

# MISSOURI-KANSAS-TEXAS RAILROAD COMPANY OF TEXAS

**SAFETY**

**NORTH TEXAS DISTRICT**

**FIRST**

## EMPLOYEES' TIME TABLE No. 6

**Effective Sunday, June 6, 1926**

At 12:01 O'clock A. M. Central Standard Time

**Superseding Previous Time Tables and Supplements**

**For Employes Only**

**E. E. HANNA**  
Superintendent

**O. W. CAMPBELL,**  
Superintendent Car Service

**H. E. McGEE,**  
General Manager

**W. M. WHITENTON,**  
Vice President



SOUTHWARD TRAINS

DALLAS DIVISION

SOUTHWARD TRAINS

FOURTH CLASS			THIRD CLASS		Siding Capacity Cars, Telephone, Seales, Water, Turn Table, Wye, Fuel	Distance from St. Louis	Time Table No. 6 Effective 12:01 A. M. June 6, 1926	FIRST CLASS				SECOND CLASS		
95 Way Tues. Thurs., Saturdays	93 Way Mon., Wed., Fridays	97 Way Mon., Wed., Fridays	77 Mds. Daily	79 Mds. Daily				3 Limited Daily	1 Texas Special Daily	5 Flyer Daily	7 11 O'clock Katy Daily	49 11 O'clock Katy Daily	103 H. & T. C. Passenger Daily	47 Wichita Falls Passenger Daily
	7.00 AM			10.00 PM		660.9	Leave N RAY Leave RA	AM	AM	PM				
	7.40			10.50	P	661.6	N H&T-C DENISON Interlocker DN	L 4.40	L 10.30	L 4.15				
	7.55			11.05	65 P	666.0	LAMAR 4.4 Auto Block Signals	4.42	10.32	4.18				
	8.05			11.15	80 P	668.7	BONA 2.7	4.48	10.39	4.24				
	8.50			11.40	53 P	674.3	N T&P TERRACE 5.6 Interlocker X	4.52	10.43	4.28				
	11.02 1 6			12.27 AM 4	63 WP	681.3	BELLS 7.0	5.05	10.51	4.41				
	11.50			12.50	38 P	688.1	N StLSW WHITEWRIGHT 6.8 Interlocker WH K	5.17	11.02 93	4.53				
	12.45 PM			1.15	44 WP	694.6	D TRENTON 6.5	5.26	11.11 92	5.03				
	1.35			1.40 76	83 YP	701.2	D LEONARD 6.6 NR	5.39	11.20	5.18				
	2.15			1.58	51 P	707.5	N GC&SP CELESTE 6.3 Interlocker RD	5.48	11.28	5.27				
	2.40			2.13	WYTPOC Yard	713.0	N KELLOGG 5.5	5.59	11.36	5.39				
L 7.40	A 2.50			2.25	Yard S-P	714.0	N GREENVILLE 1.0 FS	6.20	11.45	6.05				
7.55	PM			2.33	59 P	715.9	N HUNT 1.9 Interlocker GE	6.25	11.50	6.10				
8.20				2.48	67 P	721.6	N StLSW AOHESON 6.7	6.28	11.53	6.19 2				
9.21 6				3.10	60 P	730.3	D CADDO MILLS 8.7 CM	6.37	12.01 PM	6.29				
9.55				3.20	40 P	734.1	D ROYSE CITY 3.8 RY	6.49	12.12 94	6.40				
10.45				3.32	38 P	738.7	FATE 4.6	6.59	12.17	6.50				
11.30				3.55	54 P	746.5	D ROOKWALL 7.3 RK	7.07	12.23	6.57				
12.25 PM				4.10	67 P	750.9	D ROWLETT 4.4 Interlocker VY BE	7.22	12.35	7.11				
12.49 1				4.20	60 P	754.1	N GC&SP GARLAND 3.2	7.32	12.43	7.20				
1.25				4.43	103 P	761.4	BETHARD 7.3	7.40	12.49 95	7.28				
1.30				4.47	P	762.5	N H&T-C URBAN 1.1 Interlocker HY	7.52	1.00	7.39				
					P	763.3	H. & T. C. JOY. 0.8	7.55	1.02	7.41				
1.45	AM		PM	4.57		766.2	HIGHLAND PARK 2.9 Auto Block Signals	8.00	1.05	7.45				
A 1.50	L 7.30 6-8		8.50	A 5.00	WPTC YOS	766.8	D DENY 0.6	8.06	1.10	7.51	L 6.50	6.55	L 9.25	
PM					P	767.2	N T&P DALLAS YARD 0.4 Crossing DY	8.07	1.12	7.52	6.52	6.57	9.27	
						767.2	N DALLAS UNION STATION 2.1 Interlocker UT	8.10 6-104	1.15	7.55	6.55	6.57	9.27	
						769.3	N GC&SP END OF DOUBLE TRACK 3.4	8.45	1.20	8.40	L 11.00	A 7.00	A 9.30	
						772.7	H&T-C HONEY SPRINGS 9.0 Crossing CA	8.50	1.24	8.45	11.04	PM	PM	
						781.7	D LANCASTER 5.3	8.58	1.31	8.56 4	11.10			
						787.0	ELVA 1.0	9.14	1.44	9.09	11.22			
						788.0	RED OAK 3.2	9.23	1.61	9.17	11.29			
						791.2	STERRETT 3.4	9.25	1.53	9.19	11.31			
						794.6	N H&T-C SOLON 3.5 Interlocker WA	9.32 97	1.57	9.24	11.36			
						798.1	WAXAHACHIE 4.9	9.37	2.02	9.29	11.41			
						803.0	KIPLING 4.3	9.42 96	2.07	9.34	11.46			
						807.3	D FORRESTON 5.8 SN	9.55	2.13	9.44	11.52			
						813.1	D ITALY 5.2 BG	10.05	2.19	9.50	11.58			
						818.3	D MILFORD 7.5 M	10.15	2.26	9.59	12.06 AM			
						825.8	N StLSW-T&BV-7.4 Interlocker HO	10.25	2.33	10.07	12.13			
						833.2	HILLSBORO 1.1 Auto Block Signals	10.37	2.44	10.18	12.24			
						834.3	N HILO 1.1 HB Arrive	10.55	2.55	10.36	12.35			
							173.4	3	1	5	7	49	103	47
							Average speed per hour	27.0	39.0	26.7	40.2	12.0	18.8	12.0

NOTE  
On Dallas Division No. 103 and No. 104 more than one hour behind either their schedule arriving or leaving time loss both right and schedule and can there-after proceed only as authorized by train orders. (See rules 82 and 220.)

No. 2 is superior to all trains

No. 1 is superior to all trains except No. 2

No. 8 is superior to No. 6 between Hilo and Dallas



NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

SECOND CLASS

FIRST CLASS

Time Table No. 6

Effective 12:01 A. M.  
June 6, 1926

STATIONS

THIRD CLASS

FOURTH CLASS

SECOND CLASS			FIRST CLASS				STATIONS	THIRD CLASS		FOURTH CLASS		
50 11 O'clock Katy	46 Wichita Falls Passenger	104 H. & T. C. Passenger	4 Limited	2 Texas Special	8 11 O'clock Katy	6 Flyer		76 K. F. P.	78 K. F. P.	96 Way	92 Way	94 Way
Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Tues., Thurs., Saturdays	Tues., Thurs., Saturdays	Mon., Wed., Fridays
			AM	PM		AM	Arrive N	AM				
			A 1.15	A 7.45		A 11.45	N RAY	5.00				
			1.08	7.42		11.40	H&TC DENISON DN					
			12.55	7.34		11.30	Interlocker LAMAR	D 1	4.00			
			12.51	7.30		11.25	4.4 BONA	D 5	3.20			1.20
			12.39	7.21		11.12	2.7 TERRACE	D 7	3.10			12.50
			12.27	7.12		11.02	5.6 Interlocker BELLS	D 13	2.54			12.30 PM
			12.18	7.03		10.45	7.0 WHITEWRIGHT	D 20	2.36			11.44
			12.08 AM	6.55		10.34	6.8 Interlocker TEENTON	D 27	2.18			11.11
			11.56	6.47		10.23	6.5 LEONARD	D 34	2.00			10.45
			11.46	6.38		10.11	6.6 CELESTE	D 40	1.40	79		8.45
			11.38	6.30		10.03	6.3 Interlocker KELLOGG	D 47	1.20			7.45
			11.18	6.22		9.46	5.5 GREENVILLE	D 52	1.03			7.20
			11.15	6.19		9.43	1.0 HUNT	D 53	12.43			7.15
			11.06	6.12		9.35	1.5 Interlocker AOEBSO	D 55	12.38			2.20
			10.53	6.01		9.21	5.7 CADDO MILLS	D 61	12.23 AM			2.00
			10.45	5.56		9.12	8.7 ROYSE CITY	D 69	11.59			1.40
			10.38	5.50		9.04	3.8 PATE	D 73	11.48			12.12 PM
			10.24	5.40		8.50	4.0 ROCKWALL	D 78	11.36			11.35
			10.17	5.34		8.43	7.8 ROWLETT	D 85	11.11			11.16
			10.12	5.30		8.37	4.4 Interlocker GARLAND	D 90	10.56			10.40
			10.01	5.21		8.26	3.2 BETHARD	D 98	10.45			10.15
		AM	8.30	5.19		8.24	7.3 URBAN	D 101	10.25			9.50
			8.30	5.19		8.24	1.1 Interlocker H. & T. C. JOT.		10.20			9.25
		PM	8.20	5.07		8.12	0.8 HIGHLAND PARK		10.03	AM		9.20
			8.20	5.07		8.12	2.9 DENY		10.00	PM		9.02
			8.15	5.00		8.10	0.6 DALLAS YARD	D 106	10.00	A 5.35	A 12.45	9.00
			8.15	5.00		8.10	0.4 Interlocker DALLAS UNION STATION					AM
			8.05	4.52		7.22	3.1 Interlocker END OF DOUBLE TRACK					
			8.05	4.44		7.16	3.4 HONEY SPRINGS	D 112		5.20	12.30	
			8.45	4.30		7.05	9.0 LANCASTER	D 121		4.40	11.30	
			8.37	4.22		6.57	5.3 ELVA	D 126		4.20	11.05	
			8.35	4.20		6.55	1.0 RED OAK	D 127		4.15	11.00	
			8.30	4.15		6.50	3.2 STERRETT	D 180		4.00	10.45	
			8.25	4.11		6.45	3.4 SOLON	D 184		3.45	10.30	
			8.19	4.05		6.39	3.5 Interlocker WAXAHACHIE	D 187		3.30	9.42	
			8.10	3.56		6.30	4.9 KIPLING	D 142		3.05	8.37	
			8.04	3.50		6.24	3.3 FORRESTON	D 146		2.45	8.25	
			7.55	3.41		6.15	5.8 ITALY	D 152		2.20	8.05	
			7.48	3.34		6.08	5.2 MILFORD	D 157		2.00	7.45	
			7.37	3.23		5.58	7.5 LAKENON	D 165		1.25	7.25	
			7.25	3.11		5.46	7.4 Interlocker HILLSBORO	812		12.55	7.05	
			7.20	3.09		5.40	1.1 HILO	813		12.40	7.00	
			5.00	2.00		2.00	Leave					
50	46	104	4	2	8	6		76	78	96	92	94
15.0	20.0	18.8	29.3	87.7	36.6	26.1		16.0	13.7	11.7	8.4	9.9

NOTE  
On Dallas Division No. 103 and No. 104 more than one hour behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train orders. (See rules 82 and 220.)

173.4  
Average Speed per Hour

No. 2 is superior to all trains.

No. 1 is superior to all trains except No. 2.

No. 8 is superior to No. 6 between Hilo and Dallas.



SOUTHWARD TRAINS

FORT WORTH DIVISION

SOUTHWARD TRAINS

FOURTH CLASS			THIRD CLASS						Siding Capacity Cars, Telephone, Scales, Fuel, Water, Turn Table, Wye, Yards	Distance from St. Louis	Time Table No. 6 Effective 12:01 A. M. June 6, 1926		FIRST CLASS							
99 Way	91 Way	83 Way	77 Mds.	271 Mds	71 Mds.	75 K. F. P.	273 K. F. P.	73 K. F. P.			STATIONS	23 Limited	3 Limited	11 Texas Special	1 Texas Special	25 Flyer	5 Flyer	7 11 O'clock Katy	17 11 O'clock Katy	
Daily Except Sunday	Mondays Wednesdays Fridays	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	RAY	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
		8.40 AM		9.45 PM	9.00 PM	6.50 PM	5.00 PM	1.00 PM	Leave DENISON											
									Leave DALY											
									Leave SUN											
									Leave DALLAS JOT.											
									Leave POTTSBORO JOT.											
		9.09 <sup>74</sup>		10.05 <sup>272</sup>	9.20	7.25 <sup>12</sup>	5.20	1.20	Leave POTTSBORO	5.01 <sup>274</sup>		10.47		4.37						
		9.30		10.25	9.45 <sup>272</sup>	7.45	5.35	1.45	Leave HAGERMAN	5.09		10.55		4.45						
		9.35		10.32	9.50	7.51	5.42	1.52 <sup>70</sup>	Leave DEEVER	5.11		10.57 <sup>26</sup>		4.47						
		9.50		11.05 <sup>72</sup>	10.05	8.10	5.55	2.05	Leave SADLER	5.19		11.08		4.54						
		10.00 AM		11.20 PM	10.20 PM	8.25 PM	6.10 PM	2.20 PM	Leave WHITESBORO	5.25 AM		11.15 AM		5.00 PM						
									Leave DENTON	6.45 AM		12.20 PM								
									Leave FORT WORTH	7.59 AM		1.30 PM								
									Leave NEY	8.45 AM										
									Leave DOLLARD	9.05										
									Leave BETHEL	9.10										
									Leave BUBLESON	9.17										
									Leave EGAN	9.29										
									Leave ALVARADO	9.40										
									Leave CONLEY	9.52 <sup>90</sup>										
									Leave GRANDVIEW	9.59										
									Leave ITASCOA	10.10 <sup>91</sup>										
									Leave SCHOFIELD	10.25										
									Leave LOVEFACE	10.32										
									Leave HILLSBORO	10.33										
									Leave HILO	10.44										
									Leave DAVY	10.50	11.05 AM		2.57 PM	10.28	10.45 PM	12.40 AM	12.45 <sup>78</sup>			
									Leave ABBOTT	10.55	11.10		3.05 <sup>2</sup>	10.33	10.49	12.44	12.49			
									Leave WEST	11.03	11.18		3.13	10.42	10.57	12.52 <sup>73</sup>	12.57 <sup>73</sup>			
									Leave DREW	11.12	11.27		3.20	10.51 <sup>78-70</sup>	11.06 <sup>78-70</sup>	1.02	1.07			
									Leave ELM MOTT	11.20	11.35		3.28	10.59	11.14	1.11	1.16			
									Leave POWERS	11.24	11.39		3.31	11.03	11.18	1.16	1.21			
									Leave BELLMEAD	11.29	11.44		3.35	11.08	11.23	1.21	1.26			
									Leave WACO	11.34	11.49		3.38	11.12	11.27	1.26	1.30			
										11.40 AM	11.55 AM		3.45 PM	11.20 PM	11.35 PM	1.35 AM	1.40 AM			
99	91	83	77	271	71	75	273	73	184.6	23	3	11	1	25	5	7	17			
11.5	12.2	16.0	13.1	13.5	13.2	11.6	13.3	13.0	Average Speed per Hour	26.4	39.0	32.0	40.6	26.0	39.0	35.5	33.2			

No. 2 is superior to all Trains. No. 1 is superior to all trains except No. 2. No. 11 is superior to No. 26. No. 18 is superior to No. 26 between Hilo and Ft. Worth.



NORTHWARD TRAINS

FORT WORTH DIVISION

NORTHWARD TRAINS

FIRST CLASS

THIRD CLASS

FOURTH CLASS

Time Table No. 6  
Effective 12:01 A. M.  
June 6, 1926

STATIONS

Arrive	RAY	Arrive	RA
Double Track	N Arrive DENISON	Arrive	Auto Block Signals
	DAILY		
	SUN		
	DALLAS JOT.		
	POTTSBORO JOT.		
N	POTTSBORO	PS	
	HAGERMAN		
	DEAVER		
D	SADLER	SD	
N	WHITESBORO	WO	
	DENTON	CN	
N	FORT WORTH	NY	
T & P	NEY	ST	
D	DOLARD	KN	
N H&TC	BETHEL		
D	BURLESON	BN	
	EGAN		
N GC&SF	ALVARADO	VD	
N	COXLEY		
D	GRANDVIEW	GW	
D	ITASCA	SK	
	HOVIE		
N StL&SW	LOVELACE	HO	
	HILLSBORO		
N	HILO	HB	
	DAVY		
	ABBOTT		
N	WEST	WS	
	DREW		
	ELM MOTT		
	POWERS		
	BELLMEAD	BJ	
St.L&SW	WACO	WC	

24 Limited	4 Limited	12 Texas Special	2 Texas Special	18 11 O'clock Katy	8 11 O'clock Katy	26 Flyer	6 Flyer
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
1.15 <sup>AM</sup>		7.40 <sup>PM</sup>				11.25 <sup>AM</sup>	
1.08		7.37				11.22	
1.05		7.36				11.20	
1.04		7.35				11.19	
12.52		7.25 <sup>75</sup>				11.09	
12.43		7.16				11.00	
12.39		7.13				10.57 <sup>11</sup>	
12.32		7.06				10.46	
12.25 <sup>AM</sup>		7.00 <sup>PM</sup>				10.40 <sup>AM</sup>	
11.10 <sup>PM</sup>		5.55 <sup>PM</sup>				9.15 <sup>AM</sup>	
10.00 <sup>PM</sup>		4.55 <sup>PM</sup>				7.55 <sup>AM</sup>	
9.30 <sup>PM</sup>						7.15 <sup>AM</sup>	
9.15 <sup>73</sup>						7.00 <sup>91</sup>	
9.00						6.55	
8.53 <sup>25</sup>						6.48	
8.42						6.37	
8.31						6.26 <sup>71</sup>	
8.20						6.14	
8.12						6.05	
8.05						5.56	
7.51						5.39	
7.40						5.29	
7.39						5.28	
7.31						5.18	
7.25 <sup>74</sup>	7.20 <sup>74</sup>	3.09 <sup>PM</sup>	5.45	5.40 <sup>AM</sup>	5.12	5.06 <sup>AM</sup>	5.01
7.19	7.14	3.05 <sup>1</sup>	5.40	5.35	5.06	5.01	4.53
7.12	7.07	2.57	5.32	5.27	4.58	4.53	4.45
7.05	7.00	2.49	5.24	5.19	4.50	4.45	4.36
6.56	6.51	2.41	5.16	5.11	4.41	4.36	4.27
6.52	6.47	2.38 <sup>99</sup>	5.13	5.08	4.37	4.32	4.23
6.47	6.42	2.34	5.09	5.04	4.32	4.27	4.15
6.43	6.38	2.31	5.06	5.01	4.28	4.23	4.15
6.35 <sup>PM</sup>	6.30 <sup>PM</sup>	2.25 <sup>PM</sup>	5.00	4.55 <sup>AM</sup>	4.20	4.15	4.06
24	4	12	2	18	8	26	6
27.7	39.0	36.0	44.3	35.4	43.3	26.1	38.2

Station Numbers	74 California Red Star	274 Oil	272 Stock	72 Stock	78 K. P. F.	70 K. P. F.	84 Way	90 Way	98 Way
	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Tuesdays Thursdays Saturdays	Daily Except Sunday
661	9.35 <sup>AM</sup>	5.30 <sup>AM</sup>	10.25 <sup>PM</sup>	12.10 <sup>AM</sup>		2.50 <sup>PM</sup>	4.10 <sup>PM</sup>		
662									
663									
670	9.09 <sup>83</sup>	5.01 <sup>23</sup>	10.05 <sup>271</sup>	11.45		2.30	3.45		
675	8.56	4.35	9.45 <sup>71</sup>	11.25		2.03	3.27		
677	8.52	4.30	9.35	11.20		1.52 <sup>73</sup>	3.20		
682	8.39	4.17	9.15	11.05 <sup>271</sup>		1.30	3.05		
686	8.30 <sup>AM</sup>	4.05 <sup>AM</sup>	9.00 <sup>PM</sup>	10.55 <sup>PM</sup>		1.15 <sup>PM</sup>	2.50 <sup>PM</sup>		
722	6.45 <sup>AM</sup>								
757									
759	4.30 <sup>AM</sup>			5.00 <sup>PM</sup>		6.30 <sup>AM</sup>	8.15 <sup>AM</sup>	12.01 <sup>PM</sup>	
761	10.45					4.55		11.45	
765	10.30					4.40		11.30	
771	10.02 <sup>73</sup>					4.10		11.00	
778	9.45					3.45		10.30	
784	9.26 <sup>25</sup>					3.15		9.52 <sup>23</sup>	
788	9.05					2.55		9.15	
798	8.45					2.30		9.00	
801	8.15					1.45		8.05 <sup>71</sup>	
806	8.00					1.20		7.35	
807								7.30	
812	7.41							7.10	10.00 <sup>AM</sup>
818	7.25 <sup>24</sup>							7.00 <sup>AM</sup>	9.50
815	6.50								9.40
822	6.30								8.10 <sup>71</sup>
827	6.10								8.45
834	5.45								7.50
836	5.30								7.30
840	5.15								7.15
843	5.00								7.00
846									
	74	274	272	72	78	70	84	90	98
	10.8	15.1	15.1	13.2	10.5	10.3	16.0	10.8	10.3

184.6  
Average Speed per Hour

No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2. No. 11 is superior to No. 26. No. 18 is superior to No. 26 between Hilo and Ft. Worth.



## WESTWARD TRAINS

## HENRIETTA DIVISION

## EASTWARD TRAINS

FOURTH CLASS		THIRD CLASS		FIRST CLASS			Distance from St. Louis	Time Table No. 6 Effective 12:01 A. M. June 6, 1926	Station Numbers	Yards Coal, Oil Water, Telephone, Turn Table, Track Scales, Wye, Car Capacity	FIRST CLASS			THIRD CLASS		FOURTH CLASS				
83 Way	81 Way	273 K.F.F.	271 Mdse.	35 Flyer	31 Texas Special	37 11 O'clock Katy					36 Flyer	32 Texas Special	38 11 O'clock Katy	272 Stock	274 Oil	84 Way	82 Way			
Daily Except Sunday	Monday, Wednesday, Friday	Daily	Daily	Daily	Daily	Daily		LEAVE	ARRIVE		Daily	Daily	Daily Except Sunday	Tuesday, Thursday, Saturday						
AM 11.45 <sup>31</sup>		PM 6.45 <sup>32</sup>	PM 11.45	PM 5.35	AM 11.25 <sup>83</sup>	AM 2.35	685.7	N WHITESBORO	WO	686	POWSY Yard	AM 10.30	PM 6.45 <sup>273</sup>	AM 3.26	PM 8.30	AM 4.05	PM 2.35			
f 12.06 <sup>PM</sup>		7.05	12.20 <sup>AM</sup>	s 5.52	11.40	s 2.48	693.1	WOODBINE		G 7	65	P	10.15	6.34	s 3.13	8.15	3.45	f 2.15		
12.30		7.25	12.40	6.12	11.52	2.58	699.6	COOK					10.03	6.22	3.02	7.55	3.27	1.45		
A 12.45	L 7.30 <sup>AM</sup>	7.30	1.00	s 6.20 <sup>33</sup>	11.58	s 3.00 <sup>38</sup>	701.1	N GAINESVILLE	GV	G 15	45	PW YO	10.01	6.20 <sup>35</sup>	s 3.00 <sup>37</sup>	7.50	3.23	L 1.40 <sup>PM</sup>	A 2.10 <sup>PM</sup>	
PM	7.40	7.40 <sup>272</sup>	1.10	6.25	12.03 <sup>PM</sup>	3.14 <sup>274</sup>	703.2	ZENA			100	P	9.53	6.12	2.49 <sup>274</sup>	7.40 <sup>273</sup>	3.14 <sup>37</sup> 2.49 <sup>38</sup>		1.55	
f 7.55	8.00	1.25	f 6.30	12.09	3.22	706.5	D LINDSAY			G 21	55	P	9.48	6.06	2.43	7.20	2.10	f 1.45		
f 8.20	8.20	1.45 <sup>274</sup>	f 6.40 <sup>272</sup>	12.18	3.31	712.4	MYRA			G 27	40	P	9.38	5.56	2.31	6.40 <sup>35</sup>	1.45 <sup>271</sup>	f 1.20		
s 8.45	8.40	2.21 <sup>38</sup>	s 6.51	12.25	f 3.40	716.3	D MUNSTER	MN		G 31	100	P	9.29	f 5.49	f 2.21 <sup>271</sup>	6.20	1.33	s 1.00		
f 9.18 <sup>36</sup>	9.17	2.35	f 7.01	12.36 <sup>82</sup>	3.53	722.5	COPPERS			G 37	36	P	9.18 <sup>81</sup>	5.38	2.05	5.55	1.15	f 12.36 <sup>31</sup>		
s 9.45	9.52	2.55	s 7.10	12.45	s 4.05	726.3	N ST. JO	JO		G 41	40	PW	9.12	s 5.32	s 1.57	5.45	1.00	s 12.05 <sup>PM</sup>		
9.50	9.58	2.57	7.12	12.47	4.07	727.3	CREST				100	P	9.07	5.27 <sup>272</sup>	1.52	5.27 <sup>32</sup>	12.55	11.30		
f 10.15	10.30	3.20	s 7.24	12.56	s 4.20	733.8	D BONITA	B		G 49	87	P	8.56	5.16	s 1.39	4.25	12.30	f 11.10		
s 11.10	11.10	3.45	s 7.40	1.12	4.40	742.3	N NOCONA	NA		G 57	100	P	8.40	s 5.01	s 1.20	4.00	12.01 <sup>AM</sup>	s 10.30		
f 11.40	11.35 <sup>274</sup>	4.02	f 7.51	1.22	4.53	749.1	BELCHERVILLE			G 63	40	PW	8.25	4.46	f 1.00	3.30	11.35 <sup>273</sup>	f 9.45		
s 12.30 <sup>PM</sup>	11.55	4.23	s 8.03	1.35	5.07	756.2	D BINGGOLD	RD		G 71	108	P	8.13	s 4.34	s 12.44	3.00	11.00	s 9.25		
f 1.05	12.22 <sup>AM</sup> <sup>38</sup>	4.47	f 8.17	1.48	5.25	765.3	WALTON			G 80	50	P	7.56	4.18	12.22 <sup>273</sup>	2.29	10.32	f 8.50		
s 1.59 <sup>272</sup> <sup>31</sup>	1.05	5.05	s 8.28	1.59 <sup>272</sup> <sup>81</sup>	5.40	771.7	N HENRIETTA	HE		G 86	100	PW	7.45	s 4.08	s 12.07 <sup>AM</sup>	1.59 <sup>31</sup> <sup>81</sup>	10.10	s 8.30		
f 2.35	1.40	5.28	f 8.45	2.14	5.57	781.5	WV JOLLY	WF		G 96	100	P	7.26	3.51	11.42	1.00	9.42	f 7.45		
	3.00 <sup>PM</sup>	2.15	5.55	9.05 <sup>274</sup>	2.30 <sup>PM</sup>	6.15 <sup>AM</sup>	790.2	WICHITA FALLS	WF	G 105	Yard	7.10 <sup>AM</sup> <sup>82</sup>	3.35 <sup>PM</sup>	11.20 <sup>PM</sup>	12.30 <sup>PM</sup>	9.05 <sup>PM</sup> <sup>35</sup>		f 7.10 <sup>AM</sup> <sup>36</sup>		
							791.1	DENVER JUNCT.												
A 3.10 <sup>PM</sup>	A 2.30 <sup>AM</sup>	A 6.10 <sup>AM</sup>					791.6	N NORTH YARD	YD	G 106	PSWTO Yard				12.15 <sup>PM</sup>	L 8.45 <sup>PM</sup>		L 7.00 <sup>AM</sup>		
83 15.4	81 11.9	273 13.7	271 16.5	35 29.9	31 34.2	37 28.5		105.9 Average speed per hour.				36 31.3	32 33.0	38 25.5	272 12.8	274 14.0	84 16.8	82 12.6		

No. 32 into Whitesboro operates as No. 347 on T. & P. and this train departs from Whitesboro passenger station on Henrietta Division at 6:50 p. m.

No. 38 into Whitesboro operates as No. 349 on T. & P. and this train departs from Whitesboro passenger station on Henrietta Division at 3:40 a. m.



SOUTHWARD TRAINS			SHERMAN BRANCH		NORTHWARD TRAINS			
THIRD CLASS		Siding Capacity Cars, Telephone, Fuel, Scales, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 6 Effective 12:01 A. M. June 6, 1926		Station Numbers	THIRD CLASS	
	55 Mixed  Daily Ex. Sunday							56 Mixed  Daily Ex. Sunday
	AM 6.00	WCPTYO R Yard S	660.9	N DENISON	DN	661	PM 2.00	
	6.25	9	662.5	Leave SUN	Arrive		1.40	
	6.40	20	666.1	T&P ELLSWORTH	Crossing SN	P5	1.25	
	7.05 AM	RWST Yard	671.6	D Arrive SHERMAN	Leave	P11	1.00 PM	
	55 9.9			10.7 Average Speed Per Hour			56 10.7	

No. 55 is Superior to No. 56.

SOUTHWARD TRAINS MINEOLA DIVISION NORTHWARD TRAINS

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

When crossing is not in use all levers in interlocking machine are to be set in their normal position. In this position, derails and signals are lined up for T&P trains to go through.

To let MKT trains across when indicators are clear (arms vertical) and no train approaching or in sight on T&P, proceed as follows:

FIRST: Close tower door tight and push door lock down as far as it will go.

SECOND: Reverse levers 1 and 2. This sets T&P signals to stop position and locks tower door so it cannot be opened until T&P signals are cleared.

THIRD: Turn time release clockwise as far as it will go and let it run back—this takes about three minutes.

FOURTH: Reverse levers 2, 4, 5, 6, 7, 8, this lines up plant for MKT trains to pass over.

To leave tower make sure no part of train is standing between home signals, then proceed as follows:

FIRST: If MKT indicator is clear, set levers 3 and 7 to normal position.

SECOND: Set levers 6, 5, 4, 3, 2, 1, normal. This lines up plant for T&P and releasing door lock.

THIRD: Raise door lock and open door.

NOTE.—If lock should fail to release when time release runs down, turn emergency release clockwise as far as it will go and let it run back (about 4 minutes)—this will release lever lock.

When tower is not being used, it must be kept locked.

When operating levers, latches must always be pushed forward as far as they will go.

From above it will be noted that interlocker normally is lined up for T&P.

M-K-T trains approaching interlocker must stop in the clear at Home signal, and trainmen will then proceed to tower and operate machine as explained above. When lined up for M-K-T, train will proceed through plant, and rear of train must clear opposite home signal to permit lining plant back to normal for T&P.

Distant signals on M-K-T are inoperative, standing in normal position, and trains must be governed by Rule 306-A.

SOUTHWARD TRAINS			MINEOLA DIVISION		NORTHWARD TRAINS			
THIRD CLASS		Siding Capacity Cars Telephone Scales Water Turn Table Wye Fuel	Distance from St. Louis	Time Table No. 6 Effective 12:01 A. M. June 6, 1926		Station Numbers	THIRD CLASS	
	85 Mixed  Daily Ex. Sunday							86 Mixed  Daily Ex. Sunday
	AM 9.00	W.O.P.T.Y. Yard	714.0	LEAVE N GREENVILLE	ARRIVE FS	D 52	PM 3.00	
	9.15	Yard S P	713.0	N HUNT	GE	D 53	2.45	
f	9.45	37	720.2	Tex. Mid. DIXON	Crossing	H 7	f 2.00	
s	10.30	43	727.5	D LONE OAK	NK	H 14	s 1.15	
s	11.10	41	733.5	D POINT	NO	H 21	s 12.40 PM	
s	11.55 <sup>86</sup>	29 W	740.9	D EMORY	MY	H 28	s 11.55 <sup>85</sup>	
s	1.30 PM	60 Y	750.4	D ALBA	AB	H 37	s 10.40	
f	1.35		751.0	T.S.L. HOYT	Crossing	H 38	f 9.50	
s	2.05	38	756.5	GOLDEN		H 44	s 9.20	
f	2.35	47	761.5	STORAGE		H 48	f 8.45	
	3.15 PM	Y. O. Yard	763.5	N T. & P. (Cabin) Interlocker	US	H 50	8.30 AM	
	85 8.1			50.5 Average Speed Per Hour			86 7.8	

SPEED TABLE					
Speed Per Hour	Time		Speed Per Hour	Time	
	1 Mile			1 Mile	
Miles	M	S	Miles	M.	S.
10	6	0	36	1	40
11	5	27	37	1	37
12	5	0	38	1	34
13	4	37	39	1	32
14	4	17	40	1	30
15	4	0	41	1	27
16	3	45	42	1	25
17	3	31	43	1	23
18	3	20	44	1	21
19	3	9	45	1	20
20	3	0	46	1	18
21	2	51	47	1	16
22	2	43	48	1	15
23	2	36	49	1	13
24	2	30	50	1	12
25	2	24	51	1	10
26	2	18	52	1	9
27	2	13	53	1	7
28	2	8	54	1	6
29	2	4	55	1	5
30	2	0	56	1	4
31	1	58	57	1	3
32	1	52	58	1	2
33	1	49	59	1	1
34	1	45	60	1	0
36	1	42			

Trains 85 and 86 will handle Passengers, Baggage, Mail and Express.











