

SAFETY FIRST

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY OF TEXAS

DENISON-RAY TERMINAL

EMPLOYEES' TIME TABLE No. 21

Effective Sunday, February 4, 1945
At 12:01 O'Clock A. M., Central Standard Time

This Time Table is Supplementary to, but does not affect the class or superiority of trains as shown in Southern District Time Table No. 21 and North Texas District Time Table No. 21

FOR EMPLOYEES ONLY

C. W. CAMPBELL
SUPERINTENDENT

R. L. MARTIN
ASST. SUPERINTENDENT

J. A. SINGISER
CHIEF DISPATCHER

SOUTHWARD FIRST CLASS										Distance from St. Louis	Time Table No. 21 Effective 12:01 A.M. February 4, 1945	Siding Copy Cars Telephone Scales Water Turn Table Wye Fuel	NORTHWARD FIRST CLASS									
25	5	23	3	31	1	11	27	7	507				508	26	6	12	2	38	18	8	24	4
Flyer	Flyer	Limited	Limited	Texas Special	Texas Special	Texas Special	Blue-bonnet	Blue-bonnet	Frisco	Frisco	Flyer	Flyer	Texas Special	Texas Special	Blue-bonnet	Blue-bonnet	Blue-bonnet	Limited	Limited			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
										653.2												
										655.9												
										661.9												
										660.9												
										661.8												
										662.5												
										662.8												
										668.8												
										669.6												
										661.6												
										666.0												
										668.7												
25	5	23	3	31	1	11	27	7	507													

SPECIAL INSTRUCTIONS

The Denison-Ray Terminal embraces the territory between the yard limit board North of Staley, yard limit board South of McDonald and yard limit board South of Pottsboro Jct.

Denison-Ray Terminal Time Table is Supplementary to Southern District Time Table and North Texas District Time Table.

Northward trains will receive hand or lamp signal before fouling twin switches south end of Denison Passenger Station yard. Northward trains Ft. Worth Division will receive hand or lamp signal before passing fouling point at end of double track Denison yard.

Trains and engines must not exceed 15 miles an hour over Puzzle Switch north of passenger station Denison.

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

Maximum speed of trains on Warner, Leigh and Pottsboro cut-off 20 miles per hour.

Trains cannot meet or pass at Leigh.

McDonald must not be used for meeting or passing trains.

Trains and engines and yard engines run at restricted speed between Ray and Dallas Jct.—Dallas Jct.—Denison and Leigh and approach cross overs Dallas Jct., Biggerstaff and McCune expecting to find cross overs on main track occupied.

Trains and engines use cross-overs between Dallas Jct. and Denison without train orders against overdue superior trains, provided automatic block indicator 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.

Frisco south bound passenger trains enter and Frisco north bound passenger trains leave Denison Passenger station at connection North of Denison Passenger Station. Frisco South Bound Passenger trains leave and Frisco North bound passenger trains enter Denison passenger station through interlocking plant South end Denison passenger station yard. Frisco passenger trains will not enter main track at connection North of Denison passenger station if automatic Block Signals indicate a train in the immediate block or the block in advance, except by having flagman precede train protecting it in accordance with M-K-T Rules.

Derailing Switch on Choctaw Division Main Track between North end Denison passenger station and Frisco connection. South bound trains trail through point. North bound trains line switch before passing over it and reset for derail unless switch in charge of Denison Yard Men.

The general rules governing air brake cars in trains apply to yard drags between McDonald, Staley, Denison and Ray.

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

Automatic Block signals equipped with HOME signal or square end blades, must not be passed while in stop position, without first communicating with those indicated, to ascertain whether any opposing movements, and if no opposing movements, for permission to proceed by having flagman precede train through block.

Home Signal at:
 Dallas Junction
 Signal 6605

South End Ray
 Pottsboro Junction
 Signal 6694
 Signal 6690

Movements without time table or train order authority will be made between Ray and Pottsboro via Pottsboro Cut-off, and between Ray and Staley via Warner Cut-off, and between Ray and Dallas Junction via Warner Cut-off, on clear signal indications except that southward trains via Pottsboro Cut-off will notify Telegrapher at Pottsboro before entering block.

Switches at Pottsboro Junction and south end Pottsboro passing track are electrically controlled and must not be handled by Trainmen without permission of Telegrapher at Pottsboro. The maximum speed through these switches will be 15 miles per hour on turn out movements.

Southward movement via Pottsboro Cut-off: Signal 666.3 located on Pottsboro Cut-off just north of cross-over switch at Pottsboro Junction will govern the movement of Southward trains to Pottsboro. The top blade will control movement to main track and lower blade siding.

Northward movement via Pottsboro Cut-off: Northward trains into Ray, unless otherwise instructed by signal indications, will use main track to Pottsboro Junction. When using siding will move through siding to Signal 669.4 which governs movement from siding to Pottsboro Cut-off.

Movement of Southward Passenger Trains Denison to Pottsboro: Southward trains holding meet order and that are required to take siding by time table authority at Pottsboro will head in siding at Signal 670.0 and head out through cross-over at Signal 669.4.

Movement of Northward Passenger Trains Pottsboro to Denison: Passenger trains holding meet order at Pottsboro and that are required to take siding by time table authority at Pottsboro will head in siding at Signal 670.0 and head out through cross-over at Signal 669.4.

The South cross-over switch at Signal 669.4 must be kept lined for siding.

These Rules must not be interpreted as authority for starting or making reverse movements within limits of these signals, without protection of flagman, sufficient distance to prevent accident nor offered as an excuse by

Communicate With:
 Train Dispatcher by telephone
 Train Dispatcher by telephone from North End Yard Masters Office Ray.
 Telegrapher Pottsboro by telephone
 Telegrapher Pottsboro by telephone
 Telegrapher Staley by telephone

Inferior trains or engines delaying first class trains.
 Derail located ninety (90) feet north of Running Track No. 1 Switch Warner Cut-off. Southward trains must not make reverse movement without lining derail.

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.

Northward signal 6632 on east side Ft. Worth division main line opposite Old Ray Yard, about 50 feet south of double track switch, located south of Dallas Jct. at north end Old Ray, governs northward movements over spring switch. Northward trains not exceed 15 miles and southward trains 15 miles per hour over switch. Southward trains cannot make backup movement without switch being thrown by hand.

Southward Ft. Worth Division Trains and Engines moving from Denison or Dallas Junction to Pottsboro via Ft. Worth main track will be handled by train orders.

Interlockers located as follows:
 Dallas Cut-off at Leigh.

T&NO crossing on Dallas Cut-off and T&NO crossing with Dallas main track protected by interlocker signals and derails.

M-K-T and Frisco tracks crossing Red River bridge at North and South Frisco Jct. at Staley protected by interlocker signals and derails.

WHISTLE CODE FOR INTERLOCKING PLANT JUST SOUTH OF DENISON PASSENGER STATION

M-K-T North Bound:
 Main track—one long blast.
 Cut-off—one long and one short blast.

M-K-T South Bound:
 Main track—one long blast.

T&NO North Bound:
 Main track—one long blast.

Via Depot—one long, one short, one long and one short blast.
 For KO&G connection—four short blasts.

T&NO South Bound:
 Main track—one long blast.

Via Depot—one long, one short, one long and one short blast.
 For KO&G connection—four short blasts.

Interlocking signals when cleared in response to above calls must be answered as per Rule 14-G.

LOCOMOTIVES		TONNAGE RATINGS										
FROM	TO	64% Booster	64%	57%	47%	32%						
		Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars		
Staley.....	Ray.....	5	2700	67	2250	56	2050	51	1680	42	1180	30
McDonald.....	Ray.....	5	1950	49	1680	42	1300	35	1165	29	860	22