

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.
F. W. Ford	Dispatcher	Ft. Worth, Tex.
D. Handy	Dispatcher	Ft. Worth, Tex.
P. E. Harris	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 Mins.	Sec.	Miles per Hour	1 Mile in Mins.	Sec.	Miles per Hour	1 Mile in 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	45	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. 42

Effective 12:01 a. m., Monday, August 21, 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 Numbers	Car Capacity Passing Siding	Time Table No. 42 EFFECTIVE 12:01 A. M. AUGUST 21, 1950	FIRST CLASS									
			15	221	1	21	231	7	501	237		
STATIONS			The Texas 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	CTO... TEXARKANA.....	L 2 00AM	L 3 10AM	L 3 25AM		L 5 15AM	L 3 00PM		L 4 15PM		
2	104	..... NATIONAL.....	2 05	3 14	3 29		5 18	3 04		4 20		
8	123	..... SULPHUR.....	2 13	3 20	3 35		5 25	3 11		4 28		
15	104	..... SPRINGDALE.....	2 20	3 26	3 41		5 32	3 18		4 36		
21	98	..... QUEEN CITY.....	2 27	3 32	3 47		5 38	3 24		4 43		
24	100	LTO... ATLANTA.....	2 32	3 35	3 50		5 42	s 3 28		s 4 50		
81	104	..... BIVINS.....	2 43	3 42	3 57		5 49	3 36		f 4 59		
37	108	..... KILDARE.....	2 52	3 49	4 04		5 56	3 43		f 5 08		
44	105	..... PAYNE.....	3 00	3 55	4 10		6 02	3 50		5 16		
51	112	..... JEFFERSON.....	s 3 09	4 03	4 18		6 09	s 4 00		s 5 28		
58	102	..... WOODLAWN.....	3 17	4 10	4 25		6 17	4 09		f 5 38		
67	141	CTO... MARSHALL.....	s { 3 25 3 35	s 4 19	s 4 35	L 5 50AM	s 6 30	s { 4 20 4 40		s { 5 50 6 10 ²³²		
70	100	..... QUINCY.....	3 41	4 24	4 40	5 56	6 36	4 46		6 17		
75	99	..... KEOKUK.....	3 46	4 28	4 44	6 01	6 42	4 51		6 23		
80	100	..... HALLSVILLE.....	3 51	4 32	4 48	6 06	6 48	4 56		f 6 30		
83	100	..... LANSING.....	3 55	4 35	4 51	6 09	6 51	4 59		6 35		
90	Yard	CTO... LONGVIEW.....	s 4 10	A 4 45AM	s 5 01	s 6 25	A 7 00AM	s 5 15		A 6 50PM		
94	126	..... GREGGTON.....	4 17		5 08	6 32		5 22				
108	106	..... GLADEWATER.....	s 4 26		s 5 16	s 6 41		s 5 31				
107	100	..... WILKINS.....	4 35		5 23	6 50		5 42				
113	104	CTO... BIG SANDY.....	4 42		5 29	6 56		s 5 50				
119	NS	LTO... HAWKINS.....	4 49		5 34	7 01		s 5 57				
124	108	..... FADA.....	4 55		5 40	7 06		6 04				
130	101	..... HOARD.....	5 01		5 45	7 11		6 09				
136	Yard	..... MINEOLA.....	s 5 15		5 55	s 7 21		s 6 20				
138		CTO... MINEOLA YARD.....	5 18		5 58	7 24		6 23				
143	100	..... SILVER LAKE.....	5 23		6 02	7 28		6 27				
149	89	CTO... GRAND SALINE.....	5 32		6 09	7 36		s 6 37				
155	100	..... FRUITVALE.....	5 39		6 14	7 41		6 44				
160	107	LTO... EDGEWOOD.....	5 45		6 19	7 45		s 6 49				
163	74	..... RUSSELL.....	5 49		6 22	7 49		7 01 ²²				
167	104	LTO... WILLS POINT.....	s 6 00		f 6 27	s 7 59		s 7 16 ²				
172	70	..... COBBS.....	6 07		6 33	8 06		7 25				
176	100	..... ELMO.....	6 12		6 37	8 13 ⁸		7 30				
183	97	CTO... TERRELL.....	s 6 20		6 43	f 8 21		s 7 36				
187	100	..... LAWRENCE.....	6 26		6 48	8 28		7 50				
194	74	LTO... FORNEY.....	6 34		6 55	8 36		7 58				
199	100	..... MARITH.....	6 40		7 01	8 43		8 05				
202	NS	LTO... MESQUITE.....	6 43		7 04	8 47		8 09				
207	100	..... SCOTSDALE.....	6 49		7 09	8 55		8 15				
210	64	CTO... T. & P. JCT.....	A 6 55AM		A 7 13AM	A 9 02AM		A 8 20PM				
215		..... DALLAS Union Terminal	s { 7 15 7 30		s { 7 30 7 55	s { 9 25 9 40		s { 8 40 9 20		L 8 15PM		
	NS	..... U. T. JOT.....	L 7 31AM		L 7 56AM	L 9 41AM		L 9 21PM		L 8 16PM		
216	108	..... BROWDER.....	7 34		7 58	9 44		9 24		8 19		
220	NS	..... EAGLE FORD.....	7 38		8 01	9 49		9 29		8 23		
227	94	..... GRAND PRAIRIE.....	7 46		8 07	9 56		9 36		8 31		
233	97	..... ARLINGTON.....	7 53		8 13	10 03		9 43		8 38		
239	NS	..... HANDLEY.....	8 00		8 20	10 10		9 50		8 45		
246	YARD	CTO... FORT WORTH... (Passenger Station)	A 8 15AM		A 8 30AM L 9 00AM	A 10 25AM		A 10 05PM L 10 40PM		A 9 00PM		
251	YARD	..... LANCASTER YARD.....			A 9 10AM			A 10 50PM				
		246.1	15 Daily	221 Daily	1 Daily	21 Daily	231 Daily	7 Daily	501 Daily	237 Daily		
		Time Over Sub-Division	6.15	1.36	5.05	4.35	1.45	7.05	.45	2.35		

See Page 14
For Dallas
Sub-Division
Special
Instructions

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

DALLAS SUB-DIVISION--Eastward

Location--Wester, Fuel, Turn-table, Wye, etc.		Miles from Texarkana	FIRST CLASS										
			Time Table No. 42 EFFECTIVE 12:01 A. M. AUGUST 21, 1950										
			238	8	502	6	232	22	2			222	4
Passenger Daily	The Southerner Passenger Daily	Santa Fe Passenger Daily	The Westerner Passenger Daily	Sunshine Special Passenger Daily	Louisiana Eagle Passenger Daily	West Texas Eagle Passenger Daily	South Texas Eagle Passenger Daily	Passenger Daily					
STATIONS													
FWTY DW-DO	.0	CTO.. TEXARKANA.....	A 11 30AM	A 11 45AM			A 7 35PM		A 10 30PM	A 10 40PM	A 3 40AM		
	1.3	..... NATIONAL.....	11 15	11 41			7 28		10 24	10 36	3 29	1	
	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.....	11 0 37	11 22			7 05		10 05	10 18	3 00		
	23.6	LTO... ATLANTA.....	10 30	11 18			7 01		10 01	10 15	2 55		
W MP 32.7	30.9	..... BIVINS.....	10 12	11 10			6 53		9 54	10 08	2 43	15	
	37.5	..... KILDARE.....	10 01	11 03			6 46		9 47	10 01	2 35		
	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 DW-DO	66.5	CTO.. 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 30		
	75.5	..... KEOKUK.....	8 48	10 11			5 53	8 54	9 01	9 21	1 19		
	80.5	..... HALLSVILLE.....	8 43	10 06			5 48	8 49	8 56	9 17	1 14		
	88.1	..... LANSING.....	8 40	10 03			5 43	8 46	8 53	9 14	1 10		
FWT DW-DO	89.6	CTO.. LONGVIEW.....	L 8 30AM	9 55			L 5 30PM	S 8 37	S 8 45	L 9 05PM	1 00		
	93.9	..... GREGGTON.....		9 44				8 25	8 36		12 35		
	102.4	..... GLADEWATER.....		9 34				S 8 15	S 8 26		12 25		
	106.8	..... WILKINS.....		9 28				8 06	8 21		12 12		
W	113.5	CTO.. BIG SANDY.....		9 21				7 59	8 14		12 04AM		
	118.6	LTO... HAWKINS.....		9 16				7 53	8 09		11 58		
	124.4	..... FADA.....		9 11				7 47	8 04		11 52		
	130.0	..... HOARD.....		9 06				7 41	7 59		11 46		
	136.1	..... MINEOLA.....		8 58				S 7 33	7 51		11 38		
FWY DW-DO	138.1	CTO.. MINEOLA YARD.....		8 53				7 28	7 46		11 30		
	142.2	..... SILVER LAKE.....		8 49				7 24	7 42		11 25		
	149.4	CTO.. GRAND SALINE.....		8 42				7 16	7 35		11 16		
	154.4	..... FRUITVALE.....		8 36				7 09	7 29		11 05		
	159.0	LTO... EDGEWOOD.....		8 31				7 05	7 25		10 59		
	163.1	..... RUSSELL.....		8 27				7 01	7 21		10 55		
W	167.2	LTO... WILLS POINT.....		8 22				S 6 55	7 16		10 50		
	171.8	..... COBBS.....		8 17				6 44	7 11		10 39		
	178.2	..... ELMO.....		8 13 ²¹				6 40	7 06		10 34		
	181.9	CTO... TERRELL.....		8 06				S 6 33	7 01		10 25		
	186.7	..... LAWRENCE.....		8 01				6 28	6 56		10 16		
	193.7	LTO... FORNEY.....		7 54				6 21	6 49		10 08		
	199.4	..... MARITH.....		7 48				6 14	6 43		10 00		
W MP 203	202.2	LTO... MESQUITE.....		7 45				6 11	6 40		9 56		
	207.0	..... SCOTTDALE.....		7 40				6 06	6 35		9 51		
FY	209.9	CTO.. T. & F. JCT.....	L 7 35AM					L 6 00PM	L 6 30PM		9 45PM		
		..... DALLAS Union Terminal		S 7 20 7 05	A 8 00AM	A 8 45AM		S 5 45 5 30	S 6 15 6 00		S 9 30 8 50		
	214.8	..... U. T. JCT.....		A 6 53AM	A 7 55AM	A 8 40AM		A 5 24PM	A 5 54PM		A 8 45PM		
W	216.1	..... BROWDER.....		6 50	7 52	8 37		5 21	5 50		8 39		
	220.2	..... EAGLE FORD.....		6 45	7 48	8 33		5 16	5 45		8 33		
	228.4	..... GRAND PRAIRIE.....		6 39	7 41	8 26		5 09	5 39		8 26		
	232.7	..... ARLINGTON.....		6 32	7 33	8 18		5 02	5 32		8 18		
	239.3	..... HANDLEY.....		6 25	7 25	8 10		4 55	5 25		8 10		
FWY DW-DO	245.9	CTO.. FORT WORTH (Passenger Station)	L 6 15AM	L 7 15AM	L 8 00AM 7 30AM		L 4 45PM	L 5 15PM 4 15PM		L 8 00PM			
FWT DW-DO	251.1	..... LANCASTER YARD.....			L 7 15AM			L 4 00PM					
	248.1		238 Daily	8 Daily	502 Daily	6 Daily	232 Daily	22 Daily	2 Daily	222 Daily	4 Daily		
		Time Over Sub-Division	3.00	5.30	.45	.45	2.05	4.25	5.15	1.35	7.40		

See Page 14
For Dallas
Sub-Division
Special
Instructions

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

Westward

BONHAM SUB-DIVISION

Eastward

SECOND CLASS				Station Numbers	Car Capacity Passing Sidings	Time Table No. 42 EFFECTIVE 12:01 A. M. AUGUST 21, 1950	Miles from Texarkana	Location, Water, Fuel, Turn-table, Wye, etc.	SECOND CLASS				
57 Red Ball Freight Daily Except Sunday									50 Red Ball Freight Daily Except Sunday				
STATIONS				STATIONS				STATIONS					
L	4 00AM	0	YARD	CTO	TEXARKANA	0.0	FWTY DW-DO)	A	1 00PM				
	4 30	A 5	87		NASH	5.1			12 40				
		A 12	NS		LONE STAR	11.8							
	5 05	A 15	86	LTO	HOOKS	14.8			12 20PM				
		A 17	NS		BED RIVER	16.9							
	5 40	A 22	86	LTO	NEW BOSTON	22.0	W		11 55				
	6 35	A 34	86	LTO	DE KALB	34.2			11 20				
		A 44	86	LTO	AVERY	44.4			10 50				
	7 35	A 53	96	LTO	ANNONA	52.5	W		10 25				
	8 05	A 61	106	LTO	CLARKSVILLE	61.0			10 05				
	8 40	A 68	NS		BAGWELLS	68.1	W		9 37				
	9 22	A 74	86	LTO	DETROIT	74.2			9 22 57				
	9 45	A 81	70		BLOSSOM	81.0			8 40				
	10 45	A 91	YARD	LTO	PARIS	91.0	W		7 55				
	11 20	A 100	86	LTO	BROOKSTON	99.7	WMPBA		7 00				
	11 35	A 106	NS		PETTY	106.1			6 35				
	12 07PM	A 112	86	LTO	HONEY GROVE	112.0			6 20				
	12 25	A 117	NS		WINDOM	117.2			6 01				
	12 40	A 122	86		DODDS	121.8			5 50				
	A 1 00PM	A 128	YARD	LTO	BONHAM	128.1	FWT	L	5 30AM				
	57 Daily Except Sunday				128.1				50 Daily Except Sunday				
	9.00				Time Over Sub-Division				7.30				

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

Between T&P-KCS Interlocking Texarkana and Texarkana (passenger station and freight yard) there is no superiority of trains and all trains and engines within these limits must move at restricted speed, not exceeding 10 miles per hour. Within these limits, freight trains, yard engines and other engines must, immediately upon the approach of scheduled passenger trains, clear route for their movement; yard engines and other engines must give way to freight trains as promptly as possible.

The use of train order form Y is authorized on the Bonham sub-division.

Standard Clocks: Texarkana
Bonham

Southward THE DENISON & PACIFIC SUBURBAN RAILROAD Northward

SECOND CLASS				Station Numbers	Car Capacity Passing Sidings	Time Table No. 42 EFFECTIVE 12:01 A. M. AUGUST 21, 1950	Miles from Denison	Location, Water, Fuel, Turn-table, Wye, etc.	SECOND CLASS				
57 Red Ball Freight Daily Except Sunday									50 Red Ball Freight Daily Except Sunday				
STATIONS				STATIONS				STATIONS					
F	7	YARD	CTO	DENISON	7.3	WY							
	A 151	108		SHEEMAN JCT	7.3	Y							
					7.3								
					Time Over Sub-Division								

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

FIRST CLASS				Station Numbers	Case Capacity Passing Sidings	Time Table No. 42 EFFECTIVE 12:01 A. M. AUGUST 21, 1950	Location Water, Fuel, Turn-table, Wye, etc.	Mile Post Location	FIRST CLASS			
27		21							28	22		
Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily	Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily						Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger 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		
3 21	4 47	S 322	YARD	.....	HOLLYWOOD YARD	.....	321.9	11 30	10 15		
L 3 23PM	L 4 49AM	S 320	YARD	.....	CTO..CUT OFF JCT.	.....	320.8	A 11 28AM	A 10 13PM		
3 28	4 53	B 317	.....	.....	REISOR.....	.....	318.0	11 23	10 09		
3 32	4 58	B 321	86	.....	LAKE HAYES.....	.....	321.3	11 18	10 04		
3 37	5 03	B 325	83	.....	GREENWOOD.....	.....	325.8	11 14	9 59		
3 44	5 09	B 331	113	LTO. . .	WASKOM.....	.....	331.5	11 06	9 53		
3 49	5 12	B 334	56	.....	JONESVILLE.....	.....	334.7	11 01	9 49		
3 59	5 20	B 342	80	LTO. . .	SCOTT'SVILLE.....	.....	342.1	10 52	9 42		
A 4 15PM	A 5 35AM	67	YARD	.....	CTO. . . MARSHALL.....	.....	350.4	L 10 40AM	L 9 30PM		
27 Daily	21 Daily				36.5			28 Daily	22 Daily			
.52	.46				Time Over Sub-Division			.48	.43			

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 83(a): Eastward trains departing Reisor on Marshall Sub-Division may leave Reisor without ascertaining whether all trains due, which are superior, have arrived or left.

The use of train order form Y is authorized on the Marshall Subdivision.

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 Siding	Time Table No. 42		Miles From T. S. & N. Jct.	Location Water, Fuel, Turn-table, Wye, etc.	SECOND CLASS	
49		EFFECTIVE 12:01 A. M.				48					
Local Monday Wednesday Friday		AUGUST 21, 1950				Local Tuesday Thursday Saturday					
STATIONS											
L 8 00AM	0	YARD	CTO..TEXARKANA.....	71.8	FWTY	A 1 30PM					
8 30	T 62	11	.....BOYD.....	61.9		1 00					
9 00	T 55	18	LTO....FOUKE.....	55.4		12 35PM					
9 40	T 43	17	LTO...DODDRIDGE.....	42.8		11 55					
10 00	T 37	28	.....IDA.....	36.8		11 35					
10 20	T 32	NS	.....MIRA.....	32.3	W	11 15					
10 45	T 28	35	LTO...HOSSTON.....	28.0		10 50					
11 05	T 23	40	LTO...GILLIAM.....	23.3		10 25					
11 30	T 18	20	LTO...BELOHER.....	18.1		10 00					
11 50	T 14	15	LTO....DIXIE.....	14.0		9 40					
12 15PM	T 7	12	.....CASH POINT.....	7.3		9 15					
A 1 00PM		YARD	.....T. S. & N. JCT.....		Y	L 8 30AM					
1 15	S 324	YARD	...SHREVEPORT JCT...			8 15					
A 1 30PM	S 322	YARD	..HOLLYWOOD YARD..		FWT	L 8 00AM					
49				76.4				48			
Monday Wednesday Friday								Tuesday Thursday Saturday			
5.30				Time Over Sub-Division				5.30			

The use of train order form Y is authorized on the Texarkana Sub-division.

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

Between T&P-StLSW Interlocking Texarkana and Texarkana (passenger station and freight yard) there is no superiority of trains and all trains and engines within these limits must move at restricted speed, not exceeding 10 miles per hour. Within these limits freight trains, yard engines and other engines must, immediately upon the approach of scheduled passenger trains, clear route for their movement; yard engines and other engines must give way to freight trains as promptly as possible.

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

HOSPITAL

OCULISTS

DR. CARL McCURDY, Chief Surgeon Marshall, Texas

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

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. B. 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. 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.....	
Dr. L. N. Markham.....	Longview	(Associate).....	North Fort Worth
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. R. 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. Cappleman.....	Honey Grove
Dr. V. B. Cosby.....	Grand Saline	Dr. J. M. Donaldson.....	Bonham
Dr. R. W. Cosby.....	Grand Saline	Dr. Jack Saunders.....	Bonham
(Associate).....	Grand Saline	Dr. H. I. Stoutt.....	Sherman
Dr. B. B. Brandon.....	Edgewood	Dr. D. C. Enloe (Assoc.).....	Sherman
Dr. H. T. Fry.....	Wills Point	Dr. Paul Pierce.....	Denison
Dr. G. H. Alexander.....	Terrell	Dr. J. D. Harvey.....	Tioga
Dr. O. S. Leinart, Jr.....	Terrell	Dr. W. C. Kimbrough.....	Denton
Dr. D. H. Hudgins.....	Forney	Dr. H. V. Norgaard (Assoc.).....	Denton
Dr. P. C. Shands.....	Mesquite	Dr. A. H. Bugg.....	Belcher
Dr. A. R. Thomasson.....	Dallas	Dr. T. B. Tooke.....	Belcher
		Dr. N. C. Dupree, Jr.....	Ida

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. Lents.....	Marshall	Marshall.
McCarley's Jewelry Store.....	Longview	Longview.
A. C. Flynt.....	Mineola	Mineola.
Dallas Watch Co.....	Dallas	Local.
Johnny Clingsmith.....	Dallas	Local.
Tick-tock Shoppe.....	Dallas	Local.
Looney's.....	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

ABBREVIATIONS

The following letters placed before the figures of a schedule indicate:

- s—Regular stop
f—Flag stop to receive or discharge traffic

The following letters placed to left in station column of time-table indicate:

- CTO—Continuous day and night train order office
LTO—Train order office of limited hours

The following letters placed in column provided in time-table indicate:

- NS—No siding
W—Water station
DW—Diesel water station
F—Fuel oil station
DO—Diesel oil station
T—Turn-table
Y—Wye

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.

Deadhead passenger equipment when moving in freight trains must be handled on rear end of train next ahead of caboose.

Pipe and poles loaded on open-top cars must not be handled in trains next to engine or caboose.

Engines must not be put on live rail of track scales.

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

TRAIN ORDER OFFICES

Continuous day and night train order offices, designated CTO on the time-table, are open seven days per week.

Train order offices of limited hours, designated LTO on the time-table, are open from 8:00 A.M. to 5:00 P.M. Monday to Friday, inclusive, except:

- Edgewood 8:00 A.M. to 4:00 P.M. daily
except Saturday and Sunday
Wills Point 8:00 A.M. to 11:59 P.M. daily
Pilot Point 7:00 A.M. to 11:00 P.M. daily
Atlanta 8:00 A.M. to 5:00 P.M. daily
Bonham 9:00 A.M. to 6:00 P.M. daily
Paris 9:00 A.M. to 6:00 P.M. daily except Sunday

YARD LIMITS

Dallas Sub-Division

Texarkana } National } Marshall } Longview } Greggton } Camps }	} One Yard } } } One Yard }	Mineola } Mineola Yard } Grand Saline } Terrell } Fort Worth } Lancaster Yard }	} One Yard } } } } One Yard }
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Whitesboro-Bonham-Texarkana Sub-Divisions

Texarkana } Argo } Paris } Bonham } Denison } Sherman Jct. } Sherman }	} One Yard } } } } One Yard }	Whitesboro } Denton } Hodge } Belt Jct. } Fort Worth } Lancaster Yard }	} } } } } One Yard }
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GENERAL ORDER STATIONS

Lancaster Yard Hump Office Lancaster Yard Sub Yard Office Lancaster Yard Round House Ft. Worth Passenger Station Ft. Worth East Yard Ft. Worth West Yard Ft. Worth Coach Yard Dallas Union Terminal Dallas Down-Town Yard Office Dallas Round House East Dallas Yard Office Grand Saline Mineola Yard	Mineola Round House Longview Telegraph Office Longview Round House Marshall Cut Off Jct. Hollywood Yard Hollywood Round House Texarkana Yard Office Texarkana Round House Bonham Denison Whitesboro
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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	East 0 00 West 0 0
Texarkana Sub-Division	North 0 0 South 0 0

Big Sandy

Main Track	00
Passing Siding	0 0
Transfer Track	0 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 0
Crossover from old T. & P. main track to Passing siding in either direction	00 0 0
Storage Track	0 0 0
T. & P. Track B-1	0 0
T. & P. Track B-2	0 0
T. & P. Track B-3	0 0
T. & P. Track B-4	0 0

Bells

M. K. T. Crossing	00
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Sherman

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

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS

OPERATING RULES

Rule 20 (a). Extra trains handled by diesel engines will display two white lights only, by day and by night, in the places provided for that purpose on the front of the engine. The display of two white flags in addition is not required.

Rule 103. Supplement to: When a train or cut of cars is parted to clear a public crossing at grade; in addition to a trainman, when practicable, protecting the crossing against trains or engines approaching on adjacent tracks, the crossing must be cleared not less than 75 feet on each side.

Rule 103 (A). Paragraph (9) amended to read: Before switching occupied passenger equipment or occupied outfit cars, see that brake pipe connections are made, angle cocks opened between the cars and brake system charged.

Exception to Rule 104 (c): Any member of train or engine crew may examine a remote control switch, see that switch is properly lined and that switch points fit properly; such member of crew must remain at switch until leading wheels pass over switch.

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

No. 2 Eng 900 wait at C until 8:30 A.M.

for Extra 600 West

No. 2 take siding C for Extra 600 West

Special rules governing:

When a superior train is directed by train order form S-E (wait order) to take siding for another train, such instructions, unless annulled by a subsequent train order, are in effect after the time stated in the order has expired and the superior train must approach the designated point at restricted speed prepared to stop, expecting to find the inferior train on the main track between 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 must not be combined with any other form of order and contain only the one waiting point.

SPECIAL SAFETY RULES

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

Special attention is called to Uniform Code of Operating Rules No. 510, and in addition the following is prohibited:

- (1) (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) Enginemmen drifting down too close to switches that are to be thrown.
- (2) Staking or poling out cars when practicable to avoid it. When done, employe should follow the push pole.
- (3) 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.
- (4) Leaving cars standing on tracks too near street or highway crossings. Cars must be left at least seventy-five (75) feet away from crossings where possible.
- (5) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.
- (6) 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.
- (7) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- (8) 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.
- (9) 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.
- (10) Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

EASTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

MAXIMUM SPEEDS

All Subdivisions

Trains of mixed freight and passenger equipment. (Cabooses are freight equipment).....	Miles per hour	
	Maximum freight train speed	Maximum freight train speed
Trains of deadhead passenger equipment.....	45	
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, liggerwoods, brown- hoists and other machinery of similar description; also steam pile drivers moving under own power; not other- wise restricted.....	30	18

Marshall Sub-Division

Between	Miles per hour	
Cut Off Jct.—Marshall.....	Passenger	Freight
Except:		
D-5 and D-9 Engines.....	30	30
D-10 Engines.....	50	50
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	18
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
H-2, I-1 and I-2 Engines.....	60	
Mo. Pac Engines 1101 to 1125, inclusive.....	45	45
Mo. 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	
M. P. A-83-Bonham.....	40	30
Except:		
D-5 and D-9 Engines.....	30	

Whitesboro Sub-Division

Bonham—M. P. A-173.....	40	35
Except:		
D-5 and D-9 Engines.....	30	
Mile Post A-173—Ft. Worth.....	45	55
Except:		
D-5 and D-9 Engines.....	30	30
D-10 Engines.....	50	50
H-2, I-1 and I-2 Engines.....	60	
MKT freight Diesel Engines.....	55	
MKT 700, 800 and 900 Engines.....	35	35

MAXIMUM SPEEDS—Continued

Texarkana Sub-Division

T. S. & N. Jct.—Texarkana.....	25	25
Except:		
D-10 Engines.....	20	20

D. & P. S. R. R.

Sherman Jct.—Denison.....	40	40
Except:		
Around and through turnouts Sherman Jct. wye.....	15	15

TURN-OUTS

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

Location of No. 16 Turn-outs

Station	Mile Post	Number of Turn-Outs	Description
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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.....	14.3	1	East End Siding
Springdale.....	15.3	1	West End Siding
Queen City.....	20.3	1	East End Siding
Queen City.....	21.2	1	West End Siding
Atlanta.....	22.1	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.....	36.9	1	East End Siding
Kildare.....	38.0	1	West End Siding
Payne.....	43.2	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.....	57.2	1	East End Siding
Woodlawn.....	58.2	1	West End Siding
Marshall.....	65.8	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.....	82.6	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.....	106.3	1	East End Siding
Wilkins.....	107.3	1	West End Siding
Big Sandy.....	114.0	1	East End Siding
Scottdale.....	204.5	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	West End Siding
Browder.....	215.6	1	Belt Line Connections
Browder.....	216.6	1	East End Siding
Grand Prairie.....	224.6	2	West End Siding
Grand Prairie.....	225.6	2	East End Siding
Arlington.....	233.1	2	West End Siding
Arlington.....	234.1	2	East End Siding
Ft. Worth.....	244.2	1	West End Siding
			East End Siding Westward Main

Marshall Sub-Division

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

ALL SUB-DIVISIONS

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

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	
Psgr. 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					
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

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
Mincola	40	Grand Prairie	20
Grand Saline	40	Ft. Worth	40
Wills Point	35		

Whitesboro-Bonham-Texarkana Sub-Divisions			
Clarksville	30	Pilot Point	20
Honey Grove	25	Denton	20
Bonham	25	Ft. Worth	40
Sherman	20		

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.

RAILROAD GRADE CROSSINGS

Dallas Sub-Division

Location	Intersection Railroad	(Interlocked)	Miles per hour	Freight
			Passenger	
Texarkana Yard	St. L.-S. W. Ry.	(Interlocked)		
M.P. 24	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. M. K. & T. R. R. }	(Interlocked)		
Yard	{ G. C. & S. F. Ry. T. & N. O. R. R. }	(Interlocked)	10	10

Marshall Sub-Division

M.P. B-338.3	L. & A. Ry.	(Automatic Interlocked)
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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-91.7	{ G. C. & S. F. Ry. T. & N. O. Ry. }	(Automatic Interlocked)	30	30

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	{ M. K. T. R. R. G. C. & S. F. Ry. }	(Interlocked)	10	10
Yard	{ T. & N. O. R. R. }	(Interlocked)		

STRUCTURES THAT WILL NOT CLEAR A MAN ON TOP OR

SIDE OF CAR

Sub-Division	Location	Structure
Dallas	M.P. 66.31	Overhead—Road
Dallas	M.P. 66.40	Overhead—Road
Dallas	Dallas U. T.	Oak Cliff Viaduct
Dallas	Ft. Worth	Street Car Viaduct
D. & P. S. R. R.	Denison:	Shed over platforms between tracks
	Passenger Station	
	Texas St.	Overhead Bridge
	Hull St.	Overhead Bridge
	M-K-T Crossing	Overhead Bridge
	Munson St.	Overhead Bridge

All employees 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.

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.

EASTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

AUTOMATIC BLOCK SYSTEM

Automatic Block Signal Rules are effective on the Marshall and Dallas Subdivisions, and between Whitesboro and Ft. Worth on the Whitesboro Subdivision.

LIMITS OF CONTROL OPERATORS

Location	Between
Cut Off Jct.....	Interlocking and Jct. switch Reisor.
Texarkana.....	T&P-StLSW Interlocking and west end siding National.
Marshall.....	West end siding National and east end water track Longview, and from M.P. 90.1, Longview yard to Interlocking Big Sandy.
Longview.....	East end water track and M.P. 90.1, Longview yard.
Big Sandy.....	Interlocking and west end siding Big Sandy.
Terrell.....	East end siding Terrell and Interlocking.
T&P Jct.....	East end siding Scottdale and T&P Jct.

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 for both opposing and following movements on the same track, as provided for by rules 400 to 406, inclusive. Between:

- Cut Off Jct. and junction switch Reisor;
- T&P-SLSW Interlocking, Texarkana, and west end siding Big Sandy;
- East end siding Scottdale and T&P Jct;
- U.T. Jct. and east interlocking limits Ft. Worth MP 245.6;
- Peach Street Ft. Worth and north end siding Hodge.

2. Rule 425 is in effect between east and west ends siding Terrell.

3. Between:

- T&P-SLSW Interlocking, Texarkana, and west end siding National;
- West end water track Longview and MP 90.1 Longview;

yard engines and other engines may enter the main track at a hand-operated switch without authority from the control operator. Engines entering the main track within these limits without authority from the control operator, or having entered these limits on signal indication at other than a hand-operated switch, must not occupy the main track when it is known a first class train will be delayed and must give way to other trains promptly.

4. Yard engines leaving the main track at M&ET Connection or at Darco Plant, Marshall, must report clear of the main track and must have authority from the control operator at Marshall before again entering the main track.

5. The two main tracks between east interlocking limits, Ft. Worth, MP 245.6, and crossovers just east of interlocking limits may be entered at a hand-operated switch without authority from the train dispatcher. Trains, yard engines, and other engines having entered either of the main tracks at or between limits specified without authority from the train dispatcher, or on signal indication at other than a hand-operated switch, must not occupy a main track within these limits when it is known a first class train will be delayed. Yard engines must give way to road freight trains as promptly as possible.

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

6. Yard engines must not enter the main track at Hodge, Peach Street Ft. Worth, or any point between, until control operator has been notified by engine foreman of the move to be made and proper signal indication displayed. Yard engines doing work on main track at Hodge, Belt Jct., or compress track north of Peach Street Ft. Worth, must not occupy main track until authorized by control operator Hodge, with track and time limits as prescribed by rule 402.

7. Authority to enter the main track at a hand-operated switch, not authorized by signal indication, as provided in 3, 4, 5, and 6, does not modify compliance of rule 104 (15).

8. Extra trains may be run without train orders as provided for by rules 88 (a) and 401, between:

- Texarkana and Big Sandy;
- Cut Off Jct. and Reisor;
- U.T. Jct. and Ft. Worth.

Clearance at initial station as prescribed by rule 401 and supplement thereto will authorize the movement and identify the train as an extra.

A train authorized to run extra between a Marshall subdivision station and a Dallas subdivision station west of Marshall may leave Marshall without clearance when train order signal governing such movement indicates Proceed.

9. Ballast discers, rail oilers, weed burners, weed mowers, and other uninsulated roadway work machines must not occupy, work, or make movements on main track on authority of block signal indications alone when within territory where block signal indications, superseding the superiority of trains, govern the movement of trains and engines. Such machines may only occupy, work, or make movements on main track within the above territory when granted working limits on track or tracks to be used, and a time limit, as prescribed by Rules Governing Movement of Trains and Engines by Block Signals.

10. 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.

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

12. 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.

13. 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:

<u>Station</u>	<u>Location</u>
Handley	M.P. 239.1
Cloudy	M.P. 222.0
Eagle Ford	M.P. 220.0
Harrys	M.P. 217.5

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

SPRING SWITCHES

Station	Mile Post	Track	Facing Point Direction	Normal Position
Texarkana Sub-Division				
TS&N Jct. -----T-0.5	North Wye		Eastward	For movement to Texarkana Sub-Division Main track.
			Southward	Must be lined as necessary for facing point movements. May be left as used and trailed through from either leg of wye.
TS&N Jct. -----326.5	West 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 -----1.8	West End Siding	Eastward	Main track	
Marshall -----66.2	East End Crossover	Westward	Main track	
Hoard -----150.6	West End Siding	Eastward	Main track	
Mineola Yard -----187.5	Cross-over East End Yard	Westward	Main track	
Mineola Yard -----188.9	West End Pull-out	Eastward	Main track	
Silver Lake -----141.7	East End Siding	Westward	Main track	
Grand Saline -----148.9	East End Siding	Westward	Main track	
Grand Saline -----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 -----181.3	East End Siding	Westward	Main track	
Forney -----193.3	East End Siding	Westward	Main track	
Marth -----199.8	West End Siding	Eastward	Main track	
Scottsdale -----206.5	East End Siding	Westward	Main track	
Whitesboro Sub-Division				
Fort Worth -----A-243.2	End of two main tracks, Peach Street	Southward	Southward Main track	
Hodge -----239.8	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 Scottdale 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 U.T. Jct. and at east end U.T. track No. 1, and signals in connection therewith, are controlled by Operator at North Tower, Dallas Union Terminal Interlocking and are a part of North Tower Interlocking. Interlocking North Tower, Dallas Union Terminal begins at Signal Bridge, 2 poles east of M. P. 215.

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 derail south end Drill Track Belt Jct., and at south end siding Hodge; Switches, derail 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.

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.

SPECIAL INSTRUCTIONS GOVERNING ELECTRICALLY

LOCKED HAND-OPERATED SWITCHES

1. To Leave Main Track: Necessary for engine or car occupy short track section directly ahead of switch points; remove switch lock from main track switch, and when indicator lamp on top of electric lock mechanism lights, press foot pedal to release throw lever, and then the switch stand operating switch and the stand operating the derail may be operated the same as any ground-throw switch stand.

2. To Enter Main Track From a Track Equipped with an Electrically-locked Derail: Remove switch lock from derail stand and with lock removed wait approximately three minutes for lamp in top of electric lock mechanism to light; when lighted, press foot pedal to release throw lever and throw derail off rail, then the main track switch stand may be operated the same as any other ground-throw switch stand.

When entering the main track, the derail must be thrown from rail before attempting to operate the main track switch stand.

3. To Enter Main Track From Passing Siding Not Protected by Derails: Remove switch lock from stand, and if no train is approaching, the indicator lamp in top of electric lock mechanism should light; and switch may be operated at once. If indicator lamp does not light when lock is removed, wait at least three minutes for an approaching train to pass.

4. To enter main track at a crossover equipped with electric locks, the inside switch of the crossover must be operated first, or in the same manner as an electrically locked derail.

5. Switch locks must be replaced in hasps of electrically locked switches and derails when not in use.

6. If after waiting three minutes by watch for an indicator lamp to light as provided in paragraphs 2 and 3, and lamp does not light, try foot pedal to ascertain if indicator lamp is burned out and the switch is unlocked.

SPECIAL INSTRUCTIONS

DALLAS SUB-DIVISION

Rule 99 (j) is effective on the Dallas subdivision.

Time of westward first class trains at Marshall applies at Marshall Subdivision junction switch.

Time at Dallas is shown for information only.

Time of Nos. 501 and 502 at Ft. Worth applies at G.C.&S.F. passenger station.

Times of departure Ft. Worth and arrival Lancaster Yard Nos. 1 and 7, and departure Lancaster Yard and arrival Ft. Worth Nos. 2 and 6, are shown for information only.

Marshall is a register station for Nos. 21 and 22 only.

Longview is a register station for Nos. 221, 222, 231, 232, 237, and 238 only.

Mineola Yard is a train order office and register station for second class and inferior trains only.

Dallas (Union Terminal) is a register station for Nos. 6, 501 501 and 502 only. No. 501 and other westward trains originating there must secure a clearance at Dallas (Union Terminal) train order office.

Ft. Worth is a register station for first class trains and other trains originating or terminating at that station, and is a train order office for first class trains and other trains originating at that station only; other trains may leave Ft. Worth without a clearance.

Santa Fe trains between Dallas and Ft. Worth may display at night markers with red and yellow lights, instead of red and green. The yellow lights so displayed have the same meaning as do the green lights prescribed by rule 19.

Between T&P-StLSW Interlocking Texarkana and Texarkana (passenger station and freight yard) there is no superiority of trains and all trains and engines within these limits must move at restricted speed, not exceeding 10 miles per hour. Within these limits, freight trains, yard engines and other engines must, immediately upon the approach of scheduled passenger trains, clear route for their movement; yard engines and other engines must give way to freight trains as promptly as possible.

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

First class trains must run at restricted speed between the east switch of water track and Fredonia Street, Longview; and between the east end of siding and passenger station, Ft. Worth.

Second class and inferior trains, yard and other engines may run ahead of overdue eastward first class trains between MP 250, Lancaster Yard, and crossovers at MP 245.6 just east of interlocking limits Ft. Worth, without train order authority, but will not occupy 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 at MP 245.6 just east of interlocking limits Ft. Worth, and MP 250 Lancaster Yard, without train order authority.

Yard and other engines may run ahead of overdue westward first class trains between crossovers at MP 245.6 just east of interlocking limits, Ft. Worth, and MP 250 Lancaster Yard, without train order authority, but will not occupy main track within these limits when it is known a first class train will be delayed.

Employees of the FW&DC, GC&SF, I-GN, KCS, MKT, SLSF&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 instruction of the T&NO RR and to rules and special instructions of the Union Terminal Co., Dallas, while occupying their tracks.

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

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. 6	Grand Prairie: to discharge passengers from Abilene and beyond.
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	Terrell, Willis 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. 11	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. 221	Atlanta: to receive passengers destined south of Longview where I-GN No. 21 scheduled to stop.
No. 222	Atlanta: to discharge passengers from points south of Longview.
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. 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.

**SPECIAL INSTRUCTIONS
WHITESBORO SUBDIVISION**

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

2. First class trains must run at restricted 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.

4. Between Ft. Worth and Hodge, extra trains may be run without train orders, as provided by rules D-88, 88(a), and 401.

5. Rule 99 (j) is effective on the Whitesboro Subdivision between Ft. Worth and T&P-MKT junction switch, Whitesboro.

The use of train order form Y is authorized on the Whitesboro Subdivision between Bonham and Sherman Jct.

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; derails 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, Pilot Point and Aubrey: To discharge passengers from north of Denison and to receive passengers for regular stops of MKT Nos. 5 and 25 south of Ft. Worth. Any Station: To discharge passengers from north of Denison, or from stations on the Henrietta Division of MKT.

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.

EASTERN DIVISION

WESTWARD						RED BALL FREIGHT SCHEDULES, DAILY EFFECTIVE 12:01 A. M. AUGUST 21, 1950	EASTWARD					
265	267	65	55	67	STATIONS		60	72	54	266		
				L 8 30 PM		HOLLYWOOD YARD			A 4 00 AM			
L 10 40 PM	L 3 00 PM	L 9 30 PM		L 2 30 PM		TEXARKANA	A 2 55 PM	A 4 40 AM		A 1 30 PM		
12 50 AM	5 00	11 35 PM	10 00 PM	4 40 PM		MARSHALL	11 35 AM	2 00 AM	2 30 AM	10 40 AM		
A 2 30 AM	A 6 00 PM	12 15 AM	10 35 PM	5 20 PM		LONGVIEW	10 40 AM	1 10 AM	1 25 AM	L 9 30 AM		
		2 25 AM } 2 55 AM }	1 15 AM } 1 45 AM }	7 00 PM } 7 50 PM }		MINEOLA YARD	{ 9 15 AM 8 30 AM }	{ 11 40 PM 11 15 PM }	{ 12 01 AM 11 25 PM }			
		5 00 AM	4 30 AM	12 30 AM		T. P. JCT.	5 30 AM	9 20 PM	9 30 PM			
		A 7 00 AM	A 6 30 AM	A 3 00 AM		FT. WORTH	L 4 00 AM	L 8 10 PM	L 8 15 PM			
265	267	65	55	67			60	72	54	266		

SOUTHWARD						STATIONS	NORTHWARD					
		381 M-K-T	375 M-K-T	167	175		170	176	372 M-K-T	374 M-K-T	376 M-K-T	
				L 1 30 PM	L 4 30 AM	DENISON	A 4 00 AM	A 3 30 PM				
		L 4 00 PM	L 11 45 AM			WHITESBORO			A 7 50 AM	A 10 30 PM	A 11 00 PM	
		A 6 15 PM	A 2 00 PM	A 5 30 PM	A 8 30 AM	FORT WORTH	L 12 01 AM	L 11 30 AM	L 5 15 AM	L 7 15 PM	L 7 30 PM	
		381	375	167	175		170	176	372	374	376	

Trains shown on this page have no timetable authority.