SUBDIVISIONS

DALLAS—	
Ray to Dallas Junction	176.0 Miles
FORT WORTH—	
Denison to Waco	184.6 "
HENRIETTA—	
Whitesboro to North Yard	105.9 "
DENTON—	
Denton to Deny	36.3 "
SHERMAN—	
Sherman Jct. to Sherman	9.1 "
WESTERN—	
North Yard to Forgan	302.2 "
LOCKHART—	
Smithville to Ajax	51.5 "
ROTAN—	
Bellmead to Rotan	265.7 "
BELTON—	
Smith to Belton	6.7 "
TEXAS—	
Bellmead to Houston	241.0 "
SAN ANTONIO—	
Granger to San Antonio	130.4 "
Total	**1509.4 Miles**

SAFETY
Is of
FIRST IMPORTANCE
in the
DISCHARGE OF DUTY

ASSISTANT SUPERINTENDENTS

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

ASSISTANT TRAINMASTERS

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

CHIEF DISPATCHERS

R. O. Johnson, Chief Dispatcher ..... Denison, Tex.
G. Harvey, Assistant Chief Dispatcher .... Denison, Tex.
H. C. Pagel, Night Chief Dispatcher ..... Denison, Tex.
J. E. Dwyer, Jr., Night Chief Dispatcher .... Denison, Tex.

DISPATCHERS

A. D. Lancaster
W. N. Porche
J. H. Crane
A. P. Schimmel
J. D. Cupp
W. M. O'Dell
C. Clark
L. A. Volcik
R. R. Holden
F. C. Davis

M-K-T LINES

SOUTHERN DIVISION

TIME TABLE No. 32

Effective At 12:01 A. M.

Sunday, April 26, 1959

FOR EMPLOYEES ONLY

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

R. B. GEORGE,
Superintendent
Denison, Texas

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

EMPLOYES' HOSPITAL ASSOCIATION

Dr. Roland S. Kieffer, Chief Surgeon, 1832 Railway Exchange Building, St. Louis 1, Missouri.

		Phone Number Office	Residence
Albany, Tex.	Dr. Edward W. Keefer	PO-2-2266	PO-2-3360
Altus, Okla.	Dr. H. N. Bussey	HU-2-1462	HU-2-1668
Altus, Okla.	Dr. C. L. Tefertiller	HU-2-1896	HU-2-1867
Altus, Okla.	Dr. R. S. Srigley	HU-2-2500	HU-2-2536
Altus, Okla.	Dr. E. A. Abernethy Oculist	HU-2-2166	HU-2-2166
Alvarado, Tex.	Dr. J. F. Peters	TI-3-3317	TI-3-3257
Austin, Tex.	Dr. A. H. Neighbors 926 E. 32nd St.	GR-8-6689	GR-8-3087
Austin, Tex.	Dr. A. H. Neighbors, Jr. 926 E. 32nd St.	GR-8-6689	GR-6-9417
Austin, Tex.	Dr. Walter D. Roberts 20 Medical Arts Square	GR-6-0661	GR-7-2220
Austin, Tex.	Dr. Otto Lippman Oculist 405 W. 15th St.	GR-8-1819	HO-5-7156
Bastrop, Tex.	Dr. R. W. Loveless	4	379
Bastrop, Tex.	Dr. C G. Goddard	4 and 40	218
Beaver, Okla.	Dr. Ed L. Calhoon	5051	5061
Belton, Tex.	Dr. J. W. Pittman	WE-9-3715	WE-9-3192
Belton, Tex.	Dr. A. R. Kirkley	WE-9-3715	WE-9-2472
Brookshire, Tex.	Dr. J. J. Hopkins	104	164
Burkburnett, Tex.	Dr. J. A. Davey	JO-9-3431	JO-9-3436
Burkburnett, Tex.	Dr. Philip A. Carpenter	JO-9-3351	JO-9-3518
Burleson, Tex.	Dr. C. C. Bradford	351	351
Carrollton, Tex.	Dr. Walter L. Fiegel	4141	4343
Carrollton, Tex.	Dr. W. O. Wagner	CH-7-3776	CH-7-3429
Cisco, Tex.	Dr. E. E. Addy	HI-2-1001	HI-2-1322
Dallas, Tex.	Dr. E. Stephen Stanley Division Surgeon 908 Medical Arts Bldg.	RI-8-3816 RI-7-0311	FL-2-1240
Dallas, Tex.	Dr. Mark L. Welch Consulting Surgeon 908 Medical Arts Bldg.	RI-7-3241	FL-2-5902
Dallas, Tex.	Dr. F. H. Newton Consulting Ophthalmologist 209 Medical Arts Bldg.	RI-7-7474	RI-8-2995
Dallas, Tex.	Dr. R. Grady Bruce Oculist 209 Medical Arts Bldg.	RI-7-7474	DA-8-1125
DeLeon, Tex.	Dr. A. M. Reynolds	2944	2755
Denison, Tex.	Dr. Thomas A. Moorman Asst. to Chief Surgeon	HO-5-4828	HO-5-2527
Denison, Tex.	Dr. W. H. Frietsch Asst. Division Surgeon	HO-5-6111	HO-5-4401
Denison, Tex.	Dr. John C. Saunders Asst. Division Surgeon	HO-5-8524	HO-5-8472
Denison, Tex.	Dr. Wilburn S. Fry, Jr Asst. Division Surgeon	HO-5-8250	HO-5-6548
Denison, Tex.	Dr. F. F. Fowler Division Oculist	HO-5-3355	HO-5-2080
Denton, Tex.	Dr. H. M. McClendon	DU-2-4713	DU-2-4762
Dublin, Tex.	Dr. Tom F. Bryan	GI-5-2141	GI-5-2197
Elgin, Tex.	Dr. Roy H. Morris	AT-5-3381	AT-5-4606
Elk City, Okla.	Dr. L. V. Baker	211	74
Fort Worth, Tex.	Dr. Fred B. Aurin Division Surgeon 1216 Pennsylvania Ave.	ED-5-1243	PE-2-1905
Fort Worth, Tex.	Dr. Ed Etier, Jr. Asst. Division Surgeon 650 5th Ave.	ED-2-6213	WA-3-7635
Fort Worth, Tex.	Dr. Webb Walker Oculist Medical Arts Bldg.	ED-2-9277	WA-4-3652
Fort Worth, Tex.	Dr. Harold Beasley Oculist 711 5th Avenue	ED-5-5435	WA-7-7588
(North) Ft. Worth, Tex.	Dr. J. W. Shoemaker 2415 N. Main	MA-4-4400	CE-7-2240
Frederick, Okla.	Dr. Jack D. Honaker	ED-5-2158	ED-5-5190
Gainesville, Tex.	Dr. William F. Powell	HO-5-5581	HO-5-4505
Galveston, Tex.	Dr. Edward Randall, Jr. 205 National Hotel Bldg.	SO-2-3822	SO-2-3706
Galveston, Tex.	Dr. Herman Weinert, Jr. 710 U. S. National Bank Bldg.	SO-2-8471	SO-2-6827
Garland, Tex.	Dr. Richard B. Hartin	BR-6-6547	BR-8-8074
Georgetown, Tex.	Dr. D. H. Cooper	2002	2655
Gorman, Tex.	Dr. D. V. Rodgers	2	49
Gorman, Tex.	Dr. T. G. Jackson	177	177
Grandfield, Okla.	Dr. W. A. Fuqua	GR-9-5271	GR-9-5271
Grandview, Tex.	Dr. Vernon L Thomas	77	MI-5-9211 (Cleburne, Texas)
Greenville, Tex.	Dr. Joe Becton 4200 Stuart St.	GL-5-2510	GL-5-1041
Greenville, Tex.	Dr. T. C. Strickland Oculist 2417 Oneil St.	GL-5-3943	GL-5-1250
Hamlin, Tex.	Dr. Marshall L. Smith	877	895
Henrietta, Tex.	Dr. Robert E. Hurn	ID-8-4711	ID-8-4724
Hillsboro, Tex.	Dr. Dick Cason	JU-2-5311	JU-2-5763
Hillsboro, Tex.	Dr. James M. Buie	JU-2-3441	3521 (Whitney, Texas)
Hillsboro, Tex.	Dr. Silas W. Grant	JU-2-3441	JU-2-3869
Hooker, Okla.	Dr. L. G. Blackmer	108	208
Hooker, Okla.	Dr. F. P. Cawley	108	208
Houston, Tex.	Dr. Charles S. Gates Division Surgeon 1801 South Coast Life Bldg.	CA-2-6626	JA-4-0690
Houston, Tex.	Dr. C. C. Davis 1603 Medical Arts Bldg.	CA-5-6565	CA-5-6565
Houston, Tex.	Dr. J. Peyton Barnes 6601 Main Street	JA-2-2848	JA-9-7849
Houston, Tex.	Dr. Lyle Hooker Oculist 1013 Esperson Bldg.	CA-7-0323	MO-4-9222
Houston, Tex.	Dr. L. M. Flanary Oculist 530 West 20th St.	UN-2-6631	OV-2-3334
Houston, Tex.	Dr. E. B. Perry For Colored Employees Only 222 W. Dallas Ave.	CA-7-1055	JA-2-6147
Italy, Tex.	Dr. A. O. Dykes	HU-3-6377	HU-3-6201
Itasca, Tex.	Dr. C. C. Campbell	1	131
Itasca, Tex.	Dr. Charles G. Allen	66	462
La Grange, Tex.	Dr. E. T. Williams	276	633
La Grange, Tex.	Dr. L. F. Zatopek	276	464-W
Leedy, Okla.	Dr. William E. Boswell	21	106
Leonard, Tex.	Dr. James W. Davis	32	25
Lockhart, Tex.	Dr. A. A. Ross, Jr.	EX-8-2331	EX-8-2434
Mangum, Okla.	Dr. Fred W. Sellers	315	671
Mangum, Okla.	Dr. Tom L. Wainwright	314	217
Muenster, Tex.	Dr. Thomas S. Myrick	79	30
New Braunfels, Tex.	Dr. Jack A. Bergfeld	MA-5-2351	MA-5-5440
Rockwall, Tex.	Dr. Curtis M. Jackson	PA-2-4333	PA-2-3324
Rotan, Tex.	Dr. Chester U. Callan	256	297
San Antonio, Tex.	Dr. Walter Walthall Division Surgeon 1114 South Texas Bldg.	CA-7-3339	TA-6-0526
San Antonio, Tex.	Dr. W. D. Willerson 1028 Nix Professional Bldg.	CA-7-5531	TA-2-1833
San Antonio, Tex.	Dr. M. W. McCurdy Oculist 1034 Nix Professional Bldg.	CA-6-9522	TA-2-7344
San Antonio, Tex.	Dr. Thomas W. Folbre Oculist 414 Navarro St.	CA-7-6119	TA-6-0084
San Antonio, Tex.	Dr. Eugene E. Fuller For Colored Employees Only 1105 E. Commerce St.	CA-7-5521	LE-4-8042
San Marcos, Tex.	Dr. R. F. Sowell	EX-2-2515	EX-2-3073
San Marcos, Tex.	Dr. M. D. Heatly	EX-2-3361	EX-2-3044
Sealy, Tex.	Dr. V. Gordon	TU-5-3524	TU-5-3550
Sherman, Tex.	Dr. C. D. Strother	TW-3-1193	TW-2-6426
Sherman, Tex.	Dr. D. C. Enloe	TW-3-1193	TW-3-1640
Sherman, Tex.	Dr. Wm. I. Southerland	TW-2-6141	TW-2-2245
Sherman, Tex.	Dr. J. H. Stout	TW-3-1193	TW-2-5739
Smithville, Tex.	Dr. J. D. Stephens Division Surgeon	79	451
Smithville, Tex.	Dr. James W. Thomas Asst. Division Surgeon	157	55
Stamford, Tex.	Dr. I. F. Hudson	PR-3-2711	PR-3-3120
Stamford, Tex.	Dr. L. F. Metz	PR-3-2711	PR-3-2440
Stamford, Tex.	Dr. E. P. Bunkley	PR-3-2711	PR-3-3318
Stamford, Tex.	Dr. T. A. Bunkley	PR-3-2711	PR-3-3359
Taylor, Tex.	Dr. Edmond Doak	EL-2-2331	EL-2-2503
Temple, Tex.	Dr. J. S. McCelvey	PR-3-2174	PR-3-2070
Temple, Tex.	Dr. L. R. Talley	PR-3-2174	PR-3-2426
Temple, Tex.	Dr. R. K. Harlan	PR-3-2174	PR-3-4242
Temple, Tex.	Dr. William J. Bruce	PR-8-8047	PR-8-7736
Waco, Tex.	Dr. Paul C. Murphey Division Surgeon 2320 Columbus Ave.	PL-6-2502	PL-2-2644
Waco, Tex.	Dr. C. Coliom Smith Asst. Division Surgeon 1804 Austin Ave.	PL-4-1101	PL-3-5623
Waco, Tex.	Dr. James H. Colgin 2320 Columbus	PL-6-2763	PL-4-5804
Waco, Tex.	Dr. Cleveland H. Brooks Oculist 1104 Amicable Bldg.	PL-4-0291	PL-2-7763
Waco, Tex.	Dr. James H. Scruggs, Jr. Oculist 2223 Austin Ave.	PL-2-8205	PL-2-7356
Waxahachie, Tex.	Dr. S. H. Watson	WE-7-4710	WE-7-1003
Waxahachie, Tex.	Dr. M. E. Hastings	WE-7-1770	WE-7-1032
Waxahachie, Tex.	Dr. T. G. Estes Oculist	WE-7-1230	WE-7-1044
West, Tex.	Dr. W. H. Gidney	6-2111	6-2105
Whitewright, Tex.	Dr. Paul E. Geers	FO-4-2316	FO-4-2269
Wichita Falls, Tex.	Dr. Robert L. Hargrave Division Surgeon 222 Hamilton Bldg.	723-7859	322-9260
Wichita Falls, Tex.	Dr. J. A. Johnson Oculist 316 Hamilton Bldg.	723-4567	767-2686
Woodward, Okla.	Dr. Joe L. Duer	1187	1078
Woodward, Okla.	Dr. C. E. Williams Oculist	266	209

MOVEMENT OF TRAINS

1. SUPERIORITY OF TRAINS BY DIRECTION is shown at the bottom of schedule pages. (See Rule S-72.)

2. GOVERNING TIMETABLE AND RULES:

Between entrance to The Union Terminal Co. tracks MP D-766.9 and end of their tracks MP D-768.9 just north of GC&SF Interlocking, Tower 19: Be governed by The Union Terminal Co. rules.

Between south end The Union Terminal Co. tracks MP D-768.9 and M-K-T Junction, MP D-797.5: Be governed by MKT-FWD Joint Timetable.

Between Whitesboro and Fort Worth: Be governed by T&P Ry. timetable and rules.

Between entrance to FWD Ry. tracks MP G-790.0, Wichita Falls, and WF&NW Jct., and on Wichita Falls and Abilene Subdiv.: Be governed by FWD Ry. timetable and rules. On FWD Ry. between MP G-790 and WF&NW Jct., trains have no timetable superiority. Trains and engines move at Reduced Speed. FWD first class trains must not be unnecessarily delayed.

Between Pershing and Congress Ave., Austin: Be governed by T&NO R.R. timetable and rules.

Between Congress Ave., Austin and M-K-T Jct.: Be governed by Mo.Pac. R.R. timetable and rules.

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

3. AUTOMATIC BLOCK SIGNALS:

Subdivision	From (Station)	Mile Post	To (Station)	Mile Post
Denison-Ray Terminal	Staley	655.9	Denison	660.8
	Staley	655.9	Ray	660.0
	Denison	661.7	Ray	660.3
Fort Worth	Ray	663.5	Whitesboro	685.7
	Ney	758.5	Bellmead	843.6
Dallas	Lamar	D-661.6	Dallas Yard	D-766.9
	MKT Junction	D-797.5	Dallas Jct.	D-832.9
Texas	Waco	846.3	Bass	849.7
	(Southward movements on southward track)			
	Waco	847.4	Bass	849.7
	(Northward movements on northward track)			
	Bass	849.7	Houston	1083.6
San Antonio	Granger	908.1	Pershing	U-953.7
	MKT Jct.	M-984.9	Sloan	M-1037.2

Southward movements from sidings Melton and Winslow, if block indicator indicates "Block Clear", must open switch and wait 2 minutes to receive "Proceed" indication on Absolute Signal in siding.

Northward or southward trains holding main track at meeting point Melton; southward trains holding main track at meeting points Celeste, L&A Siding Greenville, Abbott, Berger, Temple and Hennessey; northward trains holding main track at meeting point Bethard; remain back of "Fouling Point" sign until opposing train is entering siding.

Automatic block signal 8469 between Two Main Tracks at 26th St., Waco and block indicator north end Duraglass Spur indicate condition of block on northward track between 26th St., Waco and Bass and also between Bass and Signal 8531. Block indicator at Duraglass Spur at south switch of crossover on southward track MP 848.7 indicates approach of trains on northward track. Block indicator at north switch of crossover on northward track MP 848.7 indicates approach of trains on southward track.

Automatic block signal 8487 just north of north switch of crossover on northward track governs southward movements on northward track to Duraglass Spur. Block indicator at south switch of crossover between northward track and Duraglass lead track MP 849.4 indicates northward movements between Signals 8531 and 8487.

Between Absolute Signal MP 1080.3 (Eureka Yard) and Absolute Signal MP 1083.4 (Houston) in addition to complying with Rule 350 and other Rules applicable in this territory, trains, engines or yard movements finding either of these Absolute Signals displaying Stop-indication between 7:00 A.M. and 11.00 P.M., must communicate with and be governed by instructions of Yardmaster, Eureka Yard, as to moving under flag protection against opposing movements and where they are to be met. Between these hours, all northward train, engine and yard movements will notify yardmaster, Eureka Yard, before leaving city yard, Houston.

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

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

RULE 99(j) authorized on Dallas, Fort Worth, Texas and San Antonio Subdivisions.

FLOOD INDICATORS at following locations:

MP Location	Affects Signals
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 7467.
D-758.5	7575 and 7594.
D-798.3	7994 and southward Absolute Signal south end siding Waxahachie.
D-822.0	8207 and 8262.
679.9	6783 and 6800.
772.0	7732 and 7709.
780.8	7797 and 7812.
960.8	9601 and 9610.
1026.1	10261 and 10284.
U-909.5	9087 and 9106.
U-918.7	9187 and 9190.
U-922.1	9211 and 9228.
M-999.5	9981 and 10006.
M-1006.5	10049 and 10088.
M-1013.5	10121 and 10150.
M-1023.5	10231 and 10236.

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

BRIDGE INDICATORS at following locations:

Color light Signals 986 and 997 protect bridge 99.2-B. Signals 1156 and 1167 protect bridge 116.2-B. 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.

4. MOVEMENTS BY SIGNAL INDICATION (Rules 400-404):

a. Between interlocking limits of Staley and MP 660.0 Ray on freight main track. Control Operator Staley.

b. Between MP 663.5 Ray and Pottsboro. Control Operator Ray.

"Lunar" indication displayed in unit on pole 100 feet south of new underpass indicates that Absolute Signal MP 663.5 is displaying "Proceed" indication. "Lunar" not displayed and unit on pole dark, indicates that Absolute Signal MP 663.5 is displaying Stop-indication. Telephones for communicating with Control Operator, Ray, located on pole and also at Absolute Signal.

c. Between MP 660.3 Ray and McCune; between McCune and Lamar on freight main track. Control Operator Lamar. Following instructions in effect:

Absolute Signal MP 660.3 east end Ray governs movement from Ray toward McCune. Passenger trains enroute Denison will be governed by indication of this signal; other movements must communicate with Control Operator and have his permission to proceed before accepting "Proceed" indication.

Absolute signal on Lamar cutoff authorizes movements from cutoff over dual control switch onto northward track, McCune, and against current of traffic to and through crossover just south of McCune and to Absolute Signal on southward track.

Except as above, movements between McCune and Sun will operate on right hand track with current of traffic unless authority of Control Operator, including Track and Time Limits, secured.

d. Between south end L&A Siding, Greenville, and north switch, Hunt Yard. No Control Operator.

5. TWO MAIN TRACKS BETWEEN:

Denison Passenger station yard and MP 662.5, Sun.

MP 668.7 and MP 670.0, Pottsboro.

MP 757.4, Fort Worth and MP 758.5, Ney. Northward movements remain in clear on northward track until interlocking signal received.

MP 844.9, Waco and MP 849.7, Bass. (Between MP 844.9 and MP 846.0 trains may use track for which switches are lined. This is an exception to Rule D-81.)

6. AUXILIARY SIGNALS:

a. Whitesboro - When Stop-indication and illuminated "S" dis-

played on southward Absolute Signal in front of station, southward trains enroute to T&P comply with Rule 292 (A) by heading in south siding. When Stop-indication displayed and "S" not illuminated southward trains stop and remain north of Henrietta Subdiv. Jct. Switch until communicate with operator then be governed by Rule 350.

Whitesboro - Trains enroute to or from T&P are authorized to move between Henrietta Subdiv. Jct. Switch and T&P Jct. Switch ahead of or against superior trains when receive "Proceed" indication on southward Absolute Signal at station (with "S" not illuminated) or northward Absolute Signal at T&P - MKT Jct. Switch.

b. Color light signal on cutoff Lamar, and Whitesboro at locations shown, when "Yellow" aspect displayed, 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 them. Train Order Form N required before operator can display "Yellow" aspect. Color light signals Lamar and Whitesboro are not Train Order Signals as defined under Rules 230, 231 and 232. Display of "Yellow" does not affect observance of Block or Interlocking Rules.

Lamar - When signal displays "Red" aspect, Dallas Subdiv. main track at Lamar will not be fouled. (Yard movements not governed by this signal.)

Whitesboro - Signal on Fort Worth Subdiv. main track in front of station governs northward trains; signals on Henrietta Subdiv. main track just west of Jct. switch govern Henrietta Subdiv. trains in both directions. When "Red" aspect displayed on governing signal, Henrietta Subdiv. Jct. Switch will not be fouled.

7. **TRAINS WILL REPORT FOR CLEARANCE, FORM 118, OTHER THAN REQUIRED BY RULE 83(a)** (last paragraph);

Lamar, instead of Denison - Southward Dallas Subdiv. trains originating. Southward passenger trains will remain back to clear northward movements to other station tracks while southward Absolute Signal at Lamar Interlocking displays Stop-indication. If it displays "Proceed" indication, may proceed to Lamar Interlocking Station. If Interlocking Signal inoperative, move as instructed by operator Lamar.

Ray, instead of McCune - Southward Dallas Subdiv. freight trains.

Lamar - Southward Dallas Subdiv. trains originating at Ray.

Ray, instead of Denison - Southward Fort Worth Subdiv. trains originating.

Ray - Southward Fort Worth Subdiv. trains originating.

Dallas Yard - All freight trains; northward passenger trains when Train Order Signal displays "Stop, Unless Clearance Received".

Dallas Yard, instead of Deny - Denton Subdiv. trains.

Dallas (Union Station) - First Class trains and passenger extras.

Hillsboro, instead of Dallas Junction - Trains originating.

Whitesboro - All trains.

North Yard, instead of Wichita Falls - Eastward freight trains.

Fort Worth (T&P Passenger Station) - Passenger extras.

Waco, instead of Bellmead - Southward trains originating, when no operator on duty Bellmead.

Smithville - all trains.

Austin - Northward trains, when operator on duty.

M-K-T Jct. (San Antonio Subdiv.) - Southward trains.

"YD" Tower, instead of San Antonio - Trains originating.

Trains originating Sloan - Requirements of this rule may be fulfilled by delivery at Sloan of clearance issued at "YD" Tower.

T&NO Interlocking 13, MP 1078.9, instead of Eureka - Trains originating.

DeLeon - All trains.

8. **EXCEPTIONS TO RULES 82(a) and 83(a):**

a. Exception to Rule 82(a): Schedules may be assumed without train order authority at other than the initial station on the Subdiv. at the following points:

Dallas Yard - No. 52.

Smithville - Nos. 41, 42, 52 and 53.

DeLeon - Nos. 96 and 97.

Northward trains from M-K-T-FWD Joint Track may assume their schedule or train order authority at Dallas Yard upon receipt of clearance, Form 118, at Dallas (Union Station) or Dallas Yard.

Southward trains from M-K-T-FWD Joint Track may assume their schedule or train order authority at M-K-T Junction upon receipt of clearance, Form 118, at Waxahachie (passenger station). "Proceed" indication of Southward Absolute Signal at M-K-T Junction authorizes movement to Train Order Signal, Waxahachie.

b. Exception to Rule 83(a) (last paragraph): Unless Train Order Signal displays "Stop, Unless Clearance Received", regular trains may leave their initial station without clearance, Form 118, at the following points:

Hillsboro - Trains originating at Dallas Junction.

Bellmead - No. 97.

Granger - Trains originating

Forgan - No. 93.

Wichita Falls - No. 12.

Elk City - Nos. 91 and 92.

9. **REGISTER STATIONS:** (Designated by **full-faced type**)

a. Ray is register station only for freight trains.

Dallas is register station only for first class trains, and passenger extras.

First class trains displaying signals from or to Dallas Yard will record this information on the register at Dallas.

Dallas Yard is register station only for freight trains.

Whitesboro. May register by ticket.

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

Bellmead is register station only for freight trains.

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

Granger is register station only for first class trains.

Sloan is register station only for freight trains.

b. Trains will register at other than register stations as follows;

Dallas Junction, Nos. 2 and 6.

Austin instead of Pershing.

c. Signals must not be ordered displayed to or taken down at Endot or M-K-T Junction.

When a regular northward MKT train is registered at Dallas Yard or Dallas, or when such train is identified on M-K-T FWD Joint track between Endot and M-K-T Junction, it will not be required to ascertain if the same train has arrived M-K-T Junction.

10. **STANDARD CLOCKS:**

Denison	Telegraph Office Register Room, Passenger Station
Ray	Yard Office Enginehouse Office
Hunt	Yard Office
Dallas	Enginehouse Office Yard Office Union Station
Ney	Yard Office Enginemen's Room
North Yard	Yard Office
Altus	Telegraph Office
Elk City	Telegraph Office
Forgan	Telegraph Office
DeLeon	Telegraph Office
Stamford	Telegraph Office
Bellmead	Telegraph Office
Waco	Telegraph Office
Temple	Telegraph Office
San Antonio	Conductor's Room
Sloan	Yard Office Enginehouse Of.
Smithville	Telegraph Office
Eureka	Yard Office Enginehouse Of.

11. **GENERAL ORDER BOOKS:**

Denison	Enginemen's Room Register Room, Passenger Station
Ray	Enginehouse Office Yard Office
Hunt	Yard Office
Dallas	Enginemen's Room Yard Office Union Station
Ney	Yard Office Enginemen's Room
North Yard	Yard Office Enginemen's Room
Welon	Yard Office Enginehouse Office
Elk City	Passenger Station
Forgan	Telegraph Office
Bellmead	Yard Office Road Enginemen's Room Yard Enginemen's Room
Waco	Telegraph Office Enginemen's Room
Belton	Telegraph Office
San Antonio	Enginemen's Room Conductor's Room
Sloan	Yard Office Enginehouse Office
Smithville	Telegraph Office Enginehouse Office
Eureka	Yard Office Enginehouse Office
DeLeon	Telegraph Office
Stamford	Telegraph Office Enginehouse Office

12. **YARDS PROTECTED BY YARD LIMIT SIGNS:**

Ray Denison Sherman Jct. Staley	One Yard
Sherman	
Greenville Hunt	One Yard
Garland	
Atkins Deny Farmers Branch Dallas Yard Dallas Sargent	One Yard
Waxahachie	
Dallas Junction Hillsboro Winslow	One Yard
Pagel Gainesville Cook	One Yard
South Yard Wichita Falls North Yard Oildom Bacon Burkburnett Grandfield	One Yard
Grover Frederick Huff	One Yard
Altus Welon	One Yard
Guest Woodward	One Yard
Mangum Elk City Forgan	

Whitesboro Denton Carter	One Yard	Hennessey Eureka Houston	One Yard
Hodge Fort Worth Ney Dolard	One Yard	Dublin DeLeon Cisco Albany	
Bellmead Bem Waco MP 849.5	One Yard	Stamford Hamlin MP U-953 to Pershing	
Temple Smith	One Yard	Travis Warden	One Yard
Granger Smithville		Sloan San Antonio	

13. **FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:**
For revenue passengers only unless otherwise provided.

Nos. 1 and 2, Garland and Waxahachie, to receive for or discharge from regular stops Denison and north and Waco and south.

Nos. 1 and 2, New Braunfels, San Marcos and Georgetown to receive for or discharge from regular stops Dallas and north.

No. 2, New Braunfels regular stop Sundays and Holidays. San Marcos regular stop Sundays.

Nos. 11 and 12. Any station to receive or discharge mail or passengers.

Nos. 5 and 6, any station to receive or discharge.

Nos. 5 and 6, will also stop at any flag stop shown for head end traffic. Conductors will ascertain from postal clerk and express messenger-baggageman stops necessary to comply with the above. Trains may be flagged at these stations as outlined.

No. 5, Abbott for mail to be placed in mail box on station platform when too late to go through to Waco and return on No. 6.

USE OF TRACK

14. **RESTRICTED SPEED REQUIREMENTS:**

a. **FIRST CLASS TRAINS RUN AT RESTRICTED SPEED** between MP M-1036.5 and Sloan (MP M-1037.5).

b. **FIRST CLASS TRAINS RUN AT RESTRICTED SPEED** at the following locations, expecting to find main track occupied or crossovers fouled by trains or engines moving in either direction without flag protection:

Greenville - Hunt: 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.

Whitesboro: Approaching and between Highway 10 crossing and Henrietta Subdiv. Jct. switch; and between south switch storage "B" track and T&P - MKT Jct. Switch on Fort Worth Subdiv. Switching movements are authorized to occupy main track in this territory avoiding unnecessary delay to first class trains. Movements also authorized as per Special Instructions 6-a.

c. **TRAINS WILL HAVE NO TIMETABLE SUPERIORITY AND ALL TRAINS AND ENGINES WILL MOVE AT RESTRICTED SPEED** at following locations:

Denison-Ray Terminal: Between Signal 6605, Denison, and yard limit sign MP D-662.1, south of Lamar, Dallas Subdiv.; and on Fort Worth Subdiv. between Denison passenger station yard and yard limit sign MP 663.0, south of Ray.

Dallas: Between MP D-765, north of Drill track, north end Dallas Yard, and entrance to The Union Terminal Co. tracks, MP D-766.9.

Fort Worth - Ney: Between northward Absolute Signal south of T&P Interlocking Fort Worth, and yard limit sign at MP 762.8.

Dallas Junction - Winslow: Between Dallas-Fort Worth Subdivision Jct. Switch, Dallas Junction, and south end siding, Winslow.

Wichita Falls: Between yard limit sign MP G-786.8, east of south yard, and entrance to FWD tracks, MP G-790.

Western Subdiv.: Between City Jct. and Hammon Jct.

Bellmead - Waco: Between Caphead, MP 841.9, and MP 847.4.

Temple-Smith: Between MP 880.0, Temple passenger station and MP 883.3, Smith.

San Antonio - Sloan: Between Sloan, MP M-1037.5, and San Antonio passenger station, MP M-1038.5.

15. **BETWEEN THE FOLLOWING POINTS TRAINS AND ENGINES WILL OPERATE UNDER PROVISIONS OF RULE 93 WITHOUT CLEARANCE OR TRAIN ORDERS:**
Sherman Jct. and Sherman on Sherman Subdiv.
Stamford and Rotan on Rotan Subdiv.
Smith and Belton on Belton Subdiv.

16. **FORM Y TRAIN ORDERS AUTHORIZED** on all Subdivisions, but are not effective in territory where Movements are by Signal Indication (Rules 400-404) as per Special Instructions 4. When Form Y orders are received before reaching Dallas or Dallas Yard on Dallas Subdiv.; before reaching Ft. Worth or Ney on Ft. Worth Subdiv.; before reaching Smithville on Texas Subdiv.; before reaching M-K-T Jct. on San Antonio Subdiv.; before reaching Elk City on Western Subdiv.; or before reaching DeLeon on Rotan Subdiv.; to be effective beyond these points must specify a wait at a station beyond the point named on each of these Subdivisions.

On Henrietta, Western and Rotan Subdivisions, regular trains will be notified of following extra trains by train dispatcher who will issue train order to all concerned as follows:

"C&E.....

After (time) protect against Extra....."

Preceding trains receiving this order will, after the specified time, while occupying main track, protect in accordance with Rule 99.

In the absence of this train order, regular scheduled trains on the Subdivisions designated may occupy the main track between Station Whistling Signs (Black letter "S" on white background) protecting against scheduled trains only and following extra trains must approach all stations prepared to stop at the Station Whistling Sign and thereafter proceed only as the way is seen or known to be clear.

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

McCune - South of Absolute Signal south of crossover between main tracks, Fort Worth Subdiv.

Greenville - At siding, first track west main track, passenger station.

L&A Siding Greenville - May be used by MKT trains, avoiding delay to L&A trains or engines, who use south end siding moving to or from Hunt. Remain north of "Fouling Point" sign to avoid signals displaying Stop-indication.

Hunt - At yard lead track, north of Wellington St.

Dallas Yard - First class trains and passenger extras, entrance to Union Terminal Co. tracks; freight trains, at Deny.

Waxahachie - Northward trains, at passenger station.

Whitesboro - Fort Worth-Henrietta Subdivision Jct. Switch.

Ney - Passenger extras, south end Two Main Tracks.

Bellmead - First class trains and passenger extras, old southward track between switch MP 842.9 and crossover MP 843.5.

Bass - South end Two Main Tracks.

Cisco - First track south of main track.

Granger - First class trains, Texas - San Antonio Subdivision Jct. Switch; other trains, siding No. 2.

Taylor - Siding No. 1.

Sealy - Siding No. 1.

18. **NORMAL POSITION OF SWITCHES:**

Ray - No track designated as main track between Absolute Signal MP 660.3, east end Ray Yard and Absolute Signal MP 663.5 west end Ray Yard. All tracks are yard tracks and switches may be left lined in any position, except crossover switches will be left with both switches lined for crossover or both switches lined against crossover movement.

Greenville - Switch intersecting L&A main track and L&A Siding, for L&A main track.

Waxahachie - Compress lead track switch intersecting house track, for compress lead track.

Whitesboro - Fort Worth - Henrietta Subdivision Jct. Switch for Fort Worth Subdiv.; intersection of Henrietta Subdiv. with north siding, for siding; intersection of Henrietta Subdiv. with south siding, for Henrietta Subdiv.

Whitesboro - Crossover switch, south siding, for siding.

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

Caphead - Switch at intersection main track and yard lead, for yard lead.

Switch at intersection of Rotan Subdiv. main track and yard lead, for yard lead.

WF&NW Jct., Wichita Falls - For FWD Ry.

North Yard, Wichita Falls - All main track switches from WF&NW Jct. to and including north drill track switch, lined as needed.

Elk City - All main track switches between yard limit signs, lined as needed.

DeLeon and Stamford - Main track switches within yard limits, lined as needed.

Granger - Texas-San Antonio Subdivision Jct. Switch, for Texas Subdiv.

Ajax - For San Antonio Subdiv.

Sloan - No. 4 track designated inbound passenger main track and normal position of switch is for outbound main track.

19. **CROSSOVERS AND SIDINGS:**

Whitesboro - Sidings designated as:

North Siding - From north end yard to Henrietta Subdiv. main track just west of Jct. Switch.

South Siding - From Henrietta Subdiv. main track to T&P main track south of T&P-MKT Jct. Switch.

Storage "B" - North of station along east side of Fort Worth Subdiv. main track.

Granger: Sidings designated as:

Siding No. 1 - Track west of main track, north switch intersects Texas Subdiv. main track near Signal 9071, south switch intersects San Antonio Subdiv. main track just north of Signal 9083.

Siding No. 2 - Track east of main track intersecting Texas Subdiv. main track north of station.

Crossovers designated as:

No. 1 - Texas Subdiv. main track to siding No. 1, just north of Jct. switch.

No. 2 - San Antonio Subdiv. main track to siding No. 1, just south of Jct. switch.

No. 3 - Texas Subdiv. main track to San Antonio Subdiv. main track at south switch Siding No. 1.

No. 4 - Texas Subdiv. 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. crossing.

Sealy - Siding No. 1, north of station.
Siding No. 2, south of GC&F crossing.

20. **RESTRICTIONS IN OPERATION OF LOCOMOTIVES AND CARS:**

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

Diesel engines and R.D.C. (Budd) Cars	5 inches.
Passenger cars	9 inches.
Freight cars	25 inches.

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

Cars with gross weight exceeding 105 tons must not be handled on Western, Sherman, Denton and Belton Subdivisions and between DeLeon and Rotan on Rotan Subdiv.

21. **ABBREVIATIONS:**

a. The following signs placed in column provided on schedule pages indicate:

W—Water.	O—Fuel for diesel locomotives.
T—Turntable.	S—Track scales.
Y—Wye.	s—Regular stop.
PH—Telephone.	f—Flag stop for passengers.
R—Radio base station.	¶—Stop for meals.
RY—Radio yard station.	

b. Abbreviations in connection with MP location and station numbers:

D—Dallas Subdiv.	P—Sherman Subdiv.
G—Henrietta Subdiv.	M—Smithville to San Antonio.
U—Granger to Pershing.	L—Belton Subdiv.
K—Denton Subdiv.	—B—Western Subdiv.
—A—Rotan Subdiv.	

22. **PRECAUTIONS TO BE TAKEN TO INSURE SAFE TRAIN OPERATION DURING AND FOLLOWING SEVERE STORMS:**

OPERATORS—Notify Train Dispatcher promptly of nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.

TRAIN AND ENGINEMEN—Bring train under control and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is doubt as to safety of movement, take siding and wait until advised track is safe.

TRAIN DISPATCHERS—On receipt of report of storm, notify trains likely to be affected; see that Superintendent, Division Engineer and Roadmaster are notified and that Section Foremen are patrolling track and get all information necessary to protect safe movement of trains as quickly as possible. If necessary, have Operator call Section Foreman.

23. **DUAL CONTROL AND REMOTE CONTROL SWITCHES.**

a. **Dual Control Switches:**

M-K-T Junction (MP D-797.5)—Normally controlled from Waxahachie (Passenger Station).

McCune—Normally controlled from Lamar Interlocking Station.

b. **Remote Control Switches:**

Whitesboro—T&P - MKT Jct. Switch.

24. **SPRING SWITCHES AND SPRING DERAILS:**

a. **Spring Switches: Designated by letter "S" attached to switch stand.**

Ray—East end yard, MP 660.8, where crossover intersects Warner cutoff freight main track. Normal position for crossover. Southward movements from Warner cutoff trail through. Signal 6607 protecting as per Rule 104(a) affected only by position of the switch.

Ray—East end yard, MP 660.1, intersection of inbound and outbound tracks - normal position for inbound track.

McCune—Both switches crossover between Two Main Tracks, - normal position for crossover.

Sun—End Two Main Tracks—normal position for northward track.

Sherman Jct. - Sherman - Fort Worth Subdivision Jct. Switch - normal position for Fort Worth Subdiv.

Penland—South switch, siding.

Kellogg—North switch, siding.

Dallas Yard—North switch, drill track.

Dallas Junction—Dallas-Ft Worth Subdivision Jct. Switch—normal position for Dallas Subdiv.

Pottsboro—Both ends Two Main Tracks - normal position for movement on right hand track.

Fort Worth - North end Two Main Tracks, MP 757.4 - normal position for southward track. (Signal protecting per Rule 104(a) affected only by position of the switch.)

Ney—South end Two Main Tracks, MP 758.5 - normal position for northward track. (Signal 7586 protecting as per Rule 104(a) also actuated by movements on northward main track between switch and crossover MP 758.)

Ney—South end drill track.

Egan - North switch, siding.

West - Both switches, siding.

Elm Mott - Both switches, siding.

Caphead - (Signal 8415 protects). Normal position lined for yard. Southward movements on main track leave lined for yard. Northward movements trail through.

Bass - End of Two Main Tracks - normal position for northward track.

Eddy - Both switches, siding.

Little River - Both switches, siding.

Elgin - South switch, siding.

L A Yard - South switch, siding.

Fayetteville - North switch, siding.

New Ulm - Both switches, siding.

Houston - North switch, lead track.

Pershing - M-K-T-T.&N.O. Jct. Switch - normal position for T.&N.O.

Ajax - San Antonio-Lockhart Subdivision Jct. Switch - normal position for San Antonio Subdiv.

Hunter - South switch, siding.

b. **Spring Derails:**

Denison - On main track 280 feet north of Signal 6608, north of passenger station - trailing for southward movements, hand operated for northward movements. Must be handled by crew of northward movements unless in charge of yardmen.

Ney—In tail track just south Magnolia St., - trailing for southward movements, hand operated for northward movements.

25. **CONELRAD:**

The CONELRAD program is a civil defense procedure mandatory to all radio stations in the Land Transportation Radio Service, which includes railroads, to provide for the alerting and operation of radio broadcasting stations during periods of air attack or imminent threat thereof and to minimize navigational aid to an enemy from such radio broadcast stations.

CONELRAD ALERT

The CONELRAD RADIO ALERT message for actual alert is as follows:

"We interrupt our normal program to cooperate in Security and Civil Defense measures as requested by the United States Government.
THIS IS A CONELRAD RADIO ALERT.
Normal broadcasting will now be discontinued for an indefinite period.
Civil Defense information will be broadcast in most areas at 640 or 1240 on your regular radio receiver."

The above message is then repeated once and if it is a CONELRAD test or drill broadcast station will so announce.

The above message will be broadcast by all standard AM, FM and TV broadcast stations upon direction of the Air Defense Command

at which time all broadcast stations must leave the air except certain stations on CONELRAD frequencies 640kc and 1240kc, which will broadcast under controlled conditions which render the broadcasts useless for direction finding purposes.

The Air Defense Command, when the danger of Radio Navigational aid is removed, initiates a RADIO ALL CLEAR message as follows:

"CONELRAD radio all clear. Resume normal operations."

The message is repeatcd once, after which normal operations may be resumed.

CONELRAD RADIO ALERT may be given over the whole country or just certain zones. The M-K-T is divided into two zones: all of Missouri, Kansas and that part of Oklahoma north of a point between Checotah and Oktaha on the Muskogee Subdivision, and north of a point between Yale and Jennings on the Oklahoma Subdivision is Zone 20; the remainder of Oklahoma and Texas in Zone 33.

OPERATION DURING A CONELRAD RADIO ALERT

Upon receipt of a CONELRAD RADIO ALERT all radio stations, which includes railroad base and mobile stations, must interrupt any communication in progress, make a brief announcement (base stations, for instance, notify mobile stations); leave the air, and maintain radio silence for the duration of the alert, except for limited transmissions handled in accordance with the following restrictions:
(1) No transmissions shall be made unless they are of extreme emergency affecting the national safety, or the safety of people and property;
(2) All transmissions shall be as short as possible;
(3) No station identification nor geographical location shall be given.

PROCEDURE ON THE M-K-T RAILROAD

Denison Dispatcher's Office is equipped with an automatic "CONALERT" receiver and when a CONELRAD RADIO ALERT is received will notify Waco Relay Office and all base radio stations on Southern Division, except Hico, DeLeon and Stamford, who will be notified by Waco Relay Office.

Radio base stations will notify all mobile units within range by repeating the ALERT message twice, then leaving the air.

The same procedure will be followed when the RADIO ALL CLEAR is received.

Base, fixed or mobile stations not directly receiving the CONELRAD RADIO ALERT must use caution in returning to the air after an "out of service" period, to insure that a CONELRAD RADIO ALERT is not in progress before making any transmissions.

A log must be maintained for all CONELRAD tests, drills and operations on forms provided by Denison Dispatcher's Office, Waco Relay Office, and all base stations.

26. SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track, except as otherwise restricted by Yard Limits, Train Orders, Speed Restriction Signs, General Orders, Special Instructions, or other restrictive conditions.		
MAXIMUM SPEED MPH - DIESEL OPERATION:		
Between Staley and Denison	70	30
Except: Over Red River Bridge, MP 656.0	30	25
Over puzzle switch north of Denison passenger station	15	15
Denison, over street crossings	20	20
Between Staley and Ray, freight main track	30	30
Except: Denison, over street crossings	20	20
Between Denison and MP D-662.1	20	20
Between MP D-662.1 and MP D-665.5	45	35
Between MP D-665.5 and Atkins	75	45
Except: Whitewright, over street crossings	30	30
Trenton, over street crossings	40	30
From first street crossing north of passenger station, Greenville, to Hunt	20	20
Royse City, over street crossings	30	30
Around first curve north of GC&SF crossing, Garland	40	40
Garland, over street crossings	40	40
Between Atkins and MP D-765	40	20
Except: Highland Park, over Cole, Knox, Airline Road and Mockingbird Lane Streets	10	10
Between MP D-765 and Dallas Yard	20	20
Except: Dallas Yard, over Alamo and Houston Streets and McKinney Ave.	10	10
Between M-K-T Junction and Dallas Junction	75	45
Except: Waxahachie, over street crossings.	20	20
Italy, over street crossings	30	30
Through turnout, Dallas Junction	20	20
Hillsboro, over street crossings	18	18
Between Denison and MP 660.3, Ray	20	20
Except: Through turnouts, Sun and McCune	15	15
Denison, over Morton Street	15	15
Between MP 662.9, Ray, and Pottsboro	30	30
Except: Through turnouts, both ends of Two Main Tracks, Pottsboro	15	15
On southward track, Pottsboro	20	20
Between Pottsboro and MP 680	50	40
Between MP 680 and Whitesboro	75	55
Between Ft. Worth and MP 762.8	20	15
Except: Through turnouts, both ends Two Main Tracks	15	15
Between MP 762.8 and Dallas Junction	75	55
Except: Grandview, over first crossing south of station.	30	30
Between Dallas Junction and south end siding, Winslow.	18	18
Between Winslow, south end siding, and Caphead.	75	55
Except: West, over street crossings.	30	30
Between Caphead and MP 847.4	20	20
Between MP 847.4 and Bass	50	35
Except: Through turnout, end Two Main Tracks, Bass	30	20
Between Bass and Hewitt	60	40
Between Hewitt and MP 880	75	55
Between MP 880 and Smith	18	18
Between Smith and MP 921	75	55
Between MP 921 and Cat Spring	50	40
Except: Over Highway 95, Smithville	15	15
Between Cat Spring and Brookshire	75	55
Between Brookshire and T&NO crossing, Eureka	50	40
Except: Wirth St. MP 1076.	20	20
Between T&NO crossing, Eureka and Houston	20	20
Between Granger and Pershing	60	40
Except: Through turnout, Jct. Switch, Granger	30	20
Over Congress Avenue, Austin	5	5
Between M-K-T Jct. and MP M-1036.1	75	55
Except: Through turnout, M-K-T Jct.	30	20
Between MP M-1036.1 and San Antonio	20	20
Between Sherman Jct. and Sherman	30	30
Except: Sherman, over street crossings, Pecan to King Street; inclusive	Flag crossings	
Perrin Field Spur Track	10	10
Between Whitesboro and Wichita Falls	50	35
Except: Whitesboro, over Highway 10	20	20
On siding	5	5
Gainesville, over street crossings	10	10
Nocona, over Clay and Cooke Streets	10	10
Other street crossings	20	20
Wichita Falls, over 7th and Iowa Park Streets	8	8
Other street crossings	15	15
Between North Yard and Forgan	40	25
Except: North Yard, over Jefferson Street	5	5
Other street crossings	15	15
MP 2.1-B, over crossing north of Panhandle Refinery	15	15
MP 3.2-B, over US Highway 277-A	20	20
Burkburnett, over crossings north and south of station	8	8
Burkburnett and Devol	35	20
Grandfield, over crossing MP 28-B	15	15
Loveland and Altus	35	20
Altus, between Main and Blaine Streets, inclusive	8	8
Elk City, over Main Street	8	8
Forgan, over Main Street	8	8
Between Denton and Deny	25	25
Except: MP K-735.5, street crossing	10	10

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Dallas, over Harry Hines Blvd.	10	10
Over Hawes St. and Inwood Road	15	15
Between Bellmead and Stamford	40	30
Except: Gorman, over two crossings east of station	10	10
Cisco, over West 6th Street	10	10
Albany, over crossing east of station	10	10
Between Stamford and MP 234-A	25	25
Between MP 234-A and Rotan	15	15
Except: Over all bridges between Hamlin and Rotan, when handling 70-ton coal and hopper cars		10
Between Belton and Smith	10	10
Between Smithville and Ajax	45	40
Except: Lockhart, over street crossings	10	10
MISCELLANEOUS:		
All trains and engines operating through turnouts	20	15
Except: Through turnouts on Sherman, Denton and Western Subdivisions	10	10
TRAINS HANDLING:		
Steam derricks, pile driver, ditchers or cranes on their own wheels (except where maximum speed is lower)		30
Derricks X-255 and X-256, (Cooper's rating E-58), Pile Driver X-1030 (Cooper's rating E-53) and Crane X-1020 (Cooper's rating E-28) (except where maximum speed is lower)		25

These machines must not be operated over Western, Sherman, Denton or Belton Subdivisions, nor the BM&E Railroad. Must be located in train not less than four cars nor more than ten cars from engine. When two of these machines are handled in freight trains, they must be separated by at least six cars.

When Derricks X-255 and X-256 are operated on tracks other than the main track, on all Subdivisions, timber bridges under those tracks must be inspected before allowing machines to pass over those bridges. If the bridges are constructed with fewer than four stringers per chord, machines will not be permitted to pass over until helper stringers are placed or cribbing placed between bents to reduce the span length. The machines must not be spotted on bridges to handle loads and must not travel across a bridge while carrying a load.

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

Engines Towed in Train - Handle next to operating engine of through trains and behind short cars of trains setting out and picking up; except all 70-ton Road Switchers to be handled next ahead of caboose.

27. ... MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	M.P.	At or Near Station	Not to Exceed MPH	
			Passenger	Freight
T&NO R.R. T&P Ry.	D-661.6 D-674.3	Lamar Bells	Restricted Speed 35	 20
StLSW Ry.	D-714.3	Hunt	30 MPH between Absolute Signals	
StLSW Ry. T&NO R.R.	843.6 1080.8	Bellmead Eureka	Restricted Speed 15	 15
T&P Ry.	P-671.4	Sherman	Stop Gate across main track only. Leave lined as used.	Stop
FWD Ry.	G-772.1	Henrietta	20 MPH between Absolute Signals.	
WV R.R. SL-SF R.R.	G-790.0 50.3-B	Wichita Falls Frederick	Stop Stop	Stop Stop
SL-SF R.R.	74.8-B	Altus	Stop Gate normally against MKT	Stop
AT&SF R.R. CRI&P R.R.	76.2-B 96.3-B	Altus Mangum	Stop Stop	Stop Stop
P&SF R.R.	154.3-B	Hammon Jct.	Restricted Speed not exceeding 15 MPH. Gate normally against P&SF.	
AT&SF R.R.	219.9-B	Woodward	8 MPH between Approach Signals	
SL-SF R.R.) StLSW Ry.)	K-744.6	Carrollton	15 MPH between Approach Signals	
GC&SF R.R.	53.9-A	Morgan	15 MPH between Approach Signals	
GC&SF R.R.	105.6-A	Dublin	15 MPH between Approach Signals	
T&P Ry.	154.8-A	Cisco	20 MPH between Absolute Signals	
WV R.R. WV R.R.	226.2-A 229.3-A	Stamford Stamford	Stop Stop	Stop Stop
GC&SF R.R.	245.2-A	Hamlin	Stop Leave gate lined as used.	Stop

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

STATE STATUTES

TEXAS.....Whistle must be sounded and bell rung at least 80 rods from place where the railroad shall cross any public road or street, and the bell shall be kept ringing until locomotive shall have crossed such public road.

OKLAHOMA.....Whistle shall be sounded or bell rung at least 80 rods from place where the railroad shall cross any road or street.

OPERATING INSTRUCTIONS FOR WHITE AND RED OSCILLATING HEADLIGHT

WHITE LIGHT

Must be displayed at night and during the day when weather conditions impair visibility. Must be extinguished when the standard white headlight is dimmed or extinguished.

RED LIGHT

Will be displayed by day or by night when train is stopped suddenly under circumstances in which adjacent tracks may be fouled, or when head end protection is required. Must be extinguished when necessity no longer exists. A headlight burning red is a signal for an approaching train on the same or adjacent track to stop before passing such headlight, and be governed by conditions.

DISPLAY OF HEADLIGHTS DOES NOT RELIEVE ENGINE MEN OR TRAINMEN FROM PROTECTING TRAIN IN ACCORDANCE WITH RULE 99.

DALLAS SUBDIVISION – RAY TO DALLAS JUNCTION

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD SECOND CLASS 43 Manifest Freight Daily Ex. Sunday	SOUTHWARD SECOND CLASS 41 Manifest Freight Daily	SOUTHWARD FIRST CLASS 5 Passenger Daily	SOUTHWARD FIRST CLASS 1 Passenger Daily	Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE No. 32 Effective April 26, 1959	Office Call	NORTHWARD FIRST CLASS 6 Passenger Daily	NORTHWARD FIRST CLASS 2 Passenger Daily	NORTHWARD SECOND CLASS 52 Manifest Freight Daily Ex. Sunday	NORTHWARD SECOND CLASS 44 Freight Daily	HOURS OF TELEGRAPH SERVICE Monday Thru Friday	HOURS OF TELEGRAPH SERVICE Saturdays, Sundays, Holidays
Yard-W-T-S-O-Y	7.00PM	5.00AM						PH-R-RY ...RAY	RA			12.30 AM	11.00 AM	Continuous	Continuous
Dual Control Sw.	7.20PM	5.20AM						PH ...McCUNE				11.58PM	10.05AM		
Yard-W-T-S-O			6.45PM	5.40AM		661	660.9	PH ...DENISON	WD	s 9.40AM	s11.20PM				
Interlocking	7.30	5.25	6.47	5.42			661.6	PH T.&N.O. Crossing ...LAMAR	MR	9.28	11.17	11.52	9.55	Continuous	Continuous
	7.42	5.37	6.56	5.51	117		668.7	PH ...PENLAND		9.18	11.07	11.41	9.35		
Auto. Interlkg. 11-11-11	7.53	5.46 1	f 7.04	5.58 41	22	D-13	674.3	PH T.&P. Crossing ...BELLS		f 9.10	11.00	11.32	9.25		
23-20-16	8.05	6.06	f 7.14	6.06	58	D-20	681.3	PH-R ...WHITEWRIGHT	WH	f 8.59	10.52	11.20	9.10 6	• 7.45AM to 4.45PM	
24-22	8.16	6.24	f 7.24	6.14	100	D-27	688.1	PH ...TRENTON		f 8.47 44	10.44	11.04	8.47		
25-8-18	8.27	6.34	f 7.33	6.22		D-34	694.6	PH ...LEONARD	AU	f 8.36	10.36	10.54	8.15	• 6.45AM to 3.45PM	
Auto. Interlkg. Connection-22-11	8.38	6.44	f 7.42	6.30	62	D-40	701.2	PH G.C.&S.F. Crossing ...CELESTE		f 8.25	10.28	10.44	8.00		
	8.48	6.54	7.51	6.38	90		707.5	PH ...KELLOGG		8.17	10.20	10.34	7.40		
Yard-W-O	8.58	7.04	s 8.10	s 6.45	38	D-52	713.0	PH ...GREENVILLE		s 8.10	s10 13	10.25 2	7.30 41		
Yard-S-Y-Connection	9.20	7.10 44	8.13	6.48		D-53	714.0	PH-R ...HUNT	A	7.52	10.09 52	10.09	7.10	Continuous	Continuous
Auto. Interlkg.							714.3	St.L.S.W. Crossing							
	9.35 52	7.49 6	8.15	6.50 44	129		715.6	PH ...MELTON		7.49 41	10.06	9.35 43	6.50 1		
30	9.59 2	7.58	f 8.23	6.57		D-61	721.6	PH ...CADDO MILLS		f 7.42	9.59 43	9.20	6.20		
15	10.15	8.11	f 8.34	7.07	49	D-69	730.3	PH ...ROYSE CITY	RY	f 7.30	9.49	9.06	5.55	• 7.30AM to 4.30PM	
31-27	10.30	8.24	f 8.44 52	7.17 6	100	D-78	738.7	PH ...ROCKWALL	RC	f 7.17 1	9.40	8.44 5	5.30	• 5.30AM to 2.30PM	
	10.50	8.41	8.58	7.30	94		750.0	PH ...ELLIS		6.57	9.28	8.10	5.02		
Auto. Interlkg.							750.7	G.C.&S.F. Crossing							
Yard-Connection	10.55	8.43	f 9.10	7.32	54	D-90	750.9	PH-R ...GARLAND	GC	f 6.55	9.26	8.05	5.00	6.30AM to 2.30PM 3.00PM to 11.00PM	(Saturday Only) 6.30AM to 2.30PM 3.00PM to 11.00PM
	11.10	8.48	9.22 2	7.36	49		754.1	PH ...BETHARD		6.46	9.22 5	7.59	3.30		
43	11.30PM	8.59	9.31	7.45	99		761.4	PH ...ATKINS		6.38	9.11	7.46	3.16		
			f 9.34	s 7.48			763.3	PH ...HIGHLAND PARK		f 6.35	s 9.08				
			9.40	7.54			766.2	PH ...DENY		6.29	9.03				
Yard-W-S-O-Y	2.00AM	9.15AM 10.05 AM	9.42PM	7.56AM		D-106	766.9	PH-R-RY DALLAS YARD	DY	6.26AM	9.01PM	7.30PM 3.00 PM	3.00AM	Continuous	Continuous
								End Un.Term.Co. Tracks							
Interlocking							767.0	U.T.-T.&P. Crossing							
			s 9.45 PM 10.15 PM	s 7.59 AM 8.20 AM			767.3	PH ...DALLAS	UT	s 6.28 AM 6.00 AM	s 9.00 PM 8.40 PM			6.00AM to 2.00PM 4.15PM to 12.15AM	6.00AM to 2.00PM 4.15PM to 12.15AM
Interlocking							768.9	End Un.Term.Co. Tracks G.C.&S.F. Crossing (Tower 19) C.R.I.&P. Jct.							
		10.15	10.20	8.25			769.3	PH ...ENDOT End Two Main Tracks		5.38	6.20	1.35			
33-8		SEE JOINT TIMETABLE			91	D-121	781.7	PH ...LANCASTER	CA	SEE JOINT TIMETABLE				• 5.30AM to 2.30PM	(Saturday only) • 5.30AM to 2.30PM
Auto. Interlkg.							796.6	PH T.&N.O. Crossing							
Dual Control Sw.		11.20AM	10.51PM	8.56AM			797.5	PH M-K-T JUNCTION		5.01AM	7.52PM	12.15PM			
Yard-Connection		11.30 52 AM	10.53	8.58	57	D-137	798.1	PH-R ...WAXAHACHIE	HC	f 4.59	7.50	11.30 41 AM		Continuous	Continuous
Connection-21-14		12.01PM	11.13	9.16	60	D-152	813.1	PH ...ITALY	BG	f 4.38	7.34	10.55		• 7.45AM to 4.45PM	
		12.40PM	11.36PM	9.39AM			832.9	PH ...DALLAS JUNCTION		4.13AM	7.08PM	10.10AM			
	43	41	5	1				176.0		6	2	52	44	• 1 Hour for Lunch	• 1 Hour for Lunch
	7.00	7.40	4.51	3.59				Time on Subdivision		5.27	4.12	14.20	8.00		

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

Between End of The Union Terminal Co. tracks, MP D-768.9, and M-K-T Junction, trains and engines will be governed by M-K-T – FWD Joint Time Table.

STATIONS AND TRACKS NOT SHOWN ABOVE

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Thomas	D-71	D-731.6	15	South
Rowlett	D-86	D-746.5	33	North
Krem		D-752.9	76 (Siding)	Both
Sargent	D-110	D-770.8	31	South
Peeler	D-112	D-772.7	16	North
Nena		D-802.6	16	North
Nelson	D-142	D-803.0	60 (Siding)	Both
Forreston	D-146	D-807.3	33	Both
Milford	D-157	D-818.3	35	Both

LOCATION OF MAIL CRANES, OTHER THAN STATIONS ABOVE

Peniel ..... MP D-711.1
Fate ..... MP D-734.1

FORT WORTH SUBDIVISION – DENISON TO WACO

SOUTHWARD					TIME TABLE No. 32 Effective April 26, 1959				HOURS OF TELEGRAPH SERVICE	
SECOND CLASS		FIRST CLASS								
53 Manifest Freight	41 Manifest Freight	5 Passenger	1 Passenger	11 Passenger		Distance from St. Louis	Station Numbers	Office Call	Monday Thru Friday	Saturdays, Sundays, Holidays
Daily	Daily	Daily	Daily	Daily						
				7.15AM	PH DENISON	660.9	661	WD		
					0.4 End Two Main Tracks	661.3				
					0.5					
				7.18	PH McCUNE	661.8				
				7.21	0.7 PH SUN End Two Main Tracks	662.5				
					0.4					
				7.23	PH SHERMAN JCT	662.9				
					2.7					
2.40 PM					PH-R-RY RAY		662	RA	Continuous	Continuous
				s 7.51	4.7 PH POTTSBORO	669.6	670	JN	* 5.30PM to 2.30AM	* 5.30PM to 2.30AM
				8.01	6.7 PH HANGER	676.3	676			
				s 8.09	5.6 PH SADLER	681.9	682			
3.25 PM				s 8.20AM	3.8 PH-R WHITESBORO	685.7	686	WO	Continuous	Continuous
					36.0 PH-R DENTON	721.7	722	CN	7.30AM to 3.30PM 4.30PM to 12.30AM	7.30AM to 3.30PM 4.30PM to 12.30AM
					35.3 PH FORT WORTH	757.0	757	NY	Continuous	Continuous
					0.1 T.&P. Crossing	757.1				
					0.3 End Two Main Tracks	757.4				
					1.1 End Two Main Tracks					
5.50 PM					PH-R-RY NEY	758.5	759	KN	* 8.30PM to 5.30AM	* 8.30PM to 5.30AM
6.30PM					0.9 PH T.&N.O. Crossing	759.4				
6.39					4.9 PH LYTLE	764.3				
6.49					6.9 PH BURLESON	771.2	771	BU	* 7.45AM to 4.45PM	
6.59					6.4 PH EGAN	777.6	778			
7.08					6.4 PH G.C.&S.F. Crossing ALVARADO	784.0	784			
7.20					9.2 PH-R GRANDVIEW	793.2	793	GW	* 7.45AM to 4.45PM	
7.31					8.1 PH ITASCA	801.3	801	SK	* 7.45AM to 4.45PM	
7.43	12.40PM	11.36PM	9.39AM		10.3 PH DALLAS JUNCTION	811.6				
7.45	12.45	a12.10AM	f 9.43		0.3 PH-R HILLSBORO	811.9	812	HB	* 8.30AM to 5.30PM	(Saturday only) * 8.30AM to 5.30PM
7.49	12.50	12.13	42-52 **9.46**		1.1 PH WINSLOW	813.0	813			
8.01	1.12	12.25	9.55		8.5 PH ABBOTT	821.5	821			
8.09	1.21	12.33	10.02		5.9 PH WEST	827.4	827	WS	* 7.45AM to 4.45PM	
8.20	1.32	12.45	10.14		9.0 PH ELM MOTT	836.4	836			
8.28	1.41	12.53	10.22		5.5 PH CAPHEAD	841.9				
9.00PM	2.30PM				1.0 PH-R-RY BELLMEAD	842.9	843	BJ	* 5.30AM to 2.30PM	* 5.30AM to 2.30PM
					0.7 St.L.S.W. Crossing	843.6				
					1.0 T.&N.O. Crossing	844.6				
					0.3 End Two Main Tracks	844.9				
		s 1.05AM	s10.40AM		0.6 PH WACO	845.5	846	WC	Continuous	Continuous
53	41	5	1	11	184.6				* 1 Hour for Lunch	* 1 Hour for Lunch
6.20	1.50	1.29	1.01	1.05	Time on Subdivision					

Rule 400 — Two Main Tracks

Rule 400 — A.B.S. — T.&P. T.T. and Rules Govern

Automatic Block Signals

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

DENTON SUBDIVISION — STATIONS

	STATION NO.	MILES FROM DENTON	CAR CAPACITY	END CONNECTED
Carter		2.5	100 (Siding)	Both
Lake Dallas	K-9	9.2	3	South
Lewisville	K-15	15.1	24	Both
Carrollton	K-23	22.9	18-6	Both
S.L.-S.F.-St.L.S.W. Crossing			Auto. Interlkg.	
Farmers Branch	K-25	25.2	17-25	Both
Oldham	K-29	29.0	51 (Siding)	Both
Deny	D-104	36.3	Yard	

Denton to Deny is southward; Deny to Denton is northward.
Unless otherwise provided, at meeting points between extra trains the northward extra must take the siding. (See Rule S-88).

FORT WORTH SUBDIVISION – WACO TO DENISON

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	Capacity of Sidings	TIME TABLE No. 32 Effective April 26, 1959	NORTHWARD				
			FIRST CLASS			SECOND CLASS	
			6 Passenger	2 Passenger	12 Passenger	52 Manifest Freight	42 Manifest Freight
			Daily	Daily	Daily	Daily Ex. Sunday	Daily
W-T-S-O-Yard		PH DENISON 0.4			s 7.30PM		
		End Two Main Tracks 0.5					
Dual Control Sw.		PH McCUNE 0.7			7.15		
		PH SUN			7.12		
		End Two Main Tracks 0.4					
		PH SHERMAN JCT. 2.7			7.10		
Yard-W-T-S-O-Y		PH-R-RY RAY 4.7					12.01 AM
17		PH POTTSBORO 6.7			f 6.40		
23	91	PH HANGER 5.6			f 6.29		
4	25	PH SADLER 3.8			f 6.20		
Yard-Y Connection Remote Control Sw.	113	PH-R WHITESBORO 36.0			s 6.15PM		10.30 PM
		PH-R DENTON 35.3					
		PH FORT WORTH 0.1					
Interlocking		T.&P. Crossing 0.3					
		End Two Main Tracks 1.1					
		End Two Main Tracks					
Yard-W-T-S-O		PH-R-RY NEY 0.9					7.00 PM
Auto. Interlkg.		PH T.&N.O. Crossing 4.9					2.00PM
	93	PH LYTLE 6.9					12.35
28		PH BURLESON 6.4					12.20PM
7-North	112	PH EGAN 6.4					11.55AM
Auto. Interlkg. 21-Connection		PH G.C.&S.F. Crossing ALVARADO 9.2					11.40
39-28	109	PH-R GRANDVIEW 8.1					11.10
Yard	92	PH ITASCA 10.3					10.45
		PH DALLAS JUNCTION 0.3	4.13AM	7.08PM		10.10AM	10.15
Y-Yard	43	PH-R HILLSBORO 1.1	s 4.10	f 7.07		10.05	10.10
Yard	138	PH WINSLOW 8.5	3.38	7.06		**9.46** [1]	**9.46** [1]
31	111	PH ABBOTT 5.9	f 3.28	6.57		9.01	9.15
19-32-16	104	PH WEST 9.0	f 3.20	6.51		8.45	9.03
8-North	101	PH ELM MOTT 5.5	f 3.07	6.42		8.15	8.45
		PH CAPHEAD 1.0	3.01	6.36		8.03	8.33
Yard-W-S-Y-O-R Connection		PH-R RY BELLMEAD 0.7				8.00AM	8.30AM
Crossing Device		St.L.S.W. Crossing 1.0					
Interlocking		T.&N.O. Crossing 0.3					
		End Two Main Tracks 0.6					
Yard-W-O Connection		PH WACO	2.50AM	6.25PM			
		184.6	6	2	12	52	42
		Time on Subdivision	1.23	.43	1.15	2.10	15.31

Automatic Block Signals; Rule 400; A.B.S.; T.&P. T.T. and Rules Govern; Two Main Tracks

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

STATIONS AND TRACKS NOT SHOWN ABOVE

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Perrin Field	669	669.9	Yard	North
Greer	839	838.8	Yard	South

SHERMAN SUBDIVISION — STATIONS

	STATION NO.	MILES FROM SHERMAN JCT.	CAR CAPACITY	END CONNECTED
Standard	P-8	6.0	5	Both
T&P Crossing		8.9	Stop. Gate across main track only.	
Sherman	P-11	9.1	Yard	

TEXAS SUBDIVISION – BELLMEAD TO HOUSTON

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD SECOND CLASS 53 Manifest Freight Daily	SOUTHWARD SECOND CLASS 41 Manifest Freight Daily	SOUTHWARD FIRST CLASS 1 Passenger Daily	SOUTHWARD FIRST CLASS 5 Passenger Daily	Capacity of Sidings	Station Number	Distance from St. Louis	TIME TABLE No. 32 Effective April 26, 1959	Office Call	NORTHWARD FIRST CLASS 6 Passenger Daily	NORTHWARD FIRST CLASS 2 Passenger Daily	NORTHWARD SECOND CLASS 52 Freight Daily	NORTHWARD SECOND CLASS 42 Manifest Freight Daily	HOURS OF TELEGRAPH SERVICE Monday Thru Friday	HOURS OF TELEGRAPH SERVICE Saturdays, Sundays, Holidays
Yard-W-S-Y-O-	10.30PM	4.30PM				843	842.9	PH-R-RY. BELLMEAD	BJ			7.00PM	6.00AM	* 5.30AM to 2.30PM	* 5.30AM to 2.30PM
Crossing Device							843.6	0.7 St. L.S.W. Crossing							
Interlocking							844.6	1.0 T.&N.O. Crossing							
							844.9	0.3 End of Two Main Tracks							
Yard-W-O-	10.45	4.45	10.55AM	1.25AM		846	845.5	0.6 PH WACO 4.2	WC	s 2.40AM	s 6.05	5.25 41	5.35	Continuous	Continuous
	10.55	5.00 52	11.03	1.33			849.7	PH BASS (End Two Main Tracks) 8.7		2.29	5.54	5.00	5.20		
15-South 4-North	11.20	5.15	11.13	f 1.43		858	858.4	PH LORENA 6.8		f 2.20	5.45 41	4.35	5.03		
22	11.32	5.38 2	11.20	f 1.50	92	865	865.2	PH EDDY 6.9		f 2.12	5.38	4.20	4.53		
24	11.45	6.00	11.27	f 1.57		872	872.1	PH TROY 3.2		f 2.05 5	5.31	4.05	4.43		
	11.51	6.10	11.31	2.01 6	61	875	875.3	PH BERGER 4.7		2.01	5.27	3.55	4.38		
Yard-S	11.58PM	6.25	s11.46	s 2.25	87	880	880.0	PH-R TEMPLE 0.7	JN	s 1.50	s 5.22	3.45	4.30	10.00AM to 6.00PM 11.59PM to 7.59AM	10.00AM to 6.00PM 11.59PM to 7.59AM
Connection Interlocking							880.7	G.C.&S.F. Crossing 0.4							
	12.02AM	6.35	11.50	2.29	90	881	881.1	PH COBEL 2.2		1.40	5.10	3.20	3.55		
	12.10	6.55	11.58AM	2.37		883	883.3	PH SMITH 4.3		1.32	5.03	3.13	3.43		
12-South	12.17	7.10	12.03PM	f 2.43	92	888	887.6	PH LITTLE RIVER 9.2		f 1.27	4.58	3.05	3.35		
34-27	12.32	7.25	12.13	f 2.55		897	896.8	PH HOLLAND 6.0		f 1.17	4.48	2.52	3.20		
Yard	12.42	7.40	12.19	f 3.04 42	66	903	902.8	PH BARTLETT 5.3	BR	f 1.10	4.42	2.40	3.04 5	* 7.30AM to 4.30PM	
Yard-Y	12.56 6	8.05	12.25PM	f 3.12AM	No. 1-84 No. 2-106	908	908.1	PH-R GRANGER 10.8	G	f12.56 53AM	4.35PM	2.30	2.35	* 8.00PM to 5.00AM	* 8.00PM to 5.00AM
Yard-S-Y-Conn. Auto. Interlkg.	1.12	8.25			No. 1-119 No. 2-33	919	918.9	PH TAYLOR (Mo.Pac. Crossing) 15.9	JG			2.01	2.10	* 8.30AM to 5.30PM	
Auto. Interlkg.							934.8	T.&N.O. Crossing 0.2							
Yard-Connection	1.37 42	8.55			115	935	935.0	PH-R ELGIN 13.9	J			1.15	1.37 53	* 7.30AM to 4.30PM	
	2.05	9.25			91	949	948.9	PH PHELAN 4.9				12.30	12.45		
40-14	2.15	9.35				954	953.8	PH BASTROP 4.6	BA			12.10PM	12.35	* 7.00AM to 4.00PM	
	2.25	9.45			91	958	958.4	PH HILL 11.0				11.55AM	12.25		
Yard-W-O-T-S-Y-	2.45 3.30	10.10 42 11.15				969	969.4	PH-R-RY SMITHVILLE 8.6	SM			11.30 9.30	12.01 41AM 11.00PM	2.00PM to 10.00PM 11.59PM to 7.59AM	2.00PM to 10.00PM 11.59PM to 7.59AM
Auto. Interlkg. Connection	3.50	11.35				978	978.0	PH WEST POINT (T.&N.O. Crossing) 10.2				8.35	10.25		(Saturday Only)
Yard	4.12	11.58PM				988	988.2	PH LAGRANGE 0.8	RA			7.55	10.03	* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
Yard	4.14	12.01AM			82	989	989.0	PH L. A. YARD 5.2				7.40	10.01		
	4.25	12.12			59	994	994.2	PH HALSTED 7.9				7.30	9.51		
22	4.41	12.28			113	1002	1002.1	PH-R FAYETTEVILLE 11.5	VY			7.10	9.35	* 8.30PM to 5.30AM	
37-29	5.06	12.52			111	1014	1013.6	PH NEW ULM 10.4	UM			6.40	9.12	* 5.30PM to 2.30AM	
24	5.29	1.14			111	1024	1024.0	PH CAT SPRING 11.4				6.15	8.52		
Auto. Interlkg. Yard-Connection	5.44 52	1.30			No. 1-53 No. 2-84	1035	1035.4	PH-R SEALY (G.C.&S.F. Crossing) 12.4	ST			5.44 53	8.35	* 8.00AM to 5.00PM	
35	5.59	1.47			94	1048	1047.8	PH BROOKSHIRE 8.2	BK			5.20	8.15	* 8.00AM to 5.00PM	
25-12-10	6.15	2.01			87	1056	1056.0	PH KATY 10.5	RS			5.01	7.58	* 7.30AM to 4.30PM	
19-North	6.35	2.22			143	1066	1066.5	PH ADDICKS 6.4				4.38	7.38		
16-South	6.47	2.35			100	1073	1072.9	PH HENNESSEY 6.0				4.25	7.25		
Interlocking							1078.9	PH T.&N.O. Crossing 1.2	KA					Continuous	Continuous
Yard-W-O-S-Y	7.30AM	3.00AM				1079	1080.2	PH-R RY EUREKA 9.6	KU			4.00AM	7.00PM	* 7.00AM to 4.00PM	
Crossing Device							1080.8	T.&N.O. Crossing 3.1							
Yard-						1084	1083.9	HOUSTON							
	53	41	1	5				241.0		6	2	52	42	* 1 hour for lunch	* 1 Hour for Lunch
	9.00	10.30	1.30	1.47				Time on Subdivision		1.44	1.30	15.00	11.00		

Automatic Block Signals

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

STATIONS AND TRACKS NOT SHOWN ABOVE

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED		STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Hewitt	853	853.1	24	Both	Wendt	987	986.9	16	Both
Sparks	892	892.0	10	North	Gulf	1016	1015.8	23	Both
Coupland	927	926.7	30	Both	San Felipe	1038	1038.3	10	South
Dunstan	947	947.0	73	Both	Johnsue	1052	1051.7	Yard	Both
Kirtley	974	974.0	30	South	Barker	1064	1063.9	28	South
Plum	982	982.9	50	North					

LOCATION OF MAIL CRANES, OTHER THAN STATIONS ABOVE

Bruceville ..... MP 863.0

BELTON SUBDIVISION — STATIONS

	STATION NO.	MILES FROM SMITH	CAR CAPACITY	END CONNECTED
Hobbs	L-4	3.7	8	Both
Belton	L-7	6.7	Yard	

HENRIETTA SUBDIVISION – WHITESBORO TO NORTH YARD

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	WESTWARD SECOND CLASS 63 Manifest Freight Daily Ex. Saturday	WESTWARD FIRST CLASS 11 Passenger Daily	Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE No. 32 Effective April 26, 1959	Office Call	EASTWARD FIRST CLASS 12 Passenger Daily	EASTWARD SECOND CLASS 62 Manifest Freight Daily Ex. Sunday	HOURS OF TELEGRAPH SERVICE Monday Thru Friday	HOURS OF TELEGRAPH SERVICE Saturdays, Sundays, Holidays
Yard-Y Connection	10.30PM	s 8.20AM	84	686	685.7	PH-R ...WHITESBORO	WO	s 6.15PM	10.20PM	Continuous	Continuous
Yard-Y-Connection Interlocking	11.10PM	s 8.50	41	G-15	701.1	15.4 PH GAINESVILLE G.C.&S.F. Crossing	GV	s 5.51	9.40	* 8.30AM to 5.30PM	
28-29	12.40AM	s 9.20	92	G-31	716.3	15.2 PH MUENSTER	MN	s 5.20	8.50	* 7.45AM to 4.45PM	
27	1.00	s 9.38		G-41	726.3	10.0 PH ST JO	JO	s 5.02	8.30	* 7.45AM to 4.45PM	
	1.04	9.40	92	G-42	727.3	1.0 PH CREST			5.00	8.20	
29-5-7	1.45	s10.10	91	G-57	742.3	15.0 PH-R NOCONA	NA	s 4.37	7.50	* 7.45AM to 4.45PM	
Connection 11-4	2.25	s10.34	94	G-71	756.2	13.9 PH RINGGOLD	RD	s 4.09	7.20	* 8.00AM to 5.00PM	
Yard Connection	3.00	s11.00	93	G-86	771.7	15.5 PH HENRIETTA	HE	s 3.45	6.50	* 7.00AM to 4.00PM	
Auto. Interlkg.					772.1	0.4 F.W.D. Crossing					
Not Gated. Stop					790.0	17.9 F.W.D. Jct. W.V. Crossing (F.W.D. Rules and T.T. Govern)					
Yard-W-Y Connection	3.45AM	s11.30AM		G-105	790.2	0.2 WICHITA FALLS			3.15PM	6.15PM	
				G-106	791.1	0.9 W.F.&N.W. Jct.					
Yard-W-O-S-T	6.00AM				791.6	0.5 PH-R RY ...NORTH YARD	YD			6.00 PM	* 6.00AM to 3.00PM
	63	11				105.9		12	62	* 1 hour for lunch	
	7.30	3.10				Time on Subdivision		3.00	4.20		

STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Woodbine	G-7	9	East
Hope	G-11	6	West
Cook	G-13	47 (Siding)	Both
Pagel	G-17	91 (Siding)	Both
		6	
Lindsay	G-21	G-706.5	17 Both
Myra	G-27	G-712.4	20-8 Both
Huggins	G-77	G-763.8	2 West
Jolly	G-93	G-781.5	16-10 East

Westward trains are superior to eastward trains of the same class.

SAN ANTONIO SUBDIVISION – GRANGER TO SAN ANTONIO

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD SECOND CLASS 73 Manifest Freight Daily Except Sunday	SOUTHWARD FIRST CLASS 1 Passenger Daily	SOUTHWARD FIRST CLASS 5 Passenger Daily	Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE No. 32 Effective April 26, 1959	Office Call	NORTHWARD FIRST CLASS 2 Passenger Daily	NORTHWARD FIRST CLASS 6 Passenger Daily	NORTHWARD SECOND CLASS 72 Manifest Freight Daily Except Sunday	HOURS OF TELEGRAPH SERVICE Monday Thru Friday	HOURS OF TELEGRAPH SERVICE Saturdays, Sundays, Holidays
Yard-Y		12.25PM	f 3.12AM	No.1-84 No. 2-106	908	908.1	Auto. Block Sigs. PH-R GRANGER	G	4.35PM	f12.56AM		* 8.00PM to 5.00AM	* 8.00PM to 5.00AM
16		12.42	f 3.30	34	U-9	917.4	9.3 PH WEIR		4.24	f12.43			
151-North-25		12.49	f 3.38	21	U-15	923.2	5.8 PH GEORGETOWN	GY	4.17	f12.35		* 7.00AM to 4.00PM	
		12.57	3.51	49	U-21	929.4	6.2 PH HUFF		4.09	12.24			
22-19		1.08	f 4.02	51	U-30	937.8	8.4 PH PFLUGERVILLE		3.59	f12.13			
		1.16	4.10	36	U-36	944.4	6.6 PH SPRINKLE		3.51	12.04AM			
20-21-North		1.27	4.22	42	U-45	953.4	9.0 PH IGLEHART		3.40	11.52PM			
		1.28PM	s 4.23AM 4.30 AM		U-45	953.7	0.3 PH PERSHING		3.37PM	11.49PM			
Yard-W Connection		s 1.43 PM	5.00 AM		U-47	955.5	1.8 PH-R A.B.S. AUSTIN (T.&N.O. T.T. & Rules govern) Congress Ave. 0.2 Colorado Bridge (Mo.Pac. T.T. & Rules govern)	FY	s 3.30 PM	11.45 PM s 11.25 PM		7.30AM to 3.30PM 5.00PM to 1.00AM	7.30AM to 3.30PM 5.00PM to 1.00AM
Interlocking		2.22PM	5.40AM			984.9	29.2 PH M-K-T JCT	K	2.47PM	10.50PM		Continuous	Continuous
Y	1.30AM	2.23	5.41		M-52	985.5	0.6 PH AJAX		2.46	10.49	12.45PM		
Yard-Connection	1.35	2.25	f 5.47	24	M-53	986.3	0.8 PH-R SAN MARCOS	C	2.44	f10.47	11.59	* 8.00AM to 5.00PM	(Saturday Only) * 8.00AM to 3.00PM
	1.47	2.34 [2]	5.58	31	M-60	993.3	7.0 PH HUNTER		2.34 [1]	10.37	11.30		
Yard	2.04	2.47	6.11	90		1002.7	9.4 PH N.B. YARD		2.18	10.24	11.01		
Yard-Connection	2.06	2.49	f 6.17		M-69	1003.3	0.6 PH NEW BRAUNFELS	NB	2.17	f10.22	9.15	* 8.00AM to 5.00PM	
Auto. Interlkg.						1003.6	0.3 PH Mo.Pac. Crossing						
23-North	2.19	2.59	6.30	45	M-77	1010.6	7.0 PH COMAL		2.08	10.12	9.01		
34	2.30	3.08	6.39		M-83	1016.8	6.2 PH LUXELLO		2.00	10.03	8.50		
23-14-North	2.44	3.19	6.50	63	M-91	1024.8	8.0 PH FRATT		1.50	9.52	8.30		
Yard	2.54	3.27	6.58	60	M-97	1030.3	5.5 PH TRAVIS		1.43	9.44	8.20		
	3.03	3.32	7.02	37	M-100	1032.8	2.5 PH WARDEN		1.40	9.40	8.15		
Crossing Device						1036.1	2.3 T.&N.O. Crossing						
Interlocking						1036.5	0.4 T.&N.O. Crossing						
Yard-Y-W-O-S-	3.15AM	3.40	7.10		M-103	1037.5	1.0 PH-R-RY SLOAN		1.33	9.33	8.01AM		
Interlocking						1038.0	0.5 PH T.&N.O. Crossing	YD				Continuous	Continuous
		s 3.59PM	s 7.30AM		M-104	1038.5	0.5 PH SAN ANTONIO		1.30PM	9.30PM			
	73	1	5				130.4		2	6	72	* 1 Hour for Lunch	* 1 Hour for Lunch
	1.45	3.34	4.18				Time on Subdivision		3.05	3.26	4.44		

STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Gruene	M-999.7	9	North
Ogden	M-1012.6	63	North
Longhorn	M-1023.6	62	North
Dixie	M-1023.7	1	South
Remount	M-1027.1	6	Both

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

LOCKHART SUBDIVISION — STATIONS

STATION NO.	MILES FROM SMITHVILLE	CAR CAPACITY	END CONNECTED
Togo M- 5	5.5	36	Both
Rosanky M-10	10.2	8	North
Jordan M-14	14.3	4	North
Red Rock M-20	20.3	12	South
Dale M-28	28.4	46	Both
Lockhart M-36	36.4	51 (Siding)	Both
Reedville M-47	46.8	35	North
Ajax M-52	51.5	Wye	

Smithville to Ajax is southward; Ajax to Smithville is northward.
Unless otherwise provided, at meeting points between extra trains the northward extra must take the siding. (See Rule S-88).

WESTERN SUBDIVISION – NORTH YARD TO FORGAN

Capacity of Other Tracks, Rft Crossing Protection and Other Facilities	SOUTHWARD SECOND CLASS 91 Freight Daily Except Sunday	SOUTHWARD SECOND CLASS 93 Freight Tuesday Thursday, Saturday	Capacity of Sidings	Station Numbers	Distance from Wichita Falls	TIME TABLE No. 32 Effective April 26, 1959	Office Call	NORTHWARD SECOND CLASS 90 Freight Daily Except Sunday	NORTHWARD SECOND CLASS 92 Freight Monday Wednesday Friday	HOURS OF TELEGRAPH SERVICE Monday Thru Friday	HOURS OF TELEGRAPH SERVICE Saturdays, Sundays, Holidays
Yard-W-S-Y-O		5.00AM		304-B	303.6	FORGAN	FO		3.45PM	• 7.00AM to 4.00PM	
		5.35	19	293-B	292.6	11.0 MOCANE			3.00		
		6.10	35	282-B	281.9	10.7 KNOWLES			2.25		
36		6.45	26	271-B	271.0	10.9 GATE	GC		1.50	• 7.30AM to 4.30PM	
25-14		7.30	25	256-B	255.8	15.2 LAVERNE	NE		1.05	• 7.30AM to 4.30PM	
26		8.00	41	246-B	245.7	10.1 MAY			12.20PM		
29-19		8.30	42	235-B	235.1	10.6 SUPPLY			11.45AM		
34		9.15	29	221-B	220.4	14.7 GUEST			11.00		
Yard-W-S-Y-O					219.9	0.5 A.T.&S.F. Crossing					(Except Sunday)
Interlocking (C.T.C.) Yard		9.20	41	220-B	219.6	0.3 WOODWARD	WA		9.55	• 7.30AM to 4.30PM	• 7.30AM to 4.30PM
		10.20	42		219.3	0.3 WOODWARD SIDING			9.50		
22-23		11.05	40	206-B	206.3	13.0 SHARON			9.05		
23-18		11.40AM	40	196-B	195.6	10.7 VICI	VI		8.30	• 7.30AM to 4.30PM	
21		12.15PM	45	185-B	185.2	10.4 CAMARGO	CA		7.50	• 7.30AM to 4.30PM	
29-20		1.05	23	172-B	171.5	13.7 LEEDEY	DY		7.05	• 7.30AM to 4.30PM	
26-4		1.35	42	162-B	162.2	9.3 MOOREWOOD			6.35		
Gated					154.3	7.9 P.&S.F. Crossing					
Connection		2.05			154.2	0.1 HAMMON JCT.			6.05		
		2.10			153.2	1.0 CITY JCT.			6.00		
43-35		2.15	23	153-B	152.7	0.5 HAMMON	HN		5.55	• 7.30AM to 4.30PM	
Yard-W-Y	4.00AM	3.15PM		136-B	135.6	17.1 ELK CITY	DK	3.00PM	5.00AM	• 8.00AM to 5.00PM	(Except Sunday) • 8.00AM to 5.00PM
	4.35		42	129-B	129.0	6.6 HOCKER		2.30			
28-17	5.15		42	120-B	119.8	9.2 CARTER	CR	2.00		(Except Monday) • 7.30AM to 4.30PM	(Saturday Only) • 7.30AM to 4.30PM
23	6.00		48	105-B	105.2	14.6 BRINKMAN		1.15			
Not Gated. Stop					96.3	8.9 C.R.I.&P. Crossing					
Yard	6.45		88	96-B	95.4	0.9 MANGUM	MA	12.45		• 7.30AM to 4.30PM	(Except Sunday) • 7.30AM to 4.30PM
	7.25		40	83-B	83.3	12.1 MARTHA		12.05PM			
Yard-W-O-S-Y	8.00			77-B	77.3	6.0 PH WELON		11.45AM			
Not Gated. Stop					76.2	1.1 A.T.&S.F. Crossing					
Yard	8.15		51	76-B	75.6	0.6 PH-R ALTUS	AS	11.05		• 7.00AM to 4.00PM	(Except Sunday) • 7.00AM to 4.00PM
Gated. Stop					74.8	0.8 S.L.S.F. Crossing					
32	9.00		44	61-B	61.1	13.7 PH TIPTON	ON	10.20		• 7.30AM to 4.30PM	
Not Gated. Stop					50.3	10.8 S.L.S.F. Crossing					
					50.2	0.1 PH N. FREDERICK JCT.					
Yard-Y	9.45 90			51-B	50.7	0.7 PH FREDERICK	FI	9.45 91		• 7.30AM to 4.30PM	(Except Sunday) • 7.30AM to 4.30PM
					50.0	0.7 PH S. FREDERICK JCT.					
	10.10		63	46-B	46.0	4.0 PH KELL		8.25			
38	10.30		65	41-B	40.9	5.1 PH HOLLISTER		8.00			
39-29	11.30AM		86	27-B	27.1	13.8 PH GRANDFIELD	G	7.00		• 7.30AM to 4.30PM	(Except Sunday) • 7.30AM to 4.30PM
Yard	12.30PM		68	14-B	14.0	13.1 PH BURKBURNETT	B	5.45		• 7.30AM to 4.30PM	(Except Sunday) • 7.30AM to 4.30PM
Yard-W-T-S-O	2.00PM			G-106	1.4	12.6 PH-R-RY NORTH YARD	YD	5.00AM		• 6.00AM to 3.00PM	
	91	93				302.2		90	92	• 1 Hour for Lunch	• 1 Hour for Lunch
	10.00	10.15				Time on Subdivision		10.00	10.45		

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

STATIONS AND TRACKS NOT SHOWN ABOVE

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Rosston	263-B	263.4-B	27	Both
Trail	181-B	181.0-B	77 (Siding)	Both
			22	Both
Carpenter	145-B	145.0-B	22	Both
	125-B	125.0-B	38	Both
Moravia	113-B	112.8-B	24	Both
Willow	108-B	108.1-B	19-8	Both
Hester	89-B	89.2-B	23	Both
Humphreys	68-B	67.7-B	25	Both

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Burt	56-B	56.1-B	6	South
Grover	51-B	51.1-B	46 (Siding)	Both
Huff	49-B	49.2-B	48 (Siding)	Both
Loveland	34-B	34.3-B	65 (Siding)	Both
			26	Both
Devol	21-B	20.9-B	59 (Siding)	Both
			30	Both
Bacon	7-B	6.7-B	30	Both
Oildom	4-B	4.0-B	45	Both

ROTAN SUBDIVISION – BELLMEAD TO ROTAN

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	WEST-WARD SECOND CLASS 97 Freight Daily Ex. Sunday	Capacity of Sidings	Station Numbers	Distance from Waco	TIME TABLE No. 32 Effective April 26, 1959	Office Call	EAST-WARD SECOND CLASS 96 Freight Daily Ex. Monday	HOURS OF TELEGRAPH SERVICE Monday Thru Friday	HOURS OF TELEGRAPH SERVICE Saturdays, Sundays, Holidays
Yard-W-S-Y-O	12.01 AM		843	2.8	PH-R-RY ... **BELLMEAD**	BJ	3.00 PM	• 5.30AM to 2.30PM	• 5.30AM to 2.30PM
					13.6				
	12.40	4	16-A	16.4	**WIGGINS**		1.10		
					7.3				
	12.55	25	24-A	23.7	**AQUILLA**		12.55		
					10.2				
7-7	1.30		34-A	33.9	**WHITNEY**	WN	12.30 PM	• 8.00AM to 5.00PM	
					20.0				
Auto. Interlkg. 18	2.15	45	54-A	53.9	G.C.&S.F. Crossing / **MORGAN**		11.40 AM		
					9.5				
14-7	2.40	55	63-A	63.4	**WALNUT SPRINGS**		11.15		
					21.2				
30-4-24	3.45	36	85-A	84.6	R **HICO**	HN	10.30	• 7.00AM to 4.00PM	(Except Sunday) • 7.00AM to 4.00PM
					21.0				
Auto Interlkg.				105.6	G.C.&S.F. Crossing				
					0.3				
Yard	4.50	49	106-A	105.9	**DUBLIN**	DU	9.40	• 8.00AM to 5.00PM	(Except Sunday) • 8.00AM to 5.00PM
					13.2				
Yard	6.00 / 7.30		119-A	119.1	R **DELEON**	DN	9.01 / 8.30	• 7.00AM to 4.00PM	(Except Sunday) • 7.00AM to 4.00PM
					5.5				
	7.50 96	37	125-A	124.6	**RUCKER**		**7.50** 97		
					5.4				
21-17	8.01	18	130-A	130.0	**GORMAN**	GF	7.30	• 8.00AM to 5.00PM	(Except Sunday) • 8.00AM to 5.00PM
					10.2				
12-East	8.22		140-A	140.2	**CARBON**		7.05		
					4.1				
	8.31	53	144-A	144.3	**MANGUM**		6.56		
					10.4				
Y-S-Yard	9.15		155-A	154.7	**CISCO**	D	6.45	• 8.00AM to 5.00PM	(Except Sunday) • 8.00AM to 5.00PM
					0.1				
Interlocking (C.T.C.)				154.8	T.&P. Crossing				
					6.1				
	9.35	40	161-A	160.9	**RUFUS**		6.05		
					11.8				
8-12	10.05	33	173-A	172.7	**MORAN**		5.40		
					15.3				
23-40	11.05	39	188-A	188.0	**ALBANY**	AB	5.05	• 8.00AM to 5.00PM	(Except Sunday) • 8.00AM to 5.00PM
					10.5				
	11.35	11	199-A	198.5	**ACAMPO**		4.35		
					4.7				
	11.45 AM	26	203-A	203.2	**BUD MATTHEWS**		4.25		
					9.1				
18-8	12.20 PM	15	212-A	212.3	**LUEDERS**	RD	4.05	• 8.00AM to 5.00PM	
					7.0				
	12.35	27	219-A	219.3	**AVOCA**		3.45		
					6.9				
Not Gated. Stop				226.2	W.V. Crossing				
					0.1				
Yard-O-Y-S	1.59 PM	42	226-A	226.3	R **STAMFORD**	DF	3.30 AM	• 5.30AM to 2.30PM	(Saturday Only) • 5.30AM to 2.30PM
					3.0				
Not Gated. Stop				229.3	W.V. Crossing				
					15.9				
Gated. Stop				245.2	G.C.&S.F. Crossing				
					1.1				
Yard			246-A	246.3	**HAMLIN**	HA		• 8.00AM to 5.00PM	(Except Sunday) • 8.00AM to 5.00PM
					22.2				
Yard			269-A	268.5	**ROTAN**	NA		• 8.00AM to 5.00PM	(Except Sunday) • 8.00AM to 5.00PM
	97				265.7		**96**	• 1 Hour for Lunch	• 1 hour for lunch
	13.58				Time on Subdivision		11.30		

Westward trains are superior to eastward trains of the same class.

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

STATIONS AND TRACKS NOT SHOWN ABOVE

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Ross	13-A	12.8	4	East
Iredell	73-A	73.4	12	Both
Alexander	97-A	97.1	6	East
Texas Co.	174-A	174.0	21	West
Tuxedo	236-A	235.5	11	Both
Celotex	251-A	250.5	Yard	East
Reynolds	254-A	253.6	17	West
Royston	258-A	257.8	10	East
North Roby	263-A	263.0	6	Both

CLASSIFICATION OF ENGINES

CLASS	UNITS	ENGINE NUMBERS	Equipped For MU Control	Geared For Maximum Speed
D-1	2	1653, 1654	No	55
D-2	2	101 A-C	Yes	85
D-3	4	106 A-C & 107 A-C	Yes	85
	5	131 to 135 incl.	Yes	85
D-4	14	151 A-C to 157 A-C incl.	Yes	90
D-5	6	1 to 6 incl.	Yes	65
	11	1000 to 1010 incl.	No	60
	5	1026 to 1030 incl.	No	60
	15	1201 to 1215 incl.	No	60
	10	1226 to 1235 incl.	No	65
D-6	12	121 A-B-C to 124 A-B-C incl.	Yes	77
D-7	20	201 A-B-C to 207 A-B incl.	Yes	65
	12	208 A-B-C to 211 A-B-C incl.	Yes	65
	12	226 A-B-C to 229 A-B-C incl.	Yes	65
	18	326 A-C to 334 A-C incl.	Yes	65
D-8	29	1501 to 1529 incl.	Yes	65
	2	1701, 1702	Yes	80
	4	1731 to 1734 incl.	Yes	80
	4	1761 to 1764 incl.	Yes	65
D-9	13	1551 to 1563 incl.	Yes	65
	16	1571 to 1586 incl.	Yes	70
	1	1591	No	70
	2	1787, 1788	Yes	70
Total	219			

Diesel Units Equipped With Boiler	Diesel Units With Steam Pipe But No Boiler or Steam Conduit
101 A-C	201 A-B-C to and incl. 206 A-B-C
106 A-C, 107 A-C	207 A-B
131 A to and incl. 135 A	208 A-B-C to and incl. 211 A-B-C
121 A-B-C to and incl. 124 A-B-C	226 A-B-C to and incl. 229 A-B-C
151 A-C to and incl. 157 A-C	326 A-C to and incl. 334 A-C
1731 to and incl. 1734	
1761 to and incl. 1764	
1787, 1788	

SPEED TABLE

Miles Per Hour	1 Mile in Mins.	Sec.	Miles Per Hour	1 Mile in Mins.	Sec.	Miles Per Hour	1 Mile in Mins.	Sec.
6	10	0	33	1	49	55	1	5
8	7	30	34	1	45	56	1	4
10	6	0	35	1	42	57	1	3
12	5	0	36	1	40	58	1	2
15	4	0	37	1	37	59	1	1
16	3	45	38	1	34	60	1	0
17	3	31	39	1	33	61	0	59
18	3	20	40	1	30	62	0	58
19	3	9	41	1	27	63	0	57
20	3	0	42	1	25	64	0	56
21	2	51	43	1	23	65	0	55
22	2	43	44	1	21	67	0	54
23	2	36	45	1	20	68	0	53
24	2	30	46	1	18	69	0	52
25	2	24	47	1	16	70	0	51
26	2	18	48	1	15	72	0	50
27	2	13	49	1	13	73	0	49
28	2	8	50	1	12	75	0	48
29	2	4	51	1	10	76	0	47
30	2	0	52	1	9	78	0	46
31	1	56	53	1	7	80	0	45
32	1	52	54	1	6			

COOPER'S RATING OF M-K-T ENGINES

D-1	E-25
D-2	E-44
D-3	E-45
D-4	E-41
D-5	E-46
D-6	E-46
D-7	E-42
D-8	E-47
D-9	E-45

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car No.	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
173, 175, 177	5x 9	198,000	138,000	60,000
178	5x 9	199,920	144,920	55,000
179, 182-185	5x 9	200,535	140,535	60,000
187, 188	5½x10	192,000	132,000	60,000
189, 191	5x 9	193,400	133,400	60,000
2650-2655				
2657, 2660-2664	5x 9	195,700	135,700	60,000
216, 217	5x 9	172,400	125,400	47,000
235	5x 9	196,900	136,900	60,000
252, 254	5x 9	198,900	138,900	60,000

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage	29
Baggage-Mail	17
Mail	3
Mail Storage	9
Chair	31
Coach	5
Chair-Lounge-Buffet	2
Lounge	2
Diner	5
Sleeper	21
Observation-Lounge-Sleeper	1
Business	3
RDC (Budd) Car	1
Total	129

WEIGHT OF EMPTY PASSENGER CARS

Class	Numbers		Length in Feet	Tons
Baggage	173, 175, 177-179, 182-185, 187-189, 191		73	69
"	2650-2655, 2657, 2660-2664		73	69
"	216-217		64	63
"	235		74	68
"	252-254		73	69
Baggage-Mail	218-224, 226-234		74	68
" "	1000		73	55
Mail	30, 2900, 2901		64	66
Mail-Storage	50		64	60
" "	201, 203-209		81	68
Chair	901-913, 915-925	AC	81	81
"	1200, 1201	AC	85	63
"	1202-R	AC	85	66
"	1203-1207	AC	85	68
Coach	641-645	AC	81	90
Chair-Lounge-Buffet	1300, 1301	AC	85	66
Lounge	495	AC	82	91
"	496	AC	82	83
Diner	437-438, 2050	AC	81	92
"	1100	AC	85	68
"	1110	AC	85	75
Sleeper	1500-1506	AC	85	70
"	(Clover) Glade, Meadow, Brook	AC	84	92
"	Keightley	AC	82	86
"	Lake Jessie	AC	83	89
"	McCallsburg	AC	83	88
"	Kimbell	AC	83	87
"	McInnis	AC	83	88
"	McKeever	AC	83	87
"	McMasterville	AC	83	87
"	Parsons	AC	82	86
"	San Antonio	AC	82	86
"	Sunnyside	AC	83	88
"	Whitehead	AC	82	88
Observation-Lounge-Sleeper	1400	AC	85	66
Business Car	400	AC	84	101
" "	401	AC	82	99
" "	403	AC	80	98

TONNAGE RATINGS – SOUTHERN DIVISION

SUBDIVISION	Direction	FROM STATION	TO STATION	Class D-1 & D-2	Class D-3	Class D-4 & D-5	Class D-6 & D-7					Class D-8	Class D-9
							3000	4500	6000	7500	9000		
Muskogee	South	Staley	Ray	1000	1225	1500	3500	5250	7000	8750	10500	1750	2075
	North	Ray	Colbert	1000	1250	1600	3700	5550	7400	9250	11100	1850	2200
Dallas	South	Ray	Dallas	1000	1275	1625	3800	5700	7600	9500	11400	1900	2275
		Whitewright	Rockwall	1300	1675	2125	5000	7500	10000	12500	15000	2500	3000
		Dallas	Dallas Junction	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
	North	Dallas Junction	Dallas	1000	1275	1625	3800	5700	7600	9500	11400	1900	2275
		Italy	Dallas	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
		Dallas	Ray	850	1075	1350	3200	4800	6400	8000	9600	1600	1925
		Dallas	Royse City	925	1175	1475	3500	5250	7000	8750	10500	1750	2100
		Royse City	Bona	1150	1475	1875	4400	6600	8800	11000	13200	2200	2650
Ft. Worth	South	Ray	Ney	950	1225	1525	3600	5400	7200	9000	10800	1800	2150
		Ray	Denton	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
		Ney	Bellmead	1100	1425	1775	4200	6300	8400	10500	12600	2100	2525
		Grandview	Bellmead	1625	2100	2625	6200	9300	12400	15500	18600	3100	3725
	North	Bellmead	Ney	1100	1425	1775	4200	6300	8400	10500	12600	2100	2525
		Ney	Ray	825	1050	1325	3100	4650	6200	7750	9300	1550	1850
		Whitesboro	Ray	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
Sherman	South	Ray	Sherman	775	1000	1275	3000	4500	6000	7500	9000	1500	1800
	North	Sherman	Ray	725	950	1200	2800	4200	5600	7000	8400	1400	1675
Henrietta	West	Whitesboro	Wichita Falls	950	1225	1525	3600	5400	7200	9000	10800	1800	2150
		Whitesboro	Gainesville	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
		Ringgold	Wichita Falls	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
	East	Wichita Falls	Whitesboro	1100	1425	1775	4200	6300	8400	10500	12600	2100	2525
Western	South	Forgan	Mocane	1425	1825	2300	5400	8100	10800	13500	16200	2700	3250
		Mocane	Supply	3675	4725	5950	14000	21000	28000	35000	42000	7000	8400
		Supply	Woodward	1675	2150	2725	6400	9600	12800	16000	19200	3200	3850
		Woodward	Hocker	1325	1700	2125	5000	7500	10000	12500	15000	2500	3000
		Hocker	Mangum	1575	2025	2550	6000	9000	12000	15000	18000	3000	3600
		Mangum	Altus	3675	4725	5950	14000	21000	28000	35000	42000	7000	8400
		Altus	Grandfield	1900	2425	3050	7200	10800	14400	18300	21600	3600	4325
		Grandfield	Wichita Falls	1575	2025	2550	6000	9000	12000	15000	18000	3000	3600
	North	Wichita Falls	Altus	1425	1825	2300	5400	8100	10800	13500	16200	2700	3250
		Altus	Mangum	1575	2025	2550	6000	9000	12000	15000	18000	3000	3600
		Mangum	Hammon	1175	1525	1925	4500	6750	9000	11250	13500	2250	2700
		Hammon	Woodward	1275	1650	2075	4900	7350	9800	12250	14700	2450	2950
		Woodward	Forgan	1325	1700	2125	5000	7500	10000	12500	15000	2500	3000
Denton	South	Denton	Dallas	1175	1525	1900	2250	3375	4500	5625	6750	2250	2700
	North	Dallas	Denton	725	950	1200	2800	4200	5600	7000	8400	1400	1675
		Hawes	Denton	850	1000	1375	3200	4800	6400	8000	9600	1600	1925
NOTE: Rating shown Denton to Dallas is for multiple operation. Single unit engines handle 650 tons less than rating shown Denton to Dallas. Rating for Baldwin switch engines is 1450 tons Dallas to Denton and 1500 tons Denton to Dallas:													
Rotan	West	Bellmead	DeLeon	900	1150	1450	3400	5100	6800	8500	10200	1700	2050
		DeLeon	Albany	850	1075	1350	3200	4800	6400	8000	9600	1600	1925
		Albany	Stamford	525	675	850	2000	3000	4000	5000	6000	1000	1200
		Acampo	Rotan	1000	1275	1625	3800	5700	7600	9500	11400	1900	2275
	East	Rotan	Stamford	2000	2575	3225	7600	11400	15200	19000	22800	3800	4550
		Stamford	DeLeon	900	1150	1450	3400	5100	6800	8500	10200	1700	2050
		Cisco	DeLeon	950	1225	1525	3600	5400	7200	9000	10800	1800	2150
		DeLeon	Bellmead	850	1075	1350	3200	4800	6400	8000	9600	1600	1925
		Dublin	Bellmead	950	1225	1525	3600	5400	7200	9000	10800	1800	2150
Texas	South	Bellmead	Smithville	1000	1275	1625	3800	5700	7600	9500	11400	1900	2275
		Eddy	Smithville	1100	1425	1775	4200	6300	8400	10500	12600	2100	2525
		Smithville	Houston	1000	1275	1625	3800	5700	7600	9500	11400	1900	2275
		Smithville	L. A. Yard	1250	1625	2050	4800	7200	9600	12000	14400	2400	2875
		New Ulm	Houston	2000	2575	3225	7600	11400	15200	19000	22800	3800	4550
	North	Houston	Smithville	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
		Houston	New Ulm	1300	1675	2125	5000	7500	10000	12500	15000	2500	3000
		L. A. Yard	Smithville	1200	1550	1950	4600	6900	9200	11500	13800	2300	2750
		Smithville	Bellmead	950	1225	1525	3600	5400	7200	9000	10800	1800	2150
		Granger	Bellmead	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
San Antonio	South	Granger	Austin	900	1150	1450	3400	5100	6800	8500	10200	1700	2050
		Austin	Ajax (via Mo. Pac)				2500	3750	5000	6250	7500	1250	1250
		Ajax	San Antonio	925	1175	1475	3500	5250	7000	8750	10500	1750	2100
	North	San Antonio	Granger	925	1175	1475	3500	5250	7000	8750	10500	1750	2100
				NOTE: Mo. Pac. rating applies Ajax to Colorado Bridge									
Lockhart	South	Smithville	Ajax	925	1175	1475	3500	5250	7000	8750	10500	1750	2100
	North	Ajax	Smithville	925	1175	1475	3500	5250	7000	8750	10500	1750	2100
Belton	West	Smith	Belton	725	950	1200	2800	4200	5600	7000	8400	1400	1675
	East	Belton	Smith	725	950	1200	2800	4200	5600	7000	8400	1400	1675
GH&H	South	Houston	Congress Ave.	1000	1500	2250	6000	9000	12000	15000	18000	3000	4000
		Congress Ave.	Galveston	2625	3375	4250	10000	15000	20000	25000	30000	5000	6000
	North	Galveston	Houston	2625	3375	4250	10000	15000	20000	25000	30000	5000	6000

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight outside of rails when getting off engine or cars.
6. When alighting from or boarding rear end of freight train, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car, face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side or top of car, keep close watch for unsafe clearances.
11. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
12. One man will be permitted to ride the leading footboard of switch engine on short switch moves. He will board the footboard from a position outside of the rails, remaining in sight of engineer or fireman. He will alight from the footboard before coupling into other equipment. Enginemen will not permit their engine to couple into other equipment while a man is riding the leading footboard.
13. Employes will not attempt to board oncoming footboards when the movement is of such speed to be unsafe, or when engine is moving over frogs, crossovers, turnouts, or where a safe footing on the ground or footboards is in doubt.
14. Firm grip and safe foothold are essential to safety when on sill-step, side ladder, end platform, or in transferring or changing position.
15. When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
16. When engineman sees or knows that ground man is about to get on or off, he will regulate speed down to point of assured safety. Consider the footing, visibility and other conditions.
17. In setting or releasing brakes, be alert to the hazard of slipping or losing hold, sudden lurch, stop or start of car, brake club breaking or slipping, brake chains kinking or overlapping, also grabbing or kicking of brake. (Study the peculiarities and proper handling of different types of brakes.) Pressure on brake should be exerted toward body of car. Do not hold brake tension by hand—use the dog and ratchet.
18. Leave cars in clear and tied down to avoid possibility of fouling other tracks or man on side of car. Do not leave cars standing on tracks too near street or highway crossing, preferably 75 feet away from the crossing.
19. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
20. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
21. It is prohibited to use foot or hand to adjust drawbar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
22. Angle cocks will be closed before uncoupling air hose when there is pressure in train line. When setting brakes by turning angle cock, keep firm grip on hose.
23. Do not place hands, feet, or any part of body between inside end of car and lumber, pipe, or other lading likely to shift. Keep clear of unsecured drop end doors. Do not use gate of gondola for handhold.
24. Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
25. Do not attempt to cross track close in front of moving engine or car.
26. Wear safe shoes and other apparel, and use suitable clear goggles when needful to protect against sand, cinders, or other eye hazards.
27. Keep feet in clear of the path of counterweights on ground throw switch levers. Do not handle switch stand lever when switch is being run through.
28. A habit of too much idle conversation across cab or caboose may contribute to serious accident.
29. Keep the mind on the work and have a clear and mutual understanding of the moves to be made.

DIESEL LOCOMOTIVE SAFETY RULES

30. Enginemen and others will use hard rubber or nonmetallic cased flashlights in and around Diesel locomotives.
31. Never place hands or face near main generator or any high voltage equipment while it is working under load.
32. Do not smoke or have open flame in engine room.
33. Rings and wrist watches will not be worn while working around electrical equipment.
34. Fuses will not be pulled while under load.
35. High voltage cabinet will not be opened while motor is running, other than idling.
36. Stepping out of side doors of moving Diesel units to elevated platform or other side elevation is prohibited.
37. At any time an engine is overheated or shut down for mechanical defect, no handhold cover plates should be removed until sufficient time has elapsed to permit engine to cool down sufficiently to prevent possibility of an explosion (minimum one hour).

RULES REGARDING HANDLING OF PLACARDED CARS

Cars placarded "Explosives" shall, when length of train permits, be placed not nearer than the 16th car from both engine or occupied caboose; otherwise, near middle of train; except in train made up in "blocks" or classifications, be placed near middle of the "block" or classification in which moving, but not nearer than 6th car from both engine or occupied caboose; in train performing pickup or setoff service shall be not nearer than 2nd car from both engine or occupied caboose, when length of train permits.

Placarded loaded tank cars shall, when length of train permits, be placed not nearer than the 6th car from engine, occupied caboose, or passenger car; otherwise, or when handled in freight train engaged in pickup or setoff service, shall not be nearer than the 2nd car from both engine or occupied caboose.

Cars placarded "Explosives" must not be handled next to any car placarded "Dangerous", "Dangerous-Class D Poison" "Poison Gas" or car containing poison liquids Class A. Placarded loaded tank cars must also not be handled next to any car placarded "Poison Gas." Cars placarded "Poison Gas" or containing poison liquid Class A must also not be handled next to cars placarded "Explosives" or "Dangerous."

Cars placarded "Explosives" or placarded loaded tank cars must not be handled next to engine or occupied caboose (except when train consists only of placarded loaded tank cars); next to occupied passenger or combination car, other than gas handlers accompanying shipment as excepted below; wooden underframe cars; loaded flat cars (except cars carrying trailers or containers placarded "Explosives" may be coupled to each other); (flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars); open-top car when any of lading protrudes beyond car ends or any extending above car ends if liable to shift and protrude beyond car ends; car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation; cars containing lighted heaters, stoves or lanterns; cars loaded with live animals or fowl, occupied by an attendant. (Exception: A car placarded "Explosives" or "Poison Gas" or both shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove it shall be the 4th car behind a car or cars with "Explosive" placards. Otherwise, cars containing explosives, Class A; poison gases or liquids, Class A; and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains.)

When handling car placarded "Explosives" in terminals, yards, side tracks or sidings, such car shall be separated from engine by at least one non-placarded car.

At all terminals or other places where trains are made up by crews other than road crews accompanying them outbound, numbered notice Form 1169, showing the location in train of every car placarded "Explosives" shall be delivered to the train and engine crew. At points where train or engine crews are changed, the notice shall be transferred from crew to crew.

Missouri-Kansas-Texas Lines
CONSOLIDATED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTH OR WEST BOUND							Distance from Kansas City	TIMETABLE No. 32 Effective April 26, 1959	Distance from St. Louis	NORTH OR EAST BOUND						
FREIGHT TRAINS				PASSENGER TRAINS						PASSENGER TRAINS			FREIGHT TRAINS			
75	53	43	41	5	11	1				2	12	6	42	44	52	76
Lv. 4.00AM	Lv. 7.00PM							ST. LOUIS							Ar. 4.00AM	Ar. 8.00PM
		Lv. 9.30PM	Lv. 9.50AM	Lv. 8.45AM		Lv. 10.00PM		KANSAS CITY		Ar. 7.00AM		Ar. 8.30PM	Ar. 8.00PM	Ar. 8.00AM		
Ar. 7.00PM	Ar. 5.00AM Lv. 7.00AM	Ar. 2.00AM	Ar. 1.30PM Lv. 3.30PM	Ar. 11.35AM Lv. 12.01PM		Ar. 12.30AM Lv. 12.40AM	136.8	PARSONS	386.6	Lv. 4.30AM Ar. 4.20AM		Lv. 5.15PM Ar. 4.50PM	Lv. 1.30PM Ar. 11.30AM	Lv. 2.30AM	Lv. 1.00PM Ar. 9.00PM	Lv. 5.00AM
			Ar. 9.45PM Lv. 11.30PM				245.2	OSAGE	495.0				Lv. 12.15AM Ar. 11.30PM		Ar. 5.15PM	
			Ar. 4.30AM				343.9	OKLAHOMA CITY	593.7				Lv. 7.00PM			
	Lv. 8.07AM		Lv. 4.55PM	Lv. 1.17PM		Lv. 1.33AM	189.2	VINITA	439.0	Lv. 3.18AM		Lv. 3.26PM	Lv. 9.35AM		Lv. 5.55PM	
			Ar. 3.30AM				277.7	TULSA	527.5						Ar. 3.15PM	
	Ar. 9.25AM Lv. 9.30AM		Ar. 6.30PM Lv. 7.30PM	Ar. 2.35PM Lv. 2.50PM		Ar. 2.35AM Lv. 2.45AM	253.8	MUSKOGEE	503.6	Lv. 2.20AM Ar. 2.10AM		Lv. 1.55PM Ar. 1.40PM	Lv. 7.40AM Ar. 7.30AM		Lv. 3.00PM Ar. 12.45PM	
63	Lv. 10.50AM		Lv. 9.20PM	Lv. 4.14PM		Lv. 3.50AM	316.2	McALESTER	566.0	Lv. 1.12AM		Lv. 12.21PM	Lv. 5.30AM		Lv. 10.35AM	62
Lv. 9.15PM	Ar. 2.00PM Lv. 2.40PM	Lv. 7.00PM	Ar. 4.00AM Lv. 5.00AM	Ar. 6.15PM Lv. 6.45PM	Lv. 7.15AM	Ar. 5.30AM Lv. 5.40AM	411.1	DENISON	660.9	Lv. 11.35PM Ar. 11.20PM	Ar. 7.30PM	Lv. 10.10AM Ar. 9.40AM	Lv. 3.00AM Ar. 12.01AM	Ar. 11.00AM	Lv. 8.00AM Ar. 12.30AM	Ar. 12.30AM
Lv. 10.30PM	Lv. 3.25PM				Lv. 8.20AM		435.9	WHITESBORO	685.7		Lv. 6.15PM		Lv. 10.30PM			Lv. 10.40PM
Ar. 6.00AM					Ar. 11.30AM		540.4	WICHITA FALLS	790.2		Lv. 3.15PM					Lv. 6.00PM
		Lv. 9.20PM	Lv. 7.10AM	Lv. 8.10PM		Lv. 6.45AM	463.2	GREENVILLE	713.0	Lv. 10.13PM		Lv. 8.10AM		Lv. 7.10AM	Lv. 10.09PM	
		Ar. 2.00AM	Ar. 9.15AM Lv. 10.05AM	Ar. 9.45PM Lv. 10.15PM		Ar. 7.59AM Lv. 8.20AM	517.5	DALLAS	767.3	Lv. 9.00PM Ar. 8.40PM		Lv. 6.25AM Ar. 6.00AM		Lv. 3.00AM	Lv. 7.30PM Ar. 3.00PM	
	Ar. 5.50PM Lv. 6.30PM						507.2	FT. WORTH	757.0				Lv. 7.00PM Ar. 2.00PM			
	Lv. 7.45PM		Lv. 12.45PM	Lv. 12.10AM		Lv. 9.43AM	562.1	HILLSBORO	811.9	Lv. 7.07PM		Lv. 4.10AM	Lv. 10.10AM		Lv. 10.05AM	
	Ar. 9.00PM Lv. 10.30PM		Ar. 2.30PM Lv. 4.30PM	Ar. 1.05AM Lv. 1.25AM		Ar. 10.40AM Lv. 10.55AM	595.7	WACO	845.5	Lv. 6.25PM Ar. 6.05PM		Lv. 2.50AM Ar. 2.40AM	Lv. 8.30AM Ar. 6.00AM		Lv. 8.00AM Ar. 7.00PM	
	Lv. 12.56AM		Lv. 8.05PM	Lv. 3.12AM		Lv. 12.25PM	658.3	GRANGER	908.1	Lv. 4.35PM		Lv. 12.56AM	Lv. 2.35AM		Lv. 2.30PM	
			Ar. 3.00AM	Lv. 5.00AM		Lv. 1.43PM	705.7	AUSTIN	955.5	Lv. 3.30PM		Lv. 11.45PM	Lv. 6.00PM			
	Ar. 2.45AM Lv. 3.30AM		Ar. 10.10PM Lv. 11.15PM				719.6	SMITHVILLE	969.4				Lv. 12.01AM Ar. 11.00PM		Lv. 11.30AM Ar. 9.30AM	
			Ar. 3.15AM	Ar. 7.30AM		Ar. 3.59PM	788.7	SAN ANTONIO	1038.5	Lv. 1.36PM		Lv. 9.30PM	Lv. 8.01AM			
	Ar. 7.30AM Lv. 10.30AM		Ar. 3.00AM				834.1	HOUSTON	1063.9				Lv. 7.00PM		Lv. 4.00AM Ar. 12.01AM	
	Ar. 2.30PM						884.2	GALVESTON	1134.0						Lv. 8.00PM	

OFFICIAL WATCH INSPECTORS

American Railroad Time Service, Arcade Building, 812 Olive St., St. Louis 1, Mo.

Watch Inspectors (See Rule 2) are located as follows:

Altus, Okla.—GREEN'S JEWELRY CO.
Austin, Tex.—E. R. CARPENTER, JEWELER, 203 West 7th St.
Bellmead, Tex.—J. N. CRUSE, 3010 Bellmead Drive
Belton, Tex.—R. H. STOCKING
Dallas, Tex.—LOONEY'S JEWELRY CO., 537 West Jefferson
Dallas, Tex.—ZALE JEWELRY CO., 1606 Main St.
Dallas, Tex.—ACE JEWELERS, 5442 East Grand
DeLeon, Tex.—ELSA PERRY
Denison, Tex.—ROCKWELL'S JEWELRY STORE
Elk City, Okla.—DAMRON JEWELERS
Forgan, Okla.—CHAS. E. SUTTLE
Forgan, Okla.—BILL ADAMS, JEWELERS
Fort Worth, Tex.—WHEELER'S JEWELERS, 1708 8th Ave.
Gainesville, Tex.—BROWNING'S JEWELRY STORE, 116 North Commerce
Galveston, Tex.—MICHAEL JEWELRY CO., 2128 East Office St.
Greenville, Tex.—TAYLOR BROS.
Hillsboro, Tex.—T. B. BOND
Houston, Tex.—HOUSTON WATCH CO., 911 Franklin Ave.
Houston, Tex.—BILLING'S JEWELRY CO., 1025 North Shepherd
New Braunfels, Tex.—OLIVER JEWELRY CO.
San Antonio, Tex.—GILDEMEISTER'S, 122 Broadway
Smithville, Tex.—C. E. RAGSDALE
Smithville, Tex.—GIESE'S JEWELRY CO
Stamford, Tex.—J. C. MAY
Waco, Tex.—LEONARD STUDER, 814 Austin Ave.
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