RULES AND REGULATIONS

1.—Trainmen and enginemen of trains using any portion of the Union Terminal tracks, will be governed by the current Union Terminal Time Table, Rules and Regulations. All engineers, trainmen and others are required to study carefully these rules and regulations, become familiar, especially with the yard signals, etc. They will be held responsible for a strict observance of same.

2.—The two East tracks between the Depot Junctions and Double Track Junction will be used as passenger double track, unless otherwise directed. The two West tracks between the North Junctions and Double Track Junction will be used as freight double track, unless otherwise directed. The two tracks between Double Track Junction and South Junctions will be used as Passenger and Freight main line, unless otherwise directed. On double track, engine and trains shall keep to the right, unless otherwise directed.

3.—All Union Terminal tracks are in yard limits. Passenger trains making unusual stops in yard limits or standing an unusual length of time in yard limit must be protected by flagman.

4.—Freight trains or freight cars must not be moved through shed tracks under station Midway or Baggage Bridges, without special authority.

5.—**Speed of trains, when entering upon Union Terminal Station Grounds and through Interlocking Plants must not exceed twenty (20) miles per hour. Speed of trains between Tower No. 1 and Tower No. 2 must not exceed six (6) miles per hour. Speed of trains between G., C & S. F. Crossing and Signal Bridge located 1,000 feet north of G., C. & S. F. Crossing must not exceed fifteen (15) miles per hour. Speed of trains backing up on Wye lead must not exceed eight (8) miles per hour. Speed of trains over old Trinity River fill must not exceed fifteen (15) miles per hour. Look out carefully for trains occupying tracks, and be prepared to stop in distance seen to be clear.**

6.—A proper examination on the operating rules of the respective companies using these tracks will be accepted by this Company. Operating rules of the respective companies using these tracks will be observed by their trainmen and enginemen when they do not conflict with the rules of this Company.

7.—Conductors on passenger trains will see that vestibules are opened on the platform side of track used, also instruct passengers as to **Exit** to be used to avoid confusion and the possibility of personal injury by passengers crossing other tracks.

8.—Conductors will see that closet doors are closed and locked when trains are on Station Grounds, except when soil cans are properly placed under cars.

9.—Passenger Conductors must personally register their trains (Register located in Telegraph Office in Passenger Station).

10.—When invalid chair, cot or any special service is required to handle passengers from inbound trains, Conductors must give advance notice to the Station Master by wire, to avoid delay or misunderstanding.

11.—All accidents and delays must be reported promptly to Automatic Telephone 7-9313 or 7-9343, when it can be done without causing further delay. When not reported as above instructed, report must be made to the Vice President and General Manager by wire from the first Telegraph office. Confirmation of accidents resulting in personal injury must be made on Form Nos. 2 and 36; other accidents on Form No. 32.

12.—Station Master and assistants, and trainmen, when on duty, must direct passengers to their proper trains, and under no circumstances solicit gratuities. Special attention must be given to women, children and old people, invalids and women traveling alone, needing assistance.

13.—While on tracks of the Union Terminal, engineers and firemen must be on their respective sides, and in position to see signals at all times. Employes in charge of back-up movements must have the tail hose properly connected and know that they have control of the train, and must not permit unauthorized persons to ride the platform. None but employes on duty or those having written authority, or Officers of the Union Terminal are permitted to ride in or on engines or rear platform in this territory.

14.—**Employes are prohibited from jumping on or off of moving engines, cars or trains, passing through, between or under trains or cars on to other tracks, or going across tracks.**

15.—All employes are required, when on duty, to wear the uniform and badges prescribed by the Vice President and General Manager, **and no employe will be allowed to absent himself or herself from duty without permission from the head of the department in which they are employed, or from the Vice President and General Manager.** When unable to report for duty, head of department must be notified by letter or some safe way in ample time for the place to be filled.

16.—Engineers are required to have **Dampers** closed and **Fire** under control while standing in the station yard, so as to prevent engines from blowing off **steam** and causing unnecessary smoke. Engineers will be permitted to use necessary oil five minutes before the departure of the train, being careful not to allow oil to drop on the platform. The bell must be rung whenever an engine is in motion on the station tracks and before starting engine or train. Engineers are requested to reduce electric headlight glare as much as possible while standing on Station tracks, particularly when the brightness of same obscures the vision of people in observation cars, or passengers in going to and from trains, also to towermen seeing signals, etc., or make running air test until they have passed Tower No. 1 going north or Tower No. 2 going south.

17.—Civil and gentlemanly deportment is required of all employes in their intercourse with passengers, with the public and with each other. Rudeness or incivility will not be excused. Every employe is required to answer inquiries promptly and properly, and to aid passengers and others doing business with the various roads entering the station in every reasonable manner. Employes must not enter into altercation with any person. If any question should arise, make note of the facts and report to the Vice President and General Manager without delay.

18.—All employes of the different roads will be promptly reported to their respective Superintendents for any violation of the Rules and Regulations of the Union Terminal, or for any disregard of the instructions of its Officers.

19.—The use of intoxicants by employes of the Union Terminal, as well as employes of tenant lines while on duty, is prohibited, and their habitual use or the frequenting of places where they are sold is sufficient cause for dismissal of the Union Terminal's employes or the barring of tenant lines' employes from service with this Terminal. Smoking or chewing tobacco either on the platform or around the waiting rooms or vestibules, while waiting on the public, is strictly prohibited.

20.—Bulletin's current instructions of the Union Terminal will be found in a designated place in the Trainmen's Building, Telegraph Office and the Round House. Bulletin's current instructions, rest sheets, etc., issued and used by the Railroads using the Terminal, will be found in a designated place in the Telegraph Office and Round House.

21.—No persons shall be permitted to solicit passengers or traffic in Station building, and no one will be allowed to solicit for passengers or baggage on the Station grounds.

22.—No baggage, parcels or any articles will be received and cared for by any employe. Refer parties desiring the care of such articles to the parcel check room. No baggage will be received in the baggage room, unless checked. No small packages or parcels will be taken in the baggage room. Refer parties desiring checks for such articles to parcel check room.

23.—Engineers must not let sand or water run while passing over switch points, or unnecessarily anywhere while in the Terminal Station territory.

24.—Men handling trucks on the station platform must not push trucks, but must either pull them or have a man preceding them, and never leave motor trucks or trucks outside of safety line (white brick).

OPERATION OF TRAIN STARTING SYSTEM:

25.—The boxes north of the midway communicate with the north tower for northbound trains **only;** those south of the midway with the south tower for southbound trains **only.**

26.—One minute before train is ready to leave, Conductor pushes button in either of the three boxes installed on columns of train shed, side of his train. This lights middle light in signal tower.

27.—Towerman, when ready to handle train, pushes button on track model in tower. This extinguishes the middle light on track model, lights top light on same, top lights in the three boxes on columns in train shed, and upper light at head of stairs.

28.—Gateman, after closing gate, pushes button at head of stairs. This lights lower light in boxes on columns in train shed, lower light in tower and lower light at head of stairs.

29.—The train can now move after the engineman has received the usual signals from Conductor and Towerman.

WARNINGS:

30.—All employes are hereby notified that it is dangerous to stand erect upon or to be on side of cars, especially cars of extraordinary height or width, while passing under the following named bridges or viaducts, and necessary precautions must be used by all employes to protect themselves from injury from structures at said points while riding on top or on the sides of cars:

Viaduct, Commerce Street.	Viaduct, Jefferson Street.
Viaduct, Houston Street.	Station Midway.
Station Tracks 1 to 10, Inc.	North & South Baggage Bridges.

31.—Minimum clearance of viaducts, station midway, north and south Baggage Bridges is 18 feet.

TRAIN SIGNALS IN THE UNION TERMINAL YARD:

32.—Swung across the track, Stop. Raised and lowered vertically, Proceed. Swung in a circle, Back.

33.—Sound air whistle or pull bell cord **twice** when train is standing, Start. **Twice** when train is running, Stop at once. **Three** when train is standing, Back. **Four** when train is standing, apply or release brakes.

34.—One short sound of engine whistle, Stop, Apply Brakes. Two short sounds, answer to any signal not otherwise provided for. Three short sounds when train is standing, Back. Four short sounds, Call for signal. One long, three short sounds, Flagman go back and protect rear of train. Four long sounds, Flagman return from south. Five long sounds, Flagman return from north.

35.—Red light or red flag, Stop. Green light or green flag, Proceed. Yellow light or yellow flag, Proceed with caution. Blue light or blue flag displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it. When thus protected, it must not be coupled to or moved. Other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workman. Workmen will display the blue signals and the same workmen alone are authorized to remove them.

36.—All Car Inspectors, Conductors, Brakemen, or other employes, who are working on or about any car or train either in yards, upon switch or on main track, or at any other place, must, for their own protection, place thereon a blue flag by day, and a blue light by night, as a warning to advise other employes that work is being done upon said car or train. Trainmen may omit use of these signals, provided they take other proper measures to thoroughly protect themselves, advising enginemen and entire crew that the cars on which they are working must not be moved until work is completed.

EXPLANATION OF SIGNALS USED AT INTERLOCKER PLANTS:

37.—Signals used at interlockers are of the semaphore pattern, and color light type, consisting of Bridges, Posts and Dwarf, with one movable arm and lights for semaphore type signals and lights only, for color light type signals. The position of the arm, or color of the light displayed, indicate "Stop", "Caution", or "Proceed".

38.—The front view of all semaphore type signals, which is the only one giving indications to trainmen, is the one in which the arm is between the post and the observer. The arm extends from the post towards the right of such lines of observation.
The front view of all color light type signals, which is the only one giving indications to trainmen, is the one from which the color lights are visible.

39.—A semaphore signal consists of a post having one arm with SQUARE ENDS. The front side of the arm is painted red, with a white stripe, the rear being painted white with a black stripe. The arm extended at right angles to the post, or a red light displayed, indicates "Stop". The arm extended vertically, or a green light displayed, indicates "Proceed". The arm extended at 45 degrees to the post, or a yellow light displayed, indicates "Caution".
A Color light signal consists of lights only. A red light displayed indicates "Stop." A green light displayed indicates "Proceed". A yellow light displayed indicates "Caution".

INTERLOCKERS' STEAM WHISTLE SIGNALS:

40.—Into passenger tracks, One long blast. Into freight tracks, Two long blasts. Into Wye, Two short, One long, One short blast. Into or out of Coach Tracks, Two long and One short blast. Into and out of Express Tracks, One long, One short, and One long blast. To notify Signalman that train cannot take signal, One short, One long, and One short blast.
Whenever the signals provided here for different routes will not take care of all requirements, call Towerman on Track Telephone 7-9355 North movement or 7-9356 South movement.

INTERLOCKERS' AIR WHISTLE SIGNALS:

41.—1 blast, Stop at Once. 2 blasts, Proceed. 3 blasts, Back Up. 4 blasts, Yard Master. 5 blasts, Signal Maintainer. 6 blasts, Road Master. 7 blasts, General Mechanical Foreman. 2 Long and Two Short blasts, R. H. Foreman. One Long and One Short blast, Car Inspector. One Long and Two Short blasts, Switch Engine Foreman.

RULES FOR ENGINEMEN, TRAINMEN AND OTHERS AT INTERLOCKING PLANTS:

42.—Trains or engines shall be run to, but not beyond, a signal indicating **"Stop"**, except as provided in Rules 48, 49, 50, and that all trains or engines on **Shed tracks must keep clear** of baggage runways.

43.—If a **"Clear"** signal after being accepted is changed to a **"Stop"** signal before it is reached, the stop must be made at once. Such occurrence must be reported promptly to Automatic Telephone 7-9313, when it can be done without causing further delay. When not reported as above instructed, report must be made to the Vice President and General Manager by Wire from first Telegraph office.

44.—Enginemen and Trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected. Trainmen must not give **"Proceed"** hand signals which conflict with interlocking signals.

45.—Trains or engines stopped by the signalman in making a movement through an interlocking plant must not move in either direction until they have received the proper signal from him.

46.—No engine, train or portion of a train, must be allowed to stand within the **"Stop"** signal limits of an interlocking plant while opposing routes are clear or being cleared for trains.

47.—All Trainmen and Enginemen must promptly obey the signals and orders of Signalman at points which are interlocked, all movements at such points being entirely under the control of the Signalman.

48.—If necessary to discontinue the use of any interlocking signal, hand signals must be used. Such an occurrence must be reported by Towerman to Automatic Telephone 7-9313.

49.—Signalmen must have the proper appliances for hand signaling, including red and yellow flags and lamps, ready for immediate use. These must be used when a proper indication cannot be given by an interlocking signal.

50.—Hand signals must not be used when interlocking signals are in working order. When hand signals are authorized they must be given from such a point and in such a way that there can be no misunderstanding on the part of the Enginemen or Trainmen as to the signals displayed, or as to the train or engine for which they are given. **"Proceed"** hand signals must always be given with a yellow flag or lamp and it must be definitely known that route is properly set up before they are given.

51.—On the signal bridge, half way between South Tower and South Junction, are located four automatic signals, designated by numbers. The two Northward signals are numbered 502 and 504, the two Southward signals are numbered 513 and 515. The following rule will govern these signals: If signal indicates **"Stop"** before train enters block, train must stop before reaching signal. If signal does not change to **"Clear"** position, train will wait one minute then proceed to the next signal, under control, expecting to find block occupied. Train finding signal at **"Caution"** may proceed under control to the next signal.

52.—Enginemen must not open blow-off cocks in vicinity of any signal apparatus.

STANDARD CLOCK LOCATED IN TELEGRAPH OFFICE

THE UNION TERMINAL COMPANY

DALLAS, TEXAS

Time Table No. 104

Effective

Sunday, 12:01 A. M.

January 28, 1934

MURRELL L. BUCKNER

Vice President and General Manager

UNION TERMINAL COMPANY

TIME TABLE No. 104

DALLAS, TEXAS

TEXAS AND PACIFIC RAILWAY

Train No.	ARRIVAL	Arrive
1	SUNSHINE SPECIAL — from St. Louis, Memphis, Shreveport and New Orleans	12:15 pm
2	SUNSHINE SPECIAL— from California, El Paso, and the West	3:10 pm
3	FAST MAIL — from St. Louis, Memphis, Little Rock, New Orleans, Shreveport	6:00 am
4	FAST MAIL—from Big Spring, Sweetwater, Abilene, Ranger, Mineral Wells, Ft. Worth	9:10 pm
6	TEXAS RANGER — From El Paso, Big Spring, Sweetwater, Abilene, San Angelo, Amarillo, Plainview, Lubbock, Ranger, Ft. Worth	8:30 am
7	THE SOUTHERNER—from St. Louis, Memphis, Little Rock, Texarkana, Louisiana Points	8:35 pm
15	THE TEXAN—from St. Louis, Memphis, Little Rock, Texarkana, and East	7:45 am
16	THE TEXAN— from Ft. Worth	5:50 pm

Train No.	DEPARTURE	Depart
1	SUNSHINE SPECIAL—for El Paso, California and the West	12:20 pm
2	SUNSHINE SPECIAL— for Texarkana, Little Rock, St. Louis, and East	3:20 pm
3	For Ft. Worth, Mineral Wells, Ranger, Abilene, Sweetwater, Big Spring	6:20 am
4	FAST MAIL — for Texarkana, Little Rock, St. Louis, Shreveport and New Orleans	9:35 pm
6	For Texarkana, Little Rock, St. Louis, Shreveport, Alexandria	8:50 am
7	TEXAS RANGER — for Ft. Worth, Ranger, Abilene, Sweetwater, San Angelo, Amarillo, Big Spring, El Paso	8:55 pm
15	THE TEXAN— for Ft. Worth	7:50 am
16	THE TEXAN—for Texarkana, Little Rock, Memphis, St. Louis and the East, Shreveport, New Orleans	6:00 pm

SOUTHERN PACIFIC LINES

Train No.	ARRIVAL	Arrive
13	SUNBEAM—from New Orleans, Beaumont, Rio Grande Valley, Houston, San Antonio, Navasota, College Station, Bryan, Corsicana, Ennis	5:55 pm
17	THE OWL—from New Orleans, Beaumont, Galveston, Houston, Navasota, College Station, Mexia, Corsicana, Ennis	7:10 am
19	From Houston, Navasota, College Station, Bryan, Mexia, Corsicana, Ennis	6:45 am
20	From Denison, Sherman, McKinney	7:20 pm
155	From Beaumont, Nacogdoches, Jacksonville, Athens, Kaufman	8:45 am

Train No.	DEPARTURE	Depart
14	SUNBEAM—for Corsicana, Bryan, College Station, Navasota, San Antonio, Houston, Beumont, New Orleans, Rio Grande Valley	12:25 pm
18	THE OWL — for Ennis, Corsicana, Mexia, College Station, Navasota, Houston, Galveston, Beaumont, New Orleans	11:30 pm
19	For McKinney, Sherman, Denison	8:05 am
20	For Ennis, Corsicana, Mexia, College Station, Navasota, Houston	9:45 pm
156	For Kaufman, Athens, Jacksonville, Nacogdoches, Beaumont	8:15 pm

FORT WORTH AND DENVER CITY R. R.

Train No.	ARRIVAL	Arrive
2	From Denver, Colorado Springs, Amarillo, Childress, Lubbock, Plainview, Wichita Falls, Ft. Worth	9:45 pm
8	From Denver, Colorado Springs, Amarillo, Childress, Wichita Falls, Ft. Worth	8:45 am

Train No.	DEPARTURE	Depart
1	For Ft. Worth, Wichita Falls, Childress, Lubbock, Plainview, Amarillo, Colorado Springs, Denver	8:25 am
7	For Ft. Worth, Wichita Falls, Childress, Amarillo, Colorado Springs, Denver	8:55 pm

FRISCO RAILWAY

Train No.	ARRIVAL	Arrive
1	TEXAS SPECIAL — From St. Louis, Springfield, and East	12:15 pm
7	THE BLUE BONNET — From St. Louis, Springfield and East	7:45 am
117	OIL FIELD SPECIAL — from Kansas City, Tulsa, Denison	7:45 am

Train No.	DEPARTURE	Depart
2	TEXAS SPECIAL—For Springfield, St. Louis, and the East	3:20 pm
8	THE BLUE BONNET — For Springfield, St. Louis and East	6:00 pm
118	OIL FIELD SPECIAL — for Denison, Tulsa, Kansas City	11:00 pm

MISSOURI - KANSAS - TEXAS R. R.

Train No.	ARRIVAL	Arrive
1	TEXAS SPECIAL—from Kansas City, St. Louis, Springfield and East	12:15 pm
2	TEXAS SPECIAL — from San Antonio, Austin, Temple, Waco	3:10 pm
3	KATY LIMITED—from Kansas City, St. Louis, Parsons, Muskogee, Denison, Greenville	7:15 am
4	KATY LIMITED — from Houston, Smithville, San Antonio, Austin, Temple, Waco	10:15 pm
5	KATY FLYER—from St. Louis, Parsons, Muskogee, Denison, Greenville	10:15 pm
6	KATY FLYER — from Galveston, Houston, Smithville, San Antonio, Austin, Temple, Waco	7:40 am
7	THE BLUE BONNET — from St. Louis, Springfield, Muskogee, Tulsa, Denison, Greenville	7:45 am
47	From Wichita Falls, Gainesville, Whitesboro and Denton	10:20 pm

Train No.	DEPARTURE	Depart
1	TEXAS SPECIAL — for Waco, Temple, Austin, San Antonio	12:20 pm
2	TEXAS SPECIAL—for Springfield, St. Louis, and the East	3:20 pm
3	KATY LIMITED — for Waco, Temple, Austin, San Antonio, Smithville, Houston	8:15 am
4	KATY LIMITED—for Greenville, Denison, Muskogee, Tulsa, Parsons, Kansas City	11:00 pm
5	11 O'CLOCK KATY—for Waco, Temple, Austin, San Antonio, Smithville, Houston and Galveston	11:00 pm
6	KATY FLYER—for Greenville, Denison, Muskogee, Parsons, Sedalia, St. Louis	8:10 am
8	THE BLUE BONNET—for Denison, Muskogee, Springfield, St. Louis, Kansas City	6:00 pm
46	For Denton, Whitesboro, Gainesville and Wichita Falls	7:55 am

SANTA FE RAILWAY

Train No.	ARRIVAL	Arrive
65	From Chicago, Kansas City, Wichita, Oklahoma City, California, Colorado Points, Galveston, Houston, Brownwood, San Angelo	7:45 am
67	From Cleburne	8:20 am
68	From Paris, Honey Grove, Ladonia, Celeste, Garland	6:25 pm

Train No.	DEPARTURE	Depart
66	For Oklahoma City, Wichita, Kansas City, Chicago, Colorado and California Points, Galveston, Houston, Brownwood, San Angelo	9:30 pm
67	For Garland, Celeste, Ladonia, Honey Grove, Paris	8:35 am
68	For Cleburne	6:40 pm

ROCK ISLAND LINES

Train No.	ARRIVAL	Arrive
17	MID-CONTINENT SPECIAL— from Minneapolis, St. Paul, Chicago, Kansas City, Oklahoma City, Ft. Worth	7:25 am

Train No.	DEPARTURE	Depart
18	MID-CONTINENT SPECIAL— for Ft. Worth, Oklahoma City, Wichita, Kansas City, St. Paul, Minneapolis	10:00 pm

COTTON BELT RAILWAY

Train No.	ARRIVAL	Arrive
1	From St. Louis, Memphis, Pine Bluff, Texarkana, Mt. Pleasant, Greenville	12:15 pm

Train No.	DEPARTURE	Depart
2	For Greenville, Mt. Pleasant, Texarkana, Pine Bluff, Memphis, St. Louis	6:00 pm

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