

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

SAFETY

NORTH TEXAS DISTRICT

FIRST

EMPLOYEES' TIME TABLE NO. 17-M

17-M

Effective Sunday, January 25, 1942

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

17-M

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							Siding Capacity Cars, Telephone, Scales, Water, Turf Table, Wye, Fuel	Distance from St. Louis	Time Table No. 17-M Effective 12:01 A. M. January 25, 1942	FIRST CLASS						
475 Katy Klipper Daily	277 Through Freight Way Daily	775 C. R. I. & P. Daily	281 Katy Komet Daily Except Saturday	271 Bullet Daily	793 C. R. I. & P. Daily	OWPT YSO Yard			STATIONS	7 The Bluebonnet Daily	1 Texas Special Daily	817 C. R. I. & P. Passenger Daily	3 Katy Limited Daily	811 C. R. I. & P. Passenger Daily Except Sunday	813 C. R. I. & P. Passenger Daily	5 Katy Flyer Daily
				AM 2.30			Leave N RAY Leave RA	AM	AM		AM			PM		
				2.50		660.9	Leave N DENISON Interlocker Leave WD	4.42	7.00		9.40			7.15		
				3.01		661.6	T&NO LAMAR Interlocker	4.44	7.02		9.42			7.17		
				3.08		666.0	BOYA	4.50	7.08		9.48			7.23		
				3.22		80 P 668.7	TERRACE	4.54	7.12		9.52			7.27		
				3.41		53 P 674.3	BELLS Interlocker X	5.01	7.19		10.00			7.35		
				3.59		63 P 681.3	WHITEWRIGHT	5.11	7.29		10.11			7.45		
				4.16		38 P 688.1	TRENTON Interlocker UN	5.19	7.37 ²⁷⁴		10.21 ⁶			7.54 ⁸		
				4.33		34 WP 694.6	LEONARD AU	5.27	7.44		10.30			8.03		
				4.50 ²⁷⁴		83 YP 701.2	OELESTE	5.35 ²⁷⁴	7.51		10.39			8.12		
				5.06		49 P 707.5	KELLOGG	5.44	8.00		10.48			8.21		
				5.11		713.0	GREENVILLE	5.54	8.09		11.00			8.32		
				5.32		714.0	HUNT A	5.57	8.12		11.03			8.35		
				5.56		67 P 721.6	CADDO MILLS Interlocker OM	6.07	8.22		11.15			8.45		
				6.06		60 P 730.3	ROYSE CITY RY	6.18	8.33		11.28			8.56		
				6.29 ⁷		40 P 734.1	FATE	6.23	8.38		11.34			9.01		
				6.57		38 P 738.7	ROCKWALL RO	6.29 ²⁷⁴	8.44		11.41			9.07		
				7.06		54 P 746.5	ROWLETT VY	6.39	8.54 ⁶		11.52			9.17		
				7.13		67 P 750.9	GARLAND Interlocker BE	6.45	9.00		11.59			9.23		
				7.30		60 P 754.1	BETHARD	6.50	9.04		12.04 ^{PH}			9.28		
				7.33		103 P 761.4	URBAN	7.00	9.14		12.14			9.39		
				7.43		762.5	T. & N. O. JOT. Interlocker	7.02	9.16		12.16			9.41		
				7.45		763.3	HIGHLAND PARK	7.05	9.18		12.20			9.45		
				7.45		766.2	DENY	7.10	9.23		12.25			9.50		
				7.45		768.8	DALLAS YARD DY	7.12	9.25		12.27			9.52		
				7.45		767.2	T & P Interlocker	9.30	12.30		12.30 ^{AM}			9.55 ⁴		
				7.45		769.3	DALLAS UNION STATION UT	9.35	12.35		12.50 ^{PH}			11.00 ⁴		
				7.45		772.7	END OF DOUBLE TRACK	9.39	12.39		12.54			11.04		
				7.45		777.0	HONEY SPRINGS	9.45	12.45		1.01			11.09		
				7.45		781.7	LANCASTER OA	9.57	12.57		1.15			11.20		
				7.45		787.0	ELVA	10.04	1.23		1.34			11.27		
				7.45		791.2	STERRETT	10.10 ⁹⁶	1.30		1.40			11.32		
				7.45		794.6	OLON	10.15	1.35		1.45			11.37		
				7.45		797.5	M-K-T JUNCTION Interlocker HO	10.19	1.39		1.50			11.41		
				7.45		798.1	WAXAHACHIE	10.20	1.42		1.50			11.42		
				7.45		803.0	KIPLING	10.27	1.49					11.49		
				7.45		807.3	FORBESTON SN	10.33	1.56					11.56		
				7.45		813.1	ITALY	10.41	2.05					12.04 ^{AM}		
				7.45		818.3	MILFORD	10.48	2.13					12.12		
				7.45		825.8	LAKENON	10.58	2.27 ²					12.24		
				7.45		833.2	HILLSBORO HO	11.08	2.40					12.37		
				7.45		834.3	HILLO HB	11.10	2.43					12.40		
				7.45		834.3	Arrive	AM	PH					AM		
				7.45		834.3	173.4	7	1	817	3	811	813	5		
				7.45		834.3	Average speed per hour	41.7	41.6	49.1	36.7	36.4	49.1	40.0		

No. 2 is superior to all trains.

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

NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

FIRST CLASS							Time Table No. 17-M Effective 12:01 A. M. January 25, 1942	THIRD CLASS					FOURTH CLASS
4	818	8	812	2	814	6		776	280	798	476	274	96
Katy Limited	C. R. I. & P. Passenger	The Bluebonnet	C. R. I. & P. Passenger	Texas Special	C. R. I. & P. Passenger	Katy Flyer		C. R. I. & P.	Katy Comet	C. R. I. & P.	Rocket	Through Freight Way	Way
Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
AM		PM		PM		AM							
1.45		8.40		6.30		11.10							
1.40		8.35		6.27		11.06							
1.32		8.28		6.20		10.59							
1.28		8.24		6.17		10.55							
* 1.20		8.16		6.09		*10.46							
1.08		8.06		6.01		*10.34							
12.59		7.54		5.54		*10.21							
12.51		7.46		5.46		*10.11							
12.43		7.38		5.39		*10.02							
12.34		7.30		5.31		9.53							
*12.25		* 7.22		* 5.23		* 9.45							
12.17		7.18		5.19		9.40							
12.08 AM		7.08		5.10		* 9.30							
11.57		6.57		5.00		* 9.19							
11.52		6.52		4.55		f 9.13							
11.46		6.46		4.49		* 9.06							
11.35		6.35		4.39		f 8.54							
11.29 ²⁷⁴		6.29		4.33		* 8.40							
11.24		6.24		4.29		8.34							
11.14		6.14		4.19		8.24							
11.12		6.12		4.17		8.22							
*11.10		* 6.10		* 4.15		* 8.20							
11.03		6.03		4.03		8.13							
11.02		6.02		4.02		8.12							
*11.00		PM 9.00		PM 5.40		PM 3.50							
10.00		L 6.00		A 5.40		A 12.35							
9.52		8.56		5.35		3.44							
9.46 ²⁷⁷		8.52		5.30		3.39							
f 9.34		8.42		5.17 ⁸¹³		3.28							
9.25		8.36		5.05		3.21							
f 9.19		8.31 ⁷⁷⁵		4.59 ⁷⁹⁵		3.15							
9.13		8.27		4.54		3.10							
9.09		L 8.23		L 4.50		3.06							
* 9.08		PM		PM		3.05							
8.59						2.58							
f 8.52						2.52							
f 8.43						2.45							
f 8.35 ²⁸¹						2.38							
8.22						2.27							
* 8.08						2.16							
8.03						2.14							
4	818	8	812	2	814	6							
36.9	49.1	39.8	36.4	42.3	49.1	36.6							

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SOUTHWARD TRAINS

FORT WORTH DIVISION

SOUTHWARD TRAINS

THIRD CLASS						Sliding Capacity Cars, Telephone, Seals, Water, Turn Table, Wye, Fuel Yards	Distance from St. Louis
281 Katy Komet Daily Except Saturday	375 Katy Klipper Daily	75 Katy Klipper Daily	81 Katy Komet Daily	71 Bullet Daily	371 Bullet Daily		
	PM 9.15	PM 4.45	PM 3.00	AM 3.00	AM 2.45	OWPCTYS Yard	
						OWPTS	660.9
							661.8
							662.5
						PY	662.8
							668.8
						140 P	669.6
						50 P	674.7
						102 P	676.6
						38 P	681.9
						Yard WYSOP	685.7

NOTE-ALL THIRD CLASS SCHEDULES SHOWN ABOVE ARE ANNULLED BETWEEN POTTSBORO AND WHITESBORO. FREIGHT TRAIN MOVEMENTS BETWEEN THESE POINTS WILL BE BY TRAIN ORDER AUTHORITY

VIA JOINT TRACK
 6.57PM 5.03PM 5.32AM
 A 10.25 PM A 5.43 PM A 3.55 PM 4.00 AM A 3.45 AM

THIRD CLASS						Sliding Capacity Cars, Telephone, Seals, Water, Turn Table, Wye, Fuel Yards	Distance from St. Louis
281 Katy Komet Daily Except Saturday	375 Katy Klipper Daily	75 Katy Klipper Daily	81 Katy Komet Daily	71 Bullet Daily	371 Bullet Daily		
						Yard OWTS	757
		8.30PM	6.30 PM 7.30 PM	7.30 AM 8.30 AM			759
			7.34	8.35			760.7
			7.40	8.45		104 P	764.3
			7.50	9.05		55 P	771.2
				8.00	9.25	125 P	777.6
				8.09	9.42	110 P	784.0
				8.16	9.55	48 P	788.1
				8.36 24	10.10	125 PW	793.2
				8.50	10.40 11	106 PY	801.3
				8.58	10.55	45 P	805.8
				9.09	11.15	PYO	811.9
	L 9.00 PM			9.11	11.20	Yard PW	813.0
	9.13			9.24	11.40	125 P	821.5
	9.22			9.33	11.53	123 P	827.4
	9.35			9.46	12.12 PM	111 P	836.4
	A 9.50			A 10.00	A 12.30	Yard PSTWO	843.0
	PM			PM	PM		845.5
281	375	75	81	71	371		
36.0	20.4	25.2	29.8	21.0	23.8		

Time Table No. 17-M
 Effective 12:01 A. M.
 January 25, 1942

STATIONS

Leave N	RAY	Leave RA
N Leave	DENISON	Leave WD
	DALY	
	SUN	
	DALLAS JOT.	
	POTTSBORO JOT.	
N	POTTSBORO	JN
	HAGERMAN	
	DEAVER	
	SADLER	
N	WHITESBORO	WO
	DENTON	ON
	FORT WORTH	NY Interlocker
	NEY	1.7 Interlocker KN
	DOLARD	3.6
	BETHEL	4.9
D	BURLESON	6.4 BU
	EGAN	6.4 Interlocker VD
NO GO&SF	ALVARADO	VD
	CONLEY	5.1
D	GRANDVIEW	5.1 GW
D	ITASCA	4.5 SK
	SCHOFIELD	3.1 Interlocker HO
Texas Electric	HILLSBORO	1.1 HO
	HILO	3.5 HB
	ABBOTT	3.9
D	WEST	9.0 WS
	ELM MOTT	6.6
N	BELLMEAD	2.5 BJ Interlocker Device
T&NO-I&GN-S&LSW	WACO	Interlocker WO Arrive

184.6
Average speed per hour

FIRST CLASS						
27 The Bluebonnet Daily	11 Texas Special Daily	1 Texas Special Daily	23 Katy Limited Daily	3 Katy Limited Daily	25 Katy Flyer Daily	5 Katy Flyer Daily
AM 4.50	AM 7.02		AM 9.45		PM 7.10	
4.52	7.04		9.47		7.12	
4.54	7.06		9.49		7.14	
4.56	7.08		9.51		7.16	
			10.02		7.26	
			10.10		7.33	
			10.13		7.36	
			10.21		7.43	
A 5.28 AM	A 7.40 AM		A 10.27 26 AM		A 7.48 15 PM	
6.16 AM	8.30 AM	VIA	11.22 AM	JOINT	8.35 PM	TRACK
7.10 AM	9.30 AM 9.40 AM		12.30 PM		9.50 PM 11.00 24 PM	
	9.48				11.08	
	9.51				11.11	
	9.55				11.16	
	10.02				11.24	
	10.09				11.32	
	10.16				11.40	
	10.22				11.46	
	10.29				11.55	
	10.40 71				12.08 AM	
	10.47				12.15	
	10.57				12.27	
	11.00	L 11.10 AM		L 2.43 PM	12.30	L 12.40 AM
	11.11			f 2.54	12.41 70	12.52 70
	11.17			s 3.01	12.50	12.59
	11.27			f 3.12	1.02	1.10
	11.35				3.20	1.10
					1.10	1.18
	11.40 AM		11.50 AM		3.25 PM	1.17 AM
					1.17 AM	1.25 AM
27	11	1	23	3	25	5
41.2	41.3	48.8	34.9	46.4	37.5	43.3

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NORTHWARD TRAINS

FORT WORTH DIVISION

NORTHWARD TRAINS

Time Table No. 17-M
Effective 12:01 A. M.
January 25, 1942

STATIONS

Arrive N		RAY	Arrive RA
Double Track	N Arrive	DENISON	Arrive WD
		DALY	
		SUN	
		SADLER	
		WHITESBORO	WO
	DALLAS JOT.		
	POTTSBORO JOT.		
N	POTTSBORO	JN	
	HAGERMAN		
	DEAVER		
	SADLER		
N	WHITESBORO	WO	
N	DENTON	ON	
Double Track	N T & P	FORT WORTH	NY Interlocker
	N T&N	NEY	KN Interlocker
		DOLARD	
		BETHEL	
	D	BURLESON	BU
NO GO&SF	EGAN	VD Interlocker	VD
D	ALVARADO	VD	
	CONLEY		
D	GRANDVIEW	GW	
D	ITASCA	SK	
Texas Electric	SCHOFFIELD		
D	HILLSBORO	HO Interlocker	
N	HILLO	HB	
	ABBOTT		
D	WEST	WS	
	ELM MOTT		
N S.L.&SW	BELLMEAD	BJ Interlocker Device	
N	WACO	WC Interlocker	WC Leave

184.6
Average speed per hour

FIRST CLASS

	24 Katy Limited	4 Katy Limited	18 The Bluebonnet	12 Texas Special	2 Texas Special	26 Katy Flyer	6 Katy Flyer
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	AM 1.35		PM 8.35	PM 6.25		AM 11.08	
	1.31		8.32	6.21		11.05	
	1.28		8.29	6.18		11.03	
	1.27		8.28	6.17		11.02	
	1.17	f 8.18	6.07		f 10.52		
	1.08	f 8.08	5.59		f 10.43		
	1.05	8.05	5.56		10.40		
	12.56	f 7.57	5.49		f 10.33		
	s 12.50 AM	Ls 7.48 PM	5.43 PM		s 10.27 AM		

VIA TRACK

	11.56 PM	6.41 PM	4.47 PM	9.25 AM	TRACK
	11.00 PM		5.50 PM	3.50 PM	7.35 AM
	9.45 PM				7.25
	9.30				7.22
	9.26				7.17 80
	9.21				7.09
	9.11				f 7.01
	9.01				f 6.53
	8.51				6.47
	8.45				s 6.39
	8.36 81				s 6.26
	8.26				6.19
	8.20				s 6.10
	s 8.12				
	8.08	A 8.03 PM		A 2.14 PM	6.05
	f 7.55	7.50			5.53
	f 7.47	f 7.42			s 5.46
	f 7.34	7.29			5.34
	7.25	7.20			5.25
					5.15
	7.20	7.15			1.35 PM
					5.20 AM
					5.10 AM

24	4	18	12	2	26	6
36.9	40.6	35.0	37.2	50.0	37.8	43.3

THIRD CLASS

Station Number	372	72	80	280	74	76	70	92
	Fast Freight	Fast Freight	Katy Comet	Katy Comet	Katy Packer	Rocket	Through Freight Way	Way
	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday
	AM 4.00	AM 8.40			PM 10.45	PM 11.59		AM 11.50
661								
662								
663								
670								
675								
677								
682								
686	L 3.00 AM	L 7.40 AM			L 9.45 PM	L 10.45 PM		L 10.45 AM

NOTE -- ALL THIRD AND FOURTH CLASS SCHEDULES SHOWN ABOVE ARE ANNULLED BETWEEN WHITESBORO AND POTTSBORO. FREIGHT TRAIN MOVEMENTS BETWEEN THESE POINTS WILL BE BY TRAIN ORDER AUTHORITY.

VIA TRACK

	3.00 AM	7.40 AM	8.35 PM	9.02 PM	TRACK
722		6.16 AM			
757					
759		4.15 AM	A 7.30 AM	7.00 PM	7.15 PM
761					A 6.00 AM
764					5.55
771					5.45
778					5.25
784					6.56
788					6.43
793					6.30
801					6.20
806					6.08
812					6.08
813					5.51
822					5.41
827					5.28
836					5.25
843					5.25
846					A 5.30 AM
					2.00
					12.52 5
					12.41 25
					12.15 AM
					11.25
					11.00
					PM

372	72	80	280	74	76	70	92
23.8	21.4	27.9	32.7	25.2	20.0	12.0	21.9

No. 2 is superior to all trains.

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6 SOUTHWARD TRAINS DENTON DIVISION

NORTHWARD TRAINS

SOUTHWARD TRAINS SHERMAN BRANCH NORTHWARD TRAINS

THIRD CLASS		Sliding Capacity Cars, Telephone, Fuel, Scales, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 17-M Effective 12:01 A. M. January 25, 1942		Station Numbers	THIRD CLASS	
475 Katy Klipper Daily				476 Rocket Daily				
	PH 11.00	Yard WPYS	721.6	Leave N	DENTON	Arrive CN	722	PH 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	St. LSF-St. LSW	CARROLLTON	Interlocker HF	K23	7.22
	12.45	26 P	746.9		FARMERS BRANCH		K25	7.15
	1.01 AM	23	751.0		ROSELAWN		K29	7.02
	1.25 AM		758.0	Arrive	DENY	Leave		6.40 PM
	475 15.1				36.4			476 19.8
					Average speed per hour			

FOURTH CLASS		Sliding Capacity Cars, Telephone, Fuel, Scales, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 17-M Effective 12:01 A. M. January 25, 1942		Station Numbers	FOURTH CLASS	
55 Way Daily Ex. Sunday				56 Way Daily Ex. Sunday				
	AM 6.00	WPTYOS Yard		Leave N	RAY	Arrive RA		AM 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 8.4				9.1			56 9.1
					Average speed per hour			

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:

In order to line the plant up for M-K-T train movement, first pull lever No. 1 to full reverse and wait two minutes for unlock or until latch will go into place.

Then pull lever No. 2 and lever No. 3.

For southward movement pull lever No. 4.

For northbound movement pull lever No. 5.

Move signal lever No. 4 or No. 5 back to normal (stop) position while the train is between the home signals.

Caution: If plant is lined for M-K-T movement and movement is not made, or if train movement through plant is completed before signal lever (4 or 5) is moved back to normal (stop) position, it will be necessary to work time release (so-marked) to restore plant to normal position.

To operate time release: Turn clockwise as far as will go, hold 5 seconds. Release and permit time release to run down (2 minutes).

All levers must be restored to normal position after train has cleared the plant.

In case of failure, make prompt wire report so superintendent of T&P at Fort Worth may be notified promptly and repairs made.

Cabin must be kept locked.

SOUTHWARD TRAINS MINEOLA DIVISION NORTHWARD TRAINS

FOURTH CLASS		Sliding Capacity Cars, Telephone, Scales, Water, Wye, Fuel	Distance from St. Louis	Time Table No. 17-M Effective 12:01 A. M. January 25, 1942		Station Number	FOURTH CLASS	
53 Mixed Mondays Wednesdays Fridays				54 Mixed Tuesdays Thursdays Saturdays				
	AM 6.30	WOPTY Yard	713.0	Leave	GREENVILLE	Arrive	D52	PH 1.35
	6.45	Yard SP	714.0		HUNT	GE Crossing	D53	1.30
	7.10	37	720.2	N	DIXON		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
	9.15	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. Arrive	HOYT	Crossing	H38	9.50
	11.05	38	756.5		GOLDEN		H44	9.20
	11.35		761.5		STORAGE		H48	8.45
	11.50 AM	WOY Yard	763.5	D	T. & P. (Cabin) Interlocker	US Leave	H50	8.30 AM
	53 9.5				50.5			54 9.9
					Average speed per hour			

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		1 Mile	1 Mile
Miles	M	S	Miles	M	S
10	6	0	36	1	40
11	5	27	37	1	38
12	4	30	38	1	36
13	4	17	39	1	34
14	3	46	40	1	32
15	3	10	41	1	30
16	3	0	42	1	28
17	2	55	43	1	26
18	2	48	44	1	24
19	2	30	45	1	22
20	2	15	46	1	20
21	2	0	47	1	18
22	1	55	48	1	16
23	1	45	49	1	14
24	1	30	50	1	12
25	1	15	51	1	10
26	1	0	52	1	8
27	0	55	53	1	6
28	0	45	54	1	4
29	0	30	55	1	2
30	0	15	56	1	0

WESTWARD TRAINS

HENRIETTA DIVISION

EASTWARD TRAINS

Time Table No. 17-M
Effective 12:01 A. M.
January 25, 1942

STATIONS

THIRD CLASS		FIRST CLASS		Distance from St. Louis	Stations	Station Number	Yards Coal, Oil, Water, Telephone, Turn Table, Truck Scales, Wye, Car Capacity	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
371 Bullet	375 Katy Klipper	33 Katy Limited						38 The Bluebonnet	372 Fast Freight	92 Way			
Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
AM 3:46	PM 10:45	AM 10:45	685.7	Leave N	WHITESBORO	686	POWS Yard	PM 7:30	AM 2:30	AM 10:15			
4:07	11:10	10:56	693.1		WOODBINE	G 7	60 P	7:18	2:05	9:45			
4:25	11:30	11:05	699.6		COOK			7:08	1:40	9:25			
4:30	11:35	11:10	701.1	N GO&SF	GAINESVILLE	G 15	40 PWY	7:05	1:35	9:20			
4:38	11:45	11:15	703.2		ZENA		100 P	6:56	1:15	9:10			
4:47	11:55	11:21	706.5		LINDSAY	G 21	48	6:51	1:01	8:59			
5:03	12:15 AM	11:31	712.4		MYRA	G 27	32 P	6:42	12:40	8:40			
5:14	12:25 372	11:39	716.3	D	MUENSTER	G 31	100 P	6:34	12:25 375 AM	8:30			
5:41	1:05	11:56	726.3	D	ST. JO	G 41	W	6:20	11:50	7:55			
5:45	1:25	11:58	727.3		OREST		100 P	6:14	11:45	7:45			
6:01	1:45	12:09 PM	733.8		BONITA	G 48	50	6:06	11:15	7:25			
6:23	2:10	12:25	742.3	D	NOONA	G 57	100	5:54	10:50	7:01			
6:40 92	2:30	12:37	749.1	D	BELOE VILLE	G 63	31 PW	5:40	10:30	6:40 371			
6:59	2:55	12:50	756.2	D	RINGGOLD	G 71	100	5:30	10:05	6:01			
7:21	3:25	1:04	765.3		WALTON	G 80	45 P	5:17	9:35	5:20			
7:38	3:45	1:16	771.7	D Ft.W & DC	HENRIETTA	G 88	100 W	5:08	9:15	5:01			
8:05	4:15 92	1:30	781.5		JOLLY	G 96	100 P	4:54	8:45	4:15 375			
8:30 AM	4:45 AM	1:45 AM	790.2	WV Arrive D	WICHITA FALLS	G 105	PSWY Yard	4:40 PM	8:15 PM	3:40 AM			
			791.1		DENVER JUNCT.								
8:45 AM	5:00 AM		791.6	N	NORTH YARD	G 108	PSWTO Yard		8:00 PM	3:30 AM			
371 21.2	375 16.9	33 84.8	105.9		Average speed per hour			38 36.9	372 16.3	92 15.7			

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.
- 1(B). On Sherman Branch No. 55 is superior to No. 56.
- 1(C). Third and fourth class and extra trains and including Pottshoro 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 block signal indications.
- 2. All passenger trains (first 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 and Sherman Branch trains from Ray report at Ray and Denison telegraph office when no operator on duty 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 wye-wag of train order signal will be authority to move to the tower.
- 2(C). Denton Division trains report for orders before leaving Hunt and Mineola Division trains report for orders before leaving Sherman. CRI&P trains report for orders before leaving CRI&G Jct. and MKT Jct.

- 2(D). First class trains and passenger extras register at Dallas Yard and Hilo by slip, except first 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.
- 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.
- 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 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 the siding, Greenville, may be used for MKT-T trains to meet avoiding delay to L&A trains.
- 3(E). Northward trains will receive hand or lamp signal before fouling twin switches south end Denison passenger station.
- 3(F). 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 200 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 and Mixed Trains |
|---------------------------------------|------------------|---------------|--------------------------------|
| Dallas— | | | |
| Between Denison and Bells | 50 | 40 | 40 |
| Between Bells and Celeste | 50 | 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 Pottshoro | 50 | 40 | 40 |
| Between Pottshoro and Whitesboro | 50 | 40 | 40 |
| Between Ft. Worth and M. P. 790 | 50 | 45 | 45 |
| Between Mile Post 790 and Hilo | 50 | 35 | 30 |
| Between Hilo and Bellmead | 50 | 45 | 40 |
| Henrietta— | | | |
| Between Whitesboro and Gainesville | 50 | 40 | 40 |
| Between Gainesville and Wichita Falls | 50 | 35 | 25 |
| Denton | 35 | { (Curves) 20 | { (Tangent) 25 |
| Sherman Branch | 20 | | 15 |
| Mineola | 20 | | 15 |
- 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

3(N). The maximum speed of 64 per cent freight engines on passenger trains is 35 miles per hour and 57-47 per cent freight engines on passenger trains is forty miles per hour, except where speed limit for passenger locomotives is 60 miles per hour the maximum speed limit for 57 per cent engines used on passenger trains is 50 miles per hour.

3(O). Maximum speed of switch engines, with or without cars 20 miles per hour. 3(P). Maximum speed of trains on Warner, Lamar and Ray-Pottsboro Cut-off 20 miles per hour.

3(Q). City ordinance speed restrictions:

Table with columns: Station, Station, 15 miles per hour, 20 miles per hour. Lists various stations like Denison, White Wright, Trenton, Greenville, Mineola, Caddo Mills, Royse City, Garland, Dallas, Lancaster, Waxahachie, Italy, Millford, Hillsboro.

3(R). Trains cannot meet or pass at Lamar.

3(S). Bona must not be used for meeting or passing trains.

4. Points to which Time applies:

Hunt — Yard lead switch north of Wellington Street.
Bellmead — For first class and passenger extras north end double track.
Ney — For first class and passenger extras south end double track opposite roundhouse.
Whitesboro — Ft. Worth and Henrietta Divisions first class trains meeting at Whitesboro will use siding extending from switch opposite passenger station south or west.
Pottsboro — For Northward trains crossover at Signal 6694.

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

Table with columns: Station, End at which track is connected to Main Track, Car Capacity. Lists stations like Kingston, Peniel, Burrow, Thomas, Chelsa, Rock, Arno, Sargent, Red Oak, Chatt, Cap Head, Lovelace, Hope, West Hope, Coppers, Rosson, Huggins, South Yd., Trinity, Mills, Bachman, Love Field, Brookhollow, No. Dallas, Hawes, Hudnall, Raines, Ginger, Clearing, Ben.

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

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

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

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

5. Bulletin books located at:

Table with columns: DENISON, GREENVILLE, HUNT, DALLAS, BELLMEAD, WACO, NEY, FT. WORTH, WICHITA FALLS, MINEOLA. Lists locations for Bulletin books for benefit of CR&P employees maintained at Teague, and yard and roundhouse offices of Rock Island and FWDC at Ft. Worth.

6. Standard Clocks located at:

Table with columns: DENISON, RAY, GREENVILLE, HUNT, DALLAS, WACO, NEY, FT. WORTH, WICHITA FALLS, MINEOLA. Lists locations for standard clocks.

7. Watch Inspectors: American Railroad Time Service Company, 720 Olive St., St. Louis. Name, Address, Name, Address. Lists Dallas Watch Co., Santa Fe Bldg., Dallas, Texas; J. B. Rockwell, Denison, Texas; Morris Jewelry Co., Sherman, Texas; T. B. Bond, Hillsboro, Texas; T. A. Armas, Waco, Texas.

8. Automatic Block Signals in service as follows: Denison-Ray Terminal, Between Redtex and Denison Passenger Station, Between Redtex and Ray via Warner Cut-off, Ray and Dallas Jct., via Warner Cut-off, Ray and Pottsboro via Ray-Pottsboro Cut-off, Lamar and Bona, Ft. Worth Division, Between M.P. 667.5 and Whitesboro, M.P. 759.5 and M.P. 790.3, M.P. 810 and Waco, Dallas Division, Between Lamar and Bona, M.P. D712.1 and M.P. D712.8, M.P. D713.5 and M.P. D714.0, M.P. D756 and Dallas Yard, M.P. D769 and M.P. D772, M.P. D797.9 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 6605, Train Dispatcher by telephone, South End Ray, Telegrapher Pottsboro by telephone, Signal 6600, Telegrapher Frisco 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 Pottsboro before entering block.

8(C). Electrically Controlled Switches at: Pottsboro Junction, Whitesboro—south end 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 15 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 Denison 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, Between Ft. Worth MP 757.4 (Broadway St.) and Ney, opposite Roundhouse.

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

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

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

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

8(K). Interlocker home signal for northward trains governing T. & N. O. crossing just north of Brazos River Bridge, Waco, located on left side of track. 8(L). Double track extends between Mile 844.0 Bellmead and Mile 844.5. Single track extends between Mile 844.0 Waco and Mile 853.1 Hewitt. On double track double track rules will govern, except between Mile 844.3 and Mile 846.0, use track, double track rules will govern, except between Mile 844.3 and Mile 846.0, use track for which switches are lined. All trains and engines including yard engines, track for which switches are lined. All trains and engines including yard engines, track for which switches are lined. All trains and engines including yard engines, track for which switches are lined. All trains and engines including yard engines, track for which switches are lined.

9. Interlocker Santa Fe crossing, South Dallas, controls movements between south end Union Terminal tracks and south end MKT double track. All movements will be governed by signal indications via any route except for southward movements approaching signal bridge 610 feet north of Forest Avenue, green will 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). Bellmead, switch at north end of double track is electrically controlled by operator in Bellmead telegraph office, interlocking rules governing: When home signals are inoperative, "call-on" light located on top of instrument case at switch permits movement through switch after communicating with operator and then observing that switch points are properly set. Phone in booth at switch for communicating with operator.

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

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

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

9(F). All trains not exceed 20 miles per hour approaching Texas Electric crossing at Italy.

9(G). All trains not exceed 20 miles per hour over switches and derails between home signals of interlocking plant at Carrollton.

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.

10(B). Between Denison and Wichita Falls, Denison-Waco via Dallas or Ft. Worth Division including T. P. Joint track Whitesboro to Ft. Worth MKT engines of any class may be double-headed. Time table speed restrictions of M-K-T and T. P. to govern.

11. The following main track bridges and structures will not clear main on side of car as the horizontal clearance, between points 4 feet and 16 feet above top of rail, is less than 7 feet 4 1/2 inches: Bridge 734.3, Bridge H-723.8, FWDC joint track bridge 114.73, Wichita River, Wichita Falls; Hilehand Park passenger shed; Dallas passenger shed; Swinging spouts on water tanks; All main cranes when pouches are hung.

The following main track bridges and structures will not clear main on top of car as they do not have vertical clearance of 21 feet 6 inches: Signal bridge M.E. D-766.4, Dallas; Oak Cliff viaduct M.P. D-767.5, Dallas; Street Railway viaduct M.P. D-767.5, Dallas; I&GN overpass Italy M.P. D-812.7; Hatfield St. viaduct Ft. Worth M.P. 757.45; Allen Ave. viaduct Ft. Worth M.P. 765.8, northbound main track; Bridge K-733.3; Ft. Worth passenger shed. Dallas passenger shed.

Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and that there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also that it is dangerous to be on the side of a car while passing through bridges, buildings, platforms and other structures alongside main and other tracks.

12. Abbreviations: "W." water; "C." coal; "O." oil; "U." turntable; "S." track scales; "Y." wye; "P." telegraph; "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 Denver Junction.

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

14. Employees of Chicago, Rock Island & Pacific Railway Company 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.

Table with columns: Train, Station, Train, Station. Lists various train numbers and stations like Denison, Kingstons, Peniel, Red Oak, etc.

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 OOOO.
 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	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	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	Refrg.	Tons
Auto	26		26
Box	22	Stock	20
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.

TONNAGE RATINGS

9

Locomotives	From	To	64% Booster		64%		57%		47%		32%		
			Adjustment	Rating	No.	Rating	No.	Rating	No.	Rating	No.		
			Tons	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		
	Ray	Ney	5	2500	62	2110	53	1890	47	1590	40	1080	27
	Ray	Pilot Point	7	3000	75	2500	63	2225	56	1855	46	1255	31
	Ney	Ray	5	2050	51	1850	46	1650	41	1360	34	925	23
	Whitesboro	Ray	7	3100	78	2650	66	2350	59	1940	49	1320	33
	Whitesboro	Wichita Falls	5	2500	63	2050	51	1840	46	1590	40	1080	27
	Ringgold	Wichita Falls	6	2700	68	2300	58	2050	51	1790	45	1215	30
	Wichita Falls	Whitesboro	7	3100	78	2650	66	2350	59	1940	49	1320	33
	Ray	Dallas	6	2850	71	2380	60	2120	53	1750	44	1190	30
	Whitewright	Rockwall	12	4400	110	3675	92	3270	82	2770	68	1880	47
	Dallas	Royce City	5	2300	58	1925	48	1715	43	1485	37	1070	27
	Royce City	Bona	10	3780	95	3150	97	2800	70	2300	58	1560	39
	Bona	Ray	5	1950	49	1680	42	1300	35	1165	29	860	22
	Dallas	Hilo	5	2575	64	2200	55	1950	49	1610	40	1100	28
	Hilo	Dallas	5	2250	56	1900	48	1700	43	1500	38	1070	27
	Ney	Bellmead	6	3100	80	2550	63	2050	51	1650	41	1150	29
	Grandview	Bellmead	9	4500	113	3900	98	3500	88	2800	70	1960	49
	Bellmead	Ney	6	3050	76	2600	65	2300	58	1840	46	1290	32
	Dallas	Denton	5									1050	26
	Denton	Dallas	5									1200	30
	Lewisville	Dallas	5									1550	39
	Ray	Sherman	5									935	23
	Sherman	Ray	5									935	23
	Hunt	Mineola	5									1100	28
	Mineola	Hunt	5									1150	29

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, Consult. Surgeon	605 Columbus Ave.
"	R. W. Baird, Div. Surg.-Examiner	" " " "	"	H. F. Connally, Div. Surgeon	605 Columbus Ave.
"	G. A. Davidson, Dermatologist	" " " "	"	R. E. Bullard, Div. Surgeon	601-2 Service Mutual Bldg.
"	A. L. Frew, Oral Surgeon	" " " "	"	K. H. Aynesworth, Consult. Surgeon	Amicable Bldg.
"	Wm. H. Potts, Asst. to Div. Surgeon	" " " "	"	J. O. Hall, Oral Surgeon	
"	Richard M. Smith, Asst. to Div. Surgeon	" " " "	"	Ralph Coffey, Div. Surgeon	
"	Ozro T. Woods, Asst. to Div. Surgeon	" " " "	"	Cleveland H. Brooks, Oculist and Aurist	
"	Geo. M. Underwood, Asst. to Div. Surgeon	" " " "	"	S. J. Harlow, Oral Surgeon	1102 Amicable Bldg.
"	Raworth Williams, Urologist	Medical Arts Building	Grandview	A. F. Garner	
"	Elbert Dunlap, Consult. Surgeon-Examiner	" " " "	Itasca	C. C. Campbell	
"	A. L. Nygard, Consult. Oral Surgeon	" " " "	Alvarado	W. J. Cummings	
"	W. B. Carrell, Orthopedic Consult.	3701 Maple Ave.	Burleson	L. H. Rudd	
"	J. O. McKeynolds, Consult. Eye, Ear and Throat Specialist	810 Main St.	Ft. Worth	Ross Trigg, Div. Surgeon-Examiner	Suite 900-1-2 First Natl. Bank Building
Denison	T. J. Long, Div. Surgeon-Examiner	M-K-T Hospital	"	Henry Trigg, Div. Surgeon-Examiner	" " " "
"	A. G. Sneed, House Surgeon-Examiner	" " " "	"	Wm. F. Parsons, Local Surgeon	" " " "
"	F. F. Fowler, Eye, Ear, Nose and Throat Specialist	Security Bldg.	"	Webb Walker, Oculist	Medical Arts Bldg.
"	J. E. Meador, Oral Surgeon	" " " "	"	Gatlin Mitchell, Eye, Ear, Nose and Throat Specialist	" " " "
"	E. L. Halley, Local Surgeon-Examiner	" " " "	"	T. C. Torrell, Consult. Pathologist	" " " "
Bells	C. S. Carter	" " " "	"	Wm. Webb, Oculist	" " " "
Whitewright	C. P. Johnson and Ross R. May	" " " "	"	R. W. McKean, Local Surgeon	" " " "
Trenton	C. J. Donaghey	" " " "	"	D. C. McRimmon, Oral Surgeon	" " " "
Celeste	J. E. Cannon	" " " "	North Ft. Worth	J. W. Shoemaker	C/o Armour & Co.
Greenville	Joe T. Becton, Local Surgeon	" " " "	Denton	W. C. Kinbrough	
"	W. C. Strickland, Oculist	" " " "	Lewisville	Walter L. Fiegl	
Alba	R. A. Farrington	" " " "	Whitesboro	G. W. Greer	
Mineola	Robert Coleman, Local Surgeon	" " " "	Gainesville	I. L. Thomas, Local Surgeon	
Rewlett	W. A. Maupin	" " " "	Muenster	Thos. S. Myrick, Local Surgeon	
Lancaster	S. N. Parks	" " " "	Ringgold	R. E. Tyler	
"	H. D. Parks	" " " "	Henrietta	Albert Greer	
Waxahachie	S. H. Watson	" " " "	Wichita Falls	W. T. Wells, Oral Surgeon	Waggoner Bldg.
"	M. E. Hastings	" " " "	"	Robert Hargrave, Div. Surgeon	Hargrave-Walker Clinic
Forreston	H. L. Stewart	" " " "	"	L. F. Stripling-J. A. Johnson, Eye, Ear, Nose and Throat Specialists	Hamilton Bldg.
Italy	F. H. Carlisle	" " " "	Sherman	Balley R. Collins, Div. Surgeon	
Millford	J. E. Killian	" " " "	"	C. D. Strother	
Hillsboro	H. A. Mahaffey	" " " "	"	A. M. McElhannon	
West	W. H. Gidney	" " " "			
"	P. 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-M**

**Effective
January 25,
1942**