

DIVISION OFFICERS

| | | |
|-----------------|-------------------------|-------------------------------|
| T. E. Griswold | Superintendent | Ft. Worth, Tex. |
| T. E. Albright | Asst. Superintendent | Fort Worth, Tex. |
| D. L. Ringler | Master Mechanic | Ft. Worth, Tex. |
| S. H. Newberg | Asst. Master Mechanic | Marshall, Tex. |
| | | |
| R. L. Riggs | Terminal Trainmaster | Ft. Worth and Lancaster Yards |
| G. A. Alford | Terminal Trainmaster | Texarkana, Tex. |
| K. D. Hestes | Trainmaster | Mineola, Tex. |
| W. R. Swaidner | Trainmaster | Marshall, Tex. |
| C. T. Barrett | Road Foreman of Engines | Mineola, Tex. |
| | | |
| K. R. Woodford | Chief Dispatcher | Ft. Worth, Tex. |
| W. H. Robinson | Asst. Chief Dispatcher | Ft. Worth, Tex. |
| A. C. Ogg | Asst. Chief Dispatcher | Ft. Worth, Tex. |
| J. G. Brannon | Asst. Chief Dispatcher | Ft. Worth, Tex. |
| D. Flanigan | Dispatcher | Ft. Worth, Tex. |
| D. Handy | Dispatcher | Ft. Worth, Tex. |
| J. A. Lowe | Dispatcher | Ft. Worth, Tex. |
| I. S. McIntosh | Dispatcher | Ft. Worth, Tex. |
| R. N. Page | Dispatcher | Ft. Worth, Tex. |
| R. L. Rice | Dispatcher | Ft. Worth, Tex. |
| R. Tucker | Dispatcher | Ft. Worth, Tex. |
| A. M. Underwood | Dispatcher | Ft. Worth, Tex. |

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

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



The Texas and Pacific Railway Company

EASTERN DIVISION

TIME TABLE NO. 40

Effective 12:01 a. m., Sunday, JANUARY 8, 1950

CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY

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

L. C. PORTER, Vice-President—Operation,
R. C. PARKER, Assistant Vice-President—Operation,
W. T. LONG, JR., General Sup't Transportation
C. F. ADAMS, Superintendent of Rules

DALLAS SUB-DIVISION--Westward

| Station Number | Car Capacity Passing Staging | Time Table No. 40 EFFECTIVE 12:01 A. M. JANUARY 8, 1950 | FIRST CLASS | | | | | | | SECOND CLASS | | |
|----------------|---------------------------------|---|------------------------------------|--|---|--|---|--------------------------------------|--------------------------------|--------------------|-----|--|
| | | | 15 | 221 | 1 | 21 | 231 | 7 | 501 | 237 | | |
| | | STATIONS | The Texan Passenger Daily | South Texas Eagle Passenger Daily | West Texas Eagle Passenger Daily | Louisiana Eagle Passenger Daily | Sunshine Special Passenger Daily | The Western Passenger Daily | Santa Fe Passenger Daily | Passenger Daily | | |
| 0 | Yard | N... TEXARKANA | L 1 50AM | L 3 10AM | L 3 25AM | | L 5 05AM | L 2 55 ⁶⁰ PM | | L 4 00PM | | |
| 2 | 104 | NATIONAL | 1 54 | 3 14 | 3 29 | | 5 09 | 2 59 | | 4 05 | | |
| 8 | 123 | SULPHUR | 2 01 | 3 20 | 3 35 | | 5 16 | 3 06 | | 4 13 | | |
| 15 | 104 | SPRINGDALE | 2 08 | 3 26 | 3 41 | | 5 23 | 3 13 | | 4 21 | | |
| 21 | 98 | QUEEN CITY | 2 15 | 3 32 | 3 47 | 56 | 5 30 | 3 20 | 67 | 4 31 | | |
| 24 | 100 | D... ATLANTA | 2 19 | 3 35 | 3 50 | | 5 34 | 3 24 | | 4 40 | | |
| 31 | 104 | BIVINS | 2 26 | 3 42 | 3 57 | | 5 41 | 3 33 | | 4 52 | | |
| 37 | 108 | KILDARE | 2 35 | 3 49 | 4 04 | | 5 48 | 3 40 | | 5 03 | | |
| 44 | 105 | PAYNE | 2 43 | 3 55 | 4 10 | | 5 55 | 3 48 | | 5 13 | | |
| 51 | 112 | JEFFERSON | 2 52 | 4 03 | 4 18 | | 6 03 | 3 58 | | 5 28 | | |
| 58 | 102 | WOODLAWN | 3 01 | 4 10 | 4 25 | | 6 11 | 4 06 | | 5 38 | | |
| 67 | 141 | N... MARSHALL | 3 10 | 4 19 | 4 35 | L 5 50AM | 6 26 | 4 20 | | 5 50 | 232 | |
| 70 | 100 | QUINCY | 3 20 | 4 24 | 4 40 | 5 56 | 6 31 | 4 35 | | 6 10 | | |
| 75 | 99 | KEOKUK | 3 26 | 4 24 | 4 40 | 5 56 | 6 31 | 4 41 | | 6 17 | | |
| 80 | 100 | HALLSVILLE | 3 31 | 4 28 | 4 44 | 6 01 | 6 37 | 4 46 | | 6 23 | | |
| 83 | 100 | LANSING | 3 36 | 4 32 | 4 48 | 6 06 | 6 43 | 4 51 | | 6 30 | | |
| 89 | 100 | LONGVIEW | 3 40 | 4 35 | 4 51 | 6 09 | 6 47 | 4 54 | | 6 35 | | |
| 90 | Yard | N... LONGVIEW | 3 55 | 4 45AM | 5 01 | 6 25 | 7 00AM | 5 10 | | 6 50PM | | |
| 94 | 126 | GREGGTON | 4 02 | | 5 08 | 6 32 | | 5 16 | | | | |
| 103 | 106 | GLADEWATER | 4 11 | | 5 16 | 6 41 | | 5 25 | | | | |
| 107 | 100 | WILKINS | 4 22 | | 5 23 | 6 50 | | 5 34 | | | | |
| 113 | 104 | N... BIG SANDY | 4 28 | | 5 29 | 6 56 | | 5 41 | | | | |
| 119 | 29 | D... HAWKINS | 4 35 | | 5 34 | 7 01 | | 5 48 | | | | |
| 124 | 103 | FADA | 4 41 | | 5 40 | 7 06 | | 5 55 | | | | |
| 130 | 101 | HOARD | 4 47 | | 5 45 | 7 11 | | 6 00 | | | | |
| 136 | Yard | MINEOLA | 5 00 | | 5 55 | 7 21 | | 6 12 | | | | |
| 138 | 100 | N... MINEOLA YARD | 5 03 | | 5 58 | 7 24 | | 6 15 | | | | |
| 143 | 100 | SILVER LAKE | 5 08 | | 6 02 | 7 28 | | 6 19 | | | | |
| 149 | 89 | N... GRAND SALINE | 5 18 | | 6 09 | 7 36 | | 6 29 | | | | |
| 155 | 100 | FRUITVALE | 5 25 | | 6 14 | 7 41 | | 6 36 | | | | |
| 160 | 107 | D... EDGEWOOD | 5 32 | | 6 19 | 7 45 | 60 | 6 41 | | | | |
| 163 | 74 | RUSSELL | 5 36 | | 6 22 | 7 49 | | 6 48 | | | | |
| 167 | 104 | N... WILLS POINT | 5 47 | | 6 27 | 7 59 | | 6 55 | 22 | | | |
| 172 | 70 | COBBS | 5 55 | | 6 33 | 8 06 | | 7 11 | 2 | | | |
| 176 | 100 | ELMO | 6 00 | | 6 37 | 8 13 | 8 | 7 20 | | | | |
| 183 | 97 | N... TERRELL | 6 08 | | 6 43 | 8 21 | | 7 27 | | | | |
| 187 | 100 | LAWRENCE | 6 20 | 60 | 6 48 | 8 28 | | 7 39 | | | | |
| 194 | 74 | D... FORNEY | 6 28 | | 6 55 | 8 36 | | 7 46 | | | | |
| 199 | 100 | MARITH | 6 35 | | 7 01 | 8 43 | | 7 53 | | | | |
| 202 | 27 | D... MESQUITE | 6 39 | | 7 04 | 8 47 | | 7 56 | | | | |
| 207 | 100 | SOOTDALE | 6 48 | | 7 09 | 8 55 | | 8 02 | | | | |
| 210 | 64 | N... T. & P. JCT. | A 6 55AM | | A 7 13AM | A 9 02AM | | A 8 07PM | | | | |
| 215 | | DALLAS Union Terminal | 7 15 | | 7 30 | 9 25 | | 8 30 | | L 8 15PM | | |
| | | U. T. JOT | 7 30 | | 7 55 | 9 40 | | 9 00 | | L 8 16PM | | |
| 218 | 108 | BROWDER | L 7 31AM | | L 7 56AM | L 9 41AM | | L 9 01PM | | L 8 16PM | | |
| 220 | NS | EAGLE FORD | 7 34 | | 7 58 | 9 44 | | 9 04 | | 8 19 | | |
| 227 | 94 | GRAND PRAIRIE | 7 38 | | 8 01 | 9 49 | | 9 09 | | 8 23 | | |
| 233 | 97 | ARLINGTON | 7 46 | | 8 07 | 9 56 | | 9 16 | | 8 31 | | |
| 239 | NS | HANDLEY | 7 53 | | 8 13 | 10 03 | | 9 23 | | 8 38 | | |
| 246 | YARD | N... FORT WORTH (Passenger Station) | A 8 15AM | | A 8 30AM | A 10 25AM | | A 9 45PM | | A 9 00PM | | |
| 251 | YARD | LANCASTER YARD | | | A 9 00AM | | | L 10 15PM | | | | |
| | | 248.1 | 15 | 221 | 1 | 21 | 231 | 7 | 501 | 237 | | |
| | | Time Over Sub-Division | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | |
| | | | 6.25 | 1.35 | 5.05 | 4.35 | 1.55 | 6.50 | .45 | 2.50 | | |

See Page 4 for
Second Class
Train
Schedules
Dallas
Sub-Division

See Page 15
For Dallas
Sub-Division
Special
Instructions

DALLAS SUB-DIVISION--Eastward

| Location--Water, Fuel, Turn-table, Wrs. etc. | | Time Table No. 40 EFFECTIVE 12:01 A. M. JANUARY 8, 1950 | | FIRST CLASS | | | | | | | | SECOND CLASS | | |
|--|----------|---|-----------------------------------|-----------------|-----------------------------|--------------------------|----------------------------------|---------------------------------|----------------------------------|-----------------------------------|---------------------------|---------------------|--|--|
| | | | | 238 | 8 | 502 | 232 | 22 | 2 | 222 | 4 | | | |
| | | | | Passenger Daily | The Western Passenger Daily | Santa Fe Passenger Daily | Sunshine Special Passenger Daily | Louisiana Eagle Passenger Daily | West Texas Eagle Passenger Daily | South Texas Eagle Passenger Daily | Passenger Daily | | | |
| Miles from Texarkana | STATIONS | | | | | | | | | | | | | |
| FWTY | .0 | N | TEXARKANA | A 11 30AM | A 11 45AM | | A 7 35PM | | | A 10 30PM | A 10 40 ²⁶⁵ PM | A 3 40AM | | |
| | 1.3 | | NATIONAL | 11 15 | 11 41 | | 7 28 | | | 10 24 | 10 36 | 3 29 | | |
| | 8.0 | | SULPHUR | 11 02 | 11 34 | | 7 20 | | | 10 17 | 10 30 | 3 20 ²²¹ | | |
| | 14.8 | | SPRINGDALE | 10 49 | 11 28 | | 7 12 | | | 10 11 | 10 24 | 3 07 | | |
| | 20.7 | | QUEEN CITY | 10 37 | 11 22 | | 7 05 | | | 10 05 ⁶⁵ | 10 18 | 3 00 | | |
| | 23.6 | D | ATLANTA | 10 30 | 11 18 | | 7 01 | | | 10 01 | 10 15 ⁶⁵ | 2 55 | | |
| | 30.9 | | BIVINS | 10 12 | 11 10 | | 6 53 | | | 9 54 | 10 08 | 2 43 | | |
| MP 32.7 | 37.5 | | KILDARE | 10 01 | 11 03 | | 6 46 | | | 9 47 | 10 01 | 2 35 ¹⁵ | | |
| | 43.8 | | PAYNE | 9 48 | 10 56 | | 6 38 | | | 9 40 | 9 54 | 2 24 | | |
| W | 50.7 | | JEFFERSON | 9 37 | 10 49 | | 6 29 | | | 9 33 | 9 46 | 2 15 | | |
| | 58.5 | | WOODLAWN | 9 21 | 10 41 | | 6 20 | | | 9 24 | 9 39 | 2 05 | | |
| FWTY | 66.5 | N | MARSHALL | 9 10 | 10 32 | | 6 10 ²³⁷ | A 9 10PM | | 9 15 | 9 30 | 1 55 | | |
| | 70.5 | | QUINCY | 8 53 | 10 15 | | 5 58 | 8 59 | | 9 05 | 9 25 | 1 24 | | |
| | 75.5 | | KEOKUK | 8 48 | 10 11 | | 5 53 | 8 54 | | 9 01 | 9 21 | 1 19 | | |
| | 80.5 | | HALLSVILLE | 8 43 | 10 06 ²⁶⁶ | | 5 48 | 8 49 | | 8 56 | 9 17 | 1 14 ²⁶⁵ | | |
| | 83.1 | | LANSING | 8 40 | 10 03 | | 5 43 ²⁶⁷ | 8 46 | | 8 53 | 9 14 | 1 10 | | |
| FWT | 89.6 | N | LONGVIEW | 8 30AM | 9 55 | | 5 30PM | 8 37 | | 8 45 | 9 05PM | 1 00 | | |
| | 93.9 | | GREGGTON | | 9 44 | | | 8 25 | | 8 36 | | 12 35 ⁶⁵ | | |
| | 102.4 | | GLADEWATER | | 9 34 | | | 8 15 | | 8 26 | | 12 25 | | |
| | 106.8 | | WILKINS | | 9 28 | | | 8 06 | | 8 21 | | 12 12 | | |
| W | 113.5 | N | BIG SANDY | | 9 21 | | | 7 59 | | 8 14 | | 12 04AM | | |
| | 118.6 | D | HAWKINS | | 9 16 | | | 7 53 | | 8 09 | | 11 58 | | |
| | 124.4 | | FADA | | 9 11 | | | 7 47 | | 8 04 | | 11 52 ⁵⁵ | | |
| | 130.0 | | HOARD | | 9 06 | | | 7 41 | | 7 59 | | 11 46 | | |
| | 136.1 | | MINEOLA | | 8 58 | | | 7 33 | | 7 51 | | 11 38 | | |
| FWY | 138.1 | N | MINEOLA YARD | | 8 53 ⁶⁰ | | | 7 28 ⁶⁷ | | 7 46 ⁶⁷ | | 11 30 ⁵⁶ | | |
| | 142.2 | | SILVER LAKE | | 8 49 | | | 7 24 | | 7 42 | | 11 25 | | |
| | 149.4 | N | GRAND SALINE | | 8 42 | | | 7 16 | | 7 35 | | 11 16 | | |
| | 154.4 | | FRUITVALE | | 8 36 | | | 7 09 | | 7 29 | | 11 05 | | |
| | 159.0 | D | EDGEWOOD | | 8 31 | | | 7 04 | | 7 25 | | 10 59 | | |
| | 163.1 | | RUSSELL | | 8 27 | | | 7 00 | | 7 21 | | 10 55 | | |
| W | 167.2 | N | WILLS POINT | | 8 22 | | | 6 55 ⁷¹ | | 7 16 | | 10 50 | | |
| | 171.8 | | COBBS | | 8 17 | | | 6 44 | | 7 11 ⁷² | | 10 39 | | |
| | 176.2 | | ELMO | | 8 13 ²¹ | | | 6 40 | | 7 06 | | 10 34 | | |
| | 181.9 | N | TERRELL | | 8 06 | | | 6 33 | | 7 01 | | 10 25 ⁶⁷ | | |
| | 186.7 | | LAWRENCE | | 8 01 | | | 6 28 | | 6 56 | | 10 16 | | |
| | 193.7 | D | FORNEY | | 7 54 | | | 6 21 | | 6 49 | | 10 08 | | |
| | 199.4 | | MARITH | | 7 48 | | | 6 14 | | 6 43 | | 10 00 | | |
| MP 203 | 202.2 | D | MESQUITE | | 7 45 | | | 6 11 | | 6 40 | | 9 56 | | |
| | 207.0 | | SCOTTDALE | | 7 40 | | | 6 06 | | 6 35 | | 9 51 | | |
| FTY | 209.9 | N | T. & P. JCT. | | 7 35AM | | | 6 00PM | | 6 30PM | | 9 45PM | | |
| | | | DALLAS Union Terminal | | 7 20 7 05 | A 8 00AM | | 5 45 5 30 | | 6 15 6 00 | | 9 30 8 50 | | |
| | 214.8 | | U. T. JCT. | | 6 53AM | A 7 55AM | | 5 24PM | | 5 54PM | | 8 45PM | | |
| W | 216.1 | | BROWDER | | 6 50 | 7 52 | | 5 21 | | 5 50 | | 8 39 | | |
| | 220.2 | | EAGLE FORD | | 6 45 | 7 49 | | 5 16 | | 5 45 | | 8 33 | | |
| | 226.4 | | GRAND PRAIRIE | | 6 39 | 7 41 | | 5 09 | | 5 39 | | 8 26 | | |
| | 232.7 | | ARLINGTON | | 6 32 | 7 33 | | 5 02 | | 5 32 | | 8 18 | | |
| | 239.3 | | HANDLEY | | 6 25 | 7 25 | | 4 55 | | 5 25 | | 8 10 | | |
| WY | 245.9 | N | FORT WORTH (Passenger Station) | | 6 15AM 6 40AM | L 7 15AM | | 4 45PM | | 5 15PM 4 15PM | | 8 00PM | | |
| FWT | 251.1 | | LANCASTER YARD | | 5 25AM | | | | | 4 00PM | | | | |
| | 248.1 | | | | 238 Daily | 8 Daily | 502 Daily | 232 Daily | 22 Daily | 2 Daily | 222 Daily | 4 Daily | | |
| | | | Time Over Sub-Division | | 3.00 | 5.30 | .45 | 2.05 | 4.25 | 5.15 | 1.35 | 7.40 | | |

See Page 4 for
Second Class
Train
Schedules
Dallas
Sub-Division

See Page 15
For Dallas
Sub-Division
Special
Instructions

Eastward Trains are superior to trains of the same class in opposite direction; except Nos. 1 and 21 are superior to No. 8.

Westward

DALLAS SUB-DIVISION

Eastward

| SECOND CLASS | | | | | Location—Water Fuel, Turn-tables, Wys, etc. | Miles from Texarkana | Time Table No. 40 EFFECTIVE 12:01 A. M. JANUARY 8, 1950 | | Car Capacity Passing Siding | Station Numbers | SECOND CLASS | | | |
|--------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|---|-------------------------|---|------|--------------------------------|---|------------------------------|------------------------------|------------------------------|----|
| 265 | 267 | 65 | 55 | 67 | | | STATIONS | | | | 266 | 60 | 56 | 54 |
| Red Ball Freight Daily | Red Ball Freight Daily | Red Ball Freight Daily | Red Ball Freight Daily | Red Ball Freight Daily | | | | | | Red Ball Freight Daily | Red Ball Freight Daily | Red Ball Freight Daily | Red Ball Freight Daily | |
| L 10 40 ⁽²²²⁾ PM | L 3 00PM | L 9 30PM | | L 2 30PM | FWTY | .0 | N....TEXARKANA..... | Yard | 0 | A 1 30PM | A 2 55 ⁽⁷⁾ PM | A 4 40AM | | |
| 10 50 | 3 08 | 9 35 | | 2 40 ⁶⁰ | | 1.3 |NATIONAL..... | 104 | 2 | 1 20 | 2 40 ⁶⁷ | 4 20 | | |
| 11 10 | 3 20 | 9 43 | | 2 50 | | 6.0 |SULPHUR..... | 123 | 8 | 1 00 | 2 20 | 4 10 | | |
| 11 28 | 3 32 | 9 51 | | 3 00 | | 14.8 |SPRINGDALE..... | 104 | 15 | 12 45 | 2 00 | 4 00 | | |
| 11 38 | 3 43 | 10 05 ² | | 3 20 ⁷ | | 20.7 |QUEEN CITY..... | 98 | 21 | 12 29 | 1 45 | 3 47 ¹ | | |
| 11 43 | 3 47 | 10 15 ²²² | | 3 30 | | 23.6 | D....ATLANTA..... | 100 | 24 | 12 22 | 1 35 | 3 35 ²²¹ | | |
| 11 53 | 3 58 | 10 30 | | 3 40 | W MP 127 | 30.9 |BIVINS..... | 104 | 31 | 12 06PM | 1 15 | 3 10 | | |
| 12 02AM | 4 08 | 10 40 | | 3 50 | | 37.5 |KILDARE..... | 108 | 37 | 11 50 | 12 55 | 2 55 | | |
| 12 11 | 4 20 | 10 50 | | 4 00 | | 43.8 |PAYNE..... | 105 | 44 | 11 30 | 12 35 | 2 43 ¹⁵ | | |
| 12 22 | 4 33 | 11 05 | | 4 15 | W | 50.7 |JEFFERSON..... | 112 | 51 | 11 10 | 12 15PM | 2 23 | | |
| 12 32 | 4 45 | 11 15 | | 4 25 | | 58.5 |WOODLAWN..... | 102 | 58 | 10 55 | 11 55 | 2 11 | | |
| 12 50 | 5 00 | 11 35 | L 10 00PM | 4 40 | FWTY | 66.5 | N....MARSHALL..... | 141 | 67 | 10 40 | 11 35 | 2 00 | A 2 10AM | |
| 12 57 | 5 07 | 11 47 | 10 09 | 4 48 | | 70.5 |QUINCY..... | 100 | 70 | 10 25 | 11 13 | 1 36 | 1 57 | |
| 1 03 | 5 16 | 11 53 | 10 15 | 4 55 | | 75.5 |KROKUK..... | 99 | 75 | 10 18 | 11 05 | 1 30 | 1 51 | |
| 1 14 ⁽⁴⁾ 54 | 5 24 | 11 59 | 10 21 | 5 02 | | 80.5 |HALLSVILLE..... | 100 | 80 | 10 06 ⁸ | 10 58 | 1 24 ²⁶⁵ | 1 45 ²⁶⁵ | |
| 1 45 ⁽⁴⁾ 54 | 5 43 ²³² | 12 03AM | 10 25 | 5 07 | | 88.1 |LANSING..... | 100 | 88 | 9 50 | 10 53 | 1 20 | 1 40 | |
| A 2 30 AM | A 6 00PM | 12 15 | 10 35 | 5 20 | FWT | 89.8 | N....LONGVIEW..... | Yard | 90 | L 9 30AM | 10 40 | 1 10 | 1 27 | |
| | | 12 35 ⁽³⁶⁾ 54 | 10 45 | 5 30 | | 98.9 |GREGGTON..... | 126 | 94 | | 10 27 | 12 54 ⁶⁵ | 1 12 ⁶⁵ | |
| | | 1 12 | 11 00 | 5 45 | | 102.4 |GLADEWATER..... | 106 | 108 | | 10 12 | 12 43 | 1 00 | |
| | | 1 32 | 11 07 | 5 55 | | 106.8 |WILKINS..... | 100 | 107 | | 10 02 | 12 36 | 12 53 | |
| | | 1 42 | 11 17 | 6 05 | W | 113.5 | N....BIG SANDY..... | 104 | 113 | | 9 54 | 12 28 | 12 45 | |
| | | 1 50 | 11 27 | 6 15 | | 118.6 | D....HAWKINS..... | 29 | 119 | | 9 44 | 12 18 | 12 35 | |
| | | 1 58 | 11 52 ⁽⁴⁾ 54 | 6 25 | | 124.4 |FADA..... | 103 | 124 | | 9 37 | 12 10 ⁵⁵ | 12 27 ⁵⁵ | |
| | | 2 05 | 12 48 | 6 35 | | 130.0 |HOARD..... | 101 | 130 | | 9 30 | 12 01 ^{AM} | 12 17 | |
| | | 2 15 | 1 00 | 6 45 | | 136.1 |MINEOLA..... | 136 | 136 | | 9 20 | 11 46 | 12 06 | |
| | | 2 25 | 1 15 | 7 00 ⁽²⁾ | FWY | 138.1 | N....MINEOLA YARD..... | Yard | 138 | 9 15 ⁽⁸⁾ | 11 40 ⁽⁴⁾ | 12 01 ⁽⁴⁾ AM | | |
| | | 2 55 | 1 45 | 7 50 ⁽²²⁾ | | 142.8 |SILVER LAKE..... | 100 | 143 | 8 30 ⁽⁸⁾ | 11 15 ⁽⁴⁾ | 11 11 | | |
| | | 3 03 | 1 57 | 8 00 | | 149.4 | N....GRAND SALINE..... | 89 | 149 | 8 05 | 10 52 | 11 02 | | |
| | | 3 13 | 2 13 | 8 15 | | 154.4 |FRUITVALE..... | 100 | 155 | | 7 58 | 10 44 | 10 54 | |
| | | 3 20 | 2 25 | 8 30 | | 159.0 | D....EDGEWOOD..... | 107 | 160 | | 7 45 ²¹ | 10 38 | 10 48 | |
| | | 3 27 | 2 35 | 8 45 | | 163.1 |RUSSELL..... | 74 | 163 | | 7 26 | 10 33 | 10 43 | |
| | | 3 32 | 2 42 | 8 55 | | 168.1 |WILLS POINT..... | 104 | 167 | | 7 20 | 10 26 | 10 36 | |
| | | 3 44 | 2 55 | 9 15 | W | 167.2 | N....COBBS..... | 70 | 172 | | 7 12 | 10 19 | 10 29 | |
| | | 3 51 | 3 03 | 9 25 | | 171.8 |ELMO..... | 100 | 176 | | 7 06 | 10 13 | 10 23 | |
| | | 3 57 | 3 11 | 9 35 | | 178.2 |TERRELL..... | 97 | 183 | | 6 58 | 10 05 ⁶⁷ | 10 15 ⁶⁷ | |
| | | 4 10 | 3 25 | 10 05 ⁽³⁶⁾ 54 | | 181.9 | N....LAWRENCE..... | 100 | 187 | 6 48 ⁽¹⁾ 6 20 ⁽¹⁵⁾ | 9 58 | 10 06 | | |
| | | 4 17 | 3 35 | 10 40 | | 186.7 | D....FORNEY..... | 74 | 194 | 6 00 | 9 47 | 9 57 | | |
| | | 4 27 | 3 50 | 11 15 | | 193.7 |MARITH..... | 100 | 199 | 5 51 | 9 40 | 9 50 | | |
| | | 4 37 | 4 03 | 11 30 | W MP 125 | 199.4 | D....MESQUITE..... | 27 | 202 | 5 47 | 9 36 | 9 46 | | |
| | | 4 42 | 4 09 | 11 40 | | 202.2 |SCOTTDALE..... | 100 | 207 | 5 40 | 9 30 | 9 40 | | |
| | | 4 50 | 4 20 | 11 55 | | 207.0 | N....T. & P. JCT..... | 64 | 210 | L 5 30AM | L 9 20PM | L 9 30PM | | |
| | | A 5 00AM | A 4 30AM | A 12 30AM | FTY | 208.9 | DALLAS Union Terminal | | 215 | | | | | |
| | | L 5 40AM | L 5 00AM | L 1 15AM | | 214.8 |U. T. JOT..... | NS | | A 5 05AM | A 8 55PM | A 9 05PM | | |
| | | 5 48 | 5 10 | 1 30 | W | 216.1 |BROWDER..... | 108 | 216 | 5 00 | 8 50 | 9 00 | | |
| | | 5 55 | 5 17 | 1 38 | | 220.2 |EAGLE FORD..... | NS | 220 | 4 47 | 8 45 | 8 55 | | |
| | | 6 10 | 5 30 | 1 55 | | 226.4 |GRAND PRAIRIE..... | 94 | 227 | 4 35 | 8 36 | 8 46 | | |
| | | 6 25 | 5 44 | 2 10 | | 232.7 |ABLINGTON..... | 97 | 233 | 4 25 | 8 28 | 8 38 | | |
| | | 6 40 | 6 00 | 2 30 | | 239.3 |HANDLEY..... | NS | 239 | 4 15 | 8 20 | 8 30 | | |
| | | A 7 00AM | A 6 30AM | A 3 00AM | WY | 245.9 | N....FORT WORTH (Passenger Station) | YARD | 246 | L 4 00AM | L 8 10PM | L 8 15PM | | |
| | | | | | FWT | 251.1 |LANCASTER YARD..... | YARD | 251 | | | | | |
| 265 Daily 8.50 | 267 Daily 8.00 | 65 Daily 9.30 | 55 Daily 8.30 | 67 Daily 12.50 | | | 248.1 | | | 266 Daily 4.00 | 60 Daily 10.55 | 56 Daily 8.30 | 54 Daily 5.55 | |

Eastward Trains are superior to trains of the same class in opposite direction; except Nos. 1 and 21 are superior to No. 8.

Westward

BONHAM SUB-DIVISION

Eastward

5

| SECOND CLASS | | FIRST CLASS | | Station Numbers | Car Capacity Passing Sliding | Time Table No. 40 EFFECTIVE 12:01 A. M. JANUARY 8, 1950 | | Miles from Texarkana | Location, Water, Fuel, Turn-table, Wye, etc. | FIRST CLASS | | SECOND CLASS | |
|---|-------|--------------------|-------|-----------------|---------------------------------|---|-------|----------------------|---|-------------|---|--------------|--|
| 57 | | 31 | | | | STATIONS | | | | 32 | | 50 | |
| Red Ball Freight Daily Except Sunday | | Passenger Daily | | | | | | | Passenger Daily | | Red Ball Freight Daily Except Sunday | | |
| L 4 00AM | | L 1 30PM | | 0 | YARD | N.....TEXARKANA..... | .0 | FWTY | A 3 50PM | | A 1 00PM | | |
| 4 30 | | f 1 39 | A 5 | 87 | | 5.1 NASH..... | 5.1 | | f 3 35 | | 12 40 | | |
| | | 1 48 | A 12 | NS | | 8.7 LONE STAR..... | 11.8 | | s 3 20 | | | | |
| 5 05 | | s 1 54 | A 15 | 86 | D..... | 9.0 HOOKS..... | 14.8 | | s 3 12 | | 12 20PM | | |
| | | f 1 58 | A 17 | NS | | 2.1 RED RIVER..... | 16.9 | | f 3 05 | | | | |
| 5 40 | | s 2 10 | A 22 | 86 | D... | 5.1 NEW BOSTON..... | 22.0 | W | s 2 55 | | 11 55 | | |
| 6 35 | | s 2 31 | A 34 | 86 | D..... | 12.2 DE KALB..... | 34.2 | | s 2 31 | 31 | 11 20 | | |
| | | s 2 50 | A 44 | 86 | D..... | 10.2 AVERY..... | 44.4 | | s 2 10 | | 10 50 | | |
| 7 05 | | s 3 04 | A 58 | 96 | D..... | 8.5 ANNOVA..... | 52.5 | W | s 1 58 | | 10 25 | | |
| 7 35 | | s 3 20 | A 61 | 106 | D... | 7.1 CLARKSVILLE..... | 61.0 | | s 1 45 | | 10 05 | | |
| 8 05 | | f 3 31 | A 68 | NS | | 7.1 BAGWELLS..... | 68.1 | W | f 1 39 | | 9 37 | | |
| 8 40 | | s 3 41 | A 74 | 86 | D..... | 8.1 DETROIT..... | 74.2 | | s 1 29 | | 9 22 | 57 | |
| 9 22 | 50 | s 3 55 | A 81 | 86 | | 6.8 BLOSSOM..... | 81.0 | | s 1 18 | | 8 40 | | |
| 9 45 | | s 4 25 | A 91 | YARD | D..... | 10.0 PARIS..... | 91.0 | W | s 12 59 | | 7 55 | | |
| 10 45 | | s 4 43 | A 100 | 86 | D... | 8.7 BROOKSTON..... | 99.7 | WMPM | s 12 30 | | 7 00 | | |
| 11 20 | | f 4 54 | A 106 | NS | | 8.4 PETTY..... | 106.1 | | f 12 17 | | 6 35 | | |
| 11 35 | | s 5 07 | A 112 | 86 | D... | 5.9 HONEY GROVE..... | 112.0 | | s 12 07 | 57 PM | 6 20 | | |
| 12 07 | 32 PM | f 5 16 | A 117 | NS | | 5.3 WINDOM..... | 117.2 | | f 11 57 | | 6 01 | | |
| 12 25 | | f 5 24 | A 122 | 86 | | 4.6 DODDS..... | 121.8 | | f 11 50 | | 5 50 | | |
| 12 40 | | A 5 35PM | A 128 | YARD | D..... | 6.3 BONHAM..... | 128.1 | FWT | L 11 40AM | | L 5 30AM | | |
| A 1 00PM | | | | | | 128.1 | | | | | | | |
| 57 Daily Except Sunday | | 31 Daily | | | | | | | 32 Daily | | 50 Daily Except Sunday | | |
| 9.00 | | 4.05 | | | | Time Over Sub-Division | | | 4.10 | | 7.30 | | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

Between St. L-S. W. Ry. crossing, Bonham Sub-Division connection with K. C. S. Ry near Compress, and Texarkana Passenger Station, ALL TRAINS AND ENGINES will move at reduced speed and will not exceed a maximum speed of ten (10) miles per hour.

All trains and engines must approach St. L-S. W. Ry. and Bonham Sub-Division connections, Texarkana, prepared to stop unless switches and signals are right and the track is clear.

Employees of the St. L-S. W. Ry. and K. C. S. Ry. are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway while occupying its tracks.

STANDARD CLOCKS:

Texarkana
Bonham

No. 31 and 32 will stop on flag at Leary, East Gate Red River, Malta, Oak Grove and High.
No. 31 will stop at West Gate to Red River Ordnance Training Center, approximately M.P. A-19 on request from passengers to detrain at that point.

Southward THE DENISON & PACIFIC SUBURBAN RAILROAD Northward

| SECOND CLASS | | Station Numbers | Car Capacity Passing Sliding | Time Table No. 40 EFFECTIVE 12:01 A. M. JANUARY 8, 1950 | | Location, Water, Fuel, Turn-table, Wye, etc. | SECOND CLASS | |
|------------------------------|------------------------------|-----------------|---------------------------------|---|----|---|------------------------------|-----|
| 167 | 175 | | | STATIONS | | | 170 | 176 |
| Red Ball Freight Daily | Red Ball Freight Daily | | | | | Red Ball Freight Daily | Red Ball Freight Daily | |
| L 1 30PM | L 4 30AM | F 7 | YARD | N..... | WY | A 4 00AM | A 3 30PM | |
| A 1 50PM | A 4 55AM | A 151 | 108 | 7.3 SHERMAN JOT..... | Y | L 3 35AM | L 3 00PM | |
| 167 Daily | 175 Daily | | | 7.3 | | 170 Daily | 176 Daily | |
| 0.20 | 0.25 | | | Time Over Sub-Division | | 0.25 | 0.30 | |

Northward trains are superior to trains of the same class in opposite direction.

Employees of the Texas and Pacific Railway will be governed by the Rules, Time Table and Special Instructions of the K. O. and G. Ry. while operating within yard limits, Denison.

STANDARD CLOCK:
Denison

WHITESBORO SUB-DIVISION--Southward

| Station Numbers | Car Capacity Passenger Sidings | Time Table No. 40 EFFECTIVE 12:01 A. M. JANUARY 8, 1950 | | FIRST CLASS | | | | | SECOND CLASS | | | | | | |
|-----------------|--------------------------------|---|--|-----------------------------|-----------------------------|-----------------------|-----------------------------|------------------------------|---------------------------|---------------------------|------------------------------|---------------------------|----------------------|--------------------------|--|
| | | | | 327 | 323 | 31 | 325 | 175 | 371 | 375 | 167 | 381 | | | |
| | | | | M-K-T Passenger Daily | M-K-T Passenger Daily | Passenger Daily | M-K-T Passenger Daily | Red Ball Freight Daily | M-K-T Freight Daily | M-K-T Freight Daily | Red Ball Freight Daily | M-K-T Freight Daily | | | |
| | | STATIONS | | | | | | | | | | | | | |
| A 128 | YARD | D | BONHAM | | | L 5 40 ^{PM} | | | | L 11 00 ^{PM} | | | | | |
| A 134 | NS | | 5.5 EOTOR | | | f 5 50 | | | | 11 20 | | | | | |
| A 139 | NS | | 5.6 SAVOY | | | f 6 00 | | | | 11 37 | | | | | |
| A 140 | 86 | | 1.2 ANTLERS | | | 6 03 | | | | 11 42 | | | | | |
| A 142 | NS | N | 1.4 BELLS | | | s 6 10 | | | | 11 47 | | | | | |
| A 151 | 102 | | 9.6 SHERMAN JOT | | | 6 26 | | | | 12 30 ^{AM} | | | L 1 55 ^{PM} | | |
| A 155 | NS | N | 3.4 SHERMAN | | | s 6 45 | | | | 4 55 ^{PM} | | | 2 05 | | |
| A 160 | 108 | | 5.0 GRACO | | | 6 54 | | | | 5 20 | | | 2 24 ¹⁷⁶ | | |
| A 165 | 20 | | 5.4 SOUTH MAYDE | | | f 7 03 | | | | 5 33 | | | 2 44 | | |
| A 166 | 108 | | 1.3 THORNE | | | 7 06 | | | | 5 36 | | | 2 47 | | |
| A 173 | YARD | N | 6.9 WHITESBORO | L 7 05 ^{AM} | L 11 55 ^{AM} | s 7 25 | L 7 50 ^{312 PM} | | | 5 55 | L 6 00 ^{AM} | L 12 25 ^{PM} | 3 05 | L 4 00 ^{PM} | |
| A 179 | 87 | D | 6.4 COLLINSVILLE | 7 12 | f 12 04 ^{PM} | f 7 40 ³¹² | 7 59 | | | 6 07 | 6 13 | 12 40 | 3 20 | 4 13 | |
| A 186 | 87 | D | 6.6 TOGA | 7 19 | f 12 11 | f 7 50 | 8 06 | | | 6 16 | 6 22 | 12 52 | 3 30 | 4 22 | |
| A 191 | 85 | N | 5.4 PILOT POINT | s 7 26 | s 12 19 | s 7 58 | 8 14 | | | 6 25 | 6 31 | 1 00 | 3 40 | 4 30 | |
| A 198 | 72 | | 6.9 AUBREY | 7 33 | f 12 27 | f 8 07 | 8 22 | | | 6 35 | 6 41 | 1 12 ¹⁷⁶ | 3 51 | 4 45 | |
| A 204 | 85 | | 6.1 MINGO | 7 40 | 12 34 | 8 15 | 8 29 | | | 6 44 | 6 50 | 1 22 | 4 01 | 5 00 | |
| A 209 | N-86 S-50 | N | 4.6 DENTON | s 7 50 | s 12 45 ¹⁷⁶ | s 8 30 ³⁷⁴ | s 8 40 ³⁷⁴ | | | 6 53 | 7 00 | 1 35 | 4 15 | 5 15 | |
| A 216 | 86 | | 7.2 ARGYLE | 7 59 | 12 55 | f 8 40 ³⁷⁶ | 8 50 ³⁷⁶ | | | 7 06 | 7 14 | 1 48 | 4 30 | 5 25 | |
| A 220 | 65 | | 4.1 SMOOTS | 8 04 | 1 01 | 8 45 | 8 56 | | | 7 12 | 7 20 | 1 55 | 4 36 | 5 31 | |
| A 225 | 87 | D | 6.0 ROANOKE | 8 10 | f 1 08 | f 8 52 | 9 03 | | | 7 19 | 7 27 | 2 03 | 4 44 | 5 38 | |
| A 230 | 104 | | 4.9 KELLER | 8 15 ³² | f 1 14 | f 8 59 | 9 09 | | | 7 26 | 7 34 | 2 11 | 4 52 | 5 45 | |
| A 235 | 54 | | 5.2 WATAUGA | 8 23 ³²⁶ | 1 20 | 9 07 | 9 20 ³²⁸ | | | 7 33 | 7 41 | 2 20 | 5 00 | 5 52 | |
| A 240 | 114 | N | 1.2 HODGE | 8 30 | 1 28 | 9 15 ³²⁸ | 9 30 | | | 7 41 | 8 00 ³² | 2 30 | 5 15 | 6 00 | |
| A 241 | YARD | | 2.0 BELT JOT | 8 33 | 1 31 | 9 19 | 9 33 | | | 7 45 | 8 15 ³²⁶ | 2 35 | 5 20 | 6 03 | |
| | | | 2.0 FORT WORTH Peach Street | 8 38 | 1 36 | 9 24 | 9 37 | | | 7 53 ³² | A 8 30 ^{AM} | A 2 45 ^{PM} | 5 25 | A 6 13 ^{312 PM} | |
| A 244 | | N | 1.2 FORT WORTH Passenger Station | A 8 45 ^{AM} | A 1 50 ^{PM} | A 9 30 ^{PM} | A 9 45 ^{PM} | | | A 8 30 ^{AM} | | | A 5 30 ^{PM} | | |
| | | | 116.3 | 327 Daily | 323 Daily | 31 Daily | 325 Daily | | | 175 Daily | 371 Daily | 375 Daily | 167 Daily | 381 Daily | |
| | | | Time Over Sub-Division | 1.40 | 1.55 | 3.50 | 1.55 | | | 9.30 | 2.30 | 2.20 | 3.35 | 2.13 | |

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

1. Time of M-K-T trains Whitesboro applies at T&P-MKT Junction switch Whitesboro.

2. First class trains must run at **REDUCED SPEED** between 17th Street and Peach Street, Ft. Worth.

Second class and inferior trains and engines may run ahead of overdue first class trains between Ft. Worth (Passenger Station) and Ft. Worth (Peach Street) without train order authority, but will not occupy the main track within these limits when it is known a first class train will be delayed.

3. Two main tracks in service between 17th Street and Peach Street, Ft. Worth.

South switch at end Two Main Tracks 17th Street, 200 feet north of Interlocking Tower, power-operated; switch and signals controlled by Towerman, Ft. Worth Interlocking.

3. (a) Two tracks around wye in service between Passenger Station tracks and Whitesboro Subdivision main tracks 17th Street, Ft. Worth; power-operated switches and signals in connection therewith controlled by Towerman, Ft. Worth Interlocking.

Passenger trains and engines entering or leaving Passenger Station will, unless otherwise routed by interlocking signals, use the right hand track in direction moving.

Freight trains and engines moving between 17th Street and Lancaster Yard via route to Passenger Station will, unless otherwise routed by interlocking signals, use Outbound Track between end of Two Main Tracks 17th Street and connection to Dallas Subdivision main tracks, west of South Main Street subway.

Southward trains or engines enroute to West Yard or Lancaster Yard will, unless otherwise routed by interlocking signals, use crossover from Southward to Northward Main Track 17th Street, thence Outbound Track around wye to connection with Dallas Subdivision main tracks, west of South Main Street subway.

WHITESBORO SUB-DIVISION—Northward

7

| Location Water, Fuel, Turn-table, Wye, etc. | Miles from Texarkana | Time Table No. 40 EFFECTIVE 12:01 A. M. JANUARY 8, 1950 | | FIRST CLASS | | | | | SECOND CLASS | | | | | |
|---|----------------------|---|---------------------------------|-----------------------|-----------------------|--------------------------|-----------------------|------------------------|------------------------|----------------------|---|---|---------------------|--|
| | | | | 32 | 326 | 312 | 328 | 170 | 176 | 374 | 376 | 372 | | |
| | | | | Passenger Daily | M-K-T Passenger Daily | M-K-T Passenger Daily | M-K-T Passenger Daily | Red Ball Freight Daily | Red Ball Freight Daily | M-K-T Freight Daily | M-K-T Freight Daily | M-K-T Freight Daily | | |
| STATIONS | | | | | | | | | | | | | | |
| FWT | 128.1 | D | BONHAM | A 11 35AM | | | | | A 4 30AM | | | | | |
| | 133.6 | | ECOR | A 11 20 | | | | | 4 10 | | | | | |
| | 139.2 | | SAFOY | A 11 10 | | | | | 3 57 | | | | | |
| | 140.4 | | ANTILERS | 11 08 | | | | | 3 54 | | | | | |
| | 141.6 | N | BELLS | A 11 05 | | | | | 3 50 | | | | | |
| Y | 151.2 | | SHERMAN JOT | 10 45 | | | | | 3 25 ¹⁷⁵ | A 2 50PM | | | | |
| | 154.6 | N | SHERMAN | A 10 35 | | | | | 3 12 | 2 40 | | | | |
| | 159.6 | | GRACO | 10 14 | | | | | 2 55 | 2 24 ¹⁶⁷ | | | | |
| | 165.0 | | SOUTHWAYDE | A 10 05 | | | | | 2 39 | 2 11 | | | | |
| | 166.3 | | THORNE | 10 03 | | | | | 2 35 | 2 08 | | | | |
| FWY | 173.1 | N | WHITESBORO | A 9 45 | A 10 01AM | A 7 50 ³²⁵ PM | A 10 45PM | | 2 15 | 1 50 | A 10 30PM | A 11 00PM | A 2 30AM | |
| | 179.5 | D | COLLINSVILLE | A 9 30 | A 9 45 | 7 40 ³¹ | 10 33 ³⁷⁶ | | 2 05 ³⁷² | 1 38 | 10 00 | 10 33 ³²⁸ | 2 05 ¹⁷⁰ | |
| | 186.1 | D | TIOGA | A 9 22 | A 9 35 | 7 29 | 10 24 | | 1 56 | 1 30 | 9 40 | 10 05 | 1 45 | |
| | 191.5 | N | PILOT POINT | A 9 15 | A 9 28 | 7 22 | 10 17 | | 1 48 | 1 22 | 9 25 | 9 55 | 1 35 | |
| | 198.4 | | AUBREY | A 9 05 | A 9 19 | 7 14 | 10 09 | | 1 35 | 1 12 ³⁷⁵ | 9 10 | 9 40 | 1 23 | |
| W | 204.5 | | MINGO | 8 57 | 9 11 | 7 06 | 10 01 | | 1 20 | 12 59 | 8 55 | 9 25 | 1 10 | |
| Y | 209.1 | N | DENTON | A 8 50 | A 9 05 | 7 00 | 9 55 | | 1 10 | 12 45 ³²³ | 8 40 ³²⁵ 8 30 ³¹ | 9 15 | 1 00 | |
| | 216.3 | | ARGYLE | A 8 34 | 8 50 | 6 48 | 9 42 | | 12 52 | 12 18 | 8 00 | 8 50 ³²⁵ 8 40 ³¹ | 12 42 | |
| | 220.4 | | SMOOTS | 8 29 | 8 45 | 6 43 | 9 37 | | 12 46 | 12 12 | 7 54 | 8 11 | 12 34 | |
| W | 225.4 | D | ROANOKE | A 8 22 | A 8 38 | 6 37 | 9 31 | | 12 39 | 12 05 PM | 7 46 | 8 03 | 12 24 | |
| | 230.3 | | KELLER | A 8 15 ³²⁷ | A 8 30 | 6 31 | 9 26 | | 12 32 | 11 59 | 7 39 | 7 55 | 12 14 | |
| | 235.5 | | WATAUGA | 8 06 | 8 23 ³²⁷ | 6 25 | 9 20 ³²⁵ | | 12 24 | 11 52 | 7 32 | 7 47 | 12 04 AM | |
| | 240.0 | N | HODGE | 8 00 ³⁷¹ | 8 15 ³⁷¹ | 6 20 | 9 15 ³¹ | | 12 15 | 11 45 | 7 25 | 7 40 | 11 55 | |
| | 241.2 | | BELT JOT | 7 57 | 8 12 | 6 17 | 9 12 | | 12 10 | 11 40 | 7 21 | 7 37 | 11 51 | |
| | 243.2 | | FORT WORTH Feach Street | 7 53 ¹⁷⁵ | 8 08 | 6 13 ³⁸¹ | 9 08 | | 12 05 | 11 35 | L 7 15PM | L 7 30PM | L 11 45 PM | |
| WY | 244.4 | N | FORT WORTH Passenger Station | L 7 50AM | L 8 05AM | L 6 10PM | L 9 05PM | | L 12 01AM | L 11 30 AM | | | | |
| | | | 116.3 | 32 Daily | 326 Daily | 312 Daily | 328 Daily | | 170 Daily | 176 Daily | 374 Daily | 376 Daily | 372 Daily | |
| | | | Time Over Sub-Division | 3.45 | 1.56 | 1.40 | 1.40 | | 4.29 | 3.20 | 3.15 | 3.30 | 2.45 | |

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

4. Exception to Rule 97: Between Ft. Worth and Hodge trains may run extra without train order authority.

5. Ft. Worth (Passenger Station) is train order office for first class trains only.

6. All trains will register at Hodge by Register ticket.
M-K-T Nos. 312, 327 and 328 will register at Whitesboro by register ticket.

7. Both switches of crossover between Two Main Tracks north of 9th Street Crossing Ft. Worth electrically locked.

North switch No. 4 track, just north 9th Street, Ft. Worth electrically locked; derrails opposite each other on No. 4 and North Lead Tracks, located approximately 160 feet south of this switch, are pipe connected and operated by switch lever.

Both switches of crossover, M.P. 240.6, just south depot Hodge, electrically locked and electric locks controlled by Operator Hodge.

Normal position main track switch, south end Sherman Jct. siding, M.P. 152.0, lined and locked for movement to and from siding; target will display RED when lined for siding, GREEN when lined for main track.

8. Employees of Missouri Kansas Texas Railroad are subject to the Rules, Timetable and Special Instructions of the Texas and Pacific Railway while occupying its tracks

9. Standard Clocks: Ft. Worth (Passenger Station), Hodge, Whitesboro and Bonham.

OTHER PASSENGER TRAIN FLAG STOPS

Train **Stations**
No. 325.....Collinsville, Tioga and Aubrey to discharge passengers from north of Denton and to receive passengers for regular stops of Nos. 5 and 25 south of Ft. Worth.
Pilot Point: to discharge passengers from Whitesboro and beyond and receive passengers for Denton, Ft. Worth and beyond.
Any station: to discharge passengers from north of Denton.

Train **Stations**
No. 326.....Any station to receive revenue passengers for Kansas City or stations St. Louis to South Mound, inclusive.
Any station to load and unload parcel post.

| SECOND CLASS | FIRST CLASS | | | | Station Numbers | Car Capacity Passing Sidings | Time Table No. 40 EFFECTIVE 12:01 A. M. JANUARY 8, 1950 | | Location Water, Fuel, Turn-table, Wye, etc. | Mile Post Location | FIRST CLASS | | | | SECOND CLASS |
|------------------------------|-------------|---|--|-------|-----------------|---------------------------------|---|------|---|---|--|--|--|------------------------------|--------------|
| | 55 | | 27 | 21 | | | STATIONS | 28 | | | 22 | | | 54 | |
| Red Ball Freight Daily | | Louisiana Daylight Passenger Daily | Louisiana Eagle Passenger Daily | | | | | | | Louisiana Daylight Passenger Daily | Louisiana Eagle Passenger Daily | | | Red Ball Freight Daily | |
| | | L 3 10PM | L 4 35AM | S 327 | YARD | SHREVEPORT Passenger Station | 327.0 | | A 11 50AM | A 10 35PM | | | | | |
| | | 3 17 | 4 42 | S 324 | YARD | SHREVEPORT JCT. | 324.8 | | 11 35 | 10 20 | | | | | |
| L 8 30PM | | 3 21 | 4 47 | S 322 | YARD | HOLLYWOOD YARD | 321.9 | FWT | 11 30 | 10 15 | | | | A 4 00AM | |
| L 8 32PM | | L 3 23PM | L 4 49AM | S 320 | YARD | CUT OFF JCT. | 320.8 | WY | A 11 28AM | A 10 13PM | | | | A 3 45AM | |
| 8 40 | | 3 28 | 4 53 | B 317 | | REISOR | 318.0 | | 11 23 | 10 09 | | | | 3 35 | |
| 8 46 | | 3 32 | 4 58 | B 321 | 86 | LAKE HAYES | 321.3 | | 11 18 | 10 04 | | | | 3 25 | |
| 8 55 | | 3 37 | 5 03 | B 325 | 83 | GREENWOOD | 325.8 | | 11 14 | 9 59 | | | | 3 15 | |
| 9 05 | | 3 44 | 5 09 | B 331 | 113 | WASKOM | 331.5 | | 11 06 | 9 53 | | | | 3 05 | |
| 9 11 | | 3 49 | 5 12 | B 334 | 56 | JONESVILLE | 334.7 | | 11 01 | 9 49 | | | | 2 55 | |
| 9 42 22 | | 3 59 | 5 20 | B 342 | 80 | SCOTTSMILLE | 342.1 | | 11 05 | 9 42 55 | | | | 2 45 | |
| A 9 45PM | | A 4 15PM | A 5 35AM | 67 | YARD | MARSHALL | 350.4 | FWTY | L 10 40AM | L 9 30PM | | | | L 2 30AM | |
| 55 Daily | | 27 Daily | 21 Daily | | | 36.5 | | | 28 Daily | 22 Daily | | | | 54 Daily | |
| 1.30 | | .52 | .46 | | | Time Over Sub-Division | | | .48 | .43 | | | | 1.30 | |

Eastward trains are superior to trains of the same class in opposite direction; except:
No. 21 is superior to all trains;

Time at Hollywood Yard, Shreveport Jct. and Shreveport (Passenger Station) for information only.

Exception to Rule S-83: Eastward trains departing Reisor on Marshall Sub-Division may leave Reisor without ascertaining whether all trains due, which are superior or of the same class, have arrived or left.

An eastward extra train originating at Reisor may leave Reisor without clearance card.

Exception to Rule 97: Between Reisor and Cut Off Jct. trains may run extra without train order authority.

All trains will register at Cut Off Jct. by register ticket, except those originating and terminating at that point.

L&A main track switches breaking out of T&P main track, Mile Post B-330.6 electrically locked. Operating instructions inside of electric lock case.

Employees of the Texas and Pacific Railway performing service on L&A track in Lorraine yard limits, east of Waskom, will be governed by the Rules, Time Table and Special Instructions of the L&A. Ry. while occupying its tracks, protecting movement as required by rules.

Standard Clocks: Marshall, Cut Off Jct. Hollywood Yard.

| | SECOND CLASS | | Station Numbers | Car Capacity Passing Sitting | Time Table No. 40 EFFECTIVE 12:01 A. M. JANUARY 8, 1950 | | Miles From T. S. & N. Jct. | Location Water, Fuel, Turn-table, Wye, etc. | SECOND CLASS | |
|--|--|-------|-----------------|---------------------------------|---|------|---------------------------------|--|--|--|
| | 49 | | | | STATIONS | | | | 48 | |
| | Local Monday Wednesday Friday | | | | | | | | Local Tuesday Thursday Saturday | |
| <p>Between St. L.-S. W. Ry. crossing, Bonham Sub-Division connection with K. C. S. Ry. near Compress, and Texarkana Passenger Station, ALL TRAINS AND ENGINES will move at reduced speed and will not exceed a maximum speed of ten (10) miles per hour.</p> <p>All trains and engines must approach St. L.-S. W. Ry. and Bonham Sub-Division connections, Texarkana, prepared to stop unless switches and signals are right and the track is clear.</p> | L 8 00AM | 0 | YARD | N... TEXARKANA..... | 71.8 | FWTY | A 1 30PM | | | |
| | f 8 30 | T 62 | 11 | BOYD..... | 61.9 | | f 1 00 | | | |
| | f 9 00 | T 55 | 18 | D..... FOUKE..... | 55.4 | | f 12 35PM | | | |
| | f 9 40 | T 43 | 17 | D..... DODDGE..... | 42.8 | | f 11 56 | | | |
| | f 10 00 | T 37 | 28 | IDA..... | 36.8 | | f 11 35 | | | |
| | f 10 20 | T 32 | NS | MIRA..... | 32.8 | W | f 11 15 | | | |
| | f 10 45 | T 28 | 35 | D..... HOSSTON..... | 28.0 | | f 10 50 | | | |
| | f 11 05 | T 23 | 40 | D..... GILLIAM..... | 23.3 | | f 10 25 | | | |
| | f 11 30 | T 18 | 20 | D..... BELOHER..... | 18.1 | | f 10 00 | | | |
| | f 11 50 | T 14 | 15 | D..... DIXIE..... | 14.0 | | f 9 40 | | | |
| | f 12 15PM | T 7 | 12 | CASH POINT..... | 7.3 | | f 9 15 | | | |
| | A 1 00PM | | | T. S. & N. JOT..... | | Y | L 8 30AM | | | |
| | 1 15 | S 324 | YARD | SHREVEPORT JOT..... | | | 8 15 | | | |
| | A 1 30PM | S 322 | YARD | HOLLYWOOD YARD..... | | FWT | L 8 00AM | | | |
| | 49 | | | | | | 48 | | | |
| | Monday Wednesday Friday | | | 78.4 | | | Tuesday Thursday Saturday | | | |
| | 5.30 | | | Time Over Sub-Division | | | 5.30 | | | |

Employees of the St. L.-S. W. Ry. and K. C. S. Ry. are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway while occupying its tracks.

Time shown at Shreveport Junction and Hollywood Yard for information only.

Nos. 48 and 49 will register at Hollywood Yard.

STANDARD CLOCKS:
Texarkana
Hollywood Yard

Northward trains are superior to trains of the same class in opposite direction.

HOSPITAL

DR. CARL McCURDY, Chief Surgeon Marshall, Texas

LOCAL SURGEONS

| NAME | LOCATION | NAME | LOCATION |
|-------------------------------------|--------------|-------------------------------|------------------|
| Dr. A. A. Herold..... | Shreveport | Dr. O. W. Gibbons..... | Dallas |
| Dr. A. A. Herold, Jr. (Assoc.)..... | " | Dr. R. A. Trumbull..... | Dallas |
| Dr. J. E. Heard (Assoc.)..... | " | Dr. S. M. Hill..... | Dallas |
| Dr. N. Judson Bender (Assoc.)..... | " | Dr. H. V. Copeland..... | Grand Prairie |
| Dr. Paul D. Abramson (Assoc.)..... | " | Dr. Sidney Gaines..... | Grand Prairie |
| Dr. I. R. Fowler..... | Waskom | Dr. F. L. Harvey..... | Arlington |
| Dr. H. E. Murry..... | Texarkana | Dr. W. C. Foster..... | Handley |
| Dr. L. J. Kosminsky..... | Texarkana | Dr. Alden Coffey..... | Fort Worth |
| Dr. Charles A. Smith..... | Texarkana | Dr. J. F. McVeigh..... | Fort Worth |
| Dr. J. D. Nichols..... | Atlanta | Dr. A. D. Ladd..... | Fort Worth |
| Dr. E. W. Grumbles..... | Atlanta | Dr. W. D. Marrs..... | Fort Worth |
| Dr. T. K. Nichols (Assoc.)..... | Atlanta | Dr. R. C. Stow..... | Fort Worth |
| Dr. Wm. S. Terry..... | Jefferson | Dr. H. B. Snyder..... | Fort Worth |
| Dr. J. T. McRee..... | Longview | Dr. J. W. Shoemaker..... | North Fort Worth |
| Dr. L. N. Markham..... | Longview | (Associate)..... | |
| Dr. J. C. McKean..... | Gladewater | Dr. E. B. McGee..... | New Boston |
| Dr. Carl Nichols (Assoc.)..... | Gladewater | Dr. C. S. Crew..... | DeKalb |
| Dr. E. R. Moser (Assoc.)..... | Gladewater | Dr. E. W. Payne..... | Clarksville |
| Dr. J. C. McKean..... | Hawkins | Dr. B. J. Parnell..... | Detroit |
| Dr. Carl Nichols (Associate)..... | Hawkins | Dr. M. A. Walker..... | Paris |
| Dr. A. P. Buchanan..... | Mineola | Dr. J. J. Cappelman..... | Honey Grove |
| Dr. E. P. Tottenham (Assoc.)..... | Mineola | Dr. J. M. Donaldson..... | Bonham |
| Dr. V. B. Cosby..... | Grand Saline | Dr. Jack Saunders..... | Bonham |
| Dr. R. W. Cosby..... | Grand Saline | Dr. H. I. Stoutt..... | Sherman |
| (Associate)..... | | Dr. D. C. Enloe (Assoc.)..... | Sherman |
| Dr. B. Brandon..... | Edgewood | Dr. Paul Pierce..... | Denison |
| Dr. H. T. Fry..... | Wills Point | Dr. G. W. Graer..... | Whitesboro |
| Dr. W. F. Alexander..... | Terrell | Dr. J. D. Harvey..... | Tioga |
| Dr. G. H. Alexander..... | Terrell | Dr. W. C. Kimbrough..... | Denton |
| (Associate)..... | | Dr. A. H. Bugg..... | Belcher |
| Dr. D. H. Hudgins..... | Forney | Dr. T. B. Tooke..... | Belcher |
| Dr. P. C. Shanda..... | Mesquite | Dr. S. S. Williams..... | Ida |
| Dr. A. B. Thomason..... | Dallas | | |

OCULISTS

| | |
|---------------------------------------|------------|
| Dr. J. A. Wilkinson..... | Shreveport |
| Dr. A. W. Roberts..... | Texarkana |
| Dr. V. E. Hurst..... | Longview |
| Dr. O. M. Marchman, Jr. (Assoc.)..... | Longview |
| Dr. S. F. Harrington..... | Dallas |
| Dr. W. M. Knowles..... | Dallas |
| Dr. Wm. H. Shofstall (Associate)..... | Sherman |
| Dr. Henry R. Seates..... | Bonham |
| Dr. Thomas E. Hunt..... | Paris |

TIME SERVICE

NATIONAL RAILWAY TIME SERVICE COMPANY

Chicago, Ill.

LOCAL WATCH INSPECTORS

| NAME | HEADQUARTERS | TERRITORY |
|-------------------------------|--------------|---------------------------------------|
| G. W. Haltom..... | Ft. Worth | Ft. Worth to Reisor and to Texarkana. |
| G. W. Haltom..... | Ft. Worth | Ft. Worth to Sherman. |
| J. B. Rockwell..... | Denison | Sherman to Texarkana. |
| Parks Credit Jewelers..... | Texarkana | Local. |
| J. F. Lenta..... | Marshall | Marshall. |
| McCarley's Jewelry Store..... | Longview | Longview. |
| A. C. Flynt..... | Mineola | Mineola. |
| Dallas Watch Co..... | Dallas | Local. |
| Johnny Clingingam with..... | Dallas | Local. |
| Ed Garrison..... | Denton | Denton. |
| Brannon's..... | Bonham | Bonham. |
| Bryan's Jewelry..... | Shreveport | Texarkana Sub-Division. |
| Youngblood Jewelry Co..... | Shreveport | Local. |

EASTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

Road Foreman of Engines has the authority of Trainmaster.

Where flag stops are shown train will stop for revenue passengers only.

Air brakes must be coupled and working on pile drivers, derricks, or other such machines and locomotives while being handled in trains, or by yard engines, and must not be switched with when it can be avoided.

When necessary to handle such machines or locomotives while switching, kick or drop must not be made, and they must otherwise be handled carefully to avoid damage.

Train and yardmen must not switch with locomotives without first ascertaining that air brakes are released, reverse lever in proper position and cylinder cocks open.

Outfit and wooden underframe cars, loaded or empty, must be handled in rear of all trains.

Water and fuel oil cranes equipped with switch locks must be kept locked when not in use.

Freight Trains and yard engines with freight cars will not use passenger track Marshall and No. 1 Passenger track Longview.

TRANSPORTATION RULES

Rule 2. Amended to read: Watches that have been examined and certified to by a designated Inspector must be used by:

| | | |
|--------------------------|-------------------|-------------------|
| Road Foremen of Engines | Trainmasters | Brakemen |
| Signal Supervisors | Chief Dispatchers | Train Baggage-men |
| Asst. Signal Supervisors | Train Dispatchers | Yard Foremen |
| Signal Maintainers | Yardmasters | Switchmen |
| Telephone Maintainers | Asst. Yardmasters | Agent-Operators |
| Roundhouse Foremen | Conductors | Operators |
| Extra Gang Foremen | Enginemen | Towermen |
| B&B Gang Foremen | Firemen | Roadmasters |
| Motor Car Operators | Hostlers | Section Foremen |
| | | Linemen |

The certificate in prescribed form must be renewed and filed with the Superintendent during the month of July each year.

Rule 2 (a). Amended to read: Watches of train dispatchers and employes in train, engine and yard service, with that portion of the certificate retained by them, must be presented to a designated inspector for comparison and registration each calendar month of the year with not more than forty days between comparisons. All employes required to use certified watches must have this portion of the certificate in their possession while on duty and present it for examination when called for by an officer. When watches of employes subject to time service rules are found at any time to be thirty seconds or more from standard time, they must be set to correct time.

Rule 17. Amended to read: The standard white headlight must be displayed brightly to the front of every train by day and by night.

When a train turns out to meet another train, the standard headlight must be kept burning brightly until entire train is clear of main track; it will be dimmed while train is moving on siding entirely clear of main track, and must be extinguished when train has stopped entirely clear of main track.

It must be dimmed (except when approaching public crossings at grade):

- (1) Approaching and passing head end and rear end of trains, and engines standing or moving on adjacent tracks.
- (2) Approaching signals indicating train orders.
- (3) When standing on main track awaiting arrival of an opposing train.
- (4) When moving on sidings and other than main tracks in clear of main track.

"Winking" or "Blinking" of headlights for any purpose is prohibited.

When an engine is running backwards a white light must be displayed by night on the rear of tender.

Rule S-17 (a). Amended to read: When headlight is displayed by train on siding at meeting point, except in territory where Rules 261 to 269 inclusive (Movement of Trains by Block Signals) are in effect, opposing trains must proceed at Reduced Speed until main track is seen to be clear.

Display of headlight does not relieve engine men nor trainmen from protecting, when required, as prescribed by Rule 99.

TRANSPORTATION RULES—Continued

Rule 73. Exception to: Within automatic block system limits, extra trains may run ahead of second class trains without train order authority until overtaken and will then, unless otherwise provided, arrange for the second class train to pass promptly.

When so instructed by proper authority an extra train will clear the time of a following second class train as required by Rule 87 (b).

Rule 87. Clearance of Trains within Automatic Block System Limits. Exception to: At meeting points, second class and inferior trains must clear the main track not less than five minutes before the leaving time of a first class train. At meeting points between other trains, the inferior train must clear the main track before the leaving time of the superior train.

Rule 92. Exception to: Within automatic block system limits a train may arrive at a station in advance of its schedule arriving time.

Rule 99. Exception to: When within the limits of Automatic Block System and a following passenger train is due, the flagman may return to his train when recalled if there is no train seen or heard approaching, but must leave at the point from which he returns two torpedoes on the rail on the engineman's side not less than two rail lengths apart; between sunset and sunrise and/or when conditions require additional safety for his train, he will leave a burning red fusee in addition. If when recalled, a train is seen or heard approaching the flagman must remain displaying stop signals until the approaching train arrives.

Rule 104. Supplement to: All crossover switches must be left lined against a crossover movement when not in use, except as follows:

- (a). When a crossover enters the main track and the main track switch of the crossover is a spring switch or power-operated switch, the other switch of the crossover will be left lined and locked for the crossover.
- (b). When the crossover is one end of a siding designated for meeting or passing of trains, the inside switch of the crossover will be left lined for movement to or from the siding to the main track.

Rule 104 (e). Supplement to: A running switch must not be made with cars containing inflammables, explosives or other dangerous articles.

Passenger cars and occupied outfit cars must not be "kicked" or "dropped" against other cars. Other cars must not be "kicked" or "dropped" into a track on which occupied passenger or outfit cars are standing.

Rule 104 (g). Amended to read: Rail sand must not be used or water allowed to run from any locomotive between signals governing movement over spring or power-operated switches.

Rule 287. Exception to: When a color light Block Signal displays:
Red light with letter "S", or
Red light over a Red light with letter "S",
Indication is: "Stop and throw switch." After switch has been thrown be governed by indication displayed by the signal.

Rule 509 (b). Amended to read: A train or engine may pass at Restricted Speed not exceeding ten miles per hour, without stopping, a Block Signal indicating "Stop, then Proceed at Restricted Speed", when designated as a "Grade" signal, expecting to find a train in the block, broken rail, obstruction or switch not properly set. (See Rule 286-A).

Rule 520. Amended to read: When a signal governing a movement in the facing point direction of a spring switch indicates "Stop" or "Stop, then Proceed at Restricted Speed", switch must be tested by hand and switch points examined and known to fit properly before proceeding.

(Continued on page 11)

EASTERN DIVISION

11

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

TRANSPORTATION RULES—Continued

Rule 814. Supplement to: Conductors will require a brakeman to remain on the rear of train at all times except:

- (a). When required to protect train under Rules of the Transportation Department.
- (b). When a competent employe qualified to protect train under Rules of Transportation Department takes his place.
- (c). When train is clear of main track.
- (d). When train is within yard limits unless circumstances require protection under Rules of Transportation Department.

In Louisiana. To meet requirements of Flagging Rules, a brakeman shall remain on the rear of all passenger trains at all times, except in yard limits, and in yard limits when circumstances require the protection of the train under the conditions as set forth in the Texas and Pacific Operating Rules.

Train Order, Form "S-E". Supplement to: The following form is authorized:

"No 2 Eng 900 wait at C until eight thirty 8 30 am
for Extra 600 West
No 2 take siding C for Extra 600 West"

Special Rules covering its use:

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

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

This form of train order will not be combined with other forms of train orders.

MAXIMUM SPEEDS

All Subdivisions

| | Miles per hour | |
|--|--------------------------------|--------------------------------|
| Trains of mixed freight and passenger equipment. (Caboose are freight equipment)..... | Maximum freight train speed | Maximum freight train speed |
| Trains of deadhead passenger equipment..... | | |
| Trains handling scale test cars; conductor will keep engineer advised when such cars in train..... | 45 | |
| Trains handling cars equipped with arch-bar trucks, or wooden underframes (except cabooses), and not otherwise restricted..... | 45 | |
| Light engines in road movement, freight or passenger, and engines handling cabooses, or rider cars, and not otherwise restricted..... | 40 | |
| Trailing through points of a spring switch; not otherwise restricted..... | 30 | |
| Yard and/or road engines shoving cars ahead of engine: All subdivisions except Texarkana and D&PS..... | 20 | |
| Texarkana Subdivision and D&PS RR..... | 15 | |
| Yard engines, running backward or forward, and/or road engines running backward, with or without cars, and not otherwise restricted: | Main track | All other tracks |
| All Subdivisions except Texarkana and D&PS: | | |
| Steam yard and road engines..... | 20 | 20 |
| Diesel yard engines..... | 40 | 20 |
| Texarkana Subdivision and D&PS RR: | | |
| All yard and road engines..... | 15 | 15 |
| Trains handling steam wrecking derricks, boom in trail- ing position, not otherwise restricted: | Straight track | Curves |
| Dallas and Marshall Subdivisions..... | 40 | 30 |
| Bonham and Whitesboro Subdivisions, except between M.P. A-83 and Whitesboro..... | 40 | 30 |
| Between M.P. A-83 and Whitesboro..... | 25 | 25 |
| Texarkana Subdivision and D&PS RR..... | 18 | 12 |
| Trains handling steam wrecking derricks, boom in forward position; self-propelled pile drivers, lidgerwoods, brown- hoists and other machinery of similar description; also steam pile drivers moving under own power; not other- wise restricted..... | 30 | 18 |

MAXIMUM SPEEDS—Continued

Marshall Sub-Division

| | Miles per hour | |
|---------------------------------------|----------------|---------|
| Between Cut Off Jct.—Marshall..... | Passenger | Freight |
| Except: | 70 | 60 |
| D-5 and D-9 Engines..... | 30 | 30 |
| D-10 Engines..... | 50 | 50 |
| G-1-B and G-1-C Engines..... | 35 | 35 |
| H-2, I-1 and I-2 Engines..... | 60 | |

Dallas Sub-Division

| | | |
|---|----|----|
| Texarkana-Fort Worth..... | 70 | 60 |
| Except: | | |
| Over Shreveport Sub-Division junction switch and on main track around curve Marshall passenger station..... | 15 | 15 |
| Around curve on siding Marshall passenger station..... | 30 | 30 |
| Diesel Passenger Engines (See Note)..... | 75 | |
| D-5 and D-9 Engines..... | 30 | 30 |
| D-10 Engines..... | 50 | 50 |
| G-1-B and G-1-C Engines..... | 35 | 35 |
| H-2, I-1 and I-2 Engines..... | 60 | |
| Mo. Pac Engines 1101 to 1126, inclusive..... | 45 | 45 |
| Po. Pac. 1200 class engines..... | 45 | 45 |
| Mo. Pac. 1400 and 1500 engines..... | 40 | 40 |

Note: Passenger trains handling box cars converted for passenger service, either system or foreign lines, equipped with freight trucks and steel wheels must not exceed a maximum speed of 70 Miles per Hour.

Bonham Sub-Division

| | | |
|------------------------------|----|----|
| Texarkana—M. P. A-83..... | 45 | 35 |
| Except: | | |
| D-5 and D-9 Engines..... | 30 | 30 |
| D-10 Engines..... | 40 | |
| G-1-B and G-1-C Engines..... | 35 | 35 |
| M. P. A-83-Bonham..... | 40 | 30 |
| Except: | | |
| D-5 and D-9 Engines..... | 30 | |
| G-1-B and G-1-C Engines..... | 35 | |

Whitesboro Sub-Division

| | | |
|-----------------------------------|----|----|
| Bonham—M. P. A-173..... | 40 | 25 |
| Except: | | |
| D-5 and D-9 Engines..... | 30 | |
| G-1-B and G-1-C Engines..... | 35 | |
| Mile Post A-173—Ft. Worth..... | 65 | 65 |
| Except: | | |
| D-5 and D-9 Engines..... | 30 | 30 |
| D-10 Engines..... | 50 | 50 |
| G-1-B and G-1-C Engines..... | 35 | 35 |
| H-2, I-1 and I-2 Engines..... | 60 | |
| MKT freight Diesel Engines..... | 35 | 55 |
| MKT 700, 800 and 900 Engines..... | 35 | 35 |
| Other MKT Engines..... | 35 | 35 |

Texarkana Sub-Division

| | | |
|--|----|----|
| T. S. & N. Jct.—Texarkana..... | 25 | 25 |
| D. & P. S. R. R. | | |
| Sherman Jct.—Denison..... | 40 | 40 |
| Except: | | |
| Around and through turnouts Sherman Jct. wye..... | 15 | 15 |

RAILROAD GRADE CROSSINGS

Dallas Sub-Division

| | Miles per hour | | |
|---------------------|---|-----------|---------|
| Location | Intersection Railroad | Passenger | Freight |
| Texarkana Yard..... | St. L.-S. W. Ry. (Interlocked) | | |
| M.P. 2.4..... | K. C. S. Ry.—I. C. C. Co. (Automatic Interlocked) | 30 | 30 |
| M.P. 51.2..... | L. & A. Ry. (Interlocked) (All signals controlled by Operator, Marshall) | | |
| Big Sandy..... | St. L.-S. W. Ry. (Interlocked) | | |
| M.P. 186.9..... | M. K. T. R. R. (Interlocked) | | |
| Terrell..... | T. & N. O. R. R. (Interlocked) | 35 | 35 |
| M.P. 209.9..... | T. & N. O. R. R. (Interlocked) | | |
| M.P. 212.1..... | G. C. & S. F. Ry. (Automatic Interlocked) | 20 | 20 |
| West Dallas..... | { M. K. T. R. R. } { St. L.-S. W. Ry. } (Interlocked) | | |
| Fort Worth | { C. R. I. & G. Ry. } | | |
| Yard..... | { M. K. & T. R. R. } { G. C. & S. F. Ry. } (Interlocked) { T. & N. O. R. R. } | 10 | 10 |

Marshall Sub-Division

| | |
|-------------------|-------------------------------------|
| M.P. B-323.1..... | L. & A. Ry. (Automatic Interlocked) |
|-------------------|-------------------------------------|

(Continued on page 12)

EASTERN DIVISION

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS

RAILROAD GRADE CROSSINGS—Continued

| Location | Intersection Railroad | Miles per hour | |
|----------------------------|--|----------------|---------|
| | | Passenger | Freight |
| Bonham Sub-Division | | | |
| Texarkana..... | St. L.-S. W. Ry. South End Yd. (Interlocked) | | |
| Texarkana..... | St. L.-S. W. Ry. (Gate) | | |
| Texarkana..... | K. C. S. Ry. (Interlocked) | | |
| M.P. A-917..... | (G. C. & S. F. Ry. (Automatic Interlocked) | 30 | 30 |
| | { T. & N. O. Ry. (Interlocked) | | |

| | | | |
|--------------------------------|---|----|----|
| Whitesboro Sub-Division | | | |
| Bells..... | M. K. T. R. R. (Interlocked) | | |
| Sherman..... | T. & N. O. R. R. (Interlocked) | | |
| Sherman..... | M. K. T. R. R. (Not Protected) | | |
| M.P. A-238.1..... | St. L.-S. W. Ry. (Automatic Interlocked) | 30 | 30 |
| Fort Worth Yard..... | { M. K. T. R. R. (Interlocked) G. C. & S. F. Ry. T. & N. O. R. R. } | 10 | 10 |

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SIGNALS

The maximum speed on track protected by permanent slow signals will be shown on face thereof; where two sets of figures are shown, the higher figures indicate speed of passenger trains and the lower figures the speed of all other trains.

Where a higher speed than the maximum speed defined by time-table or other special instructions for a train is shown on a permanent slow signal, the maximum speed prescribed by time-table or other special instructions will govern.

Note: The designation "Mile Post—Poles" refer to Mile Post location and number of poles beyond in the direction of next higher Mile Post.

| Miles per Hour | | Restriction Begins | | Restriction Ends | |
|--------------------------------|--------------|--------------------|-------|------------------|-------|
| Psg. Trains | Other Trains | Mile Post | Poles | Mile Post | Poles |
| Dallas Sub-Division | | | | | |
| 50 | 50 | 30 | 28 | 31 | 13 |
| 45 | 45 | 36 | 15 | 38 | 0 |
| 50 | 50 | 42 | 30 | 43 | 9 |
| 30 | 30 | 50 | 8 | 51 | 17 |
| 65 | | 52 | 33 | 54 | 1 |
| 65 | | 59 | 0 | 59 | 9 |
| 65 | | 62 | 0 | 62 | 9 |
| 55 | 55 | 67 | 14 | 67 | 30 |
| 65 | | 84 | 28 | 85 | 1 |
| 60 | | 112 | 32 | 113 | 0 |
| 50 | 50 | 193 | 8 | 193 | 23 |
| 50 | 50 | 194 | 23 | 196 | 13 |
| 65 | | 198 | 36 | 199 | 4 |
| 40 | 40 | 207 | 34 | 208 | 31 |
| 45 | 45 | 244 | 3 | 244 | 19 |
| Bonham Sub-Division | | | | | |
| 40 | 30 | 88 | 11 | 88 | 19 |
| 30 | 30 | 90 | 16 | 90 | 18 |
| Whitesboro Sub-Division | | | | | |
| 30 | 30 | 173 | 8 | 173 | 24 |
| 50 | 50 | 186 | 8 | 186 | 17 |
| 50 | 50 | 188 | 22 | 189 | 2 |
| 45 | 35 | 203 | 10 | 203 | 20 |
| 20 | 20 | 207 | 33 | 210 | 4 |
| 55 | | 221 | 8 | 222 | 3 |
| 55 | | 228 | 20 | 228 | 30 |
| D. & P. S. R.R. | | | | | |
| 15 | 15 | 1 | 11 | 1 | 15 |

TURN-OUTS

| Kind | Miles per Hour |
|---------------------------|----------------|
| No. 16 | 30 |
| All other turn-outs | 15 |

Location of No. 16 Turn-outs

| Station | Mile Post | Number of Turn-Outs | Description |
|---------|-----------|---------------------|-------------|
|---------|-----------|---------------------|-------------|

Dallas Sub-Division

| | | | |
|---------------------|-------|---|-------------------------------|
| National | 0.7 | 1 | East End Siding |
| National | 1.8 | 1 | West End Siding |
| Sulphur | 7.4 | 1 | East End Siding |
| Sulphur | 8.6 | 1 | West End Siding |
| Springdale | 14.2 | 1 | East End Siding |
| Springdale | 15.3 | 1 | West End Siding |
| Queen City | 20.2 | 1 | East End Siding |
| Queen City | 21.7 | 1 | West End Siding |
| Atlanta | 23.1 | 1 | East End Siding |
| Atlanta | 23.1 | 1 | West End Siding |
| Bivins | 30.4 | 1 | East End Siding |
| Bivins | 31.4 | 1 | West End Siding |
| Kildare | 38.9 | 1 | East End Siding |
| Kildare | 38.0 | 1 | West End Siding |
| Payne | 48.2 | 1 | East End Siding |
| Payne | 44.2 | 1 | West End Siding |
| Jefferson | 50.1 | 1 | East End Siding |
| Jefferson | 51.2 | 1 | West End Siding |
| Woodlawn | 57.9 | 1 | East End Siding |
| Woodlawn | 58.9 | 1 | West End Siding |
| Marshall | 65.6 | 1 | East End Siding |
| Marshall | 66.9 | 1 | West End Siding |
| Quincy | 70.0 | 1 | East End Siding |
| Quincy | 71.0 | 1 | West End Siding |
| Keokuk | 75.1 | 1 | East End Siding |
| Keokuk | 76.1 | 1 | West End Siding |
| Hallsville | 80.1 | 1 | East End Siding |
| Hallsville | 82.6 | 1 | West End Siding |
| Lansing | 82.8 | 1 | East End Siding |
| Lansing | 83.6 | 1 | West End Siding |
| Longview | 88.4 | 1 | East End Water Track |
| Greggton | 93.2 | 1 | East End Siding |
| Greggton | 94.6 | 1 | West End Siding |
| Gladewater | 101.7 | 1 | East End Siding |
| Wilkins | 106.2 | 1 | East End Siding |
| Wilkins | 107.2 | 1 | West End Siding |
| Big Sandy | 114.0 | 1 | West End Siding |
| Scottdale | 206.5 | 1 | East End Siding |
| Scottdale | 207.5 | 1 | West End Siding |
| T. & P. Jct. | 209.2 | 1 | East End Siding |
| T. & P. Jct. | 209.9 | 1 | Belt Line Connections |
| Browder | 216.6 | 2 | East End Siding |
| Browder | 216.6 | 4 | West End Siding |
| Grand Prairie | 224.6 | 2 | East End Siding |
| Grand Prairie | 225.5 | 2 | West End Siding |
| Arlington | 233.1 | 2 | East End Siding |
| Arlington | 234.1 | 2 | West End Siding |
| Ft. Worth | 244.2 | 1 | East End Siding Westward Main |

Marshall Sub-Division

| | | | |
|------------------|---------|---|---|
| Cut Off Jct..... | B-320.8 | 1 | West Entrance to Interlocker Hollywood yard |
|------------------|---------|---|---|

CITY SPEED ORDINANCES

Dallas Sub-Division

| Station | Miles per hour | Station | Miles per hour |
|--------------------------|----------------|---------------------|----------------|
| Atlanta | 35 | Terrell | 40 |
| Longview to Court St.... | 40 | Dallas | 12 |
| Gladewater | 40 | Arlington | 40 |
| Mineola | 40 | Grand Prairie | 20 |
| Grand Saline | 40 | Ft. Worth | 40 |
| Wills Point | 35 | | |

Whitesboro-Bonham-Texarkana Sub-Divisions

| | | | |
|-------------------|----|-------------------|----|
| Clarksville | 30 | Pilot Point | 30 |
| Honey Grove | 25 | Denton | 30 |
| Bonham | 25 | Ft. Worth | 40 |
| Sherman | 30 | | |

Do not exceed speed of 10 miles per hour over Church Street Crossing, Paris. Passenger trains moving over Church Street Crossing, Paris, between hours 7:00 a.m. and 8:45 p.m. will come to a stop and protect movement over this crossing when not protected by flagman.

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

AUTOMATIC BLOCK

1. Automatic Block Signal Rules effective:
Marshall Sub-Division,
Dallas Sub-Division.
Whitesboro Sub-Division between Whitesboro and Ft. Worth Interlocking.

2. Certain color light Block Signals, with or without Number Plates, in addition to displaying aspects, provided by Rules, may display the following aspects and indications:

| ASPECTS | INDICATION |
|--|--|
| Yellow over Yellow. | Proceed preparing to stop at second signal. |
| Red over Lunar White, or Red over Red over Lunar White. | Proceed at Restricted Speed without stopping expecting to find route occupied and prepared to stop short of obstruction. |

3. Certain color light Block Signals, equipped with Number Plates, which govern the approach to a Block Signal located at a diverging route power-operated switch may display the following aspect and indication:

| ASPECT. | INDICATION |
|------------------|--|
| Red over Yellow. | Proceed preparing to enter diverging route at next signal. |

4. A train or engine entering the main track, or passing from two main tracks to single track at a spring switch not protected by block signals or block indicator signals must, when necessary, protect the movement.

SPRING SWITCHES

| Station | Mile Post | Track | Facing Point Direction | Normal Position |
|---------|-----------|-------|------------------------|-----------------|
|---------|-----------|-------|------------------------|-----------------|

Texarkana Sub-Division

| | | | | |
|----------------|-------|-----------|-----------|--|
| TS&N Jct. | 226.5 | West Wye | Eastward | For movement to Texarkana Sub-Division Main track. |
| TS&N Jct. | T-0.5 | North Wye | Southward | Must be lined as necessary for facing point movements. May be left as used and tralled through from either leg of wye. |

Marshall Sub-Division

| | | | | |
|-------------------|-------|-----------------|----------|------------|
| Reisor | 313.0 | Junction switch | Westward | Main track |
| Scottsville | 341.9 | East End Siding | Westward | Main Track |
| Scottsville | 342.7 | West End Siding | Eastward | Main Track |

Dallas Sub-Division

| | | | | |
|---------------------|-------|--------------------------|----------|------------|
| National | 1.9 | West End Siding | Eastward | Main track |
| Marshall | 66.2 | East End Crossover | Westward | Main track |
| Hoard | 130.6 | West End Siding | Eastward | Main track |
| Mineola Yard | 137.5 | Cross-over East End Yard | Westward | Main track |
| Mineola Yard | 138.9 | West End Pull-out | Eastward | Main track |
| Silver Lake | 141.7 | East End Siding | Westward | Main track |
| Grand Salline | 148.9 | East End Siding | Westward | Main track |
| Grand Salline | 149.8 | West End Siding | Eastward | Main track |
| Edgewood | 159.6 | West End Siding | Eastward | Main track |
| Wills Point | 166.7 | East End Siding | Westward | Main track |
| Wills Point | 167.3 | West End Siding | Eastward | Main track |
| Elmo | 175.7 | East End Siding | Westward | Main track |
| Elmo | 176.7 | West End Siding | Eastward | Main track |
| Terrell | 181.8 | East End Siding | Westward | Main track |
| Forney | 193.8 | East End Siding | Westward | Main track |
| Marlith | 199.8 | West End Siding | Eastward | Main track |
| Scottsdale | 206.5 | East End Siding | Westward | Main track |

Whitesboro Sub-Division

| | | | | |
|------------------|---------|--------------------------------------|-----------|----------------------|
| Fort Worth | A-245.3 | End of two main tracks, Peach Street | Southward | Southward Main track |
| Hodge | 239.3 | North End Siding | Southward | Main Track |
| Denton | 209.5 | South end Sou. Siding | Northward | Main track |

SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED

SWITCHES

Dallas Sub-Division

Spring switch at west end National; power-operated switch at east end National; switch and signals east end National controlled by towerman Texarkana; signals at west end National controlled by Operator Marshall.

Power-operated switches at each end passing sidings Sulphur to Lansing, inclusive, and Greggton to Wilkins inclusive and signals in connection therewith controlled by Operator Marshall.

All power-operated switches Longview and the signals in connection therewith controlled by Operator Longview.

Power-operated switch at west end siding Big Sandy and the signals in connection therewith controlled by Operator Big Sandy.

Power-operated switch west end siding Scottsdale and signals in connection therewith controlled by Towerman, T&P Jct.

Power-operated switch east end siding T&P Jct., and signals in connection therewith are a part of and are included in the Interlocking T&P Jct.

Power-operated switches between Browder and Dallas Union Terminal and the signals in connection therewith are controlled by Signalman at North Tower, Dallas Union Terminal, and form a part of the Dallas Union Terminal Interlocking.

Power-Operated switches at east end siding Fort Worth and at each end of sidings, Arlington Grand Prairie and Browder and east end drill track Browder and the signals in connection therewith controlled by Train Dispatcher Fort Worth.

Whitesboro Sub-Division

Power-operated switch and derral south end Drill Track Belt Jct., and at south end siding Hodge; Switches, derral and signals in connection therewith controlled by operator, Hodge.

Power-operated switch at Junction of the T&P and MK&T main tracks at Whitesboro and signals in connection therewith controlled by operator Whitesboro.

1. Should a train or engine approach a power-operated switch and find it not lined for the movement to be made, a member of crew must communicate with train dispatcher or operator.

2. If permission is given to proceed, all power-operated switches located in the block governed by that signal must be examined and points known to fit properly before proceeding over such switches.

3. When a signal governing a movement over a power-operated switch indicates "STOP," except as authorized by Authority Card, Form 157 and Rule 668, movements must not be made over switch until switch is placed in hand throw position and engineman notified.

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS

1. In the following designated territory trains and engines will be governed by block signals whose indications will supersede the superiority of trains as provided for in Rules 261 to 269 inclusive:

Between Cut Off Jct. Interlocking and junction switch, Reisor.

Between Texarkana and West End Siding Big Sandy.

Between East and West end siding Terrell.

Between T&P Jct. and east end siding Scottdale.

Between U. T. Jct. and East Interlocking limits Fort Worth Mile Post 245.6.

Between North switch siding Hodge and end two main tracks Peach Street, Fort Worth.

2. When permission to proceed is given as provided in Rule 265, all power-operated switches located in the block governed by that signal must be examined and points known to fit properly before proceeding over such switches.

3. When permission is given to a conductor or engine foreman by telephone under Rule 267, the conductor or engine foreman must repeat to the train dispatcher or operator the track or tracks to be used, working limit on such track or tracks and the time limit and receive the response "OK" and the time before such permission is acted on.

(Continued on page 14)

EASTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS—Continued

4. Exception to Rules 266, 266 (a) and 266 (b):

(a). Yard engines may use the main track between Texarkana and the west end siding National; between U. T. Jct. and the west end siding Browder, and yard engines and engines in charge of Hostlers may use the main track between west end Water Track and west end Longview, M. P. 90.1, without securing permission from the Train Dispatcher, but must clear first-class trains sufficiently in advance to avoid delay by block or interlocking signals, and must give way to other trains as promptly as possible.

(b). Yard engines leaving the main track at M&EYard and Darco Plant, Marshall must report themselves clear of main track and secure permission before again occupying main track.

(c). The two main tracks may be used between East Interlocking limits Fort Worth Mile Post 245.6 and crossovers just east of the interlocking limits, without securing permission from the Train Dispatcher, but delay to passenger trains by block and interlocking signal indications must be avoided. Yard engines must give way to road freight trains as promptly as possible.

(d). These exceptions to rule do not modify observance of Rules 104, 511 and 513.

5. Exception to Rule 97: Extra trains may be run without train orders between Texarkana and Big Sandy and between U. T. Jct. and Fort Worth (Passenger station); clearance card at initial station as prescribed by Rule 83 (a) will authorize the movement and identify the train as an extra. An extra train originating at a station not an open train order office may leave without a clearance card.

A westward train authorized to run extra from a Marshall Sub-Division station to a Dallas Sub-Division station west of Marshall may leave Marshall without a clearance card when westward train order signal Marshall indicates proceed.

6. Annunciator system, of the miniature semaphore type, governing trains leaving Texarkana located on train shed post immediately west of stairway tracks 4, 5, and 6 for Passenger Trains and on post at extreme west end Passenger Track 6 for freight trains. Conductor will push button located on miniature signal case which will indicate to Towerman Texarkana that train is ready to depart; and the train must wait until miniature semaphore signal clears. If miniature signal does not clear promptly, notify Towerman Texarkana and be governed by his instructions.

7. When a train announces ready to leave Texarkana, the Towerman will notify Train Dispatcher and be governed by his instructions.

8. The signalman at North Tower, Dallas Union Terminal, will report to the train dispatcher Fort Worth the departure of westward trains, also the westward movement of yard engines when such movements are to Browder or beyond.

9. When necessary to use train order in connection with movements between U. T. Jct. and Fort Worth the following station names will refer to crossovers located as follows:

| Station | Location |
|------------|------------|
| Handley | M.P. 239.1 |
| Cloudy | M.P. 222.0 |
| Eagle Ford | M.P. 220.0 |
| Harrys | M.P. 217.5 |
| Harrys | M.P. 217.3 |

10. Yard Engines moving between Fort Worth and Belt Jct. or Hodge will not leave Peach Street, Belt Jct. or Hodge until operator has been notified by foreman of the move to be made and proper signal indication displayed.

11. Yard engines doing work at Belt Jct., Hodge or at Compress track north of Peach Street Fort Worth must not occupy main track until permission is obtained from operator and proper signal indication displayed. Telephones for communicating with operator Hodge are located at Second Street Fort Worth, south end of Drill track Belt Jct. and at north and south crossover at Hodge.

STREET AND HIGHWAY CROSSING SIGNALS

Flashing-light and wig-wag signals located at street and highway crossings protect main track movements only. Before permitting train, engine or cars to pass over such crossings on auxiliary tracks, movements must be protected by flagman. Reverse movements, or forward movements after making reverse movements must be protected by flagman on both main and auxiliary tracks.

YARD LIMITS

Dallas Sub-Division

| | | |
|----------------------|---------------------------|-----------------------|
| Texarkana } One Yard | Mineola } One Yard | T.&P. Jct. } One Yard |
| National } One Yard | Mineola Yard } One Yard | Dallas } One Yard |
| Marshall } One Yard | Grand Saline } One Yard | U. T. Jct. } One Yard |
| Longview } One Yard | Terrell } One Yard | Browder } One Yard |
| Greggton } One Yard | Fort Worth } One Yard | Eagle Ford } One Yard |
| Camps } One Yard | Lancaster Yard } One Yard | |

Whitesboro-Bonham-Texarkana Sub-Divisions

| | |
|-------------------------|---------------------------|
| Texarkana } One Yard | Whitesboro } One Yard |
| Argo } One Yard | Denton } One Yard |
| Paris } One Yard | Hodge } One Yard |
| Bonham } One Yard | Belt Jct. } One Yard |
| Denison } One Yard | Fort Worth } One Yard |
| Sherman Jct. } One Yard | Lancaster Yard } One Yard |
| Sherman } One Yard | |

INTERLOCKING WHISTLE SIGNAL CODE

Cut Off Jct.

| | |
|---|------|
| Route to inbound main track and to Marshall | 0000 |
| Route to main track towards Natchitoches | 00 |
| Route to Yard | 0 |

Texarkana

| | |
|---------------------------------|---------|
| Dallas Sub-Division, Main Track | 00 |
| Bonham Sub-Division | 0 00 |
| | West 0 |
| Texarkana Sub-Division | 0 |
| | North 0 |
| | South 0 |

Big Sandy

| | |
|----------------|-----|
| Main Track | 00 |
| Passing Siding | 0 0 |
| Transfer Track | 0 |

Terrell

| | |
|----------------|-----|
| Main Track | 00 |
| Passing Siding | 0 0 |

T. & P. Junction

| | |
|---|-------|
| T. & P. Main track, either direction, eastward or westward | 00 |
| Wye track entering or leaving T. & P. | 0 0 |
| Yard west of T. & N. O. crossing | 0 0 |
| Crossover from old T. & P. main track to Passing siding in either direction | 00 00 |
| Storage Track | 0 0 |
| T. & P. Track B-1 | 0 0 |
| T. & P. Track B-2 | 0 |
| T. & P. Track B-3 | 0 |
| T. & P. Track B-4 | 0 |

Bells

| | |
|-------------------|----|
| M. K. T. Crossing | 00 |
|-------------------|----|

Sherman

| | |
|--|-----|
| T. & N. O. crossing from main track | 00 |
| T. & N. O. crossing for passing siding | 0 0 |

SPECIAL INSTRUCTIONS

DALLAS SUB-DIVISION

Time of first class westward trains Marshall applies at Marshall Sub-Division junction switch.

Time at Dallas shown for information only.

Time at Grand Prairie and Arlington applies at Station.

Time arrival and departure Nos. 501 and 502 Ft. Worth (Passenger Station) applies at G.C.&S.F. Passenger Station.

Time of departure Lancaster Yard and arrival Ft. Worth Nos. 2 and 8 shown for information only.

Time of departure Ft. Worth and arrival Lancaster Yard Nos. 1 and 7 shown for information only.

Mineola Yard is train order office for Second and inferior class trains only.

No. 501 and westward trains originating at Dallas (Union Terminal) must secure clearance card at Dallas (Union Terminal) train order office.

Ft. Worth (Passenger Station) is a train order office for first-class trains and all other trains originating at that point; other trains may leave that station without clearance card.

Santa Fe trains between Dallas and Ft. Worth may display at night markers with RED and YELLOW lights instead of RED and GREEN prescribed by Rule 19. The Yellow lights so displayed have same meaning as do Green lights.

Marshall register station for Nos. 21, 22, 54 and 55 only.

Longview register station for Nos. 221, 222, 231, 232, 237, 238, 265, 266 and 267 only.

Mineola Yard register station for second class and inferior trains only.

All trains will register at T&P Jct. by register ticket.

Dallas (Union Terminal) register station for Nos. 501 and 502 only.

Ft. Worth (Passenger Station) is a register station for first-class trains and trains originating or terminating at that station.

Between St.L.-S.W. Ry. crossing, Bonham Sub-Division connection with K.C.S. Ry. near Compress, and Texarkana Passenger station, ALL TRAINS AND ENGINES must move at REDUCED SPEED and will not exceed a maximum speed of ten (10) miles per hour.

First Class trains must run at REDUCED SPEED between East switch Water Track and Fredonia Street Longview; and between the east end siding Ft. Worth and Ft. Worth (Passenger station).

All Trains and Engines must approach St.L.-S.W. Ry. and Bonham Sub-Division connections, Texarkana, prepared to STOP unless the switches and signals are right and the track clear.

Second class and inferior trains, yard and other engines may run ahead of overdue EASTWARD first class trains between Mile Post 250, Lancaster Yard, and Crossovers, Mile Post 245.6 just east of interlocking limits Fort Worth, without train order authority, but will not occupy the main track within these limits when it is known a first class train will be delayed.

Second class and inferior trains may run ahead of overdue WESTWARD First-class trains between Crossovers Mile Post 245.6, just east of interlocking limits, Fort Worth, and Mile Post 250, Lancaster Yard, without train order authority.

Yard and other engines may run ahead of overdue WESTWARD first class trains between Crossovers Mile Post 245.6, just east of interlocking limits, Fort Worth and Mile Post 250, Lancaster Yard, without train order authority, but will not occupy the main track within these limits when it is known a first-class train will be delayed.

Electric Locked Hand-throw Switches: Main track hand-throw switches at east end Drill Track Greggton and all main track hand-throw switches between this location and east end siding Big Sandy are electrically locked. Electric lock on switch at west end Drill Track Greggton is manually controlled by Operator Marshall; all other electric locks are automatically controlled.

Employees of the FW&DC, GC&SF, I-GN, KCS, M-K-T, StLSF&T and T&NO Railways are subject to the Rules, Time-Table

and special instructions of the Texas and Pacific Railway while occupying its tracks.

Between U. T. Jct. and T&P Jct. employes of the Texas and Pacific Railway are subject to the Rules, Time Table and Special Instructions of the T&NO RR and to Rules and Special Instructions of the Union Terminal Co., Dallas while occupying their tracks.

Standard Clocks: Texarkana, Marshall, Longview, Mineola Yard, Dallas Yard, Dallas Union Terminal, Ft. Worth (Passenger station).

OTHER PASSENGER TRAIN FLAG STOPS

| Train | Stations |
|--------------|---|
| No. 1..... | Atlanta: to receive passengers for Dallas and beyond. Jefferson and Mineola: to discharge passengers from Texarkana and beyond and receive passengers for Dallas and beyond. Grand Saline: to discharge passengers from St. Louis and beyond. Terrell and Grand Prairie: to discharge passengers from Texarkana and beyond. |
| No. 2..... | Grand Prairie: to receive passengers for Texarkana and beyond. Terrell: to discharge passengers from El Paso and beyond and receive passengers for Texarkana and beyond. Grand Saline: to receive passengers for St. Louis and beyond. Mineola and Jefferson: to discharge passengers from Dallas and beyond and receive passengers for Texarkana and beyond. Atlanta: to discharge passengers from Dallas and beyond and to receive passengers for north of Texarkana. |
| No. 4..... | Edgewood to discharge passengers from Dallas and beyond and to receive passengers for Marshall and beyond. Hawkins: to discharge passengers from El Paso and beyond and to receive passengers for St. Louis, Memphis and beyond. Angler: to discharge passengers from Dallas and beyond. Queen City: to discharge passengers from Longview and points west. |
| No. 7..... | Hallsville: to receive passengers for west of Longview. Jarvis College: to receive or discharge passengers to or from Texarkana, Shreveport, Dallas and beyond. Angler: On Saturdays, Sundays and Mondays to receive passengers for Dallas and beyond. Mesquite: on Thursdays for mail. Grand Prairie to discharge passengers from Texarkana and east or from Shreveport and east. |
| No. 8..... | Grand Prairie: to discharge passengers from Abilene and beyond. Terrell, Wills Point and Mineola: to discharge passengers and to receive passengers destined points scheduled to stop. Jefferson: to discharge passengers from west of Ft. Worth and to receive passengers for Texarkana and points beyond. |
| No. 21..... | Hawkins: to discharge passengers from New Orleans and beyond and to receive passengers for El Paso and beyond. Angler: Mondays only to receive passengers Dallas and beyond. Grand Saline: to discharge passengers from Shreveport and beyond and to receive passengers for Dallas and beyond. Forney: to discharge passengers from Shreveport and beyond and to receive passengers for Fort Worth and beyond. Arlington: to discharge passengers from Shreveport and beyond, and to receive passengers for points west of Ft. Worth. Grand Prairie: to receive passengers destined beyond Ft. Worth and to discharge passengers from Shreveport and east. |
| No. 15..... | Stop on flag at all points between Texarkana and Dallas to discharge passengers from Texarkana, Shreveport and beyond. Atlanta, Big Sandy and Grand Saline: to receive passengers for Dallas and beyond. Grand Prairie: To discharge passengers from points east of Dallas and from connections at Dallas. Arlington: to discharge passengers ticketed to Arlington from connecting lines and originating Texarkana and Shreveport and points east thereof. |
| No. 22..... | Forney and Hawkins: to discharge passengers and to receive passengers destined to points scheduled to stop or flag. Grand Saline: to discharge passengers from Dallas and beyond and to receive passengers for Marshall and beyond where scheduled to stop. Big Sandy: to receive passengers for Shreveport and beyond. |
| No. 231..... | Atlanta and Jefferson: to discharge passengers from points north of Texarkana and pick up passengers for Marshall, Longview and I-GN points. |
| No. 232..... | Atlanta: to receive passengers for points north of Texarkana and to discharge passengers from I-GN points south of Longview. |
| No. 237..... | Lodi and Domino: to receive and discharge passengers. Queen City, Bivins, Kildare, and Lodi: to load or unload mail, parcel post or express. |
| No. 238..... | Hallsville: to discharge passengers from points on I-GN south of Longview and to receive passengers for points north of Marshall. Lodi and Domino: to receive and discharge passengers. Lodi, Kildare, Bivins and Queen City: to load or unload mail, parcel post or express. |

EASTERN DIVISION

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS

MARS OSCILLATING SIGNAL LIGHT

The following instructions will govern the use of oscillating white and red signal light on diesel engines so equipped:

Mars oscillating signal light will be displayed between hours of sunset and sunrise and during daylight hours when weather conditions, such as fog, rain, snow, sand, etc. would impair vision and obscure the observance of an approaching train. Oscillating white light will be displayed except when the display of oscillating red light is required by these special instructions.

When a train becomes disabled or makes a sudden stop due to unusual occurrence, or when an adjacent track is obstructed, or there is possibility of adjacent track being obstructed, if oscillating red light is not displayed automatically, enginemen must immediately display it by manual operation, and then extinguish standard headlight.

A train on adjacent track must stop before passing red oscillating light, ascertain the cause and be governed by conditions.

When protection of front of train is required, enginemen will immediately display oscillating red light, then extinguish standard headlight.

When occupying main track in meeting an opposing train, oscillating red light will be displayed and the standard headlight will be extinguished. Oscillating red light may be extinguished after, or when the switch has been set for the opposing train to enter siding. When the oscillating red light is extinguished, standard headlight must be displayed dim as required by Rule 17, paragraph (b).

Enginemen finding oscillating red light displayed by an opposing train must stop before passing red light, ascertain the cause and be governed by conditions.

Display of red oscillating light does not relieve enginemen or trainmen from protecting front of train when required by Rule 99, nor from the protection of adjacent tracks when required by Rule 102.

If red oscillating light has been displayed automatically and the necessity for its display no longer exists, enginemen must extinguish it.

When standing at terminals and use of oscillating red light is not required, it must be extinguished.

FIRE PROTECTION

1. Loose fire-bricks removed from fire pan must be retained in the boot underneath the fire pan while engine is running and when removed must be cooled to avoid fire.

2. Engines standing without fire must have safety valve in oil tank closed and oil not allowed to run into the pan or underneath the engine.

STRUCTURES THAT WILL NOT CLEAR A MAN ON TOP OR

SIDE OF CAR

| Sub-Division | Location | Structure |
|------------------|-------------------|---------------------|
| Dallas | M.P. 66.81 | Overhead—Road |
| | M.P. 66.40 | Overhead—Road |
| Dallas | Dallas U. T. | Oak Cliff Viaduct |
| | | Street Car Viaduct |
| Dallas | Ft. Worth | Shed over platforms |
| | Passenger Station | between tracks |
| D. & P. S. R. R. | Denison: | |
| | Texas St. | Overhead Bridge |
| | Hull St. | Overhead Bridge |
| | M-K-T Crossing | Overhead Bridge |
| | Munson St. | Overhead Bridge |

All employes are cautioned when switching cotton platforms, station platforms and industry tracks as a number of platforms and buildings at various places will not clear a man on top or side of cars.

SAFETY RULES GOVERNING EMPLOYEES IN TRAIN, ENGINE AND YARD SERVICE

The Company requires that every precaution be taken to prevent injuries to employes or others

The following is prohibited:

- (1) Going between moving cars or engines to couple, uncouple or adjust air hose, stop air leaks, or operate knuckle lock pins.
- (2) Lining or adjusting draw bars or opening draw bar knuckles with hand or foot while cars or engine are in motion.
- (3) Alighting from or boarding a moving engine or car from a position between the rails, or a rapidly moving train or engine.
- (4) Riding on foot board of engine between engine and cars when pushing cars, or when coupling engine to cars.
- (5) Riding on ends or inside of cars containing loads which are liable to shift from impact when coupling is made or during ordinary train movement.
- (6) Riding on draw bars, ladders, hand holds, or any other appurtenance on the facing ends of cars when such cars are being pushed.
- (7) (a) Giving signal to move an engine or cars and then crossing track in front of movement.
(b) Giving signal to move an engine or cars without first placing switch in proper position.
(c) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
(d) Enginemen drifting down too close to switches that are to be thrown.
- (8) Staking or poling out cars when practicable to avoid it. When done, employe should follow the push pole.
- (9) Permitting any car with a defective or missing hand hold to be moved or set out without first notifying all employes on the train and making wire report to the Superintendent.
- (10) Pushing cars or backing engines over public crossing at grade without signal from member of crew on leading car, rear of engine tank, or on crossing. Crossings must be approached prepared to stop.
- (11) Leaving cars standing on tracks too near street or highway crossings. Cars must be left at least sixty (60) feet away from crossings where possible.
- (12) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.
- (13) Hanging squirt hose over or through locomotive hand holds, or in gangways between engine and tender, except where brackets have been provided to retain in such a position it will not be mistaken for a hand hold.
- (14) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- (15) Opening blow off or cylinder cocks near a building, street, highway, or in any location where escaping steam and water may cause injury or inconvenience to persons or damage to property. Starting and shutting off injectors on engines which have overflow pipes outside of ash pan without first ascertaining that no one is near or liable to injury.
- (16) Riding on locomotive (footboards, pilots, or elsewhere) or on cars or trains in yards by employes whose duties do not require them to do so unless authorized by proper authority.
- (17) Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.