

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

SAFETY

FIRST

NORTH TEXAS DISTRICT

EMPLOYEES' TIME TABLE NO. 16-F

16-F

Effective Sunday September 29, 1935

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

16-F

Superseding Previous Time Tables and Supplements

For Employes Only

E. E. HANNA
Superintendent

J. H. LITTLE,
Superintendent Transportation

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

SOUTHWARD TRAINS

DALLAS DIVISION

SOUTHWARD TRAINS

THIRD CLASS					Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	Distance from St. Louis	Time Table No. 16-F Effective 12:01 A. M. September 29, 1935		FIRST CLASS					SECOND CLASS	
793 C. R. I. & G. Daily	765 C. R. I. & G. Daily	69 L. A. & T. Daily	77 Past Freight Way Daily	271 Past Freight Way Daily			3 Limited Daily	7 Blue-bonnet Daily	817 C. R. I. & G. Passenger Daily	1 Texas Special Daily	103 T. & N. O. Passenger Daily	5 Flyer 11 O'clock Katy Daily	45 Wichita Falls Passenger Daily		
				AM 12.05	OWPT YSC Yard	Leave N	RAY	Leave RA							
					OWPT YS	680.9	DENISON	Leave WD	2.55	5.10		9.35		7.10	
				12.30	P	661.6	LAMAR	Interlocker	2.57	5.12		9.37		7.12	
				12.45	P	666.0	BONA	Interlocker	3.03	5.18		9.43		7.18	
				12.55	80 P	668.7	TERRACE	Interlocker	3.07 ²⁷⁴	5.22		9.47		7.22	
				1.28 ⁴	58 P	674.3	BELLS	Interlocker	3.16	5.30		9.54		7.30	
				1.50	63 P	681.3	WHITEWRIGHT	Interlocker	3.28	5.40		10.04		7.41	
				2.12 ²⁷⁴	88 P	688.1	TRENTON	Interlocker	3.40	5.48		10.12		7.55 ⁸	
				2.29	34 WP	694.6	LEONARD	Interlocker	3.51	5.56		10.20 ⁶		8.04	
				2.46	88 YP	701.2	CELESTE	Interlocker	4.02	6.04		10.29		8.13	
				3.04	49 P	707.5	KELLOGG	Interlocker	4.11	6.13		10.38		8.22	
				3.20	WYTPO Yard	713.0	GREENVILLE	Interlocker	4.22	6.23		10.48		8.32	
				4.45	Yard S-P	714.0	HUNT	Interlocker	4.25	6.26		10.51		8.35	
				4.50	59 P	715.9	ACHESON	Interlocker	4.28	6.29		10.54		8.38	
				5.04	67 P	721.0	CADDO MILLS	Interlocker	4.38	6.36		11.02		8.46	
				5.25	60 P	730.3	ROYSE CITY	Interlocker	4.53	6.47		11.13		8.57	
				5.35	40 P	734.1	FATE	Interlocker	5.00	6.52		11.18		9.02	
				5.47	88 P	738.7	ROOK WALL	Interlocker	5.08	6.58		11.24		9.08	
				6.07	54 P	746.5	ROWLETT	Interlocker	5.22	7.09		11.35		9.19	
				6.18	67 P	750.9	GARLAND	Interlocker	5.30	7.15		11.41		9.25	
				6.26	60 P	754.1	BETHARD	Interlocker	5.35 ²⁷¹	7.20		11.46		9.30	
				6.44	103 P	761.4	URBAN	Interlocker	5.46	7.31		11.57		9.41	
				6.47	P	763.5	T. & N. O. JOY	Interlocker	5.48	7.33		11.59		9.43	
					P	763.3	HIGHLAND PARK	Interlocker	5.50	7.35		12.01 ^{PM}		9.45 ^{PM}	
				7.05	PM	766.2	DENY	Interlocker	5.55	7.40		12.06		9.50 ^{10.15²⁷⁴}	
				7.10	AM	766.8	DALLAS YARD	Interlocker	5.57	7.42		12.08		7.18	
				9.05	AM	767.2	DALLAS UNION STATION	Interlocker	6.00			12.15		9.55	
				9.23 ⁷¹⁸	P	769.3	END OF DOUBLE TRACK	Interlocker	8.15			12.20		11.00	
				9.58 ⁴	59 WP	772.7	HONEY SPRINGS	Interlocker	8.27			12.24		11.04	
				10.20	104 P	781.7	LANCASTER	Interlocker	8.42			12.30		11.09	
				10.33	83 P	787.0	ELVA	Interlocker	8.51			12.42		11.20	
				10.43	96 P	791.2	STERRETT	Interlocker	8.58			12.49		11.27	
				10.51	80 P	794.6	SOLOM	Interlocker	9.03			12.55		11.32	
				10.58		797.5	M-K-T JUNCTION	Interlocker	9.07			1.00		11.37	
				11.00	67 WP	798.1	WAKAHACHIE	Interlocker	9.08			1.04		11.41	
				11.12	88 P	803.0	KIPLING	Interlocker	9.17			1.05		11.42	
				11.23	41	807.3	FORRESTON	Interlocker	9.23			1.12		11.49	
				11.36	54 P	813.1	ITALY	Interlocker	9.33			1.18		11.56	
				11.49	60 P	818.3	MILFORD	Interlocker	9.43			1.26		12.04 ^{AM}	
				12.07 ^{AM}	88 P	825.8	LAKENON	Interlocker	9.55			1.33		12.12	
				12.25	OY P	833.2	HILLSBORO	Interlocker	10.10			1.44 ²		12.24	
				12.30	Yard P W	834.3	HILO	Interlocker	10.15			1.54		12.37	
									3	7	817	1	103	5	45
									17.8	16.9	21.8	19.2	17.2		
									178.4						
									Average speed per hour						

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.

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

NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

SECOND CLASS		FIRST CLASS						THIRD CLASS				
46	4	718	8	2	104	6	68	78	274	798	756	
Wichita Falls Passenger	Limited	C. R. I. & G. Passenger	Blue-bonnet	Texas Special	T. & N. O. Passenger	Plyer 11 O'clock Katy	L. A. & T.	Fast Freight Way	Fast Freight Way	C. R. I. & G.	C. R. I. & G.	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	AM		PM	PM		AM			AM			
	1.60		8.35	5.55		11.10			4.00			
	1.47		8.32	5.52		11.08			3.30			
	1.40		8.25	5.46		11.01			3.15			
	1.36		8.21	5.42		10.57			3.07			
	1.28 ²⁷¹		8.13	5.35		10.49			2.47			
	1.18		8.04	5.26		10.40			2.30			
	1.08		7.55 ⁵	5.18		10.31			2.12 ²⁷¹			
	12.59		7.46	5.10		10.20 ¹			1.65			
	12.50		7.38	5.02		10.05			1.39			
	12.40		7.29	4.54		9.55			1.24			
	12.30		7.21	4.46		9.47			1.11			
	12.22		7.18	4.43		9.38			1.01			
	12.19		7.15	4.40		9.35			12.56			
	12.12		7.08	4.33		9.27			12.42			
	12.01 ^{AM 274}		6.57	4.22		9.16			12.01 ^{AM 4}			
	11.55		6.52	4.17		9.08			11.40			
	11.49		6.46	4.11		9.00			11.28			
	11.37		6.35	4.00		8.47			11.09			
	11.31		6.29	3.54		8.40			10.58			
	11.26		6.24	3.49		8.35			10.50			
	11.15		6.14	3.39	AM	8.25			10.32			
	11.12		6.12	3.37	A 8.16	8.22			10.29			
AM	11.10		6.10	3.35		8.20						
A 7.58	11.03		6.03	3.23	8.08	8.13			1.03	AM	10.17 ⁴⁵	
	7.57		6.02	3.22	8.07	8.12			1.00	A 5.00	10.15	
	7.55		6.00	3.20	8.05	8.10						
	10.15	PM 9.30	6.00	3.10	8.05	7.40						
AM	10.05	9.23 ⁷⁷	5.58 ⁷⁷	3.03	7.34	7.34			4.45	A 5.50	A 5.20	
	9.58 ⁷⁷	9.18	5.58	2.58	7.29	7.29			4.33	5.40	5.10	
	9.45	9.05	5.45	2.45	7.17 ⁷⁹³	7.17 ⁷⁹³			4.05	5.17	4.47	
	9.36	8.58	5.36	2.38	7.08	7.08			3.50	5.02	4.32	
	9.30	8.52	5.30	2.32	7.02	7.02			3.38	4.50	4.20	
	9.25	8.47	5.25	2.27	6.57	6.57			3.28	4.40	4.10	
	9.21	8.43	5.21	2.23	6.52	6.52			3.17	4.30	4.00	
	9.20	8.43	5.20	2.22	6.51	6.51			3.15	AM	PM	
	9.11		5.11	2.15	6.44	6.44			3.01			
	9.05		5.05	2.09	6.38	6.38			2.47			
	8.57		5.00	2.01	6.29	6.29			2.30			
	8.50		4.50	1.64	6.22	6.22			2.15			
	8.38		4.38	1.44 ¹	6.11	6.11			1.50			
	8.25		4.25	1.32	5.58	5.58			1.25			
	8.20		4.20	1.30	5.55	5.55			1.20			
	8.20		4.20	1.30	5.55	5.55			1.20			
	46	4	718	8	2	104	6	68	78	274	798	756
20.0	35.3	35.6	41.1	37.0	25.7	35.2	21.8	18.6	19.1	17.1	17.1	

Time Table No. 16-F
Effective 12:01 A. M.
September 29, 1935

STATIONS		Station Number
Arrive N	RAY	Arrive EA
Arrive T&NO	DENISON	Arrive W D
	LAMAR	D 1
	BONA	D 5
	TERRACE	D 8
	BELLS	D 13
	WHITEWRIGHT	D 20
	TRENTON	D 27
	LEONARD	D 34
	OELSTE	D 40
	KELLOGG	D 47
	GREENVILLE	D 52
	HUNT	D 53
	ACHESON	D 55
	OADDO MILLS	D 61
	ROYSE CITY	D 69
	FATE	D 73
	ROCKWALL	D 78
	ROWLETT	D 85
	GARLAND	D 90
	BETHARD	D 93
	URBAN	D 101
	T. & N. O. JOT.	
	HIGHLAND PARK	
	DENVY	
	DALLAS YARD	
	(DALLAS UNION STATION UT GC&SP Inter. 2 7 C.R.I.&G. Jct. END OF DOUBLE TRACK	
	HONEY SPRINGS	
	LANCASTER	
	ELVA	
	STERRETT	
	SOLO	
	M-K-T JUNCTION	
	WAXAHACHIE	
	KIPLING	
	FORRESTON	
	ITALY	
	MILFORD	
	LAKENON	
	HILLSBORO	
	HILLO	

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SOUTHWARD TRAINS

FORT WORTH DIVISION

SOUTHWARD TRAINS

FOURTH CLASS				THIRD CLASS				Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	Distance from St. Louis	FIRST CLASS						
Way	81	71	371	373	73	75	STATIONS			23	17	3	11	1	25	5
	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight Way	OWPCTYS Yard	Leave IN	RAY	Leave RA	Daily	Daily	Daily	Daily	Daily	Daily
									RAY							
	Mondays, Wednesdays, Fridays	Daily	Daily	Daily	Daily	Daily	OWPT YS	660.0	DENISON							
	5.15 AM	12.15 AM	12.10 AM	9.15 PM	9.00 PM		PY	662.5	DAILY							
								662.8	BUN							
								668.8	0.3							
								669.6	DALLAS JCT.							
	6.40	12.35 ³⁷²	12.30 ³⁷²	9.35	9.20			669.8	POTTSBORO JOT.							
	6.59	12.50 ²⁷²	12.45 ²⁷²	9.50	9.35			674.7	POTTSBORO							
	6.04	1.15 ²⁴	1.15 ²⁴	9.55	9.40			676.6	HAGERMAN							
	6.25	1.35	1.30	10.11	9.59			681.9	DEAVER							
								685.7	SADLER							
	6.35 AM	1.45 AM	1.40 AM	10.25 ⁷² PM	10.15 PM		Yard WYSOP		WHITESBORO							
									DENTON							
	VIA	JOINT	3.30 AM	TRACK	12.30 AM				FORT WORTH							
								757	NEY							
								759	DOLARD							
								760.7	BETHEL							
								764.3	BURLESON							
								771.2	BURLESON							
								777.6	EGAN							
								784.0	ALVARADO							
								788.1	CONLEY							
								793.2	GRANDVIEW							
								801.3	ITASCA							
								805.8	SCHOFELD							
								806.4	LOVELAOE							
								811.0	HILLSBORO							
								818.0	HILO							
								815.3	DAVY							
								821.5	ABBOTT							
								827.4	WEST							
								833.6	DREW							
								836.4	ELM MOTT							
								840.0	POWERS							
								843.0	BELLMead							
								845.5	WACO							
	81	71	371	373	73	75		184.6								
	15.8	19.7	14.0	18.0	16.5	18.7										
Average speed per hour																
	23	17	3	11	1	25	5	34.4								
								36.0								
								35.4								
								33.9								
								44.3								
								37.8								
								43.8								

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-F Effective 12:01 A. M. September 29, 1935	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	Plyer 11 O'clock Katy	Plyer 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	Tuesdays, Thursdays, Saturdays					
AM		PM	PM		AM		AM	AM	AM	PM	PM	AM	PM					
1.45		8.30	5.50		11.10		1.30	4.30	12.01	11.35	1.05		2.01					
1.40		8.25	5.45		11.05													
1.38		8.23	5.43		11.03													
1.37		8.22	5.42		11.02													
1.27		f 8.11	5.32		f 10.52													
1.18		f 8.00	5.22		f 10.42													
1.15 ³⁷¹		f 7.57	5.19		10.39													
f 1.06		f 7.48 ²⁵	5.11		f 10.31													
s 1.00 AM		s 7.42 PM	s 5.05 PM		s 10.25 ¹¹ AM													
12.01 AM	VIA	6.45 PM	4.07 PM	JOINT	9.23 AM	TRACK												
11.00 PM		L 5.50 PM	L 3.10 PM		A 7.45 AM													
10.05 PM																		
9.52 ⁷⁵					7.32													
9.46					7.28													
9.41					7.23 ⁷¹													
9.32					f 7.14													
9.23					7.05													
9.14					s 6.57													
9.06					6.49													
8.57					s 6.41													
8.45					s 6.27													
8.36					6.20 ⁷³													
8.35					6.19													
s 8.25					s 6.11													
L 8.15 PM	A 8.10 PM			A 1.30 PM	6.06	A 5.55 AM												
	8.05				1.27	6.02	5.51											
	f 7.57				1.20	f 5.54	5.43											
	s 7.48				1.14	s 5.46	5.36											
	7.39				1.06	5.38	5.28											
	f 7.35				1.03	f 5.34	5.24											
	7.30				12.59	5.29	5.19											
	7.25				12.55	5.25	5.15											
	7.20 PM			12.50 PM	5.20 AM	5.10 AM												
24	4	18	12	2	26	6		272	374	74	72	372	76	82				
32.0	39.0	36.0	36.0	48.7	35.1	43.3	184.6	16.7	17.1	23.8	14.4	14.2	13.9	17.1				
							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.

6 SOUTHWARD TRAINS		DENTON DIVISION				NORTHWARD TRAINS				
THIRD CLASS	FIRST CLASS		Siding Capacity Cars, Telephone, Fuel, Scales, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 16-F Effective 12:01 A. M. September 29, 1935		Station Numbers	FIRST CLASS		THIRD CLASS
473 Way	45 Wichita Falls Passenger				722	46 Wichita Falls Passenger		472 Way		
Daily Ex. Saturday	Daily				Daily				Daily Ex. Saturday	
PM 9.30	PM 8.45	472	Yard WPYS	721.6	Leave DENTON	Arrive ON	722	AM 9.25	PM 8.45	45
s 10.05	f 9.07		15 P	730.9	LAKE DALLAS		K9	s 9.02	s 8.05	
s 10.35	s 9.21		25 P	736.8	D LEWISVILLE VI		K15	s 8.48	s 7.45	
f 11.05	f 9.34		25	742.7	TRINITY MILLS		K21	f 8.35	f 7.15	
s 11.13	s 9.39		P	744.6	SLSF SLSW-1.9-Interlocker		K23	s 8.29	s 7.00	
s 11.25	f 9.45		26 P	746.9	N CARROLLTON HF		K25	s 8.23	s 6.50	
f 11.50	f 9.55		23	751.0	FARMERS BRANCH		K29	f 8.15	f 6.30	
12.20 AM	10.15 PM			758.0	ROSELAWN			f 7.58 AM	5.45 PM	
473 12.8	45 24.3				DENY	Arrive Leave				
				36.4	Average Speed Per Hour			46 25.1	472 12.1	

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.

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-F Effective 12:01 A. M. September 29, 1935		Station Numbers	THIRD CLASS	
55 Mixed	56 Mixed				661	56 Mixed		56 Mixed	
Daily Ex. Sunday	Daily				Daily				Daily Ex. Sunday
AM 6.00	AM 6.00	600.9	WPTYOS Yard	660.9	N DENISON	DN	661	AM 2.00	
6.25	6.25	662.5	9	662.5	Leave SUN	Arrive		1.40	
6.40	6.40	666.1	20	666.1	ELLSWORTH		P5	1.25	
7.05 AM	7.05 AM	671.6	WST Yard	671.6	T&P. D Arrive	5-5 SHERMAN	P11	1.00 PM	
55 9.9	56				10.7 Average Speed Per Hour			56 10.7	

No. 55 is Superior to No. 56.

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 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-F Effective 12:01 A. M. September 29, 1935		Station Number	THIRD CLASS
85 Mixed			86 Mixed	STATIONS		Tuesdays Thursdays Saturdays
AM 8.00	WOPTY Yard	714.0	Leave GREENVILLE	Arrive	D52	PM 1.35
8.15	Yard SP	718.0	HUNT	GE	D53	1.30
f 8.45	37	720.2	DIXON	Crossing	H7	f 12.50
s 9.30	43	727.5	D LONE OAK	NK	H14	s 12.10 PM
s 10.10	41	733.5	D POINT	NO	H21	s 11.35
s 10.55	29	740.9	D EMORY	MY	H28	s 10.55
f 12.01 PM	60 Y	750.4	D ALBA	AB	H37	s 10.00
f 12.15		751.0	T. S. L. HOYT	Crossing	H38	f 9.50
s 12.45	38	756.5	GOLDEN		H44	s 9.20
f 1.15	47	761.5	STORAGE		H48	f 8.45
1.30 PM	WOY Yard	763.5	T. & P. (Cabin) Interlocker	US	H50	8.30 AM
85 9.0			MINEOLA	Leave		86 9.7
				50.5	Average speed per hour	

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

SPEED TABLE					
Speed Per Hour	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	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	45	60	1	0
35	1	42			

WESTWARD TRAINS

HENRIETTA DIVISION

EASTWARD TRAINS

WESTWARD TRAINS				HENRIETTA DIVISION										EASTWARD TRAINS				
FOURTH CLASS		THIRD CLASS		FIRST CLASS		Distance from St. Louis	Time Table No. 16-F Effective 12:01 A. M. September 29, 1935				Station Number	Yards Coal, Oil Water, Telephone, Turn Table, Track Scales, Weighing, Car Capacity	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
Way	81	371	373	31	31		38	372	374	82			Way	Way	Way			
Mondays, Wednesdays, Fridays	AM	PM	PM	AM	AM	PM	PM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	7.00	1.40	10.45	10.45	695.7	Leave N	WHITESBORO	Arrive WO	686	POWSY Yard	7.25	11.30	3.15					12.15
f	7.20	2.01	11.10 ³⁷²	11.07	693.1		WOODBINE		G 7	60 P	7.10	11.10 ³⁷³	2.48					11.50
	7.40	2.21 ³⁷⁴	11.30	11.07	699.6		COOK			48	7.00	10.47	2.21 ³⁷¹					11.30
	9.00	2.25	11.35	11.15 ⁸²	701.1	N GC&SP	GAINESVILLE	GV Interlocker	G 15	49 PWYO	6.57	10.43	2.10					11.15 ³¹
	9.10	2.40	11.45	11.21	703.2		ZENA			100 P	6.48	10.38	1.52					10.25
f	9.25	2.50	11.55	11.28	706.5		LINDSEY		G 21	48	6.42	10.29	1.42					11.0.15
f	9.45	3.05	12.15 AM	11.39	712.4		MYRA		G 27	82 P	6.33	10.12	1.22					9.55
	10.10	3.15	12.25	11.48	716.3	D	MUNSTER	MN	G 81	100 P	6.24	10.01	1.10					9.40
f	10.30	3.35	12.50 ³⁷⁴	11.59	722.5		COFFERS		G 37	43 P	6.15	9.42	12.50 ³⁷³					9.15
	10.55	3.45	1.05	12.09 PM	726.3	D	ST. JO	JO	G 41	100 W	6.08	9.30	12.32					9.01
	11.01	3.50	1.25	12.11	727.3		OREST			100 P	6.03	9.25	12.27					8.45
f	11.20	4.07	1.45	12.23	733.8		BONITA		G 48	60	5.52	9.05	12.02 AM					8.25
f	12.01 PM	4.38	2.10	12.39	742.3	D	NOCONA	NA	G 57	100	5.38	8.45	11.41					8.01
f	12.30	5.05	2.30	12.51	749.1		BELOHURVILLE		G 63	81 PW	5.24	8.24	11.21					7.25
	1.04 ³¹	5.23	2.55	1.04 ⁸¹	756.2	D	RINGGOLD	RD	G 71	100	5.11	7.59	11.01					7.01
f	1.50	5.45	3.25	1.18	765.3		WALTON		G 80	45 P	4.56	7.30	10.35					6.25
	2.20	6.01 ⁸²	3.45	1.29	771.7	D	HENRIETTA	HE Crossing	G 86	100 W	4.45	7.10	10.15					6.01 ³⁷¹
f	2.45	6.25	4.15	1.45	781.5	Fl. W&DC	JOLLY		G 98	100 P	4.30	6.40	9.45					5.30
	3.10	6.45	4.45	2.00 PM	790.2	WV Arrive D	WICHITA FALLS	WF Crossing	G 105	PSWY Yard	4.15 PM	6.15	9.20					5.10
					791.1		DENVER JUNCT.											
f	3.25 PM	7.00 AM	5.00 ⁸²		791.6	N	NORTH YARD	YD	G 106	PSWTO Yard		6.00	9.05 PM					5.00 ³⁷³
	81	371	373	31	105.9						38	372	374					82
	12.6	19.8	16.9	32.2							33.0	19.3	17.2					12.5

No. 38 into Whitesboro operates as No. 345 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. 1 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. 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 order. (See Rules 52 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, Bellmead, 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. CRI&G trains report for orders before leaving CRI&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 Bellmead for third, fourth class and extra freight trains only.

2(F). All trains register T. & N. O. Interlocker Ney by slip; except when displaying signals for following section, stop and register 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 243 when signals indicate stop.

Movements from Denton Division to Dallas Division at Deny must not be made without flag protection when signal 7653 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 L&A.T. siding, Greenville, may be used for MKT-T trains to meet avoiding delay to L&A.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). Derrail 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	30	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 Pottshoro	50	30	25
Between Pottshoro and Whitesboro	50	30	25
Between Ft. Worth and Conley	60	30	25
Between Conley and Hilo	50	30	25
Between Hilo and Bellmead	60	30	25
Henrietta—			
Between Whitesboro and			
Wichita Falls	50	30	25
Denton	25	20	15
Sherman Branch	20	15	10
Mineola	20	12	10

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.

8 SPECIAL INSTRUCTIONS — Continued

3(L). The maximum speed of 64 per cent freight engines on passenger trains is 35 miles per hour and 57-67 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:

Station	Station	Station	Station
Denton	20 miles per hour	Abbott	15 miles per hour
White Wright	15 " " "	West	20 " " "
Trenton	20 " " "	Waco	20 " " "
Greenville	10 " " "	Grandview	16 " " "
Mineola	10 " " "	Burleson	15 " " "
Castro Mills	20 " " "	Ft. Worth	20 " " "
Royce City	15 " " "	Sherman	8 " " "
Garland	18 " " "	Gainesville	15 " " "
Dallas	12 " " "	Henrietta	20 " " "
Lancaster	20 " " "	Wichita Falls	15 " " "
Waxahachle	20 " " "		
Italy	8 " " "	Except 8 miles an hour over 7th St. and Iowa Park Crossings.	
Milford	20 " " "		
Hillsboro	18 " " "		

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 6694.

4(A). Arriving and departing times of trains 45 and 46 Denton, apply at cross over switch T. P. Mile Post A-209.

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

Station—	End at which track is connected to Main Track.	Car Capacity
Canaan (MP-D678.6)	South end	8
Kingston (MP-D704.3)	Both ends	24
Peniel (MP-D712.3)	North end	15
Burrow (MP-D727.2)	Both ends	25
Thomas (MP-D731.6)	South end	7
Chesla (MP-D743.5)	South end	7
Rock (MP-D760.3)	South end	60
Armo (MP-D762.4)	North end	6
Sargent (MP-D770.5)	South end	20
Red Oak (MP-D783.0)	Both ends	20
Chatt (MP-817.3)	North end	20
Cap Head (MP-841.9)	Located North end Bellmead Yard	20
Hope (MP-G897.6)	West end	16
Rosson (MP-G761.5)	Both ends	10
Huggins (MP-G763.3)	West end	6
Teco (MP-G772.3)	East end	10
South Yd. (MP-G783.3)	Yard	20
Corinth (MP-K727.6)	Both ends	15
Bachman (MP-K752.3)	North end	35
Love Field (MP-K752.9)	South end	20
Brookhollow (MP-K753.4)	South end	10
No. Dallas (MP-K753.5)	North end	15
Hawes (MP-K754.5)	South end	10
Hudnall (MP-K755.6)	Both ends	19
Raines (MP-H738.5)	North end	5
Ginger (MP-H744.5)	North end	20
Clearing (MP-H747.3)	North end	12
Bea (MP-H750.1)	South end	20

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:
 Denton—Hillsboro Ft. Worth Wichita Falls
 Ray—Hilo Denton (Denton Division) Alba
 Greenville—Bellmead Hoyt Storage
 Hunt—Waco Gainesville Mineola
 Dallas—Ney Nocona
 Waxahachle—

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:

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

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

6. Standard Clocks located at:

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

7. Watch Inspectors:

Name	Address	Name	Address
Dallas Watch Co., Santa Fe Bldg.,	Dallas, Texas	G. W. Halton	Wichita Falls, Texas
J. B. Rockwell	Dallas, Texas	W. B. Kinne	Gainesville, Texas
T. B. Bond	Hillsboro, Texas	G. W. Haltom	Fort Worth, Texas
T. A. Armstrong	Waco, Texas	Taylor Bros.	Greenville, Texas
		Flynts	Mineola, Texas

8. Automatic Block Signals in service as follows:

Denton-Ray Terminal—
 Between Redtex and Denton Passenger Station
 " " Denton and Ray via Warner Cut-off
 " " Dallas Jct. and Mirick Ave., Denton
 " " Ray and Dallas Jct. via Warner Cut-off
 " " Lamar and Bona

Ft. Worth Division—
 Between M.P. 667.5 and Whitesboro
 " " M.P. 765.5 and M.P. 736.3
 " " M.P. 810 and Waco
 Dallas Division—
 Between Lamar and Bona

M.P. D712.1 and M.P. D712.3
M.P. D712.3 and M.P. D714.0
M.P. D755 and Dallas Yard
M.P. D769 and M.P. D772
M.P. D791.9 and M.P. D799.4
M.P. D831 and Hilo

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

Dallas Junction	Train Dispatcher by telephone
Signal 6606	Train Dispatcher by telephone
Ray	Telegrapher Pottsboro by telephone
Signal 6600	Telegrapher Prisco Jct. by telephone

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:
 Pottsboro—south and siding.
 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 exceed 15 miles per hour, and northward trains 25 miles per hour. Southward trains must 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 15 miles per hour, and Southward trains 25 miles per hour. Northward trains must not make reverse movement until switch lined by hand.

8(F). Double Track:
 Between Denton and just south of Dallas Junction.
 Between Santa Fe Interlocker Dallas MP D768.9 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 6694 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. 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 double track, extends between Mile 842.0 Bellmead and Mile 844.6

8(M). Double track extends between Mile 844.9 Waco and Mile 858.1 Hewitt. On double track, double track rule governs, except between Mile 844.9 and Mile 846.0, use and engines in charge of hostlers, will run under control between Mile 842.0 Bellmead and Mile 846.0 Waco, expecting to find main track occupied. The moving train in service, automatic block signal rules will govern.

8(N). Trains or engines, standing, or moving, under obscure conditions, unprotected by flagman, ample distance for 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 843.0) 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 35 will use passenger station 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, except for southward movements approaching signal bridge 610 feet north of Forest Avenue, green will

indicate route lined for MKT and yellow for T&NO or MKT. Trains for MKT not to accept yellow indication if switches lined for T&NO, and, except as otherwise provided herein, yard rule restrictions will apply to all movements within these limits.

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 Bells.

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-733.3.

10(B). Between Denton and Wichita Falls, Denton-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: All main 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 Denton 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; & G. N. overhead bridge Dallas Division, MP D-312.9; Allen Ave. and Hattie St. viaducts north end Ney; Hickory Creek Bridge MP K-733.3 Denton Division.

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

13. Dallas Union Terminal Time Table governs between Dallas Yard and Santa Fe Interlocker South Dallas.

Fort Worth and Denver Time Table governs between Wichita Falls and North Yard.

T & P Time Table governs between Whitesboro and Fort Worth.

14. 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:
 Flag stops not shown on schedule page;

Train	Station	Train	Station
3, 6	Kingston	85, 86	Ginger
3, 6	Peniel	85, 86	Clearing
3, 4	Red Oak		

15(A). Nos. 1 and 2 stop on flag Waxahachle for revenue passengers to or from Austin, San Antonio, St. Louis and Kansas 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 Bells to discharge revenue passengers from 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. 7 and 17 stop any station to discharge revenue passengers from north of Denton.

15(G). No. 4 stop at any point between Dallas and Denton to discharge revenue passengers 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. 5 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). Nos. 5 and 6 stop on flag at Hillsboro to pick up or discharge revenue passengers destined to or from Dallas or beyond.

15(K). 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(L). Nos. 5 and 25 stop any point between Denton, Dallas and Ft. Worth to discharge revenue passengers from stations St. Louis to Durant, inclusive.

15(M). Nos. 23, 25 and 26 stop on flag Elgin for revenue passengers.
 15(N). Train 25 stop Elgin and Bastrop for revenue passengers to Houston and beyond and to discharge revenue passengers from Waco and stations north that are stops for Nos. 5 and 25.
 15(O). 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.
 15(P). Katy Limited and Katy Flyer will stop at any point in Texas to discharge revenue passengers from and via St. Louis or Kansas City.
 15(Q). Nos. 2 and 23 stop any station in Texas to discharge passengers holding drovers return tickets.

SPECIAL INSTRUCTIONS — Continued

Engine whistle signal code at Interlocking Plants except those listed below:
 Main Track to Main Track _____
 Main Track to Passing Track _____ O _____
 Passing Track to Main Track _____ O _____
 Main Track to Industry or Transfer Track _____ OO _____
 Industry or Transfer Track to Main Track _____ OO _____
 Main Track to Branch Line or to Main Track of Other Railroad OO _____
 Branch Line or Main Track of other Railroad to MKT Main Track OO _____

Enginemen notifying Towerman cannot accept signal OOOOO.
 On double track, above signals govern with the current traffic.
 On Double Track:
 Main to Main against current of traffic O _____ O.
 Main to Main through crossover O _____ OO.

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

MKT Northbound:
 Main Track _____
 Cut off _____ O.
 MKT Southbound:
 Main Track _____

Engine whistle signals for T&NO Interlocking Plant Waco:
 Southbound Main to Single Main (Main Track to Main Track) _____
 Single Main to Northbound Main (Main Track to Main Track) _____
 Northbound Main to Single Main (Irregular Route) O _____ O.
 Single Main to Southbound Main (Irregular Route) O _____ O.
 Main Track to Cotton Belt O _____

TONNAGE RATING INSTRUCTIONS

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

	Weight of Car and Contents Tons	Weight of Freight Tons
Perishables moving under ice.....	45	16
Perishables in refrigerators not under ice.....	42	16
Refrigerators loaded with LCL merchandise.....	35	7
Other cars loaded with LCL Mdse.....	27	7
Live stock without bedding.....	35	15
Live stock-bedded car.....	37	15
Live poultry.....	36	10

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

Actual Weight of Caboose:

	Tons
Caboose 350 to 723 inclusive, and 10011 to 10063 inclusive.....	18
Caboose 751 to 795 inclusive.....	21
Caboose 796 to 820 inclusive.....	25

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

	Tons
40,000 series—hopper bottom.....	23
40,500 series—hopper bottom.....	31
41,000 series flat bottom.....	24

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

	Tons		Tons
Auto.....	25	Refrg.....	26
Box.....	22	Stock.....	29
Coal (except as above).....	20	Tank.....	21
Flat.....	18	Ballast.....	21
LPT.....	26	Cinder.....	19

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

Train Master
A. F. WINKEL

Road Foreman of Engines
W. H. McCUNE

Chief Dispatcher
J. A. SINGISER

Dispatchers
E. L. O'CONNELL,
C. MANSFIELD,

C. W. WRIGHT,
E. E. FRIEND

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

TONNAGE RATINGS

Locomotives	From	To	64% Booster		64%		57%		47%		32%		30%			
			Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars			
	Ray	Ney	5	2500	62	2110	53	1890	47	1590	40	1080	27	1000	25	
	Ray	Pilot Point	7	3000	75	2500	63	2225	56	1855	46	1255	31	1180	30	Excess
	Ney	Ray	5	2050	51	1850	46	1650	41	1360	34	925	23	870	22	
	Whitesboro	Ray	7	3100	78	2650	66	2350	59	1940	49	1320	33	1240	31	Excess
	Whitesboro	Wichita Falls	5	2500	63	2050	51	1840	46	1590	40	1080	27	1000	25	
	Ringgold	Wichita Falls	6	2700	68	2300	58	2050	51	1790	45	1215	30	1150	29	Excess
	Wichita Falls	Whitesboro	7	3100	78	2650	66	2350	59	1940	49	1320	33	1240	31	
	Ray	Dallas	6	2850	71	2380	60	2120	53	1750	44	1190	30	1120	28	
	Whitewright	Rockwall	12	4400	110	3675	92	3270	82	2770	68	1880	47	1765	44	Excess
	Dallas	Royce City	5	2300	58	1925	48	1715	43	1485	37	1070	27	1000	25	
	Royce City	Bona	10	3780	95	3150	79	2800	70	2300	58	1560	39	1460	36	
	Bona	Ray	5	1950	49	1680	42	1300	35	1165	29	860	22	800	20	
	Dallas	Hilo	5	2575	64	2200	55	1950	49	1610	40	1100	28	1000	25	
	Hilo	Dallas	5	2250	56	1900	48	1700	43	1500	38	1070	27	1000	25	
	Ney	Bellmead	6	2900	73	2450	61	1950	49	1650	41	1150	29	1030	26	
	Grandview	Bellmead	9	4500	113	3900	98	3500	88	2800	70	1960	49	1750	44	Excess
	Bellmead	Ney	6	3050	76	2600	65	2300	58	1840	46	1290	32	1160	29	
	Dallas	Denton	5								1050	26	950	24		
	Denton	Dallas	5								1200	30	1080	27		
	Lewisville	Dallas	5								1550	39	1400	35	Excess	
	Ray	Sherman	5								935	23	850	21		
	Sherman	Ray	5								935	23	850	21		
	Hunt	Mineola	5								1100	28	1000	25		
	Mineola	Hunt	5								1150	29	1050	26		

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.

COMPANY SURGEONS

STATIONS	NAME	OFFICE	STATIONS	NAME	OFFICE
Sedalia, Mo.	E. F. Yancey, Medical Director	604 West Broadway	Waco	I. E. Colgin, Div. Surgeon-Examiner	605 Columbus Ave.
Dallas	H. M. Doolittle, Div. Surg.-Examiner	4106 Live Oak St.	"	W. E. Colgin, Eye, Ear, Nose & Throat Specialist	605 Columbus Ave.
"	R. W. Baird, Div. Surg.-Examiner	" " " "	"	K. H. Aynesworth, Const. Surgeon	Medical Arts Bldg.
"	Chas. W. Flynn, Div. Surg.-Examiner	" " " "	"	H. T. Aynesworth, Oculist	Medical Arts Bldg.
"	G. A. Davidson, Dermatologist	" " " "	"	J. O. Hall, Oral Surgeon	Amicable Bldg.
"	A. L. Fraw, Oral Surgeon	" " " "	"	E. A. Milam, Local Surgeon	904 Professional Bldg.
"	H. A. O'Brien, Urologist	" " " "	"	R. E. Bullard, Local Surgeon	605 Columbus Ave.
"	Davis Spangler, Radiologist	" " " "	Grandview	A. F. Garner	
"	Wm. H. Potts, Jr., Asst. to Div. Surg.	" " " "	Itasca	C. C. Campbell	
"	Richard Smith, Asst. to Div. Surg.	" " " "	Ft. Worth	Ross Trigg, Div. Surgeon-Examiner	Suite 900-1-2 First Natl. Bank Building
"	Orro T. Woods	" " " "	"	Henry Trigg, Div. Surgeon-Examiner	" " "
"	R. S. Yancey, Chief Oculist	Medical Arts Bldg.	"	Wm. F. Parsons, Local Surgeon	" " "
"	E. H. Cary, Oculist	" " " "	"	T. C. Terrell, Consult. Pathologist	Medical Arts Building
"	Raworth Williams, Consulting Specialist	" " " "	"	Gatlin Mitchell, Eye, Ear, Nose, and Throat Specialist	" " "
"	Elbert Dunlap, Consult. Surgeon-Examiner	" " " "	"	Webb Walker, Oculist	" " "
"	M. E. Taber, Specialist	Fidelity Union Bldg.	"	J. W. Shoemaker	C/o Armour & Co.
"	W. B. Carrell, Orthopedic Consultant	3701 Maple Ave.	North Ft. Worth	R. W. Roark	
"	T. J. Long, Div. Surgeon-Examiner	M-K-T Hospital	Denton	W. C. Kimbrough	
Denison	H. Kessler, House Surgeon	" " " "	"	H. C. Amos	
"	A. G. Sneed, House Surgeon-Examiner	" " " "	"	D. P. Kirkpatrick	
"	F. F. Fowler, Oculist	" " " "	"	T. M. Harris	
"	A. A. Biassingame, Consulting Oculist	Security Bldg.	Lewisville	C. L. King	
"	J. E. Meador, Oral Surgeon	Security Bldg.	Pilot Point	D. M. Higgins, Examiner	
"	E. L. Halsey, Local Surgeon-Examiner	" " " "	Whitesboro	I. L. Thomas, Local Surgeon	
Bells	C. S. Carter	" " " "	Gainesville	Thos. S. Myrick, Local Surgeon	
Whitewright	R. L. Sears	" " " "	"	E. E. Carlton	
Leonard	J. J. Pendergrass	" " " "	Henrietta	H. L. Reid	
Celeste	J. E. Cannon	" " " "	Wichita Falls	A. D. Fathlo, Div. Surgeon-Examiner	Waggoner Bldg.
Greenville	Will Cantrell, Div. Surgeon-Examiner	" " " "	"	F. R. Collard, Local Surgeon	Waggoner Bldg.
"	W. C. Morrow	" " " "	"	W. B. Adams, Local Surgeon	Hamilton Bldg.
Alba	R. A. Farrington	" " " "	"	L. B. Stripling, Oculist	Hamilton Bldg.
Caddo Mills	W. C. Welch	" " " "	"	W. T. Wells, Oral Surgeon	Hamilton Bldg.
Rockwall	J. L. Austin	" " " "	"	J. A. Johnson, Oculist	Hamilton Bldg.
Rowlett	W. A. Maspin	" " " "	"	R. L. Hargrave, Cons. Surg.	Hamilton Bldg.
Garland	J. H. Herndon	" " " "	Sherman	H. I. Stout	Hargrave-Walker Clinic
Waxahatchie	D. G. Thompson, Examiner	" " " "	"	A. M. McElhannon	
"	S. H. Watson	" " " "	"		
Forreston	H. L. Stewart	" " " "	"		
Italy	F. H. Carlsle	" " " "	"		
Millard	J. E. Killian	" " " "	"		
Hillsboro	H. A. Mahaffey	" " " "	"		
"	T. R. Barnett	" " " "	"		
"	Chas. A. Garrett	" " " "	"		
West	H. S. Tullio	516 Elm St.	"		
"	J. W. Gidney	" " " "	"		
"	F. M. Pope	" " " "	"		

NORTH TEXAS DISTRICT

TIME TABLE No. 16-F

Effective
September 29,
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