

**MISSOURI-KANSAS-TEXAS RAILROAD COMPANY
OF TEXAS**

SAFETY

FIRST

NORTH TEXAS DISTRICT

EMPLOYEES' TIME TABLE NO. 16-B

16-B

Effective Thursday August 24, 1933

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

16-B

Superseding Previous Time Tables and Supplements

For Employees Only

E. E. HANNA
Superintendent

O. W. CAMPBELL,
Superintendent Transportation

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

SOUTHWARD TRAINS

DALLAS DIVISION

SOUTHWARD TRAINS

Time Table No. 16-B
Effective 12:01 A. M.
August 24, 1933

FOURTH CLASS		THIRD CLASS					Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	Distance from St. Louis	FIRST CLASS							SECOND CLASS		
93	793	765	69	77	271	Time Table No. 16-B			3	7	1	103	5	47				
Way	C. R. I. & G.	C. R. I. & G.	L. A. & T.	Way	First Freight	OWPT YSC Yard	RAY	Limited	Blue-bonnet	Texas Special	T. & N. O. Passenger	Plyer 11 O'clock Katy	Wichita Falls Passenger					
Mondays Wednesdays Fridays	Daily	Daily	Daily	Daily	Daily		STATIONS	Daily	Daily	Daily	Daily	Daily	Daily					
AM 6.30							Leave N RAY Leave RA	AM	AM	AM		PM						
							Leave N DENISON Leave WD	4.35	5.10	9.35		7.10						
7.00							T&NO LAMAR Interlocker	4.37	5.12	9.37		7.12						
7.15							BOVA	4.43	5.18	9.43		7.18						
7.25							TERRACE	4.47	5.22	9.47		7.22						
7.55							N T&P BELLS Interlocker X	4.55	5.30	9.54		7.30						
8.25							WHITEWRIGHT	5.05	5.40	10.04		7.42						
9.00							SLSW D TRENTON Interlocker UN	5.13	5.48	10.12		7.55						
9.30							D LEONARD AU	5.21	5.56	10.20		8.09						
10.05							N GC&SP CELESTE Interlocker KF	5.29	6.04	10.29		8.19						
10.38							KELLOOG	5.38	6.13	10.38		8.29						
11.13							GREENVILLE	5.48	6.23	10.48		8.40						
11.20							N SLSW HUNT Interlocker A	5.51	6.26	10.51		8.43						
11.25							AOHESON	5.54	6.29	10.54		8.46						
11.40							D OADDO MILLS OM	6.02	6.37	11.02		8.55						
12.01							D ROYSE CITY EY	6.12	6.47	11.12		9.06						
12.16							FATE	6.18	6.52	11.18		9.14						
12.32							D BOOKWALL RO	6.24	6.58	11.24		9.22						
1.00							D GC&SP ROWLETT Interlocker VY	6.35	7.09	11.35		9.35						
1.20							N GARLAND Interlocker BB	6.41	7.15	11.41		9.44						
1.30							BETHARD	6.46	7.20	11.46		9.49						
1.50							D T&NO URBAN Interlocker HY	6.57	7.31	11.57		10.01						
1.55							T. & N. O. JOT	6.59	7.33	11.59		10.03						
2.08							HIGHLAND PARK	7.01	7.35	12.01		10.05						
2.10							D DENY	7.07	7.40	12.06		10.10						
2.10							N O T & P DALLAS YARD DY Interlocker	7.09	7.42	12.08		10.12						
6.25							D DALLAS UNION STATION UT GC&SP Inter. - 2 1 - C.R.I.&G. Int.	7.15	7.45	12.15		10.15						
6.40							END OF DOUBLE TRACK	8.20		12.24		11.04						
7.17							T&NO HONEY SPRINGS	8.27		12.30		11.10						
7.30							D LANCASTER OA	8.43		12.42		11.22						
7.40							ELVA	8.52		12.49		11.29						
7.50							STERRETT	8.59		12.55		11.35						
8.00							N T&NO SONN Interlocker HC	9.05		1.00		11.40						
							M-K-T JUNCTION	9.09		1.04		11.44						
							WAXAHACHIE	9.10		1.05		11.45						
							KIPLING	9.21		1.13		11.54						
							D FORRESTON SN	9.28		1.19		12.01						
							D ITALY BG	9.38		1.27		12.09						
							Tex. Elec. Crossing - 5 2 - Signaled	9.48		1.34		12.17						
							D MILFORD M	10.01		1.44		12.29						
							Tex. Elec. Crossing - 7 4 - Signaled											
							D SLSW HILLSBORO Interlocker HO	10.15		1.54		12.42						
							N HILO HB Arrive	10.35		1.58		12.45						
93	793	765	69	77	271		173.4 Average speed per hour	3	7	1	103	5	47					
14.4	17.8	16.9	21.8	15.6	17.2			33.6	41.1	39.9	25.7	34.7	12.0					

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 52 and 220.)

No. 2 is superior to all trains.

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

NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

SECOND CLASS				FIRST CLASS					Time Table No. 16-B Effective 12:01 A. M. August 24, 1933	Station Number	THIRD CLASS					FOURTH CLASS	
	46	4	8	2	104	6		68			78	274	798	756	92		
	Wichita Falls Passenger	Limited	Blue- bonnet	Texas Special	T. & N. O. Passenger	Flipp. 11 O'clock Katy		L. A. & T.			Way	Fast Freight	C. R. I. & G.	C. R. I. & G.	Way		
	Daily	Daily	Daily	Daily	Daily	Daily		Daily			Daily	Daily	Daily	Daily	Tuesdays Thursdays Saturdays		
		AM	PM	PM		AM		AM		AM			PM				
									RAY					3.15			
		1.50	8.35	5.55		11.10			DENISON	661							
		1.47	8.32	5.52		11.08			LAMAR	D 1		3.30		2.35			
		1.40	8.25	5.46		11.01			BONA	D 5		3.15		2.22			
		1.36	8.21	5.42		10.57			TERRACE	D 8		3.05		2.15			
		1.28 ²⁷¹	8.13	5.35		10.49			BELLS	D 18		2.50		1.59			
		1.18	8.04	5.26		10.40			WHITEWRIGHT	D 20		2.30		1.30			
		1.08	7.55 ⁵	5.18		10.31			TRENTON	D 27		2.12 ²⁷¹		12.59			
		12.59	7.46	5.10		10.20 ¹			LEONARD	D 84		1.55		12.30			
		12.50	7.38	5.02		10.05 ⁹³			CELESTE	D 40		1.39		12.05 ^{PM}			
		12.40	7.28	4.53		9.55			KELLOGG	D 47		1.24		11.45			
		12.30	7.20	4.45		9.47			GREENVILLE	L 52	AM	1.11		11.30			
		12.22	7.17	4.42		9.38			HUNT	D 59	A 3.25 ²⁷¹	1.01		11.23			
		12.19	7.14	4.39		9.35			ADSON	D 55		3.20		11.20			
		12.12	7.07	4.32		9.27			CADDO MILLS	D 61		3.06		11.02 ¹			
		12.01 ^{AM 274}	6.57	4.22		9.16			ROYSE CITY	D 69		2.46		12.01 ^{AM 4}			
		11.55	6.52	4.17		9.08			FATE	D 73		2.35		10.15			
		11.49	6.46	4.11		9.00			ROCKWALL	D 78		2.23		10.01			
		11.37	6.35	4.00		8.47			ROWLETT	D 85		2.03		9.35			
		11.31	6.29	3.54		8.40			GARLAND	D 90		1.52		9.20			
		11.26	6.24	3.49		8.35			BETHARD	D 93		1.44		9.09			
		11.15	6.14	3.39		8.25			URBAN	D 101		1.25		8.51			
		11.12	6.12	3.37		8.36			T. & N. O. JOT.			1.21		8.48			
		AM	11.10	6.10	3.35	8.20			HIGHLAND PARK								
		A 7.58	11.03	6.03	3.23	8.13			DENY			1.03		8.37			
		7.57	11.02	6.02	3.22	8.12			DALLAS YARD	D 106	AM	5.00	10.15 ⁵	8.35			
		L 7.55	11.00	6.00	3.20	8.10			(DALLAS UNION STATION UT								
		AM	10.05	PM	3.03	7.34			END OF DOUBLE TRACK								
			9.58 ⁷⁷		2.58	7.29			HONEY SPRINGS	D 112		4.45	A 5.50	A 5.20			
			9.45		2.45	7.17 ⁷⁹³			LANCASTER	D 121		4.05		5.17	4.47		
			9.36		2.38	7.08			ELVA	D 126		3.50		5.02	4.32		
			9.30		2.32	7.02			STERNETT	D 130		3.38		4.50	4.20		
			9.25		2.27	6.57			SOLOM	D 134		3.28		4.40	4.10		
			9.20		2.23	6.52			M-K-T JUNOTION			3.17	L 4.30	L 4.00			
			9.19		2.22	6.51			WAXAHACHIE	D 137		3.15					
			9.09		2.15	6.44			KIPLING	D 142		3.01					
			9.02		2.09	6.38			FORRESTON	D 146		2.47					
			8.52		2.01	6.29			ITALY	D 152		2.30					
			8.45		1.54	6.22			MILFORD	D 157		2.15					
			8.33		1.44 ¹	6.11			LAKENON	D 165		1.50					
			8.20		1.32	5.58			HILLSBORO	812		1.25					
			8.10		1.30	5.55			HILLO	813		1.20 ⁷⁷					
		46	4	8	2	104	6		173.4		68	78	274	798	756	92	
		20.0	34.1	41.1	37.0	25.7	35.2		Average speed per hour		21.8	18.6	19.1	17.1	17.1	16.5	

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.)

No. 2 is superior to all trains.

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SOUTHWARD TRAINS

FORT WORTH DIVISION

SOUTHWARD TRAINS

FOURTH CLASS		THIRD CLASS						Siding Capacity Cars, Telephone, Sales, Water, Turn Table, Wye, Fuel Yards	Distance from St. Louis	Time Table No. 16-B Effective 12:01 A. M. August 24, 1933							
Way	81	71	371	373	73	75	STATIONS			23	17	3	11	1	25	5	
	Monday, Wednesday, Friday	Daily	Daily	Daily	Daily	Daily	RAY	Limited	Blue-bonnet	Limited	Texas Special	Texas Special	25 Flyer 11 O'clock Katy	5 Flyer 11 O'clock Katy			
	AM 5.15	AM 12.15	AM 12.10	PM 9.15	PM 9.00	PM 4.30	Denison	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
							DALLAS JOT.										
							POTTSBORO JOT.										
							POTTSBORO JN										
							HAGERMAN										
							DEAVER										
							SADLER										
							WHITESBORO WO										
							DENTON ON										
							FORT WORTH NY										
							NEY ST										
							DOLARD										
							BETHEL										
							BURLESON BU										
							EGAN										
							ALVARADO VD										
							CONLEY										
							GRANDVIEW GW										
							ITASCA SK										
							SOHOFIELD										
							LOVELAOE										
							HILLSBORO HO										
							NILO HB										
							DAVY										
							ABBOTT										
							WEST WS										
							DREW										
							ELM MOTT										
							POWERS										
							BELLMEAD BJ										
							WACO WO										
							184.6										
							Average speed per hour										
							81										
							71										
							371										
							373										
							73										
							75										
							15.8										
							19.7										
							14.0										
							18.0										
							16.5										
							17.4										
							23										
							17										
							3										
							11										
							1										
							25										
							5										
							81.3										
							36.0										
							35.4										
							83.9										
							44.3										
							37.2										
							43.3										

No. 2 is superior to all Trains.

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No. 11 is superior to No. 26.

NORTHWARD TRAINS

FORT WORTH DIVISION

NORTHWARD TRAINS

FIRST CLASS							Time Table No. 16-B Effective 12:01 A. M. August 24, 1933	THIRD CLASS						FOURTH CLASS						
24	4	18	12	2	26	6		272	374	74	72	372	76	82						
Limited	Limited	Blue-bonnet	Texas Special	Texas Special	Flyer 11 O'clock Katy	11 O'clock Katy		Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight Way	Way						
Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday, Saturday						
							STATIONS													
							Arrive N Double Track RAY N Arrive DENISON Arrive WD DALY SUN DALLAS JOT. POTTSBORO JOT. POTTSBORO JN HAGERMAN DEAVER SADDLER WHITESBORO WO DENTON ON FORT WORTH Interlocker NY NEY Interlocker KN ST DOLARD BETHLE BURLESON BU EGAN Interlocker VD NO GC&SF VD ALVARADO OONLEY GRANDVIEW QW ITASOA SK SCHOFIELD LOVELAKE Interlocker HO D StLSW HILLSBORO HILO HB DAVY ABBOTT WEST WS DREW ELM MOTT POWERS BELMEAD Interlocker Device B StLSW T&NO-I&GN-SLLSW Interlocker WACO WC Leave													
AM		PM	PM		AM		AM	AM	PM	PM	AM		PM							
1.45		8.30	5.50		11.10		661	1.30	4.30	12.01	11.35	1.05		2.01						
1.40		8.25	5.45		11.05		662													
1.38		8.23	5.43		11.03		663													
1.37		8.22	5.42		11.02															
1.27		8.11	5.32		10.52		670	1.10	4.00	11.40	11.10	12.35 ⁷¹ 12.30 ³⁷¹		1.30						
1.18		8.00	5.22		10.42		675	12.50 ⁷¹ 12.45 ³⁷¹	3.45	11.28	10.55	12.06		1.15						
1.15 ³⁷¹ 71		7.57	5.19 ⁷⁵		10.39		677	12.40	3.40	11.24	10.50	12.01 AM		1.10						
1.06		7.48 ²⁵	5.11		10.31		682	12.25	3.25	11.10	10.35	11.45		12.55						
1.00 AM		7.42 PM	5.05 PM		10.25 ¹¹ AM		686	12.15 AM	3.15 AM	11.00 AM	10.25 ⁷³ 373 PM	11.35 PM		12.45 PM						
12.01 AM VIA 6.45 PM 4.07 PM JOINT 9.23 AM TRACK																				
11.00 PM 10.05 PM		L 5.50 PM	L 3.10 PM		A 7.45 AM		757													
9.52					7.33		759	8.30 PM 7.30 PM		8.00 AM	7.25 AM	5.00 PM		6.00 AM						
9.47					7.28		761	7.15		7.17				5.50						
9.41					7.23 ⁷¹		764	7.00		7.10 ⁷¹				5.35						
9.32					7.14		771	6.35		6.57				5.15						
9.23					7.05		778	6.13		6.44				4.44 ⁷³						
9.14					6.57		784	5.50		6.31				4.20						
9.08					6.49		788	5.35		6.23				4.05						
8.57					6.41		798	5.15		6.12				3.45						
8.45					6.30		801	4.49		5.55 ⁷³				3.15						
8.36					6.22 ⁷³		806	4.35		5.45				2.55						
8.35					6.20		807													
8.25					6.11		812	4.10		5.32				2.30						
L 8.15 PM	A 8.10 PM			A 1.30 PM	6.06	A 5.55 AM	813	4.05		5.29				2.20 ⁷⁵						
	8.05			1.27	6.02	5.51	815	3.55		5.24				1.50						
	7.57			1.20	5.54	5.43	822	3.35		5.12				1.30						
	7.48			1.14	5.46	5.36	827	3.15		5.01				1.04 ⁵ 12.56 ²⁵						
	7.39			1.06	5.38	5.28	834	2.55		4.49				12.28						
	7.35			1.03	5.34	5.24	836	2.45		4.43				12.19						
	7.30			12.59	5.29	5.19	840	2.31 ¹		4.36				12.09 AM						
	7.25			12.55	5.25	5.15	843	L 2.00		L 4.30				11.59						
	7.20 PM			12.50 PM	5.20 AM	5.10 AM	846													
24	4	18	12	2	26	6	184.6 Average speed per hour							272	374	74	72	372	76	82
32.0	39.0	36.0	36.0	48.7	35.1	48.3								16.7	17.1	23.8	14.4	14.2	13.9	17.1

No. 2 is superior to all trains.

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

No. 11 is superior to No. 26.

6 SOUTHWARD TRAINS		DENTON DIVISION		NORTHWARD TRAINS		SOUTHWARD TRAINS		SHERMAN BRANCH		NORTHWARD TRAINS						
THIRD CLASS	FIRST CLASS	Siding Capacity Cars, Telephone, Fuel, Scales, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 16-B Effective 12:01 A. M. August 24, 1933		Station Numbers	FIRST CLASS	THIRD CLASS	THIRD CLASS	Siding Capacity Cars, Telephone, Fuel, Scales, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 16-B Effective 12:01 A. M. August 24, 1933		Station Numbers	THIRD CLASS	
473 Way	47 Wichita Falls Passenger			46 Wichita Falls Passenger	472 Way		55 Mixed	56 Mixed								
Daily Ex. Saturday	Daily	Yard WPCYS	721.6	Leave DENTON	Arrive LAKE DALLAS	722	AM 8.25	PM 8.45	AM 6.00	WCPTYOS Yard	660.9	N DENISON	DN	661	AM 2.00	
9.30	8.45	15 P	730.9	9.3	9.3	K9	9.02	8.05	6.25	9	662.5	2.7	SUN	DN	662	1.40
10.05	9.07	25 P	736.8	5.9	5.9	K15	8.48	7.45	6.40	20	666.1	5.5	ELLSWORTH	DN	P5	1.25
10.35	9.21	25 F	742.7	5.9	5.9	K21	8.35	7.15	7.05	WST Yard	671.6	5.5	SHERMAN	DN	P11	1.00
11.05	9.34	25 P	744.6	4.1	4.1	K23	8.29	7.00	55			10.7				56
11.13	9.39	26 P	746.9	2.3	2.3	K25	8.23	6.50	9.9			Average Speed Per Hour				10.7
11.25	9.45	23 P	751.0	7.0	7.0	K29	8.15	6.30								
11.50	9.55		758.0	7.0	7.0		7.58	5.45								
12.20	10.15															
473 12.8	47 24.3			36.4			46 25.1	472 12.1								

No. 55 is Superior to No. 56.

Denton Division trains be governed by Dallas Division Time Table Pages 2 and 3, and special rule No. 3(A), between Deny and Dallas Union Station.

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 light 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 3, 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 8 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. 16-B Effective 12:01 A. M. August 24, 1933		Station Number	THIRD CLASS
85 Mixed			86 Mixed			
Mondays Wednesdays Fridays			STATIONS			Tuesdays Thursdays Saturdays
8.00	WOPTY Yard	714.0	Leave GREENVILLE	Arrive HUNT	D52	PM 1.35
8.15	Yard SP	713.0	N HUNT	GE Crossing	D53	1.30
8.45	37	720.2	Tex. Mid. DIXON		H7	12.50
9.30	43	727.5	D LONE OAK	NK	H14	12.10 PM
10.10	41	733.5	D POINT	NO	H21	11.35
10.55	29	740.9	D EMORY	MY	H28	10.55
12.01	60 Y	750.4	D ALBA	AB Crossing	H37	10.00
12.15		751.0	T. S. L. HOYT		H38	9.50
12.45	38	756.5	GOLDEN		H44	9.20
1.15	47	761.5	STORAGE		H48	8.45
1.30	WOY Yard	763.5	T. & P. (Cabin) Interlocker MINEOLA	US Leave	H50	8.30 AM
85 9.0			50.5			86 9.7
			Average speed per hour			

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

Speed Per Hour	TIME TABLE			
	Time		Speed Per Hour	
	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 26
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 16
23	2	38	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	45	60	1 0
35	1	42		

WESTWARD TRAINS				HENRIETTA DIVISION				EASTWARD TRAINS								
FOURTH CLASS		THIRD CLASS		FIRST CLASS		Distance from St. Louis	Time Table No. 16-B Effective 12:01 A. M. August 24, 1933	Station Number	Yards Coal, Oil Water, Turn Table, Track Scales, Wye, Car Capacity	FIRST CLASS		THIRD CLASS		FOURTH CLASS		
81 Way	81 Fast Freight	371 Fast Freight	373 Fast Freight	31 Tenn. Special	31 Daily					38 Bluebonnet	38 Daily	372 Fast Freight	374 Fast Freight	82 Way	82 Daily	82 Daily
Monday, Wednesday, Friday		Daily	Daily	Daily			STATIONS									
7:00 AM	1:40 AM	10:45 PM	10:45 PM	10:45 AM	685.7	Leave	WHITESBORO	686	POWSY Yard	7:25 PM	11:30 PM	3:15 AM	12:15 PM			
7:20	2:01	11:10 ³⁷²	11:10 ³⁷²	10:57	693.1	N	WOODHINE	G 7	80 P	7:10	11:10 ³⁷³	2:48	11:50			
7:40	2:21 ³⁷⁴	11:30	11:30	11:07	699.6		OOK		48	7:00	10:47	2:21 ³⁷¹	11:30			
9:00	2:25	11:35	11:35	11:15 ⁸²	701.1	N	GAINESVILLE	G 15	49 PWYO	6:57	10:43	2:10	11:15 ³¹			
9:10	2:40	11:45	11:45	11:21	703.2	GC&SF	ZENA		100 P	6:48	10:38	1:52	10:25			
9:25	2:50	11:55	11:55	11:28	706.5		LINDSAY	G 21	48	6:42	10:29	1:42	10:15			
9:45	3:05	12:15 AM	12:15 AM	11:39	712.4		MYRA	G 27	32 P	6:33	10:12	1:22	9:55			
10:10	3:15	12:25	12:25	11:48	716.3	D	MUNSTEE	G 31	100 P	6:24	10:01	1:10	9:40			
10:30	3:35	12:50 ³⁷⁴	12:50 ³⁷⁴	11:59	722.5		OOPERS	G 37	43 P	6:15	9:42	12:50 ³⁷³	9:15			
10:55	3:45	1:05	1:05	12:09 PM	726.8	D	ST. JO	G 41	W	6:08	9:30	12:32	9:01			
11:01	3:50	1:25	1:25	12:11	727.8		OBEST		100 P	6:03	9:25	12:27	8:45			
11:20	4:07	1:45	1:45	12:23	733.8		BONITA	G 48	50	5:52	9:05	12:02 AM	8:25			
12:01 PM	4:38	2:10	2:10	12:39	742.8	D	NOONA	G 57	100	5:38	8:45	11:41	8:01			
12:30	5:05	2:30	2:30	12:51	749.1		BELOHEVILLE	G 63	31 PW	5:24	8:24	11:21	7:25			
1:04 ³¹	5:23	2:55	2:55	1:04 ⁸¹	756.2	D	RINGGOLD	G 71	100	5:11	7:59	11:01	7:01			
1:50	5:45	3:25	3:25	1:18	765.8		WALTON	G 80	46 P	4:56	7:30	10:36	6:25			
2:20	6:01 ⁸²	3:45	3:45	1:29	771.7	D	HENRIETTA	G 86	100 W	4:45	7:10	10:15	6:01 ³⁷¹			
2:45	6:25	4:15	4:15	1:45	781.5	Ft. W&DC	JOLLY	G 96	100 P	4:30	6:40	9:45	5:30			
3:10	6:45	4:45	4:45	2:00 PM	790.2	WV	WICHITA FALLS	G 105	PSWY Yard	4:15 PM	6:15	9:20	5:10			
					791.1	Arrive	DENVER JUNCT.									
3:25 PM	7:00 AM	5:00 ⁸²	5:00 ⁸²		791.6	N	NORTH YARD	G 106	PSWTO Yard		6:00 PM	9:05 AM	5:00 ³⁷³			
81	371	373	373	31						38	372	374	82			
12.6	19.8	16.9	16.9	32.2						33.0	19.3	17.2	12.5			
							Average speed per hour									

No. 38 into Whitesboro operates as No. 347 on T. & P. and this train departs from Whitesboro passenger station on Henrietta Division at 7:30 p. m.

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 and second class trains will clear time of Nos. 1 and 2 at least five minutes.
- 1(B). On Ft. Worth Division No. 11 is superior to No. 26.
- 1(C). On Sherman Branch No. 55 is superior to No. 56.
- 1(D). Third and fourth class and extra trains and yard engines will clear first class trains at least ten minutes.
- 1(E). 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.
- 1(F). On Dallas Division No. 163 and No. 194, 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 order. (See Rules 82 and 220.)
- 2. All passenger trains (first and second class and passenger extras) report for orders before leaving Denison, Dallas Union Terminal, Whitesboro, Fort Worth, Hilo, Waco and Wichita Falls.
- 2(A). All freight trains (third, fourth class and extra), report for orders before leaving Whitesboro, Hilo, Belmead, North Yard-Wichita Falls, Dallas Yard, and Dallas General Office when no telegrapher on duty at yard. Dallas Division trains from Ray report at Ray; and at Ney, southward trains only.
- 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 Ray and Sherman. CRIG&G trains report for orders before leaving CRIG&G Jct. and MKT Jct. L.A.&T. trains report for orders before leaving Hunt.

- 2(D). First and second class trains and passenger extras register at Dallas Yard and Hilo by slip, except first and second class trains when displaying signals for following sections, stop and register or get telegraphers written acknowledgment for signals displayed.
- 2(E). Register at Belmead for third and 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 or get telegraphers written acknowledgment for signals displayed.
- 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 Daly 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 7533 indicates stop.
- Crossover movements Dallas Yard to Denton Division must not be made without flag protection when signals 7652, 7653 or 7653 indicate stop.
- 3(B). Trains approach Whitesboro at restricted speed expecting to find Fort Worth and Henrietta Division main tracks occupied.
- 3(C). Trains and engines run at restricted speed between T. & N. O. crossing south of Ney and north end of double track Fort Worth.
- 3(D). Trains and engines run at restricted speed between South Yard limit board, South Yard, and North Yard limit board, North Yard, Wichita Falls.
- 3(E). 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. Third track opposite depot Greenville will be used as the siding at Greenville passenger station, and track east of water tank.

known as LA&T siding, Greenville, may be used for MKT-T trains to meet avoiding delay to LA&T passenger trains.

- 3(F). Northward first class trains will receive hand or lamp signal before fouling twin switches south end Denison passenger station.
- 3(G). Trains and engines not exceed 15 miles per hour over puzzle switch north of passenger station Denison.
- 3(H). Derail located ninety (90) feet north of running Track No. 1 Switch Warner Cut-off.
- 3(I). Maximum Speeds (Miles Per Hour)

Division	Passenger trains	Regular Scheduled Fast Freight Trains Without Loaded Oil Tanks	Other Freight trains
Dallas—			
Between Denison and Bells	50	30	25
Between Bells and Celeste	50	30	25
Between Celeste and Greenville	50	25	25
Between Greenville and Rockwall	60	30	25
Between Rockwall and Dallas	50	30	25
Between Dallas and Hillsboro	50	30	25
Ft. Worth—			
Between Dallas Jct. and Fotttsboro	50	30	25
Between Fotttsboro and Whitesboro	50	30	25
Between Ft. Worth and Hilo	60	30	25
Between Hilo and Belmead	60	30	25
Henrietta—			
Between Whitesboro and Wichita Falls	50	30	25
Denton	35	20	25
Sherman Branch	20	15	15
Mineola	20	15	12

- 3(J). Maximum speed engines backing up, with or without cars, fifteen miles per hour except on Mineola Division and Sherman Branch 10 miles per hour.
- 3(K). Maximum speed entering or leaving Main Line turnouts, passenger trains twenty miles per hour, freight trains fifteen miles per hour.

SPECIAL INSTRUCTIONS — Continued

3(L). The maximum speed of 60 per cent freight engines on passenger trains is 55 miles per hour and 54-44 per cent freight engines on passenger trains is forty miles per hour.

3(M). Maximum speed of switch engines, with or without cars, fifteen miles per hour.

3(N). Maximum speed of trains handling loaded oil tanks is 25 miles per hour on Dallas, Ft. Worth and Henrietta Divisions, 20 miles per hour on Denton Division, 15 miles per hour on Sherman Branch, and 12 miles per hour on Mineola Division.

3(O). Maximum speed of trains on Warner and Ray-Pottsboro Cut-off, 15 miles per hour.

3(P). City ordinance speed restrictions:

Table with 3 columns: Station, miles per hour, Station, miles per hour. Lists various stations and their corresponding speed limits.

4. Points to which Time applies:

- Hunt —Yard lead switch north of Wellington Street.
Bellmead —For first and second class and passenger extras north end double track.
Ney —For first and second class and passenger extras south end double track opposite roundhouse.
Whitesboro —For Ft. Worth Division first and second class and passenger extras, Junction Switch opposite T & P passenger station.
Pottsboro —For Northward trains crossover at Signal 6594.

4(A). Arriving and departing times of trains 46 and 47, Denton, apply at cross-over switch T. P. Mile Post A-209.

4(B). Stations, tracks and spurs not shown on schedule:

Table with 3 columns: Station, End at which track is connected to Main Track, Car Capacity. Lists stations like Canaan, Kingston, Penick, Burrow, Thomas, Chelsea, Rock, Arno, Sargent, Red oak, Chatt, Cap Head, Hope, Rossion, Huggins, Teco, South Yd, Corinth, Bachman, Love Field, Brookhollow, No. Dallas, Hawes, Hudnall, Baines, Ginger, Clearing, Ben.

4(C). Water tanks, other than those at stations shown on schedule page: East Fork —Mile Post D-742; Ginger —Mile Post H-745.3

4(D). Following Yards protected by Yard Limit Boards:

Table with 4 columns: Denison, Ray, Greenville, Hunt, Dallas, Waxahachie, Hillsboro, Hilo, Bellmead, Waco, Ney, Ft. Worth, Denton (Denton Division), Whitesboro, Gainesville, Nocona, Wichita Falls, Alba, Hoyt, Storage, Mineola.

4(E). Car capacities of tracks are exclusive of engine and caboose and based on average of 45 feet per car.

5. Bulletin books located at:

Table with 2 columns: DENISON, RAY, GREENVILLE, HUNT, DALLAS, BELLMEAD, FT. WORTH, GAINESVILLE, WICHITA FALLS, MINEOLA. Lists bulletin book locations for various offices.

Bulletin books for benefit of CR&G employes maintained at Teague, and yard and roundhouses offices of Rock Island and FWDC at Ft. Worth.

6. Standard Clocks located at:

Table with 2 columns: DENISON, RAY, GREENVILLE, HUNT, DALLAS, BELLMEAD, FT. WORTH, WICHITA FALLS, MINEOLA. Lists clock locations for various offices.

7. Watch Inspectors:

Table with 4 columns: Name, Address, Name, Address. Lists watch inspectors and their addresses.

8. Automatic Block Signals in service as follows:

Table with 2 columns: Denison-Ray Terminal, Ft. Worth Division, Dallas Division. Lists signal locations and associated mileposts.

8(A). If held by Home Signal at:

Table with 2 columns: Dallas Junction, Signal 6600, South End Ray, Signal 6600. Lists signal locations and associated mileposts.

8(B). Movements between Ray and Pottsboro via Ray-Pottsboro Cut-off; between Ray and Redtex 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 Ray before entering block.

8(C). Electrically Controlled Switches at:

Table with 2 columns: Pottsboro Junction, Whitesboro-T&P-MKT Junction, Hilo-Dallas Division and Ft. Worth Division Junction, Bellmead-North end double track.

8(D). Southward trains trail through spring switch south end double track Dallas Junction and not make reverse movement until switch lined by hand.

8(E). Northward trains trail through spring switch north end double track Ft. Worth and not exceed 30 miles per hour, and Southward trains 20 miles per hour. Northward trains must not make reverse movement until switch lined by hand.

8(F). Double Track:

Between Denison and just south of Dallas Junction. Between Santa Fe 9768.9 and MP D769.3. Between Bellmead and Waco except over Brazos River Bridge.

8(G). Northward trains and engines stop to clear north end double track Ft. Worth until given interlocker signal.

8(H). South crossover switch at signal 6594 Pottsboro must be kept lined for siding.

8(I). South crossover switch main line to Bellmead Cut-off at Caphead must be left lined for yard lead.

8(J). Maximum speed of trains over Cotton Belt crossing Bellmead, 20 miles per hour.

8(K). Maximum speed of trains through double track turnouts T. & N. O. and S. A. A. P. crossing Waco, 15 miles per hour.

8(L). Interlocker home signal for northward trains governing T. & N. O. crossing just north of Brazos River Bridge, Waco, located on left side of track.

8(M). Double track extends between Mile 843.0 Bellmead and Mile 844.8 Single track extends over Brazos River bridge between Mile 844.6 and Mile 844.9. Double track extends between Mile 844.3 Waco and Mile 853.1 Hewitt. On double track, double track rules will govern, except between Mile 844.3 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 Caphead and be governed by automatic block signals from North end of double track (Mile 845.0) to Caphead. Check North Texas Dist. register and avoid delay overdue first class trains; obtain orders against such opposing trains when overdue. Deleon Division train No. 56 will use track from T. & N. O. crossing (Mile 844.6) North of Brazos River bridge to Waco passenger station. All trains will move at restricted speed through Bellmead-Waco.

9. Interlocker Santa Fe crossing, 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

Table with 2 columns: WACO, BELLMEAD, HILO, NEY, FT. WORTH, WICHITA FALLS, MINEOLA. Lists office locations for various stations.

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.

9(A). Trains or engines must not exceed 25 miles per hour over moveable point crossing frog just north of south end double track South Dallas.

9(B). Derails and signals controlled by cabin interlocker Lancaster, normally lined proceed for M-K-T trains. M-K-T trainmen desiring to use transfer, will go in cabin tower, see there are no M-K-T trains approaching, then push lever No. 1 back, which will place M-K-T home signals in stop position and unlock transfer switch; after use of transfer has been completed No. 1 lever must be pulled back and see that M-K-T home signals go clear.

9(C). Interlocker dwarf signal governing movement from siding to main track Celeste located on left side track.

9(D). Do not exceed 20 miles per hour over switches and derails between home signals of interlocking plant at Hunt.

9(E). Passenger trains reduce to 35 and freight trains to 20 miles per hour over T-P crossing Bella.

9(F). Passenger trains not exceed 30 miles per hour and freight trains 20 miles per hour approaching signals governing Texas Electric crossings at Italy and Hillsboro.

10. Engines larger than 41% freight and 29% 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.

10(A). 41% freight and 29% 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-723.3.

10(B). 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.

11. Following structures will not clear man on side of car on main track: Coal chutes Hilo and Dallas. All mail cranes when pouches hung. Water tank St. Jo, and water tank on wye side Whitesboro.

Following overhead structures will not clear man standing on top of high car: city viaduct Denison yard MP 661.1; Commerce St. Viaduct located north end Union Terminal, Dallas; Oak Cliff viaduct and Interurban bridge just south of Union Station, Dallas; I. & G. N. overhead bridge Dallas Division MP D-812.9; Allen Ave. and Hattie St. viaducts north end Ney; Hickory Creek Bridge MP K-723.3 Denton Division.

12. Abbreviations: "W" water; "C" coal; "O" oil; "T" turntable; "S" track scales; "Y" wye; "P" telephone; "D" day telephone office; "N", day and night telephone office; "NO", night telephone office only.

13. Dallas Union Terminal Time Table governs between Dallas Yard and Santa Fe Interlocker South Dallas. Port Worth and Denver Time Table governs between Wichita Falls and North Yard.

14. P Time Table governs between Whitesboro and Fort Worth.

15. Employees of Chicago, Rock Island & Gulf Railroad and Louisiana, Arkansas & Texas Railroad are subject to the Rules, Time Tables and Special Instructions of the Missouri-Kansas-Texas Railroad Company of Texas while operating over its tracks.

15. Following Stops For Revenue Passengers Only:

Table with 4 columns: Train, Station, Train, Station. Lists stops for revenue passengers at various stations.

15(A). Nos. 1 and 2 stop on flag Waxahachie for revenue passengers to or from Austin, San Antonio, St. Louis and Kansas City and beyond.

15(B). No. 1 stop Georgetown and New Braunfels to discharge revenue passengers from or through St. Louis and Kansas City.

15(C). Train 1 stop Bella to discharge revenue passengers from Muskogee and north and train 3 stop on flag Bella for revenue passengers destined Muskogee and north.

15(D). Nos. 1 and 2 stop on flag Georgetown to pick up or discharge revenue passengers from or to Dallas and stations beyond where these trains are scheduled to stop.

15(E). No. 2 stop on flag New Braunfels and Georgetown for revenue passengers destined to or through St. Louis and Kansas City.

15(F). Nos. 3, 23, 7 and 17 stop any station to discharge revenue passengers from north of Denton.

15(G). Trains 3 and 4 stop on flag Bella, Whitewright, Trenton, Leonard and Celeste to pick up or discharge revenue passengers destined to or from Dallas or beyond.

15(H). No. 5 stop New Braunfels to discharge revenue passengers from Waco and stations north that are regular or flag stops and for revenue passengers from or through St. Louis and Kansas City.

15(I). No. 6 stop on flag at New Braunfels for revenue passengers destined Waco and stations north (that are regular or flag stops and for revenue passengers to and through St. Louis and Kansas City).

15(J). Train 23 stop on flag Sadler and Tioga for revenue passengers destined Denton and beyond.

15(K). Train 18 stop on flag Pilot Point for revenue passengers to St. Louis Kansas City and beyond.

15(L). 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.

15(M). Train 24 stop on flag Tioga to discharge revenue passengers from Denton and south and to pick up revenue passengers for Denton and north.

15(N). No. 25 stop stations Granger to Houston to discharge revenue passengers from or through Kansas City or St. Louis.

15(O). Nos. 23, 25 and 26 stop on flag Egan for revenue passengers.

15(P). No. 26 stop Collinsville, Tioga to discharge revenue passengers from Denton and north.

15(Q). Train 25 stop Elgin and Bastrop for revenue passengers by Houston and beyond and to discharge revenue passengers from Waco and stations north that are stops for Nos. 5 and 25.

15(R). Train 26 stop Bastrop and Elgin for revenue passengers from or through Houston, and at Bastrop and Elgin for revenue passengers destined Waco and beyond.

FOR THE YEAR 1933

Station	Class	Rate	Station	Class	Rate
1	1st	1.00	1	1st	1.00
2	1st	1.00	2	1st	1.00
3	1st	1.00	3	1st	1.00
4	1st	1.00	4	1st	1.00
5	1st	1.00	5	1st	1.00
6	1st	1.00	6	1st	1.00
7	1st	1.00	7	1st	1.00
8	1st	1.00	8	1st	1.00
9	1st	1.00	9	1st	1.00
10	1st	1.00	10	1st	1.00
11	1st	1.00	11	1st	1.00
12	1st	1.00	12	1st	1.00
13	1st	1.00	13	1st	1.00
14	1st	1.00	14	1st	1.00
15	1st	1.00	15	1st	1.00
16	1st	1.00	16	1st	1.00
17	1st	1.00	17	1st	1.00
18	1st	1.00	18	1st	1.00
19	1st	1.00	19	1st	1.00
20	1st	1.00	20	1st	1.00
21	1st	1.00	21	1st	1.00
22	1st	1.00	22	1st	1.00
23	1st	1.00	23	1st	1.00
24	1st	1.00	24	1st	1.00
25	1st	1.00	25	1st	1.00
26	1st	1.00	26	1st	1.00
27	1st	1.00	27	1st	1.00
28	1st	1.00	28	1st	1.00
29	1st	1.00	29	1st	1.00
30	1st	1.00	30	1st	1.00
31	1st	1.00	31	1st	1.00
32	1st	1.00	32	1st	1.00
33	1st	1.00	33	1st	1.00
34	1st	1.00	34	1st	1.00
35	1st	1.00	35	1st	1.00
36	1st	1.00	36	1st	1.00
37	1st	1.00	37	1st	1.00
38	1st	1.00	38	1st	1.00
39	1st	1.00	39	1st	1.00
40	1st	1.00	40	1st	1.00
41	1st	1.00	41	1st	1.00
42	1st	1.00	42	1st	1.00
43	1st	1.00	43	1st	1.00
44	1st	1.00	44	1st	1.00
45	1st	1.00	45	1st	1.00
46	1st	1.00	46	1st	1.00
47	1st	1.00	47	1st	1.00
48	1st	1.00	48	1st	1.00
49	1st	1.00	49	1st	1.00
50	1st	1.00	50	1st	1.00
51	1st	1.00	51	1st	1.00
52	1st	1.00	52	1st	1.00
53	1st	1.00	53	1st	1.00
54	1st	1.00	54	1st	1.00
55	1st	1.00	55	1st	1.00
56	1st	1.00	56	1st	1.00
57	1st	1.00	57	1st	1.00
58	1st	1.00	58	1st	1.00
59	1st	1.00	59	1st	1.00
60	1st	1.00	60	1st	1.00
61	1st	1.00	61	1st	1.00
62	1st	1.00	62	1st	1.00
63	1st	1.00	63	1st	1.00
64	1st	1.00	64	1st	1.00
65	1st	1.00	65	1st	1.00
66	1st	1.00	66	1st	1.00
67	1st	1.00	67	1st	1.00
68	1st	1.00	68	1st	1.00
69	1st	1.00	69	1st	1.00
70	1st	1.00	70	1st	1.00
71	1st	1.00	71	1st	1.00
72	1st	1.00	72	1st	1.00
73	1st	1.00	73	1st	1.00
74	1st	1.00	74	1st	1.00
75	1st	1.00	75	1st	1.00
76	1st	1.00	76	1st	1.00
77	1st	1.00	77	1st	1.00
78	1st	1.00	78	1st	1.00
79	1st	1.00	79	1st	1.00
80	1st	1.00	80	1st	1.00
81	1st	1.00	81	1st	1.00
82	1st	1.00	82	1st	1.00
83	1st	1.00	83	1st	1.00
84	1st	1.00	84	1st	1.00
85	1st	1.00	85	1st	1.00
86	1st	1.00	86	1st	1.00
87	1st	1.00	87	1st	1.00
88	1st	1.00	88	1st	1.00
89	1st	1.00	89	1st	1.00
90	1st	1.00	90	1st	1.00
91	1st	1.00	91	1st	1.00
92	1st	1.00	92	1st	1.00
93	1st	1.00	93	1st	1.00
94	1st	1.00	94	1st	1.00
95	1st	1.00	95	1st	1.00
96	1st	1.00	96	1st	1.00
97	1st	1.00	97	1st	1.00
98	1st	1.00	98	1st	1.00
99	1st	1.00	99	1st	1.00
100	1st	1.00	100	1st	1.00

legit
Whitcomb

NORTH TEXAS DISTRICT

TIME TABLE No. 16-B

**Effective
August 24,
1933**