



J. R. ELLIS

Assistant Superintendents

R. L. MARTIN

J. A. SINGISER
Chief Dispatcher

W. H. McCUNE
Road Foreman of Engines

H. C. PAGEL
Night Chief Dispatcher

C. MANSFIELD

H. A. LAMPMAN

P. M. McGEE

R. O. JOHNSON

Dispatchers

C. W. WRIGHT

G. L. STRICKLIN

J. H. CRANE

H. O. PENNAL



ROAD FOREMAN OF ENGINES HAS THE SAME
AUTHORITY AS ASSISTANT SUPERINTENDENT
WHILE ON LINE OF ROAD.

SAFETY FIRST



Missouri-Kansas-Texas Railroad Company of Texas

EMPLOYEES'

TIME TABLE

No. 20-A

OF THE

NORTH TEXAS DISTRICT

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

Sunday, May 14, 1944

Superseding Previous Time Table and Supplements

— For Employes Only —

C. W. CAMPBELL,
Superintendent

J. H. LITTLE,
Superintendent of
Transportation

F. W. GRACE,
Vice-President and
General Manager

EMPLOYES HOSPITAL ASSOCIATION:

Dr. R. S. Yancey, Chief Surgeon, Medical Arts Building,
Dallas, Texas.

| STATION | NAME |
|-------------|----------------------------------------------------------------|
| Dallas | H. M. Doolittle, Div. Surg.-Examiner, 4105 Live Oak St. |
| | G. A. Davidson, Dermatologist, 4105 Live Oak St. |
| | A. L. Frew, Oral Surgeon, 4105 Live Oak St. |
| | Wm. H. Potts, Asst. to Div. Surgeon, 4105 Live Oak St. |
| | Richard M. Smith, Asst. to Div. Surgeon, 4105 Live Oak St. |
| | Ozro T. Woods, Asst. to Div. Surgeon, 4105 Live Oak St. |
| | Geo. M. Underwood, Div. Surgeon, 4105 Live Oak St. |
| | Sidney Baird, Urologist, 4105 Live Oak St. |
| | Raworth Williams, Urologist, Medical Arts Building |
| | Elbert Dunlap, Conslt. Surgeon-Examiner, Medical Arts Building |
| | A. L. Nygard, Consult. Oral Surgeon, Medical Arts Building |
| | J. W. Duckett, Asst. Div. Surgeon, 4105 Live Oak |
| | H. E. Holtz, Local Surgeon, 4105 Live Oak St. |
| | R. B. Giles, Consult. Specialist, Medical Arts Building |
| Denison | W. A. Lee, Div. Surgeon, M-K-T Hospital |
| | D. K. Jamison, Asst. Div. Surgeon, M-K-T Hospital |
| | J. E. Meador, Oral Surgeon, Security Bldg. |
| | F. F. Fowler, Division Oculist |
| Bells | C. S. Carter |
| Whitewright | C. P. Johnson and Ross R. May |
| Trenton | J. E. Norman |
| Greenville | Joe T. Becton, Local Surgeon |
| | W. C. Morrow |
| | T. C. Strickland, Oculist |
| Alba | R. A. Farrington |
| Lone Oak | G. Burton Fain, Local Surgeon |
| Rockwall | J. F. Corry |
| Rowlett | W. A. Maupin |
| Lancaster | S. N. Parks |

| STATION | NAME |
|-----------------|--------------------------------------------------------------------------------------|
| Waxahachie | S. H. Watson |
| | M. E. Hastings |
| | T. G. Estes, Oculist |
| Forreston | H. L. Stewart |
| Italy | F. H. Carlisle |
| Milford | J. E. Killian |
| Hillsboro | H. A. Mahaffey |
| West | W. H. Gidney |
| Waco | H. F. Connally, Div. Surgeon |
| | K. H. Aynesworth, Consult. Surgeon, 601-2 Service Mutual Bldg. |
| | David F. Sallee, Oral Surgeon |
| | Wm. G. Trice, Div Surgeon |
| | J. E. Lattimore, Div. Surgeon |
| | Cleveland H. Brooks, Oculist and Aurist |
| Itasca | C. C. Campbell |
| Grandview | A. F. Garner |
| Alvarado | W. J. Cummings |
| Ft. Worth | Ross Trigg, Div. Surgeon-Examiner, Suite 900-1-2 First Natl. Bank Building |
| | Henry Trigg, Div. Surgeon-Examiner, Suite 900-1-2 First Natl. Bank Building |
| | T. C. Terrell, Conslt. Pathologist, Medical Arts Bldg. |
| | Webb Walker, Oculist, Medical Arts Bldg. |
| | Wm. Webb, Oculist, Medical Arts Bldg. |
| | R. W. McKean, Local Surgeon, Medical Arts Bldg. |
| | D. C. McRimmon, Oral Surgeon, Medical Arts Bldg. |
| North Ft. Worth | J. W. Shoemaker, C/o Armour & Co. |
| Denton | W. C. Kimbrough |
| Whitesboro | G. W. Greer |
| Gainesville | Rufus Whiddon, Local Surgeon |
| Muenster | Thos. S. Myrick, Local Surgeon |
| Nocona | G. B. Buchanan, Local Surgeon |
| Ringgold | R. E. Tyler |
| Henrietta | Albert Greer |
| Wichita Falls | W. T. Wells, Oral Surgeon, Waggoner Bldg. |
| | L. F. Stripling-J. A. Johnson, Eye, Ear, Nose and Throat Specialists, Hamilton Bldg. |
| | Bailey R. Collins, Div. Surgeon |
| | L. B. Holland, Local Surgeon |
| Sherman | C. D. Strother |
| | A. M. McElhannon |

SOUTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

| THIRD CLASS | | FIRST CLASS | | | | Distance from St. Louis | TIME TABLE NO. 20-A | | Siding Capacity Cars, Telephone, Seales, Water, Turn Table, Wye, Fuel Yards | FIRST CLASS | | | | THIRD CLASS | |
|------------------------|--|-------------|--------------|---------------|----------------|-------------------------|------------------------------------|-----------------------------------------------------|-----------------------------------------------------------------------------|---------------|---------------|----------------|--------------|-------------|----------|
| 271 | | 5 | 3 | 1 | 7 | | Effective 12:01 A. M. May 14, 1944 | | | 6 | 2 | 8 | 4 | 270 | |
| Bullet | | Katy Flyer | Katy Limited | Texas Special | The Bluebonnet | | STATIONS | | | Katy Flyer | Texas Special | The Bluebonnet | Katy Limited | Freight | |
| Daily | | Daily | Daily | Daily | Daily | | | | | Daily | Daily | Daily | Daily | Daily | |
| AM 2.30 | | | | | | | Leave N | RAY | Arrive RA | OWPT YSC Yard | | | | | AM 11.00 |
| | | PM 7.50 | AM 10.45 | AM 9.05 | AM 7.15 | 660.9 | Leave N | DENISON T&NQ Interlocker | Arrive WD | OWPT YS | AM 10.40 | PM 5.35 | PM 6.40 | AM 12.45 | |
| 2.50 | | 7.52 | 10.47 | 9.07 | 7.17 | 661.6 | | LEIGH | | P | 10.33 | 5.30 | 6.34 | 12.39 | 10.15 |
| 3.01 | | 7.58 | 10.53 | 9.13 | 7.23 | 666.0 | | MCDONALD | | P | 10.24 | 5.22 | 6.27 | 12.31 | 9.40 |
| 3.08 | | 8.02 | 10.57 | 9.17 | 7.27 | 668.7 | | PENLAND | | 80 P | 10.19 | 5.18 | 6.23 | 12.27 | 9.17 |
| 3.22 | | 8.11 | 11.05 | 9.24 | 7.35 | 674.3 | N | T&P Interlocker BELLS | X | 58 P | 10.09 | 5.11 | 6.15 | 12.19 | 8.30 |
| 3.41 | | 8.23 | 11.17 | 9.34 | 7.45 | 681.3 | NO | WHITEWRIGHT StLSW Interlocker | WH | 68 P | 9.57 | 5.01 | 6.05 | 12.06 AM | 7.45 |
| 3.59 | | 8.34 | 11.28 | 9.43 | 7.55 | 688.1 | D | TRENTON | UN | 38 P | 9.43 | 4.52 | 5.55 | 11.55 | 6.50 |
| 4.16 | | 8.44 | 11.38 | 9.51 | 8.04 | 694.6 | D | LEONARD | AU | 84 WP | 9.30 | 4.44 | 5.46 | 11.45 | 6.15 |
| 4.33 | | 8.54 | 11.48 | 9.59 | 8.14 | 701.2 | N | GC&SF Interlocker CELESTE | KF | 83 YP | 9.22 | 4.36 | 5.37 | 11.35 | 5.30 |
| 4.50 | | 9.03 | 11.57 | 10.07 | 8.23 | 707.5 | | YANCEY | | 49 P | 9.14 | 4.28 | 5.28 | 11.25 | 4.50 |
| 5.06 | | 9.15 | 12.10 PM | 10.17 | 8.35 | 713.0 | | GREENVILLE | | WYTPO Yard | 9.06 | 4.20 | 5.20 | 11.15 | 4.00 |
| 5.11 | | 9.18 | 12.13 | 10.20 | 8.38 | 714.0 | N | HUNT StLSW Crossing (Auto. Interlocking Signals) | A | Yard S-P | 8.57 | 4.15 | 5.15 | 11.07 | 3.45 |
| 5.28 | | 9.31 | 12.26 | 10.30 | 8.48 | 721.6 | D | CADDO MILLS | CM | 67 P | 8.48 | 4.04 | 5.03 | 10.57 | 3.00 |
| 5.48 | | 9.45 | 12.40 | 10.41 | 9.03 | 730.3 | D | ROYSE CITY | RY | 60 P | 8.34 | 3.52 | 4.50 | 10.46 | 2.10 |
| 5.56 | | 9.51 | 12.46 | 10.46 | 9.09 | 734.1 | | FATE | | 40 P | 8.29 | 3.47 | 4.45 | 10.41 | 1.40 |
| 6.06 | | 9.58 | 12.53 | 10.52 | 9.15 | 738.7 | D | ROCKWALL | RC | 38 P | 8.23 | 3.41 | 4.38 | 10.35 | 1.15 |
| 6.26 | | 10.10 | 1.05 | 11.04 | 9.27 | 746.5 | D | ROWLETT | VY | 54 P | 8.11 | 3.30 | 4.26 | 10.24 | 12.25 AM |
| 6.36 | | 10.17 | 1.12 | 11.10 | 9.33 | 750.9 | N | GC&SF Crossing (Auto. Interlocking Signals) GARLAND | BE | 67 P | 8.05 | 3.24 | 4.20 | 10.17 | 11.59 |
| 6.44 | | 10.22 | 1.18 | 11.15 | 9.38 | 754.1 | | GALLAGHER | | 60 P | 7.53 | 3.19 | 4.15 | 10.09 | 11.05 |
| 6.59 | | 10.32 | 1.28 | 11.26 | 9.48 | 761.4 | | ATKINS | | 108 P | 7.43 | 3.09 | 4.04 | 9.59 | 10.32 |
| 7.03 | | 10.34 | 1.30 | 11.28 | 9.50 | 762.5 | | T&NO (Cabin) Interlocker T. & N. O. JCT. | | P | 7.41 | 3.07 | 4.02 | 9.57 | 10.17 |
| | | 10.40 | 1.35 | 11.33 | 9.55 | 763.3 | | HIGHLAND PARK | | P | 7.40 | 3.05 | 4.00 | 9.55 | |
| 7.20 | | 10.45 | 1.40 | 11.38 | 10.00 | 766.2 | | DENY | | | 7.33 | 2.58 | 3.53 | 9.48 | 10.05 |
| 7.30 AM | | 10.50 PM | 1.50 PM | 11.45 AM | 10.05 AM | 767.2 | N | T&P Interlocker DALLAS | UT | WPT YOS | 7.30 AM | 2.55 PM | 3.50 PM | 9.45 PM | 10.00 PM |
| 22.0 | | 35.4 | 34.5 | 39.9 | 37.5 | | | 106.3 | | | 33.5 | 39.9 | 37.5 | 35.4 | 9.2 |
| Average speed per hour | | | | | | | | | | | | | | | |

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

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SOUTHWARD TRAINS

DALLAS DIVISION

SOUTHWARD TRAINS

| FOURTH CLASS | | THIRD CLASS | | Distance from St. Louis | TIME TABLE NO. 20-A | | Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wys, Fuel Yards | FIRST CLASS | | | | | |
|-------------------------------|---------------|---------------|---------------|----------------------------|---------------------------------------------------------|-----------|---------------------------------------------------------------------------------------------------------|------------------|----------------------------|-----------------|----------------------------|---------------|-------------|
| 95 | 281 | 775 | 793 | | Effective 12:01 A. M. May 14, 1944 | | | 817 | 1 | 811 | 3 | 813 | 5 |
| Way | Katy Komet | C. R. I. & P. | C. R. I. & P. | | | | C. R. I. & P. Passenger | Texas Special | C. R. I. & P. Passenger | Katy Limited | C. R. I. & P. Passenger | Katy Flyer | |
| Monday Wednesday Friday | Daily | Daily | Daily | | STATIONS | | Daily | Daily | Daily | Daily | Daily | Daily | |
| AM 8.01 | PM 10.00 | PM | AM | 767.2 | Leave | Leave | WPTYOS | AM 9.00 | AM 11.55 | AM 10.15 | PM 2.20 | PM 5.00 | PM 11.40 |
| | | | | | DALLAS | UT | | | | | | | |
| | | | | 769.3 | GC&SF Interlocker—CRI&G Jct. END OF DOUBLE TRACK | | | 9.03 | 11.59 | 10.19 | 2.24 | 5.03 | 11.45 |
| f | 8.20 | 10.25 | 7.51 | 772.7 | PEELER | | 59 WP | 9.07 | 12.06 | 10.26 | 2.35 | 5.07 | 11.51 |
| s | 8.45 | 10.50 | 8.06 | 781.7 | LANCASTER | CA | 104 P | 9.17 | 12.17 | 10.37 | 2.50 | 5.17 | 12.04 |
| | 9.00 | 11.05 | 8.21 8.36 | 787.0 | LARSON | | 83 P | 9.23 | 12.24 | 10.44 | 2.59 | 5.23 | 12.12 |
| | 9.10 | 11.07 | 8.38 | 788.0 | RED OAK | | 20 P | 9.24 | 12.25 | 10.45 | 3.00 | 5.24 | 12.13 |
| f | 9.28 | 11.17 | 8.46 | 791.2 | STERRETT | | 96 P | 9.28 | 12.30 | 10.50 | 3.05 | 5.28 | 12.18 |
| | 9.45 | 11.27 | 8.55 | 794.6 | TATE | | 80 P | 9.32 | 12.35 | 10.55 | 3.10 | 5.32 | 12.23 |
| | 9.55 | 11.37 | 9.05 | 797.5 | T&NO Interlocker M-K-T JUNCTION | HC | | 9.37 | 12.39 | 11.00 | 3.15 | 5.37 | 12.27 |
| s | 9.56 | 11.39 | | 798.1 | WAXAHACHIE | | 67 WP | AM | 12.40 | AM | 3.20 | PM | 12.31 |
| | 10.45 | 11.54 | | 809.0 | NELSON | | 37 P | | 12.46 | | 3.28 | | 12.39 |
| f | 11.03 | 12.06 | | 807.3 | FORRESTON | SN | 41 P | | 12.52 | | 3.35 | | 12.45 |
| s | 11.39 | 12.23 | | 813.1 | ITALY | BG | 54 P | | 1.00 | | 3.44 | | 12.54 |
| | | | | | Texas Electric Crossing (Auto. Interlocking Signals) | | | | | | | | |
| s | 11.55 | 12.38 | | 818.3 | MILFORD | M | 60 P | | 1.07 | | 3.52 | | 1.02 |
| | | | | | FRASER | | 38 P | | 1.20 | | 4.05 | | 1.14 |
| | | | | | Texas Electric Crossing (Auto. Interlocking Signals) | | | | | | | | |
| | 12.35 | 1.45 | | 833.2 | Texas Electric Interlocker HILLSBORO | HO | OY P | | 1.33 | | 4.20 | | 1.28 |
| | 12.40 | 1.50 | | 834.3 | WINSLOW | HB | Yard P | | 1.36 | | 4.25 | | 1.31 |
| | 15.3 | 17.6 | 21.1 | 21.2 | Arrive | Arrive | W | | PM | | PM | | AM |
| | | | | | Average speed per hour | | | 49.1 | 39.9 | 40.4 | 32.2 | 49.1 | 36.3 |

No. 2 IS SUPERIOR TO ALL TRAINS
No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

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NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

| FIRST CLASS | | | | | | Distance from St. Louis | TIME TABLE NO. 20-A | | Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards | THIRD CLASS | | | FOURTH CLASS | | |
|-----------------------------------|----------------------|-----------------------------------|-----------------------|-----------------------------------|--------------------|----------------------------|---------------------------------------|----------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|----------------------|-----------------------|----------------------|--------------|---------------------------------|------|
| 818 C. R. I. & P. Passenger | 4 Katy Limited | 812 C. R. I. & P. Passenger | 2 Texas Special | 814 C. R. I. & P. Passenger | 6 Katy Flyer | | Effective 12:01 A. M. May 14, 1944 | | | 776 C. R. I. & P. | 274 Katy Packer | 798 C. R. I. & P. | 96 Way | Tuesday Thursday Saturday | |
| Daily | Daily | Daily | Daily | Daily | Daily | | STATIONS | | Daily | Daily | Daily | | | | |
| PM 9.00 | PM 8.55 | PM 4.55 | PM 2.45 | PM 1.05 | AM 6.55 | 767.2 | Arrive N | DALLAS | Arrive UT | WPTYOS | AM | PM 1.00 | PM | PM 2.20 | |
| | | | | | | | Dbl. Track | 2.1 GC&SF Interlocker—CRI&G Jct. END OF DOUBLE TRACK | | | | | | | |
| 8.56 | 8.48 | 4.50 | 2.40 | 1.01 | 6.50 | 769.3 | | 3.4 PEELER | | 59 WP | 6.20 | 12.45 | 6.10 | 2.10 | |
| 8.52 | 8.42 | 4.45 | 2.35 | 12.58 | 6.44 | 772.7 | | 9.0 | | | 6.06 | 12.37 | 6.00 | 2.00 | |
| 8.42 | 8.30 | 4.34 | 2.24 | 12.48 | 6.33 | 781.7 | N | LANCASTER | CA | 104 P | 5.48 | 12.17 PM | 5.38 | 1.35 | |
| 8.36 | 8.21 | 4.26 | 2.16 | 12.43 | 6.25 | 787.0 | | 5.3 LARSON | | 83 P | 5.36 | 11.55 | 5.23 | 1.18 | |
| 8.35 | 8.20 | 4.25 | 2.15 | 12.42 | 6.24 | 788.0 | | 1.0 RED OAK | | 20 P | 5.34 | 11.53 | 5.20 | 1.15 | |
| 8.31 | 8.15 | 4.20 | 2.10 | 12.39 | 6.19 | 791.2 | | 3.2 STERRETT | | 96 P | 5.26 | 11.44 | 4.50 | 1.04 | |
| 8.27 | 8.10 | 4.15 | 2.05 | 12.35 | 6.14 | 794.6 | | 3.4 TATE | | 80 P | 5.18 | 11.37 | 4.40 | 12.55 | |
| 8.23 | 8.06 | 4.10 | 2.01 | 12.25 | 6.09 | 797.5 | N | T&NO Interlocker M-K-T JUNCTION | HC | | 5.10 | 11.29 | 4.30 | 12.45 | |
| PM | 8.05 | PM | 2.00 | PM | 6.08 | 798.1 | | 0.6 WAXAHACHIE | | 67 WP | AM | 11.27 | PM | 12.40 PM | |
| | 7.56 | | 1.53 | | 6.00 | 803.0 | | 4.9 NELSON | | 37 P | | 11.14 | | 11.00 | |
| | 7.49 | | 1.47 | | 5.54 | 807.3 | D | 4.3 FORRESTON | SN | 41 P | | 11.03 | | 10.45 | |
| | 7.40 | | 1.39 | | 5.45 | 812.1 | D | 5.8 ITALY Texas Electric Crossing (Auto. Interlocking Signals) | BG | 54 P | | 10.47 | | 10.15 | |
| | 7.32 | | 1.32 | | 5.37 | 818.3 | D | 5.2 MILFORD | M | 60 P | | 10.35 | | 9.45 | |
| | 7.19 | | 1.20 | | 5.25 | 825.8 | | 7.5 FRASER | | 38 P | | 10.15 | | 9.10 | |
| | 7.06 | | 1.08 | | 5.13 | 833.2 | D | 7.4 Texas Electric Crossing (Auto. Interlocking Signals) Texas Electric Interlocker | Auto. Block Signal | 0Y P | | 9.55 | | 8.35 | |
| | 7.01 PM | | 1.05 PM | | 5.10 AM | 834.3 | N | 1.1 HILLSBORO | HO | Yard W | | 9.50 AM | | 8.30 AM | |
| 49.1 | 35.3 | 40.4 | 40.3 | 45.4 | 38.4 | | Leave | 67.1 WINSLOW | HB | Leave | | | | | |
| | | | | | | | Average speed per hour | | | | | 24.2 | 21.9 | 16.9 | 12.2 |

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| THIRD CLASS | | | | | Distance from St. Louis | TIME TABLE NO. 20-A | FIRST CLASS | | | | | | | |
|----------------------|---------------------|----------------------|--------------|---------------|----------------------------|------------------------------------------------------------------|-------------------------|------------------------|-----------------------|------------------------|-----------------------|----------------------|---------------------|--------------------|
| 381 Katy Komet | 81 Katy Komet | 281 Katy Komet | 71 Bullet | 371 Bullet | | Effective 12:01 A. M. May 14, 1944 | 27 The Bluebonnet | 11 Texas Special | 1 Texas Special | 31 Texas Special | 23 Katy Limited | 3 Katy Limited | 25 Katy Flyer | 5 Katy Flyer |
| Daily | Daily | Daily | Daily | Daily | | STATIONS | | | | | | | | |
| PM 9.15 | PM 9.00 | | AM 3.00 | AM 2.45 | | Leave N RAY RA | | | | | | | | |
| | | | | | 660.9 | Leave N DENISON WD | AM 7.10 | AM 9.05 | AM 9.15 | AM 10.45 | | PM 7.55 | | |
| | | | | | 661.8 | 0.9 McCUNE | 7.12 | 9.07 | 9.17 | 10.47 | | 7.57 | | |
| | | | | | 662.5 | 0.7 BIGGESTAFF | 7.14 | 9.09 | 9.19 | 10.49 | | 7.59 | | |
| | | | | | 662.8 | 0.3 DALLAS JCT. | 7.16 | 9.10 | 9.20 | 10.51 | | 8.01 | | |
| | | | | | 668.8 | 6.8 POTTSBORO JGT. | | | | | | | | |
| | | | | | 669.6 | N POTTSBORO JN 6.7 | 7.27 | 9.20 | 9.31 | 11.03 | | 8.12 | | |
| | | | | | 676.3 | HANGER 5.6 | 7.37 | 9.28 | 9.41 | 11.15 | | 8.22 | | |
| | | | | | 681.9 | SADLER 3.8 | 7.45 | 9.35 | 9.49 | 11.24 | | 8.30 | | |
| 10.25 PM | 10.00 PM | | 4.00 AM | 3.45 AM | 685.7 | N WHITESBORO WO 35.9 | 7.50 AM | 9.40 AM | 9.55 AM | 11.30 AM | | 8.35 PM | | |
| VIA | 11.30 PM | JOINT | 5.26 AM | TRACK | | N DENTON CN 35.5 | 9.00 AM | 10.40 AM | VIA | JOINT | 12.35 PM | TRACK | 9.35 PM | |
| | AM | | AM | | 757 | N FORT WORTH NY T&P Interlocker 7.0 | 10.00 AM | 11.40 AM | 1.45 PM | | | 10.40 AM | 11.30 | |
| | 1.30 2.30 | | 7.30 8.30 | | 759 | N NEY T&NO Inter. KN 1.7 | | PM 12.05 | | | | 11.41 | | |
| | 2.35 | | 8.35 | | 760.7 | DOLARD 3.6 | | 12.09 | | | | 11.46 | | |
| | 2.42 | | 8.44 | | 764.3 | LYTLE 6.9 | | 12.14 | | | | 11.52 | | |
| | 2.55 | | 9.02 | | 771.2 | D BURLESON BU 6.4 | | 12.23 | | | | 12.04 AM | | |
| | 3.08 | | 9.19 | | 777.6 | EGAN 6.4 | | 12.32 | | | | 12.14 | | |
| | | | | | 784.0 | NO GC&SF Interlocker VD D ALVARADO VD 4.1 | | 12.40 | | | | 12.24 | | |
| | 3.20 | | 9.35 | | 788.1 | ELLIS 5.1 | | 12.46 | | | | 12.31 | | |
| | 3.42 | | 10.00 | | 793.2 | D GRANDVIEW GW 8.1 | | 12.53 | | | | 12.41 | | |
| | 3.57 | | 10.20 | | 801.2 | D ITASCA SK 4.5 | | 1.05 | | | | 12.55 | | |
| | 4.06 | | 10.32 | | 805.8 | WINKEL 6.1 | | 1.11 | | | | 1.03 | | |
| | 4.18 | | 10.50 | | 811.9 | D Tex. Elec. Interlocker HO HILLSBORO 1.1 | | 1.23 | | | | 1.15 | | |
| | 4.25 | AM 2.30 | 10.59 | | 813.0 | N WINSLOW HB 8.5 | | 1.26 | PM 1.36 | | | PM 4.25 | 1.18 | AM 1.31 |
| | 4.58 5.05 | 2.59 | 11.20 | | 821.5 | ABBOTT 5.9 | | 1.38 | 1.48 | | | f 4.39 | 1.32 | 1.44 |
| | 5.23 | 3.15 | 11.35 | | 827.4 | N WEST WS 9.0 | | 1.46 | 1.56 | | | s 4.48 | f 1.41 | 1.53 |
| | 5.40 | 3.40 | 11.58 | | 836.4 | ELM MOTT 6.6 | | 1.58 | 2.08 | | | f 5.02 | 1.55 | 2.07 |
| | 6.00 AM | 4.00 AM | 12.15 PM | | 843.0 | N BELLMEAD BJ StL&SW Crossing Interlocker Device 2.5 | | 2.07 | 2.17 | | | 5.12 | 2.05 | 2.16 |
| | | | | | 845.5 | T&NO-I&GN-StL&SW Inter N WACO WC Arrive 184.6 | | 2.15 PM | 2.25 PM | | | 5.20 PM | 2.15 AM | 2.25 AM |
| 20.4 | 22.3 | 20.0 | 21.7 | 23.3 | | Average speed per hour | 33.9 | 37.5 | 39.8 | 37.2 | 32.0 | 35.4 | 33.6 | 36.1 |

NOTE-ALL THIRD CLASS SCHEDULES SHOWN ABOVE ARE ANNULLED BETWEEN POTTSBORO AND WHITESBORO. FREIGHT TRAIN MOVEMENTS BETWEEN THESE POINTS WILL BE BY TRAIN ORDER AUTHORITY.

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

| FIRST CLASS | | | | | | | | TIME TABLE NO. 20-A | | THIRD CLASS | | | | | | |
|--------------|--------------|----------------|----------------|---------------|---------------|------------|------------|---------------------------------------|------------------------------------|--------------|----------------|-------------|---------|----------|----------|----------|
| 24 | 4 | 18 | 38 | 12 | 2 | 26 | 6 | Effective 12:01 A. M. May 14, 1944 | STATIONS | 372 | 274 | 74 | 76 | 70 | | |
| Katy Limited | Katy Limited | The Bluebonnet | The Bluebonnet | Texas Special | Texas Special | Katy Flyer | Katy Flyer | | | Fast Freight | Katy Packer | Katy Packer | Rocket | Freight | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | Daily | Daily | Daily | Daily | Daily | | |
| | | | | | | | | Arrive N | RAY | Arrive RA | OWPCTY 8 Yards | AM 4.00 | | PM 11.30 | AM 12.30 | |
| | | | | | | | | Arrive N | DENISON | Arrive WD | OWPT YB | | | | | |
| AM 12.40 | | PM 6.25 | PM 6.15 | PM 5.30 | | AM 10.50 | | Double Track | 0.9 | | | | | | | |
| 12.34 | | 6.21 | 6.12 | 5.27 | | 10.46 | | | McCUNE | | | | | | | |
| 12.32 | | 6.19 | 6.10 | 5.25 | | 10.44 | | | BIGGERSTAFF | | | | | | | |
| 12.31 | | 6.18 | 6.09 | 5.24 | | 10.43 | | | DALLAS JCT. | | | | | | | |
| | | | | | | | | | 6.0 | | | | | | | |
| | | | | | | | | | POTTSBORO JCT. | | | | | | | |
| | | | | | | | | | 0.8 | | | | | | | |
| 12.19 | | f 6.07 | 5.59 | 5.14 | | f 10.32 | | N | POTTSBORO JN | | | | | | | |
| 12.06 AM | | 5.55 | 5.48 | 5.03 | | 10.20 | | | HANGER | | | | | | | |
| 11.57 | | f 5.47 | 5.41 | 4.56 | | f 10.12 | | | 5.6 | | | | | | | |
| 11.50 PM | | 5.40 | 5.35 | 4.50 | | 10.05 | | N | SADLER | | | | | | | |
| | | | | | | | | | 3.8 | | | | | | | |
| 10.45 PM | VIA | 4.43 PM | JOINT | 3.50 PM | TRACK | 9.00 AM | | N | WHITESBORO WO | | Yard WYSOP | 3.00 AM | | 10.30 PM | 11.30 PM | |
| | | | | | | | | | 35.9 | | | | | | | |
| | | | | | | | | | DENTON | GN | | VIA | JOINT | 8.40 PM | 9.00 PM | TRACK |
| 9.50 | | 3.50 | | 2.55 | | 8.00 | | | 35.5 | | | | | | | |
| 9.00 | | PM | | PM | | 7.15 | | Double Track | N FORT WORTH | NY | | | | | | |
| 8.48 | | | | | | 7.03 | | | T&P Interlocker | | | | | | | |
| 8.44 | | | | | | 6.57 | | | 2.0 | | | | | | | |
| 8.39 | | | | | | 6.50 | | | NEY | | Yard OWTS | | | 7.00 | 7.15 | 6.00 |
| 8.29 | | | | | | 6.39 | | | T&NO Inter. KN | | | | | 12.30 | | |
| 8.19 | | | | | | f 6.29 | | | 1.7 | | 104 P | | | 12.24 | | 5.50 |
| | | | | | | | | | DOLARD | | | | | PM | | 5.30 |
| | | | | | | | | | 3.6 | | 55 P | | | 11.55 | | 5.00 |
| | | | | | | | | | LYTLE | | 125 P | | | 11.40 | | 4.30 |
| | | | | | | | | | 6.9 | | | | | | | |
| | | | | | | | | | BURLESON BU | | | | | | | |
| | | | | | | | | | 6.4 | | | | | | | |
| | | | | | | | | | EGAN | | | | | | | |
| | | | | | | | | | 6.4 | | | | | | | |
| | | | | | | | | | NO GC&SF Interlocker VD | | | | | | | |
| | | | | | | | | | 4.1 | | | | | | | |
| | | | | | | | | | ALVARADO VD | | | | | | | |
| | | | | | | | | | 4.1 | | | | | | | |
| | | | | | | | | | ELLIS | | | | | | | |
| | | | | | | | | | 5.1 | | | | | | | |
| | | | | | | | | | GRANDVIEW GW | | | | | | | |
| | | | | | | | | | 8.1 | | | | | | | |
| | | | | | | | | | ITASCA SK | | | | | | | |
| | | | | | | | | | 4.5 | | | | | | | |
| | | | | | | | | | WINKEL | | | | | | | |
| | | | | | | | | | 6.1 | | | | | | | |
| | | | | | | | | | D Tex. Elec. Interlocker HO | | | | | | | |
| | | | | | | | | | HILLSBORO | | | | | | | |
| | | | | | | | | | 1.1 | | | | | | | |
| | | | | | | | | | 1.1 | | | | | | | |
| | | | | | | | | | N WINSLOW | HB | Yard PW | | AM 9.50 | 10.05 | | 1.31 |
| | | | | | | | | | 8.5 | | | | | | | 1.18 |
| | | | | | | | | | ABBOTT | | | | | | | |
| | | | | | | | | | 5.9 | | | | | | | |
| | | | | | | | | | N WEST | WS | | | | | | |
| | | | | | | | | | 9.0 | | | | | | | |
| | | | | | | | | | ELM MOTT | | | | | | | |
| | | | | | | | | | 6.6 | | | | | | | |
| | | | | | | | | | N BELLMEAD | BJ | Yard PSTWO | | AM 8.45 | 9.00 AM | | 11.00 PM |
| | | | | | | | | | StL&SW Crossing Interlocker Device | | | | | | | |
| | | | | | | | | | 2.5 | | | | | | | |
| | | | | | | | | | T&NO-I&GN-StLSW Inter | | | | | | | |
| | | | | | | | | | N WACO | WC | | | | | | |
| | | | | | | | | | Leave | Leave | | | | | | |
| | | | | | | | | | 184.6 | | | | | | | |
| 33.1 | 38.2 | 37.2 | 37.2 | 37.2 | 43.3 | 32.6 | 39.0 | Average speed per hour | | | | 23.6 | 27.7 | 22.3 | 20.0 | 12.0 |

NOTE-ALL THIRD CLASS SCHEDULES SHOWN ABOVE ARE ANNULLED BETWEEN POTTSBORO AND WHITESBORO. FREIGHT TRAIN MOVEMENTS BETWEEN THESE POINTS WILL BE BY TRAIN ORDER AUTHORITY.

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

WESTWARD TRAINS

HENRIETTA DIVISION

EASTWARD TRAINS

| THIRD CLASS | | FIRST CLASS | | Distance from St. Louis | TIME TABLE NO. 20-A | | Elding Capacity Car, Telephone, Seals, Water, Turn Table, Wye, Fuel Yards | FIRST CLASS | | THIRD CLASS | | FOURTH CLASS | |
|---------------|-----------------------|-------------|------------------------|-------------------------------|---------------------------------------|--------------------------|------------------------------------------------------------------------------------------------------|-------------------------|------------|------------------------|---------------------------|--------------|-------------|
| 371 Bullet | 381 Katy Komert | | 31 Texas Special | | Effective 12:01 A. M. May 14, 1944 | | | 38 The Bluebonnet | | 372 Fast Freight | | 92 Way | |
| Daily | Daily | | Daily | | STATIONS | | | Daily | Daily | | Daily Except Sunday | | |
| AM 3.45 | PM 10.45 | | AM 10.15 | 685.7 | Leave N | WHITESBORO | Arrive WO | POWSY Yard | PM 5.30 | | AM 2.30 | | AM 10.15 |
| 4.07 | 11.10 | | f10.27 | 683.1 | | 7.4 WOODBINE | | 60 P | f 5.18 | | 2.05 | | f 9.45 |
| 4.25 | 11.30 | | 10.37 | 699.6 | | 6.5 COOK | | 48 | 5.08 | | 1.40 | | 9.25 |
| 4.30 | 11.35 | | s10.45 | 701.1 | N | 1.5 GAINESVILLE | GV | 49 PWY | s 5.05 | | 1.35 | | s 9.20 |
| | | | | | | GC&SF Interlocker | | | | | | | |
| 4.38 | 11.45 | | 10.49 | 703.2 | | 2.1 PAGEL | | 100 P | 4.54 | | 1.15 | | 9.10 |
| 4.47 | 11.55 | | f10.54 | 706.5 | | 3.3 LINDSAY | | 48 | f 4.49 | | 1.01 | | f 8.59 |
| 5.03 | AM 12.15 | | f11.03 | 712.4 | | 5.9 MYRA | | 32 P | f 4.40 | | 12.40 | | f 8.40 |
| 5.14 | 12.25 | | s11.10 | 716.3 | D | 3.9 MUNSTER | MN | 100 P | s 4.32 | | 12.25 AM | | s 8.30 |
| 5.41 | 1.05 | | s11.28 | 726.3 | D | 10.0 ST. JO | JO | W | s 4.18 | | 11.50 | | s 7.55 |
| 5.45 | 1.25 | | 11.30 | 727.3 | | 1.0 CREST | | 100 P | 4.12 | | 11.45 | | 7.45 |
| 6.01 | 1.45 | | f11.40 | 733.8 | | 6.5 BONITA | | 50 | f 4.03 | | 11.15 | | f 7.25 |
| 6.23 | 2.10 | | s11.58 | 742.3 | D | 8.5 NOCONA | NA | 100 | s 3.50 | | 10.50 | | s 7.01 |
| | | | | | | 6.8 BELCHERVILLE | | 31 PW | f 3.35 | | 10.30 | | f 6.40 |
| 6.40 | 2.30 | | f12.09 | 749.1 | | 7.1 RINGGOLD | RD | 100 | s 3.24 | | 10.05 | | s 6.01 |
| 6.59 | 2.55 | | s12.21 | 756.2 | D | 9.1 MOORE | | 45 P | f 3.10 | | 9.35 | | f 5.20 |
| 7.21 | 3.25 | | f12.34 | 765.3 | | 6.4 HENRIETTA | HE | 100 W | s 3.00 | | 9.15 | | s 5.01 |
| 7.38 | 3.45 | | s12.45 | 771.7 | D | 9.8 Ft. W&DC Crossing | | 100 P | f 2.45 | | 8.45 | | f 4.15 |
| 8.05 | 4.15 | | f 1.00 | 781.5 | | 8.7 JOLLY | | | | | | | |
| | | | | | | WV Crossing | | PSWY Yard | 2.30 PM | | 8.15 PM | | 3.40 AM |
| 8.30 | 4.45 | | 1.15 | 790.2 | Arrive D | 0.9 WICHITA FALLS | Leave WF | | | | | | |
| | | | | 791.1 | | 0.5 DENVER JCT. | | | | | | | |
| 8.45 | 5.00 | | | 791.6 | N | 105.9 NORTH YARD | YD | PSWTO Yard | | | 8.00 PM | | 3.30 AM |
| 21.2 | 18.9 | | 34.8 | | | Average speed per hour | | | 34.8 | | 16.3 | | 16.7 |

DENTON DIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS

| THIRD CLASS | | Distance from St. Louis | TIME TABLE NO. 20-A | | Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel | THIRD CLASS | |
|-----------------------------|---------|-------------------------|---------------------------------------|-----------------------------------------|------------------------------------------------------------------------|----------------------|---------|
| 481 Katy Komet | | | Effective 12:01 A. M. May 14, 1944 | | | 476 Rocket | |
| Daily | | STATIONS | | Daily | | | |
| AM | 12.01 | 721.6 | Leave N | DENTON | Arrive CN | Yard WPYS | PM 8.30 |
| f | 12.50 | 730.9 | | 9.3 LAKE DALLAS | | 15 P | f 8.04 |
| f | 1.25 | 736.8 | D | LEWISVILLE | VT | 25 P | f 7.46 |
| f | 1.50 | 742.7 | | 5.9 TRINITY MILLS | | 25 | f 7.28 |
| f | 2.15 | 744.6 | N | St.LSF-St.LSW Interlocker CARROLLTON | HF | P | f 7.22 |
| f | 2.30 | 746.9 | | 2.3 FARMERS BRANCH | | 26 P | f 7.15 |
| f | 2.50 | 751.0 | | 4.1 OLDHAM | | 23 | f 7.02 |
| | 3.20 | 758.0 | | 7.6 DENY | | | 6.40 |
| | 3.30 AM | 758.6 | NO Arrive | DALLAS | DY Leave | | 6.35 PM |
| | 10.6 | | | 37.0 | | | 20.2 |
| | | Average speed per hour | | | | | |

Denton Division trains be governed by Dallas Division Time Table Page 1, and special rule No. 3-a, between Deny and Dallas Yard.

SHERMAN BRANCH

SOUTHWARD TRAINS

NORTHWARD TRAINS

| FOURTH CLASS | | Distance from St. Louis | TIME TABLE NO. 20-A | | Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel | FOURTH CLASS | |
|------------------|---------|-------------------------|---------------------------------------|--------------------------------|------------------------------------------------------------------------|------------------|---------|
| 55 Way | | | Effective 12:01 A. M. May 14, 1944 | | | 56 Way | |
| Daily Ex. Sunday | | STATIONS | | Daily Ex. Sunday | | | |
| AM | 6.00 | | Leave N | RAY | Arrive RA | WPTYOS Yard | PM 2.00 |
| | 6.25 | 662.5 | | 3.6 BIGGERSTAFF | | 9 | 1.40 |
| | 6.40 | 666.1 | | 5.5 ELLSWORTH | | 20 | 1.25 |
| | 7.05 AM | 671.6 | D Arrive | T&P Crossing SHERMAN | SN Leave | WBT YARD | 1.00 PM |
| | 8.4 | | | 9.1 | | | 9.1 |
| | | Average speed per hour | | | | | |

No. 55 IS SUPERIOR TO No. 56

MINEOLA DIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS

| FOURTH CLASS | | Distance from St. Louis | TIME TABLE NO. 20-A | | Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel | FOURTH CLASS | |
|----------------------------|----------|-------------------------|---------------------------------------|------------------------------|------------------------------------------------------------------------|--------------------|------------|
| 53 Mixed | | | Effective 12:01 A. M. May 14, 1944 | | | 54 Mixed | |
| Mondays Wednesdays Fridays | | STATIONS | | Tuesdays Thursdays Saturdays | | | |
| AM | 6.30 | 713.0 | Leave | GREENVILLE | Arrive | WOPTY Yard | PM 1.35 |
| | 6.45 | 714.0 | N | 1.0 HUNT | GE | Yard SP | 1.30 |
| f | 7.10 | 720.2 | | 7.2 T. & N. O. Crossing | | 8 | f 12.45 |
| s | 7.50 | 727.5 | D | 7.3 DIXON | | 83 | s 12.10 PM |
| s | 8.30 | 738.5 | D | 6.0 LONE OAK | NK | 36 | s 11.35 |
| s | 9.15 | 740.9 | D | 7.4 POINT | NO | 20 | s 10.55 |
| s | 10.20 | 750.4 | D | 9.5 EMORY | MY | 30 Y | s 10.00 |
| f | 10.35 | 751.0 | | 0.6 ALBA | AB | | f 9.50 |
| s | 11.05 | 758.5 | | 0.6 TSL Crossing | | 38 | s 9.20 |
| f | 11.35 | 761.5 | | 5.5 HOYT | | | f 8.45 |
| | 11.50 AM | 763.5 | D Arrive | 5.0 GOLDEN | US Leave | WOY Yard | 8.30 AM |
| | 9.5 | | | 5.0 STORAGE | | | 9.9 |
| | | Average speed per hour | | | | | |

TRAINS Nos. 53 AND 54 WILL HANDLE PASSENGERS, MAIL AND EXPRESS

Following Rules and Instructions govern operation of cabin type Interlocker at T. & P. crossing Mineola.

In order to line the plant up for M-K-T train movement, first pull lever No. 1 to full reverse and wait two minutes for unlock or until latch will go into place.

Then pull lever No. 2 and lever No. 3.

For southward movement pull lever No. 4.

For northbound movement pull lever No. 5.

Move signal lever No. 4 or No. 5 back to normal (stop) position while the train is between the home signals.

Caution: (If plant is lined for M-K-T movement and movement is not made, or if train movement through plant is completed before signal lever (4 or 5) is moved back to normal (stop) position, it will be necessary to work time release (so-marked) to restore plant to normal position.

To operate time release: Turn clockwise as far as will go, hold 5 seconds. Release and permit time release to run down (2 minutes).

All levers must be restored to normal position after train has cleared the plant.

In case of failure, make prompt wire report so superintendent of T&P at Fort Worth may be notified promptly and repairs made.

Cabin must be kept locked.

SPECIAL INSTRUCTIONS

1. NORTHWARD AND EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
 - 1-a. No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2. Other first class trains will clear time of Nos. 1 and 2 at least five minutes, except between and including Atkins and Dallas Union Station; and between Hillsboro and Waco, will clear these trains sufficiently in advance of their time to avoid delay by block signal indications.
 - 1-b. On Sherman Branch No. 55 is superior to No. 56.
 - 1-c. Third and fourth class and extra trains and yard engines will clear first class trains at least ten minutes, except between and including Pottsboro and Whitesboro; Ney interlocker and Ellis; Hillsboro and Bellmead; and Atkins and Dallas, inferior trains will clear superior trains sufficiently in advance of their time to avoid delay by automatic block signal indications.
 - 1-d. Northward trains that have time shown at Waxahachie will not pass M-K-T Junction in advance of time shown at M-K-T Junction.
2. All passenger trains (first class and passenger extras) report for orders before leaving Denison, Dallas Union Terminal, Whitesboro, Fort Worth, Winslow, Waco and Wichita Falls.
 - 2-a. All freight trains (third, fourth class and extra), report for orders before leaving Ray, Whitesboro, Winslow, Bellmead, North Yard—Wichita Falls, Dallas Yard, and Dallas General Office when no telegrapher on duty at yard.
 - 2-b. Southward trains starting from Ney will receive train orders and register check at Ney Tower; when ready to go four short sounds whistle answered by wig-wag of train order signal will be authority to move to the tower.
 - 2-c. Denton Division trains report for orders before leaving Denton; Mineola Division trains report for orders before leaving Hunt and Mineola, and Sherman Branch trains report for orders before leaving Sherman. CRI&P trains report for orders before leaving CRI&G Jct. and MKT Jct.
 - 2-d. First class trains and passenger extras register at Dallas Yard Office and Winslow by slip, except first class trains when displaying signals for following sections, stop and register unless instructed by train order to register by form 68.
 - 2-e. Register at Bellmead for third, fourth class and extra freight trains only.
 - 2-f. All trains register T. & N. O. Interlocker Ney by slip; except when displaying signals for following section, stop and register, unless instructed by train order to register by form 68.
 - 2-g. Dallas will not be considered as an initial or terminal station for first class schedules extending through between Denison and Winslow on combined pages 1, 2 and 3 of the Dallas Division under provision of Rule 4. Denison and Winslow will be the initial and terminal stations for such first class schedules.
3. Trains and engines use cross-overs between Dallas Jct. and Denison without train orders against overdue superior trains, provided automatic block indicators or signals show clear, otherwise under flag protection. Dallas Division trains use double track between Dallas Jct. and McCune without train orders, ahead of overdue superior trains.
 - 3-a. Trains and engines may proceed against overdue superior trains between Deny and Dallas Union Station when automatic block signals indicate proceed but must comply with rule 343 when signals indicate stop.

Movements from Denton Division to Dallas Division at Deny must not be made without flag protection when signal 7583 indicates stop.

Crossover movements Dallas Yard to Denton Division must not be made without flag protection when signals 7662, 7663 or 7583 indicate stop.

- 3-b. "When northbound automatic block signal at T&P-MKT Junction Whitesboro displays indication for movement of northward inferior train from T&P main track, northward inferior joint track train may proceed from T&P-MKT Junction to station at Whitesboro against overdue superior trains."
- 3-c. Second track opposite depot Greenville will be used as the siding at Greenville passenger station, and track east of water tank, known as L&A siding, Greenville, may be used for M-K-T trains to meet avoiding delay to L&A trains.
- 3-d. Northward trains will receive hand or lamp signal before fouling twin switches south end Denison passenger station yard.
- 3-e. Derail located ninety (90) feet north of running Track No. 1 Switch Warner Cut-off.
- 3-f. Derail located on Choctaw Division inbound main track 200 feet south of overhead bridge north end of Ray Yard. This is spring type derail which will permit southbound trains to trail through. Northbound movements cannot be made without derail being thrown by hand.

4. MAXIMUM SPEED (miles per hour), observing permanent slow boards and slow orders:

| Division | Passenger Trains | Komets | Other Freight and Mixed Trains |
|---------------------------------------|------------------|--------|--------------------------------|
| Dallas— | | | |
| Between Denison and Bells | 50 | | 40 |
| Between Bells and Celeste | 60 | | 40 |
| Between Celeste and Greenville | 50 | | 35 |
| Between Greenville and Rockwall | 60 | | 40 |
| Between Rockwall and Dallas | 50 | | 40 |
| Between Dallas and Hillsboro | 50 | 45 | 40 |
| Ft. Worth— | | | |
| Between Dallas Jct. and Pottsboro | 50 | | 30 |
| Between Pottsboro and Whitesboro | 60 | | 40 |
| Between Ft. Worth and M. P. 790 | 60 | 45 | 45 |
| Between Mile Post 790 and Winslow | 50 | 35 | 30 |
| Between Winslow and Bellmead | 60 | 45 | 40 |
| Henrietta— | | | |
| Between Whitesboro and Gainesville | 50 | | 40 |
| Between Gainesville and Wichita Falls | 50 | | 35 |
| Denton | 35 | | (Curves) 20 (Tangent) 25 |
| Sherman Branch | 20 | | 15 |
| Mineola | 20 | | 12 |
| District— | | | |
| Trains handling loaded oil tanks | | | 35 |
| Light engines, engines and cabooses | | | 35 |

SPEED RESTRICTIONS:

- 4-a. DALLAS DIVISION:
 - 20 miles per hour on Warner and Leigh cut-off.
 - 35 miles per hour for passenger and 20 for freight trains over T-P crossing Bells.
 - Trains and engines run at restricted speed on all tracks through and between Greenville and Hunt yard limits. The moving train will be held responsible. Trains or engines standing or moving under obscure conditions unprotected will be held equally responsible.

(Continued next page)

SPEED RESTRICTIONS—(Continued)

DALLAS DIVISION—(Continued)

20 miles per hour between home signals of automatic interlocking plant at Hunt.
 30 miles per hour between home signals of automatic interlocking plant at Garland and Whitewright.
 25 miles per hour over moveable point crossing frog just north of south end double track, South Dallas.
 20 miles per hour approaching Texas Electric crossing at Italy.
 30 miles per hour for passenger and 20 for freight trains approaching signals governing Texas Electric crossing at Hillsboro.

4-b. FT. WORTH DIVISION:

20 miles per hour on Ray-Pottsboro cut-off.
 Southward trains trail through spring switch south end double track Dallas Junction and not exceed 15 miles per hour, and northbound trains 15 miles per hour. Southward trains must not make reverse movement until switch lined by hand.
 Trains approach Whitesboro at restricted speed expecting to find Fort Worth and Henrietta Division main tracks occupied.
 Trains and engines run at restricted speed between T. & N. O. crossing south of Ney and north end of double track Fort Worth, expecting to find the main track and crossover at Magnolia Street occupied. Approaching train or engine will be held responsible.
 Northward trains trail through spring switch north end double track Fort Worth and not exceed 15 miles per hour, and southward trains 25 miles per hour. Northward trains must not make reverse movement until switch lined by hand.
 20 miles per hour over Cotton Belt crossing Bellmead.
 15 miles per hour through double track turnouts T. & N. O. and S. A. A. P. crossing Waco.
 15 miles per hour between Brazos River and Waco passenger station.

4-c. HENRIETTA DIVISION:

Trains and engines run at restricted speed between south yard limit board, South Yard, and north yard limit board, North Yard, Wichita Falls, expecting to find main track occupied.

4-d. DENTON DIVISION:

20 miles per hour over switches and derails between home signals of interlocking plant at Carrollton.
 41% freight and 33% passenger engines must not be doubleheaded nor exceed 10 miles per hour and other engines must not exceed 15 miles per hour over Bridge K-733.3.

4-e. Trains and engines not exceed 15 miles per hour over puzzle switch north of passenger station Denison.

4-f. Maximum speed engines backing up, with or without cars fifteen miles per hour except on Mineola Division and Sherman Branch 10 miles per hour.

4-g. Maximum speed entering or leaving Main Line turnouts, passenger trains twenty miles per hour, freight trains fifteen miles per hour.

4-h. The maximum speed of freight engines on passenger trains is forty miles per hour, except where speed limit for passenger locomotives is 60 miles per hour the maximum speed limit for freight engines on passenger trains is 50 miles per hour.

4-i. Maximum speed of switch engines, with or without cars 20 miles per hour.

4-j. Permanent Slow Boards with black numerals on yellow face are located on engineers side 12 feet from center line of Main Track, one-half mile in advance of that portion of track where speed is restricted. The first number indicates Speed Restriction for passenger trains, the second number, Speed Restriction for freight trains.

Where only one number is shown, it indicates the Speed Restriction for all trains. Resume speed boards, green face on black post is located at a point where normal speed is to be resumed.

4-k. 25 miles per hour Scale Test Car X-1658, to be moved only on local freight trains, just ahead of caboose on rear of train.

4-l. City ordinance speed restrictions:

| Station | Miles per hour | Station | Miles per hour |
|-------------------------|----------------|---------------------------------------------------------------|----------------|
| Dallas Division | | Ft. Worth Division | |
| Denison | 20 | Ft. Worth | 20 |
| Whitewright | 15 | Burleson | 15 |
| Trenton | 20 | Grandview | 16 |
| Greenville | 10 | Itasca | 12 |
| Caddo Mills | 20 | Abbott | 15 |
| Royse City | 15 | West | 30 |
| Garland | 18 | Waco | 20 |
| Dallas | 12 | Henrietta Division | |
| Lancaster | 12 | Gainesville | 15 |
| Waxahachie | 20 | Henrietta | 20 |
| Italy | 8 | Wichita Falls | 15 |
| Milford | 20 | Except 8 miles per hour over 7th St. and Iowa Park Crossings. | |
| Hillsboro | 18 | Sherman Branch | |
| Mineola Division | | Carrollton | 8 |
| Mineola | 10 | | |
| Denton Division | | | |
| Carrollton | 20 | | |

5. Trains cannot meet or pass at Leigh.

5-a. McDonald must not be used for meeting or passing trains.

6. Points to which Time applies:

- Hunt —Yard lead switch north of Wellington Street.
- Bellmead —For first class and passenger extras north end double track.
- Ney —For first class and passenger extras south end double track opposite roundhouse.
- Whitesboro—For Ft. Worth Division first class trains at the Ft. Worth-Henrietta Divisions junction switch. Passenger trains, regular and extra, meeting at Whitesboro will meet at the junction switch, unless otherwise directed.
- Pottsboro —For Northward trains crossover at Signal 6694.

7. Stations, tracks and spurs not shown on schedule:

| Station— | End at which track is connected to Main Track. | Car Capacity |
|--------------|------------------------------------------------|--------------|
| Kingston | (MP-D704.3) South end | 2 |
| Peniel | (MP-D711.3) North end | 7 |
| Lybrand | (MP-D727.2) North end | 15 |
| Thomas | (MP-D731.6) South end | 15 |
| Continental | (MP-D752.5) North end | 25 |
| Sargent | (MP-D770.8) South end | 10 |
| Perrin Field | (MP- 669.9) North end | 25 |
| Singiser | (MP- 806.4) South end | 10 |
| Chatt | (MP- 817.3) North end | 10 |
| Greer | (MP- 838.8) South end | 25 |
| Gilbough | (MP- 841.9) Located North end Bellmead Yd. | |
| Hope | (MP-G697.6) Both ends | 16 |
| Rosson | (MP-G761.5) Both ends | 10 |
| Huggins | (MP-G763.8) West end | 5 |
| Corinth | (MP-K727.6) Both ends | 15 |
| Raines | (MP-H738.5) North end | 2 |
| Ginger | (MP-H744.5) North end | 2 |
| Clearing | (MP-H747.3) North end | 2 |
| Ben | (MP-H760.1) South end | 12 |

7-a. Water tanks, other than those at stations shown on schedule page:

East Fork _____ Mile Post D-742
Ginger _____ Mile Post H-745.3

8. Following Yards protected by Yard Limit Boards:

| | | |
|------------|--------------------------|---------------|
| Denison | Winslow | Gainesville |
| Ray | Bellmead | Nocona |
| Greenville | Waco | Wichita Falls |
| Hunt | Ney | Alba |
| Dallas | Ft. Worth | Hoyt |
| Waxahachie | Denton (Denton Division) | Storage |
| Hillsboro | Whitesboro | Mineola |

9. Car capacities of tracks are exclusive of engine and caboose and based on average of 45 feet per car.

10. Bulletin books located at:

| | |
|-----------------------------|---------------------------------|
| DENISON— | BELLMEAD— |
| Telegraph Office Psgr. Sta. | Yard Office |
| Engineers' Wash Room | Engineers' Wash Room |
| Callers' Office | WACO— |
| Yard Office | Telegraph Office (Baggage Room) |
| RAY— | Engineers' Wash Room |
| Roundhouse Office | NEY— |
| Yard Office | Yard Office |
| GREENVILLE— | Engineers' Wash Room |
| Roundhouse Office | FT. WORTH— |
| HUNT— | Passenger Station |
| Yard Office | WICHITA FALLS— |
| DALLAS— | Telegraph Ofc. Freight Sta. |
| Roundhouse Office | Yard Office North Yard |
| Yard Office | Round House Office |
| Telegraph Office Psgr. Sta. | MINEOLA— |
| Engineers' Wash Room | Freight Station |
| Psgr. Sta. | |

Bulletin books for benefit of CRI&P employes maintained at Teague, and yard and roundhouse offices of Rock Island and FWDC at Ft. Worth.

10-a. Standard Clocks located at:

| | |
|------------------------------|-----------------------------|
| DENISON— | BELLMEAD— |
| Telegraph Office Psgr. Sta. | Dispatchers' Office |
| Dispatchers' Office | WINSLOW |
| RAY— | Telegraph Office |
| Yard Office | NEY— |
| Roundhouse Office | Yard Office |
| GREENVILLE— | Engineers' Wash Room |
| Roundhouse Office | FT. WORTH— |
| HUNT— | Passenger Station |
| Yard Office | WICHITA FALLS— |
| DALLAS— | Teleg. Ofc. Freight Station |
| Yard Office | Yard Office |
| Teleg. Ofc. Gen'l Ofc. Bldg. | MINEOLA— |
| Teleg. Ofc. Passenger Sta. | Freight Station |
| WACO— | |
| Teleg. Ofc. (Baggage Rm.) | |

10-b. Watch Inspectors:

American Railroad Time Service Company, 720 Olive St. St. Louis.

| Name | Address | Name | Address |
|----------------------|------------------------------|--------------|----------------------------|
| Balfour Jewelry Co., | 1707 Main St., Dallas, Texas | G. W. Haltom | _____ Wichita Falls, Texas |
| Dallas Watch Co., | 1110 Main St., Dallas, Texas | W. B. Kinne | _____ Gainesville, Texas |
| J. B. Rockwell | _____ Denison, Texas | G. W. Haltom | _____ Ft. Worth, Texas |
| T. B. Bond | _____ Hillsboro, Texas | Taylor Bros. | _____ Greenville, Texas |
| T. A. Armstrong | _____ Waco, Texas | Flynts | _____ Mineola, Texas |

11. Automatic Block Signals in service as follows:

Denison-Ray Terminal—

Between Staley and Denison Passenger Station
" Staley and Ray via Warner Cut-off
" Dallas Jct. and Mirick Ave., Denison
" Ray and Dallas Jct., via Warner Cut-off
" Ray and Pottsboro via Ray-Pottsboro Cut-off
" Leigh and McDonald

Ft. Worth Division—

Between M.P. 667.5 and Whitesboro
" M.P. 759.5 and M.P. 790.8
" M.P. 810 and Waco

Dallas Division—

Between Leigh and McDonald
" M.P. D712.1 and M.P. D712.8
" M.P. D713.5 and M.P. D714.0
" M.P. D756 and Dallas Yard
" M.P. D769 and M.P. D772
" M.P. D797.9 and M.P. D799.4
" M.P. D831 and Winslow

11-a. If held by Home Signal at: Communicate with:
Dallas Junction _____ Train Dispatcher by telephone
Signal 6605 _____ Train Dispatcher by telephone
South End Ray _____ Telegrapher Pottsboro by telephone
Signal 6600 _____ Telegrapher Frisco Jct. by telephone

11-b. Movements between Ray and Pottsboro via Ray-Pottsboro Cut-off; between Ray and Staley via Warner Cut-off, and between Ray and Dallas Jct. via Warner Cut-off will be made on signal indication, except that southward trains via Ray-Pottsboro Cut-off notify telegrapher at Pottsboro before entering block.

11-c. Electrically Controlled Switches at:

Pottsboro Junction
Pottsboro—south end siding.
Whiteboro—T&P-MKT Junction
Winslow—Dallas Division and Ft. Worth Division Junction.
Bellmead—North end double track.

11-d. Double Track:

Between Denison and just south of Dallas Junction.
Between Santa Fe Interlocker Dallas M.P. D768.9 and M.P. D769.3.
Between Bellmead and Waco except over Brazos River Bridge.
Between Ft. Worth M.P. 757.4 (Broadway St.) and Ney, opposite Roundhouse.

11-e. Northward trains and engines stop to clear north end double track Ft. Worth until given interlocker signal.

11-f. South crossover switch at signal 6694 Pottsboro must be kept lined for siding.

11-g. South crossover switch main line to Bellmead Cut-off at Gilbough must be left lined for yard lead.

11-h. Interlocker home signal for northward trains governing T. & N. O. crossing just north of Brazos River Bridge, Waco, located on left side of track.

- 11-i. Double track extends between Mile 843.0 Bellmead and Mile 844.6 Single track extends over Brazos River Bridge between Mile 844.6 and Mile 844.9. Double track extends between Mile 844.9 Waco and Mile 853.1 Hewitt. On double track, double track rules will govern, except between Mile 844.9 and Mile 846.0, use track for which switches are lined. All trains and engines including yard engines, and engines in charge of hostlers, will run under control between Mile 843.0 Bellmead and Mile 846.0 Waco, expecting to find main track occupied. The moving train or engine will be held responsible, except that where automatic block signals are in service, automatic block signal rules will govern. Trains or engines, standing, or moving, under obscure conditions, unprotected by flagman, ample distance for safety, will be held equally responsible. All trains and engines, including yard engines and engines in charge of hostlers between Mile 843.0 Bellmead, and Mile 846.0 Waco, will run ahead of overdue superior trains on double track, and when receiving clear Interlocker signals ahead of or against overdue superior trains on single track without orders, but must ascertain location of superior trains when necessary to avoid delaying them. DeLeon Division train No. 35 will use main track from Waco passenger station to Gilbough and be governed by automatic block signals from North end of double track (Mile 843.0) to Gilbough. Check North Texas Dist. register and avoid delay overdue first class trains; obtain orders against such opposing trains when overdue. DeLeon Division train 36 use either northward or southward, main track from T&NO crossing (Mile 844.6) North of Brazos River Bridge to Waco Passenger Station, backing up. If track is lined by interlocker at Brazos River Bridge for northward track, No. 36 will back down northward track to switch leading into ice track, and use ice track to station, leaving switch properly lined for northward main.
12. Interlocker Santa Fe crossings, South Dallas, controls movements between south end Union Terminal tracks and south end MKT double track. All movements will be governed by signal indications via any route except for southward movements approaching signal bridge 610 feet north of Forest Avenue, green will indicate route lined for MKT and yellow for T&NO or MKT. Trains for MKT not to accept yellow indication if switches lined for T&NO, and, except as otherwise provided herein, yard rule restrictions will apply to all movements within these limits.
- At Bellmead, switch at north end of double track is electrically controlled by operator in Bellmead telegraph office, interlocking rules governing: When home signals are inoperative, "call-on" light located on top of instrument case at switch permits movement through switch after communicating with operator and then observing that switch points are properly set. Phone in booth at switch for communicating with operator.
- 12-a. Interlocker dwarf signal governing southward movements from siding to main track Celeste located on west side of passing track.
- 12-b. Engines larger than 41% freight and 33% passenger must not be run over Denton Division. Engines larger than 33% freight and 26% passenger must not be run over Sherman Branch and Mineola Division.
- 12-c. Loaded cars, gross weight car and contents exceeding 169,000 pounds (85 tons) must not be handled over the Mineola, Denton and Sherman Divisions.
- 12-d. Between Denison and Wichita Falls, Denison-Waco via Dallas or Ft. Worth Division including T. P. joint track Whitesboro to Ft. Worth MKT engines of any class may be double-headed. Time table speed restrictions of M-K-T and T. P. to govern.
13. The following main track bridges and structures will not clear man on side of car as the horizontal clearance, between points 4 feet and 16 feet above top of rail, is less than 7 feet 4½ inches:
- Bridge 784.3;
 Bridge H-722.8;
 FWDC joint track bridge 114.73, Wichita River, Wichita Falls;
 Highland Park passenger shed;
 Dallas passenger shed.
 Swinging spouts on water tanks;
 All mail cranes when pouches are hung.
- 13-a. The following main track bridges and structures will not clear man on top of car as they do not have vertical clearance of 21 feet 6 inches:
- Signal bridge M.P. D-766.6, Dallas;
 Oak Cliff viaduct M.P. D-767.5, Dallas;
 Street Railway viaduct M.P. D-767.5, Dallas;
 I&GN overpass Italy M.P. D-812.7;
 Hattie St. viaduct Ft. Worth M.P. 757.45;
 Allen Ave. viaduct Ft. Worth M.P. 758.5, northbound main track;
 Bridge K-733.3;
 Ft. Worth passenger shed;
 Dallas passenger shed.
- 13-b. Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and that there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also that it is dangerous to be on the side of a car while passing through bridges, buildings, platforms and other structures alongside main and other tracks.
14. Abbreviations:
 W—Water. Y—Wye.
 C—Coal. P—Telephone.
 O—Oil. D—Day Telegraph Office.
 T—Turntable. N—Day and Night Telegraph Office.
 S—Track Scales. NO—Night Telegraph Office Only.
15. Dallas Union Terminal Time Table governs between Dallas Yard and Santa Fe Interlocker South Dallas. Fort Worth and Denver Time Table governs between Wichita Falls and Denver Junction. T & P Time Table governs between Whitesboro and Fort Worth.
- 15-a. Employees of Chicago, Rock Island & Pacific Railway Company are subject to the Rules, Time Tables and Special Instructions of the Missouri-Kansas-Texas Railroad Company of Texas while operating over its tracks.
16. Following Stops For Revenue Passengers Only.
 Flag stops not shown on schedule page:

| Train | Station | Train | Station |
|-------|----------|--------|----------|
| 3, 6 | Kingston | 53, 54 | Ginger |
| 3, 6 | Peniel | 53, 54 | Clearing |

- 16-a. Nos. 7 and 27 stop at any station to discharge revenue passengers from north of Muskogee and from Frisco train 507.
- 16-b. No. 4 stop at any point between Dallas and Denison to discharge revenue passengers from Dallas or beyond, and to receive revenue passengers for Tulsa.
- 16-c. Nos. 5 and 25 stop any station to discharge revenue passengers from Kansas City; also from stations St. Louis to South Mound, inclusive.
- 16-d. Nos. 6 and 26 stop any station to receive revenue passengers for Kansas City; also for stations South Mound to St. Louis, inclusive.
- 16-e. Nos. 5 and 6 stop on flag at Hillsboro to pick up or discharge revenue passengers destined to or from Dallas or beyond.
- 16-f. No. 24 stop stations between Hillsboro and Ft. Worth to discharge revenue passengers from points south of Waco, and to pick up revenue passengers for stations where Nos. 24 and 4 are scheduled to stop.
- 16-g. No. 24 stop at any station north of Ft. Worth to discharge revenue passengers from Ft. Worth and south, and to receive revenue passengers for Tulsa and regular stops north of Denison.
- 16-h. Nos. 5 and 25 stop any point between Denison, Dallas and Ft. Worth to discharge revenue passengers from stations north of Denison; also No. 5 stop at any station between Denison and Dallas to discharge revenue passengers—originating on northwestern district and Henrietta division.
- 16-i. Nos. 3 and 23 stop any station in Texas to discharge passengers from Kansas City and beyond, including passengers holding drovers return tickets.
- 16-j. No. 8 stop at Bells to pick up revenue passengers for Muskogee and beyond.
- 16-k. No. 5 stop at Whitewright, Trenton, Leonard, Celeste, Royse City, Rockwall and Garland to pick up revenue passengers for Waco and beyond, when advance arrangements are made.
- 16-l. No. 11 stop at Alvarado to receive revenue passengers for regular or flag stops of No. 11 south of Alvarado and for connections Nos. 1 and 3 at Waco.
- 16-m. No. 25 stop at Pottsboro, Hanger and Sadler to discharge revenue passengers, and to receive revenue passengers for regular or flag stops of No. 25 south of Denison.
- 16-n. Nos. 31 and 38 stop on flag at stations between Denison and Whitesboro to pick up or discharge revenue passengers destined to or from stations on the Henrietta Division.
17. Engine whistle signal code at Interlocking Plants except those listed below:
- | | | |
|---------------------------------------------------------------|-------|----------|
| Main Track to Main Track | _____ | _____ |
| Main Track to Passing Track | _____ | o _____ |
| Passing Track to Main Track | _____ | o _____ |
| Main Track to Industry or Transfer Track | _____ | oo _____ |
| Industry or Transfer Track to Main Track | _____ | oo _____ |
| Main Track to Branch Line or to Main Track of Other Railroad | _____ | oo _____ |
| Branch Line or Main Track of other Railroad to MKT Main Track | _____ | oo _____ |
| Enginemen notifying Towerman cannot accept signal | _____ | ooooo |
- On double track, above signals govern with the current traffic.

Engine Whistle Signal Code—Continued

On Double Track:

Main to Main against current of traffic _____ o _____ o
 Main to Main through crossover _____ o _____ oo

Engine whistle signal code for Leigh Interlocking Plant just south of Denison Passenger Station.

MKT Northbound:

Main Track _____
 Cut off _____ o

MKT Southbound:

Main Track _____

Engine whistle signals for T&NO Interlocking Plant Waco:

Southbound Main to Single Main
 (Main Track to Main Track) _____

Single Main to Northbound Main
 (Main Track to Main Track) _____

Northbound Main to Single Main
 (Irregular Route) _____ o _____ o

Single Main to Southbound Main
 (Irregular Route) _____ o _____ o

Main Track to Cotton Belt _____ o _____

18. TONNAGE RATING INSTRUCTIONS

When weight of load not obtainable, use following tonnage figures:

| | Weight of Car and Contents Tons | Weight of Freight Tons |
|--------------------------------------------|------------------------------------------|---------------------------------|
| Perishables moving under ice | 45 | 16 |
| Perishables in refrigerators not under ice | 42 | 16 |
| Refrigerators loaded with LCL merchandise | 35 | 3 |
| Other cars loaded with LCL merchandise | 27 | 3 |
| Live Stock without bedding | 35 | 11 |
| Live Stock—bedded car | 37 | 11 |
| Live poultry | 36 | 10 |

When actual weights obtained on perishable loads in refrigerators moving under refrigeration add 3 tons for ice.

Actual Weight of Cabooses:

| | Tons |
|---------------------------------------------------------------|------|
| Cabooses 375 to 723 inclusive, and 100014 to 100051 inclusive | 18 |
| Cabooses 751 to 795 inclusive | 21 |
| Cabooses 796 to 870 inclusive | 25 |

Tonnage figures for light weights of system coal cars in series shown, and on foreign cars of similar type:

| | Tons |
|-----------------------------|------|
| 40,000 series—hopper bottom | 28 |
| 40,500 series—hopper bottom | 31 |
| 41,000 series flat bottom | 24 |

When stencilled tare weights are secured by actual check, actual tonnage figures must be shown on wheel reports and wheel reports endorsed accordingly, in order that Car Accountant will not use arbitrary figures shown below:

| | Tons | | Tons |
|------------------------|------|---------|------|
| Auto | 26 | Refrg. | 26 |
| Box | 22 | Stock | 20 |
| Coal (except as above) | 20 | Tank | 21 |
| Flat | 18 | Ballast | 21 |
| LPT | 26 | Cinder | 19 |

For loaded and empty stock cars containing bedding add 2 tons for bedding.

TONNAGE RATINGS

| Locomotives | | 64% Booster | | | 64% | | 57% | | 47% | | 32% | | |
|---------------|---------------|--------------------|----------------|-------------|----------------|-------------|----------------|-------------|----------------|-------------|----------------|-------------|--------|
| From | To | Adjustment Tons | Rating Tons | No. Cars | Rating Tons | No. Cars | Rating Tons | No. Cars | Rating Tons | No. Cars | Rating Tons | No. Cars | |
| Ray | Ney | 5 | 2500 | 62 | 2110 | 53 | 1890 | 47 | 1590 | 40 | 1080 | 27 | |
| Ray | Pilot Point | 7 | 3000 | 75 | 2500 | 63 | 2225 | 56 | 1855 | 46 | 1255 | 31 | Excess |
| Ney | Ray | 5 | 2050 | 51 | 1850 | 46 | 1650 | 41 | 1360 | 34 | 925 | 23 | |
| Whitesboro | Ray | 7 | 3100 | 78 | 2650 | 66 | 2350 | 59 | 1940 | 49 | 1320 | 33 | Excess |
| Whitesboro | Wichita Falls | 5 | 2500 | 63 | 2050 | 51 | 1840 | 46 | 1590 | 40 | 1080 | 27 | |
| Ringgold | Wichita Falls | 6 | 2700 | 68 | 2300 | 58 | 2050 | 51 | 1790 | 45 | 1215 | 30 | Excess |
| Wichita Falls | Whitesboro | 7 | 3100 | 78 | 2650 | 66 | 2350 | 59 | 1940 | 49 | 1320 | 33 | |
| Ray | Dallas | 6 | 2850 | 71 | 2380 | 60 | 2120 | 53 | 1750 | 44 | 1190 | 30 | |
| Whitewright | Rockwall | 12 | 4400 | 110 | 3675 | 92 | 3270 | 82 | 2770 | 68 | 1880 | 47 | Excess |
| Dallas | Royse City | 5 | 2300 | 58 | 1925 | 48 | 1715 | 43 | 1485 | 37 | 1070 | 27 | |
| Royse City | McDonald | 10 | 3780 | 95 | 3150 | 97 | 2800 | 70 | 2300 | 58 | 1560 | 39 | |
| McDonald | Ray | 5 | 1950 | 49 | 1680 | 42 | 1300 | 35 | 1165 | 29 | 860 | 22 | |
| Dallas | Winslow | 5 | 2575 | 64 | 2200 | 55 | 1950 | 49 | 1610 | 40 | 1100 | 28 | |
| Winslow | Dallas | 5 | 2250 | 56 | 1900 | 48 | 1700 | 43 | 1500 | 38 | 1070 | 27 | |
| Ney | Bellmead | 6 | 3100 | 80 | 2550 | 63 | 2050 | 51 | 1650 | 41 | 1150 | 29 | |
| Grandview | Bellmead | 9 | 4500 | 113 | 3900 | 98 | 3500 | 88 | 2800 | 70 | 1960 | 49 | Excess |
| Bellmead | Ney | 6 | 3050 | 76 | 2600 | 65 | 2300 | 58 | 1840 | 46 | 1290 | 32 | |
| Dallas | Denton | 5 | | | | | | | | | 1050 | 26 | |
| Denton | Dallas | 5 | | | | | | | | | 1200 | 30 | |
| Lewisville | Dallas | 5 | | | | | | | | | 1550 | 39 | Excess |
| Ray | Sherman | 5 | | | | | | | | | 935 | 23 | |
| Sherman | Ray | 5 | | | | | | | | | 935 | 23 | |
| Hunt | Mineola | 5 | | | | | | | | | 1100 | 28 | |
| Mineola | Hunt | 5 | | | | | | | | | 1150 | 29 | |

Ratings are for trains containing number of cars listed. For each additional car deduct from rating, or for each car less, add to rating, the amount shown in adjustment columns, to give correct rating for trains of varying length.

SPEED TABLE

| Speed Per Hour | TIME OF PERFORMANCE | | | Speed Per Hour | TIME OF PERFORMANCE | | |
|----------------------|---------------------|--------|--------|----------------------|---------------------|--------|--------|
| | ¼ Mile | ½ Mile | 1 Mile | | ¼ Mile | ½ Mile | 1 Mile |
| Miles | M.S. | M.S. | M.S. | Miles | M.S. | M.S. | M.S. |
| 10 | 1 30 | 3 0 | 6 00 | 36 | 0 25 | 0 50 | 1 40 |
| 11 | 1 21 | 2 43 | 5 27 | 37 | 0 24 | 0 48 | 1 37 |
| 12 | 1 15 | 2 30 | 5 00 | 38 | 0 23 | 0 47 | 1 34 |
| 13 | 1 09 | 2 18 | 4 37 | 39 | 0 23 | 0 46 | 1 32 |
| 14 | 1 04 | 2 08 | 4 17 | 40 | 0 22 | 0 45 | 1 30 |
| 15 | 1 00 | 2 00 | 4 00 | 41 | 0 21 | 0 43 | 1 27 |
| 16 | 0 56 | 1 52 | 3 45 | 42 | 0 21 | 0 42 | 1 25 |
| 17 | 0 52 | 1 46 | 3 31 | 43 | 0 20 | 0 41 | 1 23 |
| 18 | 0 50 | 1 40 | 3 20 | 44 | 0 20 | 0 40 | 1 21 |
| 19 | 0 47 | 1 34 | 3 09 | 45 | 0 20 | 0 40 | 1 20 |
| 20 | 0 45 | 1 30 | 3 00 | 46 | 0 19 | 0 39 | 1 18 |
| 21 | 0 42 | 1 25 | 2 51 | 47 | 0 19 | 0 38 | 1 16 |
| 22 | 0 40 | 1 21 | 2 43 | 48 | 0 18 | 0 37 | 1 15 |
| 23 | 0 39 | 1 18 | 2 36 | 49 | 0 18 | 0 36 | 1 13 |
| 24 | 0 37 | 1 15 | 2 30 | 50 | 0 18 | 0 36 | 1 12 |
| 25 | 0 36 | 1 12 | 2 24 | 51 | 0 17 | 0 35 | 1 10 |
| 26 | 0 34 | 1 09 | 2 18 | 52 | 0 17 | 0 34 | 1 09 |
| 27 | 0 33 | 1 06 | 2 18 | 53 | 0 17 | 0 34 | 1 08 |
| 28 | 0 32 | 1 04 | 2 08 | 54 | 0 16 | 0 33 | 1 07 |
| 29 | 0 31 | 1 02 | 2 04 | 55 | 0 16 | 0 32 | 1 06 |
| 30 | 0 30 | 1 00 | 2 00 | 56 | 0 16 | 0 32 | 1 05 |
| 31 | 0 29 | 0 58 | 1 56 | 57 | 0 15 | 0 31 | 1 04 |
| 32 | 0 28 | 0 56 | 1 52 | 58 | 0 15 | 0 31 | 1 03 |
| 33 | 0 27 | 0 54 | 1 49 | 59 | 0 15 | 0 30 | 1 02 |
| 34 | 0 26 | 0 53 | 1 45 | 60 | 0 15 | 0 30 | 1 00 |
| 35 | 0 25 | 0 51 | 1 42 | | | | |