

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY OF TEXAS

SAFETY

FIRST

North Texas District

DENTON DIVISION

EMPLOYEES' JOINT TIME TABLE No. 12

12

Effective Sunday, Oct. 5, 1930

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

12

Superseding Previous Time Tables and Supplements

For Employees Only

E. E. HANNA,
Superintendent

O. W. CAMPBELL,
Superintendent Transportation

G. C. BYERS,
General Superintendent

F. W. GRACE,
General Manager

SOUTHWARD TRAINS

DENTON DIVISION

SOUTHWARD TRAINS

THIRD CLASS		SECOND CLASS		FIRST CLASS																	STATIONS		Siding Capacity, Telephone, Fuel, Scales, Wye, Water, Turn Table	End of Spur Connected to Main Track End of Tru Electrified		
87 M-K-T Way	671 T. I. R. Express	531 T. I. R. Passenger	529 T. I. R. Passenger	47 Wichita Falls Passenger	527 T. I. R. Passenger	525 T. I. R. Passenger	523 T. I. R. Passenger	521 T. I. R. Passenger	519 T. I. R. Passenger	517 T. I. R. Passenger	515 T. I. R. Passenger	513 T. I. R. Passenger	511 T. I. R. Passenger	509 T. I. R. Passenger	507 T. I. R. Passenger	505 T. I. R. Passenger	503 T. I. R. Passenger	501 T. I. R. Passenger	49 11 O'clock Katy	Time Table No. 12 Effective 12:01 A. M. Oct. 5, 1930						
Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	INTERURBAN STATION (Denton)		Yard W P Y S			
	AM 4.40	PM 10.50	PM 8.50		PM 6.50	PM 5.50	PM 4.50	PM 3.50	PM 2.50	PM 1.50	PM 12.50	AM 11.50	AM 10.50	AM 9.50	AM 8.50	AM 7.50	AM 6.50	AM 5.50			Leave					
9.30	4.43	10.54	8.54 ⁸⁵	8.46 ⁸⁸	6.54	5.54	4.54	3.54	2.54	1.54	12.54	11.54	10.54	9.54	8.54	7.54	6.54	5.54	5.20		N Leave		DENTON	ON		
9.25	4.46	10.57	8.57	8.48	6.57	5.57	4.57	3.57	2.57	1.57	12.57	11.57	10.57	9.57	8.57	7.57	6.57	5.57	5.24		Leave		FRANK	3 P	NE NS	
9.40	4.55	11.05	9.05	8.57	7.05 ⁵²⁶	6.05 ⁵²⁴	5.05 ⁵²²	4.05 ⁵²⁰	3.05 ⁵¹⁸	2.05 ⁵¹⁶	1.05 ⁵¹⁴	12.05 ⁵¹²	11.05 ⁵¹⁰	10.05 ⁵⁰⁸	9.05 ⁵⁰⁶	8.05 ⁵⁰⁴	7.05 ⁵⁰²	6.05	5.34		Leave		COBINTH	15 P	SS	
9.58 ⁵³⁰	5.03	11.11	9.12	9.04	7.12	6.12	5.12	4.12	3.12	2.12	1.12	12.12	11.12	10.12	9.12 ⁴⁶	8.11	7.12	6.12	5.43		Leave		LAKE DALLAS	15 P	NS	
10.25	5.18	11.21	9.24	9.17	7.24 ⁸⁸	6.24	5.24	4.24	3.24	2.24	1.24	12.24	11.24	10.24	9.24	8.21	7.24	6.24	5.56		Leave		D LEWISVILLE	VI	85 P	SS
10.35	5.22	11.24	9.28	9.21	7.28	6.28	5.28	4.28	3.28	2.28	1.28	12.28	11.28	10.28	9.28	8.24	7.28	6.28	6.00		Leave		ARMIDE	10	NE	
10.50	5.31	11.31	9.35 ⁵³⁰	9.29	7.35 ⁵²⁸	6.35 ⁵²⁶	5.35 ⁵²⁴	4.35 ⁵²²	3.35 ⁵²⁰	2.35 ⁵¹⁸	1.35 ⁵¹⁶	12.35 ⁵¹⁴	11.35 ⁵¹²	10.35 ⁵¹⁰	9.35 ⁵⁰⁸	8.32	7.35 ⁵⁰⁴	6.35 ⁵⁰²	6.11		Leave		TRINITY MILLS	25 P	SS	
10.53	5.33	11.33	9.37	9.31 ⁵³⁰	7.37	6.37	5.37	4.37	3.37	2.37	1.37	12.37	11.37	10.37	9.37	8.34 ⁵⁰⁶	7.37	6.37	6.13		Leave		LAIN SILSP-SILSW-1.0-Interlocker		3 P	SE SS
11.10	5.36	11.35	9.39	9.33	7.39	6.39	5.39	4.39	3.39	2.39	1.39	12.39	11.39	10.39	9.39	8.36	7.39	6.39	6.17		Leave		N CARROLLTON	HF	6 P	SE
11.49 ⁵³¹ 11.59 ⁵³²	5.42	11.40 ⁸⁷	9.44	9.39	7.44	6.44	5.44	4.44	3.44	2.44	1.44	12.44	11.44	10.44	9.44	8.42 ⁴⁶	7.44	6.44	6.24 ⁵⁰²		Leave		FARMERS BRANCH	36 P	SS	
12.15 ^{AM}	5.51	11.51 ⁵³²	9.51	9.47	7.51	6.51	5.51	4.51	3.51	2.51	1.51	12.51	11.51	10.51	9.51	8.50	7.51	6.51	6.32		Leave		ROSE LAWN	23 P	SS	
12.17	5.52	11.52	9.52	9.48	7.52	6.52	5.52	4.52	3.52	2.52	1.52	12.52	11.52	10.52	9.52	8.51	7.52	6.52	6.33		Leave		STOREY	1 P	NE NS	
12.22	5.55	11.55	9.55	9.51	7.55	6.55	5.55 ⁸⁸	4.55	3.55	2.55	1.55	12.55	11.55	10.55	9.55	8.55	7.55	6.55	6.36		Leave		LOVE FIELD	3 P	NE SE Loop SESS	
12.26	5.57	11.57	9.57	9.53	7.57	6.57	5.57	4.57	3.57	2.57	1.57	12.57	11.57	10.57	9.57	8.57	7.57	6.57	6.38		Leave		NORTH DALLAS	10	NE	
12.34	6.06 ⁵⁰²	12.01 ^{AM}	10.01 ^{PM}	9.56	8.01 ^{PM}	7.01 ^{PM}	6.01 ^{PM}	5.01 ^{PM}	4.01 ^{PM}	3.01 ^{PM}	2.01 ^{PM}	1.01 ^{PM}	12.01 ^{PM}	11.01 ^{AM}	10.01 ^{AM}	9.01 ^{AM}	8.01 ^{AM}	7.01 ^{AM}	6.42		Arrive		TEKCO	RU	P	
12.36			9.57																6.43		Arrive		HUDNALL	19	NE	
12.50			10.05 ^{PM}																6.50 ^{AM}		Arrive		DENY			
	6.12	12.05	10.05		8.05	7.05 ⁵²⁸	6.05 ⁵²⁶	5.05 ⁵²⁴	4.05 ⁵²²	3.05 ⁵²⁰	2.05 ⁵¹⁸	1.05 ⁵¹⁶	12.05 ⁵¹⁴	11.05 ⁵¹²	10.05 ⁵¹⁰	9.05 ⁵⁰⁸	8.05 ⁵⁰⁶	7.05 ⁵⁰⁴			City Limits					
	6.40 ^{AM}	12.25 ^{AM}	10.25 ^{AM}		8.25 ^{PM}	7.25 ^{PM}	6.25 ^{PM}	5.25 ^{PM}	4.25 ^{PM}	3.25 ^{PM}	2.25 ^{PM}	1.25 ^{PM}	12.25 ^{PM}	11.25 ^{AM}	10.25 ^{AM}	9.25 ^{AM}	8.25 ^{AM}	7.25 ^{AM}			Interurban Station (Dallas)					
87 10.4	671 25.4	531 30.2	529 30.2	47 27.3	527 30.2	525 30.2	523 30.2	521 30.2	519 30.2	517 30.2	515 30.2	513 30.2	511 30.2	509 30.2	507 30.2	505 30.2	503 30.2	501 30.2	49 24.2		136.4 †Average speed per hour					

Dallas Division Time Table (Pages 2-3-7-8 and 9) govern movements between Deny and Union Station, Dallas.

Time Shown at Interurban Stations (Dallas and Denton) and at City limits is information for operation on Texas Interurban Railway tracks only and under Texas Interurban Railway Rules.

Normal Position of switch connecting Interurban track and M-K-T. main line Texeco for Interurban track.

Normal position switch connecting Interurban track and M-K-T. main line Denton for Interurban track 5:30 a.m. to 8:30 p.m., and for M-K-T. main line 8:30 p.m. to 5:30 a.m. Train 528 after using switch, will line it for M-K-T. and train 501 following morning will line it back for Interurban track. Lamp on switch has yellow and green lense, showing yellow when lined for M-K-T., all trains approach switch at restricted speed.

See Special Instructions for passenger stops on Interurban Trains.

† Covers Mileage and Speed from Deny to M-K-T.—T. & P. Depot Denton. Interurban speed figured from Texeco to Connection at Denton.

NORTHWARD TRAINS

DENTON DIVISION

NORTHWARD TRAINS

Station Numbers	Distance from St. Louis	Time Table No. 12 Effective 12:01 A. M. Oct. 5, 1930	FIRST CLASS																SECOND CLASS		THIRD CLASS	
			502	504	506	46	508	510	512	514	516	518	520	522	524	526	528	530	50	532	670	88
			T. I. R. Passenger	T. I. R. Passenger	T. I. R. Passenger	Wichita Falls Passenger	T. I. R. Passenger	T. I. R. Passenger	T. I. R. Passenger	T. I. R. Passenger	T. I. R. Passenger	T. I. R. Passenger	T. I. R. Passenger	T. I. R. Passenger	T. I. R. Passenger	T. I. R. Passenger	T. I. R. Passenger	T. I. R. Passenger	T. I. R. Passenger	11 O'clock Katy	T. I. R. Passenger	T. I. R. Express
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
INTERURBAN STATION (Denton) Arrive			AM 7.20	AM 8.20	AM 9.20		AM 10.20	AM 11.20	PM 12.20	PM 1.20	PM 2.20	PM 3.20	PM 4.20	PM 5.20	PM 6.20	PM 7.20	PM 8.20	PM 10.20		AM 12.50	AM 3.55	
722	721.6	N DENTON CN	AM 7.17	AM 8.17	AM 9.17	AM 9.30	AM 10.17	AM 11.17	PM 12.17	PM 1.17	PM 2.17	PM 3.17	PM 4.17	PM 5.17	PM 6.17	PM 7.17	PM 8.17	PM 10.17	AM 12.40	AM 12.48	AM 3.51	PM 4.52
K 2	723.0	FRANK	7.14	8.14	9.14	9.26	10.14	11.14	12.14	1.14	2.14	3.14	4.14	5.14	6.14	7.14	8.14	10.14	12.34	12.46	3.48	8.32
K 6	727.6	CORINTH	7.05 ⁵⁰³	8.05 ⁵⁰³	9.05 ⁵⁰⁷	9.18	10.05 ⁵⁰⁹	11.05 ⁵¹¹	12.05 ⁵¹³	1.05 ⁵¹⁵	2.05 ⁵¹⁷	3.05 ⁵¹⁹	4.05 ⁵²¹	5.05 ⁵²³	6.05 ⁵²⁵	7.05 ⁵²⁷	8.05	10.05	12.24	12.37	3.39	8.18
K 9	730.0	LAKE DALLAS	6.58	7.58	8.58	9.12 ⁵⁰⁷	9.58	10.58	11.58	12.58	1.58	2.58	3.58	4.58	5.58	6.58	7.58 ⁸⁸	9.58 ⁸⁷	12.17	12.30	3.32	7.58 ⁵²⁸
K 15	736.8	D LEWISVILLE VI	6.46	7.46	8.46	9.02	9.46	10.46	11.46	12.46	1.46	2.46	3.46	4.46	5.46	6.46	7.46	9.46	12.04 ^{AM}	12.20	3.17	7.24 ⁵²⁷
K 17	739.8	ARMIDE	6.43	7.43	8.43	8.58	9.43	10.43	11.43	12.43	1.43	2.43	3.43	4.43	5.43	6.43	7.43	9.43	11.59	12.16	3.12	7.01
K 21	742.7	TRINITY MILLS	6.35 ⁵⁰⁴	7.35 ⁵⁰³	8.36	8.51	9.35 ⁵⁰⁷	10.35 ⁵⁰⁹	11.35 ⁵¹¹	12.35 ⁵¹³	1.35 ⁵¹⁵	2.35 ⁵¹⁷	3.35 ⁵¹⁹	4.35 ⁵²¹	5.35 ⁵²³	6.35 ⁵²⁵	7.35 ⁵²⁷	9.35 ⁵²⁹	11.61	12.08	3.02	6.35 ⁵²⁵
K 22	743.6	LAIN	6.32	7.32	8.34 ⁵⁰⁵	8.49	9.32	10.32	11.32	12.32	1.32	2.32	3.32	4.32	5.32	6.32	7.32	9.31 ⁴⁷	11.49	12.06	3.00	6.25
K 23	744.6	N CARROLLTON HP	6.30	7.30	8.30	8.47	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	9.28	11.46	12.04 ^{AM}	2.57	6.22
K 25	746.9	FARMERS BRANCH	6.24 ⁴⁹	7.25	8.25	8.42 ⁵⁰³	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	9.22	11.40 ⁵³¹	11.59 ⁸⁷	2.50	6.15
K 29	751.0	ROSE LAWN	6.16	7.18	8.18	8.35	9.18	10.18	11.18	12.18	1.18	2.18	3.18	4.18	5.18	6.18	7.18	9.14	11.30	11.51 ⁵³¹	2.40	6.02
K 30	751.5	STOREY	6.15	7.17	8.17	8.34	9.17	10.17	11.17	12.17	1.17	2.17	3.17	4.17	5.17	6.17	7.17	9.13	11.28	11.48	2.39	6.00
	752.0	LOVE FIELD	6.12	7.14	8.14	8.31	9.14	10.14	11.14	12.14	1.14	2.14	3.14	4.14	5.14	6.14	7.14	9.10	11.24	11.45	2.36	5.55 ⁵²³
	753.8	NORTH DALLAS	6.10	7.12	8.12	8.29	9.12	10.12	11.12	12.12	1.12	2.12	3.12	4.12	5.12	6.12	7.12	9.08	11.22	11.43	2.34	5.43
	755.3	N TEXECO BU	6.06 ⁶⁷¹	7.08	8.08	8.26	9.08	10.08	11.08	12.08	1.08	2.08	3.08	4.08	5.08	6.08	7.08	9.05	11.18	11.39	2.30	5.37
	755.6	HUDNALL				8.24												11.15				5.35
	758.0	DENY Leave				8.18												11.08				5.15
		City Limits	6.03	7.05 ⁵⁰¹	8.05 ⁵⁰³		9.05 ⁵⁰⁵	10.05 ⁵⁰⁷	11.05 ⁵⁰⁹	12.05 ⁵¹¹	1.05 ⁵¹³	2.05 ⁵¹⁵	3.05 ⁵¹⁷	4.05 ⁵¹⁹	5.05 ⁵²¹	6.05 ⁵²³	7.05 ⁵²⁵	9.02		11.35	2.20	
		INTERURBAN STATION (Dallas) Leave	5.45	6.45	7.45		8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45	8.45		11.15	2.00	
	136.4	1/Average speed per hour	502	504	506	46	508	510	512	514	516	518	520	522	524	526	528	530	50	532	670	88
			28.5	29.3	29.3	30.3	29.3	29.3	29.3	29.3	29.3	29.3	29.3	29.3	29.3	29.3	29.3	28.1	25.0	29.3	28.0	10.4

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Normal position switch connecting Interurban track and M.-K.-T. main line Denton for Interurban track 5:30 a.m. to 8:30 p.m., and for M.-K.-T. main line 8:30 p.m. to 5:30 a.m. Train 528 after using switch, will line it for M.-K.-T. and train 501 following morning will line it back for Interurban track. Lamp on switch has yellow and green lense, showing yellow when lined for M.-K.-T., all trains approach switch at restricted speed.

See Special Instructions for passenger stops on Interurban Trains.

†Covers Mileage and Speed from Deny to M.-K.-T.—T. & P. Depot Denton. Interurban speed figured from Texeco to Connection at Denton.

SPECIAL INSTRUCTIONS

1. Northward trains report for orders before leaving Texeco. Interurban trains report for orders before leaving Interurban Station Denton and M.-K.-T. trains report for orders at M.-K.-T. & P. Joint Station Denton.

2. Trains more than two hours behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order (supercedes conflicting parts of Rules 52 and 220).

3. All trains run at restricted speed between Texeco and yard limit board Mile Post K-752 expecting to find main track occupied.

4. All trains run at restricted speed between Denton and yard limit board Mile Post K-723.3 expecting to find main track occupied.

5. All schedule trains or sections of schedules of the SAME CLASS have equal right to schedule meeting points. Trains must not leave schedule meeting stations between trains of the SAME CLASS until the opposing train has arrived. Trains must not leave train order meeting station between trains of the SAME CLASS or trains of different classes until the opposing train has arrived. Conductors must report to the Dispatcher on the telephone at meeting stations when the opposing train does not arrive within five minutes. (Superseding conflicting parts of Rules 58 and 59).

6. Unless authorized by train order or as provided in Rule 5 above, trains will not leave Denton, Texeco or Deny when opposing schedules of the SAME CLASS are overdue.

7. Interurban trains may depart one minute after departure of preceding interurban trains and three minutes after departure of preceding M.-K.-T. trains and when following any preceding train less than ten minutes must approach regular and flag stops and approach and pass points where view is obscured at restricted speed expecting to find preceding train moving at reduced speed or protected less than customary distance. Rule 51 governs all other movements.

8. At meeting stations between Interurban trains and M.-K.-T. trains of the SAME CLASS, Interurban trains will take the siding unless otherwise provided. M.-K.-T. trains will lay back sufficient distance where electrification of siding requires Interurban train to pull by switch and back in.

9. At meeting stations between Interurban trains of the SAME CLASS, the train which can enter the siding moving forward will take the siding unless otherwise provided.

10. At meeting stations between M.-K.-T. trains of SAME CLASS, southward trains will take the siding unless otherwise provided.

11. All extra trains must keep out of the way of regular schedule trains, and clear their time at least five minutes.

12. Trains displaying Green Signals, and who by the rules or by train orders are required to take siding for a train of the same class displaying green signals who are directed by train order to take siding for an inferior train must not clear the main track until the section for which green signals are displayed, arrives, or the opposing train understands that the section following has not arrived.

13. Trains must approach meeting or passing points at restricted speed. Trains must not attempt to pass schedule or train order meeting station unless switches and signals are right and the track is clear and the train to be met is on the siding and clear of main track and except as provided in these rules. Trains standing on the main track or on the siding waiting for the opposing train will remain at least 300 feet back of the frog when practicable to do so.

14. Trains sustaining delay will report to the dispatcher promptly to avoid delay when such delay will cause delay to opposing train.

15. Normal position of switch connecting Interurban track and M.-K.-T. main line Texeco for Interurban track.

16. Normal position switch connecting Interurban track and M.-K.-T. main line Denton for Interurban track between hours 8:30 a.m. and 8:30 p.m. and for M.-K.-T. main line 8:30 p.m. to 5:30 a.m. Train 528 after using switch, will line it for M.-K.-T. and train 561 following morning will line it back for Interurban track. Lamp on switch has yellow and green lenses, showing yellow when lined for M.-K.-T. All trains approach switch at restricted speed.

17. Where overhead lines extend over only part of siding, cars must not be left over overhead lines when it can be avoided.

18. Arriving and departing times of trains (46-47-49 and 50, Denton, apply at crossover switch T. P. Mile Post A-209).

19. Maximum speed (miles per hour) steam passenger trains, 40; steam freight trains, 20; Interurban through and local trains, 40.

20. Maximum speed of trains handling loaded oil tanks, 20 miles per hour.

21. Maximum speed, engines backing up, with or without cars, 15 miles per hour.

22. Maximum speed, entering or leaving main line turnouts, passenger trains, 30 miles per hour; freight trains 15 miles per hour; Interurban through and local trains 20 miles per hour.

23. Maximum speed of switch engines, with or without cars, 15 miles per hour.

24. Following protected by Yard Limit Boards and Rules, except as otherwise prescribed: Denton to M.P. K-723.0

25. Bulletin Books located at Dallas Union Terminal; Dallas Yard Office; Dallas Roundhouse; Dallas Interurban Station; Texeco Dispatchers Office; Denton Interurban Station; Denton M.-K.-T. & P. Passenger Station.

26. Standard clocks located at—Dallas Union Terminal; Dallas Yard Office; Dallas Interurban Station; Texeco Dispatchers Office; M.-K.-T. & P. Station Denton, Denton Interurban Station.

27. Watch Inspectors—Hafner Watch & Optical Co., Dallas, Texas.

28. Engines lighter than 32% freight weighing 320,000 lbs. and 23% passenger weighing 331,000 lbs. shall not be run over Denton Division.

29% and 33% engines shall not be double headed and shall not exceed speed of 10 miles per hour over cited bridge K-733.3 Hickory Creek.

Engines lighter than 23% and 33% may be double headed but must not exceed 15 miles per hour over steel bridge K-723.3 Hickory Creek.

30. The engine whistle must be sounded at all whistling posts and approaching every public crossing from a point 50 rods (1320 ft.) from the crossing and, except where crossing watchmen are on duty, when automobiles or other vehicles are seen approaching the track or sounded so as to permit the white signal (Rule 14 (c)) to be sounded a second time beginning 500 feet from the crossing, the last sound to continue until the engine passes over the crossing.

TONNAGE RATINGS

Locomotives	33%		30%		
	Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars
Dallas Denton	5	1000	35	850	30
Denton Dallas	5	1150	35	1000	30
Lewisville Dallas	5	1500	40	1250	38 Excess

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 column, to give correct rating for trains of varying length.

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

Refrigerators Loaded	42 tons
Other cars Loaded, Merchandise	27 tons
Live Stock	35 tons
Live Poultry	38 tons

Disregard stenciled weight, use tonnage figures below for empty cars:

Kind	Auto	Box	Coal	Flat	LPT	Stock	Tank	Ballast	Cinder	Cabse.	
Moving	22	20	20	18	26	25	20	22	21	19	18

28. Hickory Creek Bridge, Mile K-733.3 will not clear main standing on car. Trolley wire and its connections may not clear main on top of cars, exercise sufficient care to avoid contact with them.

29. To handle trolley, feed, telephone and signal wires when down on the ground, employees must always stand on dry wood or rubber. They must be sure that no nails or other metals are sticking through same to the ground. They must keep their body clear of all metal and ground connections of any kind, such as iron poles, rails and wires other than the one to be picked up, and take such other precautions as may be necessary to protect themselves and others.

30. Before handling high tension circuits be sure that current is shut off at the power house or sub-stations. Before getting closer to wires than three feet throw a chain over circuits on each side of the place where work is to be done and be certain that chain is in perfect contact with all phases and chain properly grounded.

31. Abbreviations: 'W' water; 'C' coal; 'O' oil; 'T' turntable; 'S' track scales; 'Y' wye; 'P' telephones; 'D' day telegraph office; 'N' day and night telegraph office; 'NO' night telegraph office only. End of Spur connected to main track 'NE' for North End and 'SE' for South End; End of track Electrified 'NS' for North End and 'SS' for South End.

32. Company Surgeons: M.-K.-T.:

Stations	Name	Office
Dallas, Mo.	E. F. Yancey, Medical Director	
Dallas	Lee Hudson, Div. Surgeon	Medical Arts Bldg.
"	Allen G. Fythe, Div. Surgeon	" " "
"	R. S. Yancey, Chief Oculist	" " "
"	E. H. Carey, Oculist	" " "
"	M. E. Taber, Specialist	" " "
"	Rayworth Williams, Specialist	" " "
"	Eibert Dunlap, Cont. Surgeon Examiner	" " "
"	S. Webb, Local Surgeon	" " "
Lewisville	M. E. Lott, Local Surgeon	" " "
Lake Dallas	D. F. Kirkpatrick	" " "
Denton	D. G. Taylor	" " "
"	W. C. Kimbrough	" " "
"	M. D. Fullingame	" " "

33. The use of boisterous, profane or vulgar language by employees around or on the cars or premises of the company or over its telephone lines is strictly forbidden. Civil, gentlemanly and quiet deportment toward their fellow employees, as well as the patrons of the company, is required.

Employees are not allowed to halloo or talk to persons on the street, or to halloo or make signs to motormen, conductors or employees on passing trains. If you have any information or orders to impart to employees, stop your train and deliver the same in a low tone, as quickly as possible.

34. Interurban employees will comply with rules on the Texas Interurban Railway in the operation of motor cars except that when such rules conflict with M.-K.-T. rules, the M.-K.-T. rules must be observed.

35. The rules in this (timetable) will govern between Deny, Texeco and Denton when conflicting with rules contained in M.-K.-T. Transportation Department Book of Rules.

36. Dallas Division Time Table (Pages 2-3-7-8 and 9) govern movements between Deny and Union Station, Dallas.

37. Stations, tracks and spurs not shown on schedule page:

Station	End at which track is connected to main track	Car Capacity
Bachman (MP-K752.3)	NE	35
Brookhollow		10
Team Track No. 1 (MP-K753.4)	SE	10
Hawes (MP-K754.5)	SE	10

PASSENGER STOPS—INTERURBAN TRAINS

M.-K.-T. Mile Posts	Name of Stop	Distance from Interurban Station
MP-K755.2	Dallas—Interurban Station	6.0
MP-K754.5	Maple Lawn	4.5
MP-K753.8	Hawes	5.2
MP-K753.1	Lovedale	5.8
MP-K752.4	North Dallas	5.9
MP-K751.7	Brookhollow	7.1
MP-K751.0	Brookhollow	6.5
MP-K750.3	Levelland	7.7
MP-K750.0	Recreation	6.9
MP-K749.3	Willow Brook	5.1
MP-K748.6	Roselawn	5.7
MP-K747.9	Forestawn	2.7
MP-K747.2	Midvale	10.7
MP-K746.5	Marsh	11.6
MP-K745.8	Farmers Branch	12.8
MP-K745.1	Webb	14.8
MP-K744.4	Carrollton	15.1
MP-K743.7	Lain	16.1
MP-K743.0	Trinity Mills	17.0
MP-K742.3	Dixon	17.9
MP-K741.6	Donald	19.1
MP-K740.9	McGregor	20.5
MP-K740.2	Armidale	21.1
MP-K739.5	Lynch	22.0
MP-K738.8	Lewisville	22.9
MP-K738.1	North Lewisville	24.2
MP-K737.4	Tate	24.6
MP-K736.7	McFee	25.1
MP-K736.0	Orr	25.2
MP-K735.3	Hicks Dallas	25.8
MP-K734.6	Railley	26.1
MP-K733.9	Walker	25.9
MP-K733.2	Robinson	20.2
MP-K732.5	Brown	21.2
MP-K731.8	Corinth	22.2
MP-K731.1	Celena	22.8
MP-K730.4	Glenwood	24.0
MP-K729.7	Owens	25.7
MP-K729.0	Frail	26.4
MP-K728.3	Parsons	27.2
MP-K727.6	South Denton	27.8
MP-K726.9	Denton—Interurban Station	28.7

† Ticket Agents at these points and cars will make stop. All other stops will be made on flag.

* Interurban Stop, Carrollton, 500 feet south of M.-K.-T. Depot.

SPEED TABLE

Speed Per Hour	Time		Speed Per Hour		Time	
	1 Mile	1 Mile	1 Mile	1 Mile	M. S.	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	33	
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	56	57	1	3	
32	1	52	58	1	2	
33	1	49	59	1	1	
34	1	46	60	1	0	
35	1	43				

Cabin interlocker, protecting crossing of Texas Interurban Ry. and T-P on McKinney St., Denton, is located 850 feet north of passenger station on east side of T-P main track. Normal position of derails is against Interurban.

Interurban conductors will, before fouling crossing, ascertain by position of automatic interlock signals whether there is train in block on T-P main track; if so, Interurban train will wait until block clears.

When Interurban trains approach crossing and find interlock signals clear on T-P main track, they will line up derails for Interurban track and pass over crossing.

Train Masters
F. H. SCHALLER
A. F. WINKEL

Road Foreman of Engines
S. ARMSTRONG

Chief Dispatcher
J. A. SINGISER

Dispatchers
J. E. JAY, SR.
J. E. JAY, JR.
M. A. JONES

Operating Officers, Texas Interurban Railway
W. R. BURNS, General Manager, Dallas.
M. B. PARSONS, Superintendent, Dallas.

Road Foreman of Engines has the same authority as Trainmasters while on line of Road.

**NORTH TEXAS
DISTRICT**

Denton Division

**Employes' Joint
Time Table**

No. 12

**Effective
October 5, 1930**