolly	MP G-781.5	Both (siding)	93
Corinth	MP K-727.6	Both	16
Lake Dallas	MP K-730.9	Both	9
Trinity Mills	MP K-742.7	Both (siding)	16
Farmers Branch	MP K-746.9	Both (siding)	18
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	Both	15
Bruceville	MP 863.0	None	0
Coupland	MP 926.7	Both	28
Sayers	MP 943.6	None	0
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

Nos. 5 and 6.....Fate and Red Oak.

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

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 regular stops Denison and north, and regular stops Nos. 1-21 or 2-22 Waco and south.

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. 21, Whitesboro to receive for regular stops Fort Worth and beyond.

Nos. 21 and 22, Pilot Point to receive or discharge to or from St. Louis and Kansas City.

Nos. 21 and 22, Itasca to receive or discharge to or from regular stops Fort Worth and north, and regular stops south of Waco.

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.

Pilot Point is regular stop for No. 25.

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

No. 25, any station except Keller, to discharge from Henrietta Sub-division.

No. 25, Collinsville, Tioga and Aubrey.

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.

No. 26, Aubrey, Pilot Point, Tioga and Collinsville.

No. 26, any station Fort Worth to Denison for parcel post.

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

Nos. 31 and 32, Lindsay, Myra, Bonita, Belcherville, Walton and Jolly; also Jolly for parcel post, when flagged or notified by mail clerk.

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

b. Waco-San Antonio-Houston Subdivisions

Nos. 21 and 22.....Hewitt

Nos. 21 and 22.....Bruceville

Coupland—Regular stop for Nos. 21 and 22

Nos. 21 and 22.....Sayers

Nos. 21 and 22.....Dunstan

Nos. 21 and 22.....San Felipe

No. 22.....Barker

No. 21—Smithville 20 minute meal period when 3 hours or more late.

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

No. 2 New Braunfels—regular stop Sundays and holidays.

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.

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. Employes 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 Jct.; and on Wichita Falls and Abilene Subdivision (Wichita Valley R.R.). On FWD R.R. tracks between MP G-790 Wichita Falls and WF&NW Jct. trains have no time-table superiority. Trains 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. Mo. Pac. 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.
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	766.6	Signal Bridge.
Dallas		Passenger Shed, Union Terminal Co.
Dallas	767.5	Viaduct, Oak Cliff.
Dallas	767.5	Viaduct, Street R.R.
Dallas	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, Mo. Pac. 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	—
---	---	---	---

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	NS—No Siding
P—Telephone	

The following letters before figures of schedule indicate

- "s"—Regular stop
- "f"—Flag stop to receive or discharge passengers or freight
- "p"—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
K—Denton Subdivision
L—Belton Subdivision

STOP
Damage to Freight
By Coupling Cars
NOT OVER 4 MPH

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	15
12	5		49	1	13
16	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

Secure Your Future

By Cultivating

SAFE HABITS

AND

SAFE PRACTICES