

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

**SAFETY**

**NORTH TEXAS DISTRICT**

**FIRST**

**EMPLOYEES' TIME TABLE NO. 17-K**

**17-K**

**Effective Sunday, April 21, 1940**

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

**17-K**

**Superseding Previous Time Table and Supplements**

**For Employes Only**

**J. J. GALLAGHER,**  
Superintendent

**J. H. LITTLE,**  
Superintendent of Transportation

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

SOUTHWARD TRAINS

DALLAS DIVISION

SOUTHWARD TRAINS

| THIRD CLASS         |                            |                      |                       |                     |                      |               | Sliding Capacity Cars, Telephone, Seals, Water, Turn Table, Wye, Fuel | Distance from St. Louis                  | Time Table No. 17-K<br>Effective 12:01 A. M.<br>April 21, 1940 | FIRST CLASS         |                    |                                |                     |                                |                                |                 |
|---------------------|----------------------------|----------------------|-----------------------|---------------------|----------------------|---------------|---|--|--|---------------------|--------------------|--------------------------------|---------------------|--------------------------------|--------------------------------|-----------------|
| 475<br>Katy Klipper | 277<br>Through Freight Way | 775<br>F. W. & D. C. | 281<br>Katy Komet     | 271<br>Bullet       | 793<br>F. W. & D. C. | OWPT YSO Yard |   |  | STATIONS   | 7<br>The Bluebonnet | 1<br>Texas Special | 817<br>F. W. & D. C. Passenger | 3<br>Katy Limited   | 811<br>F. W. & D. C. Passenger | 813<br>F. W. & D. C. Passenger | 5<br>Katy Flyer |
| Daily               | Daily                      | Daily                | Daily Except Saturday | Daily               | Daily                |               | Leave N RAY Leave RA  | Daily                                    | Daily  | Daily               | Daily              | Daily                          | Daily               | Daily                          |                                |                 |
|                     |                            |                      |                       | AM 2.30             |                      | OWPT YS       | 660.9   | Leave N DENISON Leave WD                 | AM   | AM                  | AM                 | AM                             |                     | PM                             |                                |                 |
|                     |                            |                      |                       | 2.50                |                      | P             | 661.6   | N T&NO LAMAR Interlocker                 | 4.42   | 7.00                |                    | 9.25                           |                     | 7.30                           |                                |                 |
|                     |                            |                      |                       | 3.01                |                      | P             | 666.0   | 4.4                                      | 4.44   | 7.02                |                    | 9.27                           |                     | 7.32                           |                                |                 |
|                     |                            |                      |                       | 3.08                |                      | 80 P          | 668.7   | 4.4 BONA                                 | 4.50   | 7.08                |                    | 9.33                           |                     | 7.38                           |                                |                 |
|                     |                            |                      |                       | 3.22                |                      | 53 P          | 674.3   | 4.4 TERRACE Interlocker X                | 4.54   | 7.12                |                    | 9.37 <sup>274</sup>            |                     | 7.42                           |                                |                 |
|                     |                            |                      |                       | 3.41                |                      | 63 P          | 681.3   | 4.4 BELLS                                | 5.01   | 7.19                |                    | 9.45                           |                     | 7.50                           |                                |                 |
|                     |                            |                      |                       | 3.59                |                      | 38 P          | 688.1   | 4.4 WHITEWRIGHT Interlocker              | 5.11   | 7.29                |                    | 9.55                           |                     | 8.03                           |                                |                 |
|                     |                            |                      |                       | 4.16                |                      | 34 WP         | 694.6   | 4.4 D StLSW TRENTON Interlocker UN       | 5.19   | 7.37 <sup>274</sup> |                    | 10.04                          |                     | 8.12                           |                                |                 |
|                     |                            |                      |                       | 4.33                |                      | 83 YP         | 701.2   | 4.4 D LEONARD AU                         | 5.27   | 7.44                |                    | 10.13 <sup>6</sup>             |                     | 8.20                           |                                |                 |
|                     |                            |                      |                       | 4.50 <sup>274</sup> |                      | 49 P          | 707.5   | 4.4 N GO&SF CELESTE Interlocker KF       | 5.35 <sup>274</sup>  | 7.51                |                    | 10.22                          |                     | 8.28                           |                                |                 |
|                     |                            |                      |                       | 5.06                |                      | WYTPO Yard    | 713.0   | 4.4 KELLOGG                              | 5.44   | 8.00                |                    | 10.31                          |                     | 8.37                           |                                |                 |
|                     |                            |                      |                       | 5.11                |                      | Yard S-P      | 714.0   | 4.4 GREENVILLE                           | 5.54   | 8.09                |                    | 10.43                          |                     | 8.48                           |                                |                 |
|                     |                            |                      |                       | 5.32                |                      | 67 P          | 721.6   | 4.4 N StLSW HUNT Interlocker A           | 5.57   | 8.12                |                    | 10.46                          |                     | 8.51                           |                                |                 |
|                     |                            |                      |                       | 5.56                |                      | 60 P          | 730.3   | 4.4 D CADDO MILLS Interlocker CM         | 6.07   | 8.22                |                    | 10.58                          |                     | 9.01                           |                                |                 |
|                     |                            |                      |                       | 6.06                |                      | 40 P          | 734.1   | 4.4 D ROYSE CITY RY                      | 6.18   | 8.33                |                    | 11.11                          |                     | 9.12                           |                                |                 |
|                     |                            |                      |                       | 6.29 <sup>7</sup>   |                      | 38 P          | 738.7   | 4.4 D FATE                               | 6.23   | 8.38                |                    | 11.17                          |                     | 9.17                           |                                |                 |
|                     |                            |                      |                       | 6.57                |                      | 54 P          | 746.5   | 4.4 D ROCKWALL RO                        | 6.29 <sup>271</sup>  | 8.44                |                    | 11.24                          |                     | 9.23                           |                                |                 |
|                     |                            |                      |                       | 7.06                |                      | 67 P          | 750.9   | 4.4 N GO&SF ROWLETT Interlocker VY       | 6.39   | 8.54 <sup>6</sup>   |                    | 11.36                          |                     | 9.33                           |                                |                 |
|                     |                            |                      |                       | 7.13                |                      | 60 P          | 754.1   | 4.4 N GARLAND BE                         | 6.45   | 9.00                |                    | 11.43                          |                     | 9.39                           |                                |                 |
|                     |                            |                      |                       | 7.30                |                      | 103 P         | 761.4   | 4.4 BETHARD                              | 6.50   | 9.04                |                    | 11.48                          |                     | 9.43                           |                                |                 |
|                     |                            |                      |                       | 7.33                |                      | P             | 762.5   | 4.4 T&NO (Cabin) URBAN Interlocker       | 7.00   | 9.14                |                    | 11.59                          |                     | 9.53                           |                                |                 |
|                     | AM                         |                      |                       |                     |                      | P             | 762.5   | 4.4 T. & N. O. JCT.                      | 7.02   | 9.16                |                    | 12.01 <sup>PM</sup>            |                     | 9.55                           |                                |                 |
| L 1.25              | PM                         |                      | PM                    | 7.43                |                      | P             | 763.3   | 4.4 HIGHLAND PARK                        | 7.05   | 9.18                |                    | 12.05                          |                     | 9.57                           |                                |                 |
| A 1.30              | L 9.00                     |                      | L 7.00                | A 7.45              |                      | WPT YOS       | 766.2   | 4.4 DENY                                 | 7.10   | 9.23                |                    | 12.10                          |                     | 10.01                          |                                |                 |
|                     |                            |                      |                       |                     |                      | P             | 767.2   | 4.4 NO DALLAS YARD DY Interlocker        | 7.12   | 9.25                |                    | 12.12                          |                     | 10.03                          |                                |                 |
|                     |                            |                      |                       |                     |                      | P             | 767.2   | 4.4 N GO&SF Inter. C.R.I.&G. Jct.        | A 7.15 AM  | 9.30                | L 8.15             | 12.15                          | L 9.50              | L 5.00                         | 10.05                          |                 |
|                     |                            |                      |                       |                     |                      | 59 WP         | 769.3   | 4.4 END OF DOUBLE TRACK                  | 9.35   | 9.35                | L 8.15             | 12.40                          | L 5.00              | 11.00                          |                                |                 |
|                     |                            |                      |                       |                     |                      | 104 P         | 772.7   | 4.4 HONEY SPRINGS                        |  | 9.39                | 8.18               | 12.44                          | 9.55                | 5.03                           | 11.04                          |                 |
|                     |                            |                      |                       |                     |                      | 83 P          | 781.7   | 4.4 D LANCASTER OA                       |  | 9.45                | 8.22               | 12.51                          | 10.01               | 5.07                           | 11.09                          |                 |
|                     |                            |                      |                       |                     |                      | 96 P          | 787.0   | 4.4 ELVA                                 |  | 9.57                | 8.32               | 1.06                           | 10.15               | 5.17                           | 11.20                          |                 |
|                     |                            |                      |                       |                     |                      | 80 P          | 791.2   | 4.4 STERRETT                             |  | 10.04               | 8.38               | 1.15                           | 10.24               | 5.23 <sup>798</sup>            | 11.27                          |                 |
|                     |                            |                      |                       |                     |                      | 80 P          | 794.6   | 4.4 N T&NO SOLOM Interlocker HO          |  | 10.10 <sup>96</sup> | 8.43               | 1.22                           | 10.30 <sup>96</sup> | 5.28                           | 11.32                          |                 |
|                     |                            |                      |                       |                     |                      | 67 WP         | 797.5   | 4.4 M-K-T JUNCTION                       |  | 10.15               | 8.47               | 1.27                           | 10.35               | 5.32                           | 11.37                          |                 |
|                     |                            |                      |                       |                     |                      | 37 P          | 798.1   | 4.4 WAXAHACHIE                           |  | 10.19               | A 8.52             | 1.31                           | 10.40               | A 5.37                         | 11.41                          |                 |
|                     |                            |                      |                       |                     |                      | 41 P          | 803.0   | 4.4 KIPING                               |  | 10.20               | AM                 | 1.34                           | AM                  | PM                             | 11.42                          |                 |
|                     |                            |                      |                       |                     |                      | 54 P          | 807.3   | 4.4 D FORRESTON SN                       |  | 10.27               |                    | 1.42                           |                     |                                | 11.49                          |                 |
|                     |                            |                      |                       |                     |                      | 60 P          | 813.1   | 4.4 D Tex. Elec. Crossing ITALY Signaled |  | 10.33               |                    | 1.49                           |                     |                                | 11.56                          |                 |
|                     |                            |                      |                       |                     |                      | 38 P          | 818.3   | 4.4 D MILEFORD M                         |  | 10.41               |                    | 1.58                           |                     |                                | 12.04 <sup>AM</sup>            |                 |
|                     |                            |                      |                       |                     |                      | OY P          | 825.8   | 4.4 Tex. Elec. Crossing LAKENON Signaled |  | 10.48               |                    | 2.07                           |                     |                                | 12.12                          |                 |
|                     |                            |                      |                       |                     |                      | Yard W        | 832.2   | 4.4 Texas Electric Interlocker HILLSBORO |  | 10.58               |                    | 2.27 <sup>2</sup>              |                     |                                | 12.24                          |                 |
|                     |                            |                      |                       |                     |                      |               | 834.3   | 4.4 N HILO HB Arrive                     |  | 11.08               |                    | 2.40                           |                     |                                | 12.37                          |                 |
|                     |                            |                      |                       |                     |                      |               |   |  |  | 11.10               |                    | 2.43                           |                     |                                | 12.40                          |                 |
| 475<br>7.2          | 277<br>19.8                | 775<br>24.2          | 281<br>33.8           | 271<br>20.9         | 793<br>21.2          |               |   | 173.4<br>Average speed per hour          | 7<br>41.7  | 1<br>41.6           | 817<br>49.1        | 3<br>35.5                      | 811<br>36.4         | 813<br>49.1                    | 5<br>40.8                      |                 |

No. 2 is superior to all trains.

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





**NORTHWARD TRAINS**

**FORT WORTH DIVISION**

**NORTHWARD TRAINS**

| FIRST CLASS  |              |                |                |               |               |            | <b>Time Table No. 17-K</b><br>Effective 12:01 A. M.<br>April 21, 1940 | THIRD CLASS  |              |                     |            |             |         |                     | FOURTH CLASS |  |  |  |
|--------------|--------------|----------------|----------------|---------------|---------------|------------|---|--------------|--------------|---------------------|------------|-------------|---------|---------------------|--------------|--|--|--|
| 24           | 4            | 18             | 12             | 2             | 26            | 6          |   | 372          | 72           | 80                  | 280        | 74          | 76      | 70                  | 92           |  |  |  |
| Katy Limited | Katy Limited | The Bluebonnet | Texas Special  | Texas Special | Katy Flyer    | Katy Flyer |   | Fast Freight | Fast Freight | Katy Comet          | Katy Comet | Katy Packer | Rocket  | Through Freight Way | Way          |  |  |  |
| Daily        | Daily        | Daily          | Daily          | Daily         | Daily         | Daily      | AM 4.00   | AM 8.40      | Daily        | Daily Except Sunday | Daily      | Daily       | Daily   | Daily Except Sunday |              |  |  |  |
| AM 1.35      |              | PM 8.35        | PM 6.25        |               | AM 11.08      |            |   |              |              |                     | PM 10.45   | PM 11.59    |         | AM 11.50            |              |  |  |  |
| 1.30         |              | 8.32           | 6.20           |               | 11.05         |            | 661   |              |              |                     |            |             |         |                     |              |  |  |  |
| 1.28         |              | 8.30           | 6.18           |               | 11.03         |            | 662   |              |              |                     |            |             |         |                     |              |  |  |  |
| 1.27         |              | 8.29           | 6.17           |               | 11.02         |            | 663   |              |              |                     |            |             |         |                     |              |  |  |  |
|              |              |                |                |               |               |            |   |              |              |                     |            |             |         |                     |              |  |  |  |
| 1.17         |              | f 8.19         | 6.07           |               | f 10.52       |            | 670   | 3.45         | 8.20         |                     | 10.20      | 11.30       |         | s 11.30             |              |  |  |  |
| 1.08         |              | f 8.09         | 5.59           |               | f 10.42       |            | 675   | 3.32 71      | 8.08         |                     | 10.07      | 11.13       |         | f 11.15             |              |  |  |  |
| 1.05         |              | 8.06           | 5.56           |               | 10.39         |            | 677   | 3.22 371     | 8.04         |                     | 10.04 375  | 11.09       |         | 11.10               |              |  |  |  |
| 12.56        |              | f 7.57 25      | 5.49           |               | f 10.31       |            | 682   | 3.08         | 7.50         |                     | 9.54       | 10.55       |         | f 10.55             |              |  |  |  |
| s 12.50 AM   |              | L s 7.45 PM    | L s 5.43 75 PM |               | s 10.25 23 AM |            | 686   | L 3.00 AM    | L 7.40 11 AM |                     | L 9.45 PM  | L 10.45 PM  |         | L 10.45 AM          |              |  |  |  |
| 11.50 PM     | VIA          | 6.42 PM        | 4.47 PM        | JOINT         | 9.31 AM       | TRACK      | 722   | VIA          | 6.01 AM      | JOINT               | 8.33 PM    | 9.02 PM     | TRACK   |                     |              |  |  |  |
| 11.00 PM     |              | 5.50 PM        | 3.50 PM        |               | 8.30 AM       |            | 757   |              |              |                     |            |             |         |                     |              |  |  |  |
| 9.45 25 PM   |              |                |                |               | 7.35 AM       |            | 759   |              | 4.15 AM      | A 7.30 AM           |            | 7.00 PM     | 7.15 PM | A 6.00 AM           |              |  |  |  |
| 9.30         |              |                |                |               | 7.25          |            | 761   |              |              | 7.25                |            |             |         | 5.55                |              |  |  |  |
| 9.26         |              |                |                |               | 7.22          |            | 764   |              |              | 7.17 26             |            |             |         | 5.45                |              |  |  |  |
| 9.21         |              |                |                |               | 7.17 80       |            | 771   |              |              | 6.56                |            |             |         | 5.25                |              |  |  |  |
| 9.11         |              |                |                |               | 7.09          |            | 778   |              |              | 6.43                |            |             |         | 5.05                |              |  |  |  |
| 9.01         |              |                |                |               | f 7.01        |            | 784   |              |              | 6.30                |            |             |         | 4.45                |              |  |  |  |
| 8.51         |              |                |                |               | f 6.53        |            | 788   |              |              | 6.20                |            |             |         | 4.20                |              |  |  |  |
| 8.45         |              |                |                |               | 6.47          |            | 793   |              |              | 6.08                |            |             |         | 4.00                |              |  |  |  |
| 8.36 81      |              |                |                |               | s 6.39        |            | 801   |              |              | 5.51                |            |             |         | 3.15                |              |  |  |  |
| 8.26         |              |                |                |               | s 6.26        |            | 806   |              |              | 5.41                |            |             |         | 2.35                |              |  |  |  |
| 8.20         |              |                |                |               | 6.19          |            | 812   |              |              | 5.28                |            |             |         | 2.15                |              |  |  |  |
| s 8.12       |              |                |                |               | s 6.10        |            | 813   |              |              | 5.25                | A 5.30 AM  |             |         | 2.00                |              |  |  |  |
| 8.08         | A 8.03 PM    |                |                | A 2.14 PM     | 6.05          | A 5.55 AM  | 822   |              |              | 5.08                | 5.13       |             |         | 12.52 5             | 12.41 25     |  |  |  |
| f 7.55       | 7.50         |                |                | 2.04          | 5.53          | 5.43       | 827   |              |              | 4.58                | 5.03       |             |         | 12.15 AM            |              |  |  |  |
| f 7.47       | f 7.42       |                |                | 1.58          | s 5.46        | 5.36       | 836   |              |              | 4.42                | 4.47       |             |         | 11.25               |              |  |  |  |
| f 7.34       | 7.29         |                |                | 1.48          | 5.34          | 5.24       | 843   |              |              | L 4.30              | L 4.35     |             |         | 11.00               |              |  |  |  |
| 7.25         | 7.20         |                |                | 1.40          | 5.25          | 5.15       | 846   |              |              | AM                  | AM         |             |         | PM                  |              |  |  |  |
| 7.20 PM      | 7.15 PM      |                |                | 1.35 PM       | 5.20 AM       | 5.10 AM    |   |              |              |                     |            |             |         |                     |              |  |  |  |
| 24           | 4            | 18             | 12             | 2             | 26            | 6          |   | 372          | 72           | 80                  | 280        | 74          | 76      | 70                  | 92           |  |  |  |
| 36.9         | 40.6         | 35.0           | 37.2           | 50.0          | 37.8          | 43.3       | 184.6   | 23.8         | 21.4         | 27.9                | 32.7       | 25.2        | 20.0    | 12.9                | 21.9         |  |  |  |
|              |              |                |                |               |               |            | Average speed per hour  |              |              |                     |            |             |         |                     |              |  |  |  |

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**6 SOUTHWARD TRAINS DENTON DIVISION NORTHWARD TRAINS SOUTHWARD TRAINS SHERMAN BRANCH NORTHWARD TRAINS**

| THIRD CLASS                  |             | Siding Capacity Cars, Telephone, Fuel, Scales, Wye, Water, Turn Table | Distance from St. Louis | Time Table No. 17-K<br>Effective 12:01 A. M.<br>April 21, 1940 |                                 | Station Numbers | THIRD CLASS |             |  |
|------------------------------|-------------|---|-------------------------|--|---------------------------------|-----------------|-------------|-------------|--|
| 475<br>Katy Klipper<br>Daily |             |   |                         | 476<br>Rocket<br>Daily   |                                 |                 |             |             |  |
|                              | PM 11.00    | Yard WPYS   | 721.6                   | Leave N  | DENTON                          | Arrive CN       | 722         | PM 8.30     |  |
|                              | 11.35       | 15 P  | 730.9                   |  | LAKE DALLAS                     |                 | K9          | 8.04        |  |
|                              | 12.05 AM    | 25 P  | 736.8                   | D  | LEWISVILLE                      | VI              | K15         | 7.46        |  |
|                              | 12.25       | 25  | 742.7                   |  | TRINITY MILLS                   |                 | K21         | 7.28        |  |
|                              | 12.35       | P   | 744.6                   | N  | St. LSF-St. LSW—1.9 Interlocker | HF              | K23         | 7.22        |  |
|                              | 12.45       | 26 P  | 746.9                   |  | CARROLLTON                      |                 | K25         | 7.15        |  |
|                              | 1.01        | 23  | 751.0                   |  | FARMERS BRANCH                  |                 | K29         | 7.02        |  |
|                              | 1.25 AM     |   | 758.0                   |  | ROSELAWN                        |                 |             | 6.40 PM     |  |
|                              | 475<br>15.1 |   |                         | Arrive   | DENY                            | Leave           |             | 476<br>19.8 |  |
|                              |             |   |                         | 36.4<br>Average speed per hour                                 |                                 |                 |             |             |  |

| FOURTH CLASS                  |           | Siding Capacity Cars, Telephone, Fuel, Scales, Wye, Water, Turn Table | Distance from St. Louis | Time Table No. 17-K<br>Effective 12:01 A. M.<br>April 21, 1940 |           | Station Numbers   | FOURTH CLASS |           |
|-------------------------------|-----------|---|-------------------------|--|-----------|-------------------|--------------|-----------|
| 55<br>Way<br>Daily Ex. Sunday |           |   |                         | 56<br>Way<br>Daily Ex. Sunday                                  |           |                   |              |           |
|                               | AM 6.00   | WPTYOS Yard   |                         | Leave N  | RAY       | Arrive RA         |              | PM 2.00   |
|                               | 6.25      | 9   | 662.5                   |  | SUN       |                   |              | 1.40      |
|                               | 6.40      | 20  | 666.1                   |  | ELLSWORTH |                   | P5           | 1.25      |
|                               | 7.05 AM   | WST YARD  | 671.6                   | T. & P. D Arrive   | SHERMAN   | Crossing SN Leave | P11          | 1.00 PM   |
|                               | 55<br>8.4 |   |                         | 9.1<br>Average speed per hour                                  |           |                   |              | 56<br>9.1 |

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 cross 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**

| FOURTH CLASS                              |           | Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel | Distance from St. Louis | Time Table No. 17-K<br>Effective 12:01 A. M.<br>April 21, 1940 |                                     | Station Number | FOURTH CLASS |           |
|---|-----------|---|-------------------------|--|-------------------------------------|----------------|--------------|-----------|
| 53<br>Mixed<br>Mondays Wednesdays Fridays |           |   |                         | 54<br>Mixed<br>Tuesdays Thursdays Saturdays                    |                                     |                |              |           |
|   | AM 6.30   | WOPTY Yard  | 713.0                   | Leave  | GREENVILLE                          | Arrive         | D52          | PM 1.35   |
|   | 6.45      | Yard SP   | 714.0                   |  | HUNT                                | GE             | D53          | 1.30      |
|   | 7.10      | 37  | 720.2                   | N Tex. Mid.  | DIXON                               | Crossing       | H7           | 12.45     |
|   | 7.50      | 43  | 727.5                   | D  | LONE OAK                            | NK             | H14          | 12.10 PM  |
|   | 8.30      | 41  | 733.5                   | D  | POINT                               | NO             | H21          | 11.35     |
|   | 9.16      | 29  | 740.9                   | D  | EMORY                               | MY             | H28          | 10.55     |
|   | 10.20     | 60 Y  | 750.4                   | D  | ALBA                                | AB             | H37          | 10.00     |
|   | 10.35     |   | 751.0                   | T. S. L.   | HOYT                                | Crossing       | H38          | 9.50      |
|   | 11.05     |   | 756.5                   |  | GOLDEN                              |                | H44          | 9.20      |
|   | 11.35     |   | 761.5                   |  | STORAGE                             |                | H48          | 8.45      |
|   | 11.50 AM  | WOY Yard  | 763.5                   | D Arrive   | T. & P. (Cabin Interlocker) MINEOLA | US Leave       | H50          | 8.30 AM   |
|   | 53<br>9.5 |   |                         | 50.5<br>Average speed per hour                                 |                                     |                |              | 54<br>9.9 |

Trains Nos. 53 and 54 will handle Passengers, Baggage, Mail and Express.

| SPEED TABLE    |        |    |                |        |    |
|----------------|--------|----|----------------|--------|----|
| Speed Per Hour | Time   |    | Speed Per Hour | Time   |    |
|                | 1 Mile |    |                | 1 Mile |    |
| Miles          | M      | S  | Miles          | M      | S  |
| 10             | 1      | 00 | 10             | 1      | 00 |
| 11             | 1      | 05 | 11             | 1      | 05 |
| 12             | 1      | 00 | 12             | 1      | 00 |
| 13             | 1      | 00 | 13             | 1      | 00 |
| 14             | 1      | 00 | 14             | 1      | 00 |
| 15             | 1      | 00 | 15             | 1      | 00 |
| 16             | 1      | 00 | 16             | 1      | 00 |
| 17             | 1      | 00 | 17             | 1      | 00 |
| 18             | 1      | 00 | 18             | 1      | 00 |
| 19             | 1      | 00 | 19             | 1      | 00 |
| 20             | 1      | 00 | 20             | 1      | 00 |
| 21             | 1      | 00 | 21             | 1      | 00 |
| 22             | 1      | 00 | 22             | 1      | 00 |
| 23             | 1      | 00 | 23             | 1      | 00 |
| 24             | 1      | 00 | 24             | 1      | 00 |
| 25             | 1      | 00 | 25             | 1      | 00 |
| 26             | 1      | 00 | 26             | 1      | 00 |
| 27             | 1      | 00 | 27             | 1      | 00 |
| 28             | 1      | 00 | 28             | 1      | 00 |
| 29             | 1      | 00 | 29             | 1      | 00 |
| 30             | 1      | 00 | 30             | 1      | 00 |
| 31             | 1      | 00 | 31             | 1      | 00 |
| 32             | 1      | 00 | 32             | 1      | 00 |
| 33             | 1      | 00 | 33             | 1      | 00 |
| 34             | 1      | 00 | 34             | 1      | 00 |
| 35             | 1      | 00 | 35             | 1      | 00 |
| 36             | 1      | 00 | 36             | 1      | 00 |
| 37             | 1      | 00 | 37             | 1      | 00 |
| 38             | 1      | 00 | 38             | 1      | 00 |
| 39             | 1      | 00 | 39             | 1      | 00 |
| 40             | 1      | 00 | 40             | 1      | 00 |

WESTWARD TRAINS

HENRIETTA DIVISION

EASTWARD TRAINS

| THIRD CLASS        |                      |                    | FIRST CLASS          |                      |                     | Distance from St. Louis | Time Table No. 17-K<br>Effective 12:01 A. M.<br>April 21, 1940 | Station Number | Yards Coal, Oil, Water, Telephone, Turn Table, Truck Scales, Wye, Car Capacity | FIRST CLASS          |                      | THIRD CLASS |                     | FOURTH CLASS |  |
|--------------------|----------------------|--------------------|----------------------|----------------------|---------------------|-------------------------|--|----------------|--|----------------------|----------------------|-------------|---------------------|--------------|--|
| 371<br>Bullet      | 375<br>Katy Klipper  | 33<br>Katy Limited | 38<br>The Bluebonnet | 372<br>Fet Freight   | 92<br>Way           |                         |  |                |  | 38<br>The Bluebonnet | 372<br>Fet Freight   | 92<br>Way   |                     |              |  |
| Daily              | Daily                | Daily              | Daily                | Daily                | Daily               | Daily                   | Daily  | Daily          | Daily  | Daily                | Daily                | Daily       | Daily               | Daily        |  |
| AM 3.45            | PM 10.45             | AM 10.30           | PM 7.30              | AM 2.30              | AM 10.15            | 685.7                   | Leave N  | POWSY Yard     | 686  | PM 7.30              | AM 2.30              | AM 10.15    | AM 10.15            |              |  |
| 4.07               | 11.10                | 10.41              | 7.18                 | 2.05                 | 9.45                | 693.1                   | Arrive W   | 60             | G 7  | 7.18                 | 2.05                 | 9.45        | 9.45                |              |  |
| 4.25               | 11.30                | 10.50              | 7.08                 | 1.40                 | 9.25                | 699.6                   |  |                |  |                      | 1.40                 |             | 9.25                |              |  |
| 4.30               | 11.35                | 10.55              | 7.05                 | 1.35                 | 9.20                | 701.1                   | N GO & SF  | 49             | G 15   | 7.05                 | 1.35                 |             | 9.20                |              |  |
| 4.38               | 11.45                | 11.00              | 6.56                 | 1.15                 | 9.10                | 703.2                   | Interlocker  | 100            | P  | 6.56                 | 1.15                 |             | 9.10                |              |  |
| 4.47               | 11.55                | 11.06              | 6.51                 | 1.01                 | 8.59                | 706.5                   |  | 48             | G 21   | 6.51                 | 1.01                 |             | 8.59                |              |  |
| 5.03               | 12.15 AM             | 11.16              | 6.42                 | 12.40                | 8.40                | 712.4                   |  | 32             | G 27   | 6.42                 | 12.40                |             | 8.40                |              |  |
| 5.14               | 12.25 <sup>372</sup> | 11.24              | 6.34                 | 12.25 <sup>375</sup> | 8.30                | 716.3                   | D  | 100            | G 31   | 6.34                 | 12.25 <sup>375</sup> |             | 8.30                |              |  |
| 5.41               | 1.05                 | 11.41              | 6.20                 | 11.50                | 7.55                | 726.3                   | D  | W              | G 41   | 6.20                 | 11.50                |             | 7.55                |              |  |
| 5.45               | 1.25                 | 11.43              | 6.14                 | 11.45                | 7.45                | 727.3                   |  | 100            | P  | 6.14                 | 11.45                |             | 7.45                |              |  |
| 6.01               | 1.45                 | 11.54              | 6.06                 | 11.15                | 7.25                | 733.8                   |  | 50             | G 48   | 6.06                 | 11.15                |             | 7.25                |              |  |
| 6.23               | 2.10                 | 12.10 PM           | 5.54                 | 10.50                | 7.01                | 742.3                   | D  | 100            | G 57   | 5.54                 | 10.50                |             | 7.01                |              |  |
| 6.40 <sup>92</sup> | 2.30                 | 12.22              | 5.42                 | 10.30                | 6.40 <sup>371</sup> | 749.1                   | D  | 31             | G 63   | 5.42                 | 10.30                |             | 6.40 <sup>371</sup> |              |  |
| 6.59               | 2.55                 | 12.35              | 5.30                 | 10.05                | 6.01                | 756.2                   | D  | 100            | G 71   | 5.30                 | 10.05                |             | 6.01                |              |  |
| 7.21               | 3.25                 | 12.49              | 5.17                 | 9.35                 | 5.20                | 765.3                   |  | 45             | G 80   | 5.17                 | 9.35                 |             | 5.20                |              |  |
| 7.38               | 3.45                 | 1.00               | 5.08                 | 9.15                 | 5.01                | 771.7                   | D Ft. W & DC   | 100            | G 86   | 5.08                 | 9.15                 |             | 5.01                |              |  |
| 8.05               | 4.15 <sup>92</sup>   | 1.15               | 4.54                 | 8.45                 | 4.15 <sup>375</sup> | 781.5                   |  | 100            | G 96   | 4.54                 | 8.45                 |             | 4.15 <sup>375</sup> |              |  |
| 8.30 AM            | 4.45 AM              | 1.30 PM            | 4.40 PM              | 8.15 PM              | 3.40 AM             | 790.2                   | WV Arrive D  | PSWY Yard      | G 105  | 4.40 PM              | 8.15 PM              |             | 3.40 AM             |              |  |
|                    |                      |                    |                      |                      |                     | 791.1                   | D  |                |  |                      |                      |             |                     |              |  |
| 8.45 AM            | 5.00 AM              |                    |                      |                      |                     | 791.6                   | N  | PSWTO Yard     | G 106  |                      | 8.00 PM              |             | 3.30 AM             |              |  |
| 371                | 375                  | 33                 | 38                   | 372                  | 92                  |                         |  |                |  |                      |                      |             |                     |              |  |
| 21.2               | 16.9                 | 84.8               | 86.9                 | 16.3                 | 15.7                |                         |  |                |  |                      |                      |             |                     |              |  |
|                    |                      |                    |                      |                      |                     | 105.9                   | Average speed per hour   |                |  |                      |                      |             |                     |              |  |

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, except between and including Urban and Dallas Union Station; and between Hillsboro and Waco, will clear these trains sufficiently in advance of their time to avoid delay by block signal indications.

1(B). On Sherman Branch No. 55 is superior to No. 56.

1(C). Third and fourth class and extra trains and yard engines will clear first class trains at least ten minutes, except between and including Pottsboro and Whitesboro; Ney Interlocker and Conley; Hillsboro and Bellmead; and Urban and Dallas yard, inferior trains will clear superior trains sufficiently in advance of their time to avoid delay by automatic block signal indications.

1(D). 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.

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.

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. FW&DC trains report for orders before leaving CRI&G Jet. and MKT Jet.

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, unless instructed by train order to register by form 68.

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, unless instructed by train order to register by form 68.

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 7683 indicates stop.  
Crossover movements Dallas Yard to Denton Division must not be made without flag protection when signals 7662, 7663 or 7663 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 trains.

3(F). Northward trains will receive hand or lamp signal before fouling twin switches south and 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). Derail located on Choctaw Division inbound main track 260 feet south of overhead bridge north end of Ray Yard. This is spring type derail which will permit southbound trains to trail through. Northbound movements cannot be made without derail being thrown by hand.

3(J). Maximum Speeds (Miles Per Hour)

| Division                              | Passenger Trains | Komets | Other Freight Trains |
|---------------------------------------|------------------|--------|----------------------|
| Dallas—                               |                  |        |                      |
| Between Denison and Bells             | 50               | 40     | 40                   |
| Between Bells and Celeste             | 60               | 40     | 40                   |
| Between Celeste and Greenville        | 50               | 40     | 40                   |
| Between Greenville and Rockwall       | 50               | 40     | 40                   |
| Between Rockwall and Dallas           | 50               | 40     | 40                   |
| Between Dallas and Hillsboro          | 50               | 45     | 40                   |
| Ft. Worth—                            |                  |        |                      |
| Between Dallas Jct. and Pottsboro     | 50               | 40     | 40                   |
| Between Pottsboro and Whitesboro      | 60               | 45     | 40                   |
| Between Ft. Worth and M. P. 790       | 50               | 45     | 40                   |
| Between Mile Post 790 and Hilo        | 50               | 45     | 40                   |
| Between Hilo and Bellmead             | 60               | 45     | 40                   |
| Henrietta—                            |                  |        |                      |
| Between Whitesboro and Gainesville    | 50               | 40     | 40                   |
| Between Gainesville and Wichita Falls | 50               | 35     | 20                   |
| Denton                                | 35               | 20     | 25                   |
| Sherman Branch                        | 20               | 15     | 15                   |
| Mineola                               | 20               | 12     | 12                   |

3(K). Komets handling loaded oil tanks will be governed by the speeds for "Other Freight Trains."

3(L). 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(M). Maximum speed entering or leaving Main Line turnouts, passenger trains twenty miles per hour, freight trains fifteen miles per hour.





## SPECIAL INSTRUCTIONS — Continued

Engine whistle signal code at Interlocking Plants except those listed below:

Main Track to Main Track \_\_\_\_\_ O \_\_\_\_\_  
 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 Denton 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 \_\_\_\_\_  
 Single Main to Southbound Main (Irregular Route) 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                              | 3                      |
| Other cars loaded with LCL Mdse.....            | 27                              | 3                      |
| Live Stock without bedding.....                 | 35                              | 11                     |
| Live stock—bedded car.....                      | 37                              | 11                     |
| 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 100011 to 100063 inclusive..... | 13   |
| 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..... | 28   |
| 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.....                   | 26   | Refrg.....   | 26   |
| Box.....                    | 22   | Stock.....   | 20   |
| Coal (except as above)..... | 20   | Tank.....    | 21   |
| Flat.....                   | 18   | Ballast..... | 21   |
| L.P.T.....                  | 25   | Cinder.....  | 19   |

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

## TONNAGE RATINGS

9

| Locomotives | From               | To                 | 64% Booster |        | 64%      |        | 57%      |        | 47%      |        | 32%      |        | 30%      |      | No. |
|-------------|--------------------|--------------------|-------------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|------|-----|
|             |                    |                    | Adjustment  | Rating | No. Cars | Rating | No. Cars | Rating | No. Cars | Rating | No. Cars | Rating | No. Cars |      |     |
|             |                    |                    | Tons        | Tons   | Tons     | Tons   | Tons     | Tons   | Tons     | Tons   | Tons     | Tons   | Tons     |      |     |
|             | 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  |
|             | 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  |
|             | 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  |
|             | 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  |
|             | Dallas.....        | Royse City.....    | 5           | 2300   | 58       | 1925   | 48       | 1715   | 43       | 1485   | 37       | 1070   | 27       | 1000 | 25  |
|             | Royse City.....    | Bona.....          | 10          | 3780   | 95       | 3150   | 97       | 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           | 3100   | 80       | 2550   | 63       | 2050   | 51       | 1650   | 41       | 1150   | 29       | 1030 | 26  |
|             | Grandview.....     | Bellmead.....      | 9           | 4500   | 113      | 3900   | 98       | 3500   | 88       | 2800   | 70       | 1960   | 49       | 1750 | 44  |
|             | 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  |
|             | 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.

## EMPLOYES HOSPITAL ASSOCIATION

DR. R. S. YANCEY, Chief Surgeon, Medical Arts Building, Dallas Texas

| STATIONS    | NAME  | OFFICE                | STATIONS        | NAME  | OFFICE                                  |
|-------------|---|-----------------------|-----------------|---|---|
| Dallas      | H. M. Doolittle, Div. Surg.-Examiner                    | 4105 Live Oak St.     | Waco            | I. E. Colgin, Div. Surgeon-Examiner                                 | 605 Columbus Ave.                       |
| "           | R. W. Baird, Div. Surg.-Examiner                        | " " "                 | "               | H. F. Connally, Local Surgeon                                       | " " "                                   |
| "           | G. A. Davidson, Dermatologist                           | " " "                 | "               | R. E. Bullard, Local Surgeon  | 605 Columbus Ave.                       |
| "           | A. L. Frew, Oral Surgeon                                | " " "                 | "               | K. H. Aynesworth, Const. Surgeon                                    | 601-2 Service Mutual Bldg.              |
| "           | Davis Spangler, Radiologist                             | " " "                 | "               | J. O. Hall, Oral Surgeon  | Amicable Bldg.                          |
| "           | Wm. H. Potts, Asst. to Div. Surgeon                     | " " "                 | "               | John L. Burgess, Specialist   | Professional Bldg.                      |
| "           | Richard M. Smith, Asst. to Div. Surgeon                 | " " "                 | "               | Cleveland H. Brooks, Oculist and Aurist                             | " " "                                   |
| "           | Ozro T. Woods, Asst. to Div. Surgeon                    | " " "                 | "               | S. J. Harlow, Oral Surgeon  | 1102 Amicable Bldg.                     |
| "           | Geo. M. Underwood, Asst. to Div. Surgeon                | " " "                 | "               | A. P. Garner  | " " "                                   |
| "           | Raworth Williams, Urologist                             | Medical Arts Building | Grandview       | C. C. Campbell  | " " "                                   |
| "           | Elbert Dunlap, Const. Surgeon-Examiner                  | " " "                 | Itasca          | W. J. Cummings  | " " "                                   |
| "           | Albert D'errico, Const. Surgeon                         | " " "                 | Alvarado        | L. H. Rudd  | Suite 900-1-2 First Natl. Bank Building |
| "           | A. L. Nygard, Const. Oral Surgeon                       | " " "                 | Burleson        | Ross Trigg, Div. Surgeon-Examiner                                   | " " "                                   |
| "           | W. B. Carrell, Orthopedic Const.                        | 3701 Maple Ave.       | Ft. Worth       | Henry Trigg, Div. Surgeon-Examiner                                  | " " "                                   |
| "           | J. O. McReynolds, Const. Eye, Ear and Throat Specialist | " " "                 | "               | Wm. F. Parsons, Local Surgeon                                       | Medical Arts Bldg.                      |
| Denison     | T. J. Long, Div. Surgeon-Examiner                       | 810 Main St.          | "               | Webb Walker, Oculist  | " " "                                   |
| "           | A. G. Sneed, House Surgeon-Examiner                     | M-K-T Hospital        | "               | Gatlin Mitchell, Eye, Ear, Nose and Throat Specialist               | " " "                                   |
| "           | F. F. Fowler, Eye, Ear, Nose and Throat Specialist      | " " "                 | "               | T. C. Ferrell, Const. Pathologist                                   | " " "                                   |
| "           | J. E. Meador, Oral Surgeon                              | Security Bldg.        | "               | Wm. Webb, Oculist   | C/o Armour & Co.                        |
| "           | E. L. Halley, Local Surgeon-Examiner                    | " " "                 | North Ft. Worth | J. W. Shoemaker   | " " "                                   |
| Bells       | C. S. Carter  | " " "                 | Denton          | W. C. Kimbrough   | " " "                                   |
| Whitewright | C. P. Johnson and Ross R. May                           | " " "                 | Lewisville      | Walter L. Fiegel  | " " "                                   |
| Trenton     | C. J. Donaghey  | " " "                 | Pilot Point     | T. M. Harris  | " " "                                   |
| Celeste     | J. E. Cannon  | " " "                 | Whitesboro      | G. W. Greer   | " " "                                   |
| Greenville  | Joe T. Becton, Local Surgeon                            | " " "                 | Gainesville     | D. M. Higgins, Examiner   | " " "                                   |
| "           | W. C. Morrow  | " " "                 | "               | I. L. Thomas, Local Surgeon   | " " "                                   |
| "           | T. C. Strickland, Oculist                               | " " "                 | Muenster        | Thos. S. Myrick, Local Surgeon                                      | " " "                                   |
| Alba        | R. A. Farrington  | " " "                 | Nocona          | J. A. Kibler  | " " "                                   |
| Mineola     | Robert Coleman, Local Surgeon                           | " " "                 | Ringgold        | R. E. Tyler   | Albert Greer                            |
| Rockwall    | J. L. Austin  | " " "                 | Henrietta       | Albert Greer  | Waggoner Bldg.                          |
| Rowlett     | W. A. Maupin  | " " "                 | Wichita Falls   | W. T. Wells, Oral Surgeon   | Hargrave-Walker Clinic                  |
| Larcaster   | J. E. Wilson  | " " "                 | "               | R. L. Hargrave, Const. Surgeon                                      | " " "                                   |
| Waxahachie  | S. H. Watson  | " " "                 | "               | Robert Hargrave   | " " "                                   |
| "           | M. E. Hastings  | " " "                 | "               | L. F. Stripling-J. A. Johnson, Eye, Ear, Nose and Throat Specialist | Hamilton Bldg.                          |
| Forreston   | H. L. Stewart   | " " "                 | "               | W. B. Adams, Oculist  | " " "                                   |
| Italy       | P. H. Carlisle  | " " "                 | "               | Bailey R. Collins   | " " "                                   |
| Milford     | J. E. Killeen   | " " "                 | Sherman         | C. D. Strother  | " " "                                   |
| Hillsboro   | H. A. Mahaffey  | " " "                 | "               | A. M. McElhannon  | " " "                                   |
| West        | W. H. Gidney  | " " "                 | "               | "   | " " "                                   |
| "           | F. M. Pope  | " " "                 | "               | "   | " " "                                   |

Train Master  
A. F. WINKEL

Road Foreman of Engines  
W. H. McCUNE

Chief Dispatcher  
J. A. SINGISER

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

H. A. LAMPMAN,  
C. W. WRIGHT,  
C. D. CROMER

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

**NORTH TEXAS  
DISTRICT**

**TIME TABLE  
No. 17-K**

**Effective  
April 21,  
1940**