

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

SAFETY

NORTH TEXAS DISTRICT

FIRST

EMPLOYEES' TIME TABLE NO. 17-N

17-N

Effective Sunday, February 8, 1942

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

17-N

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**

NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

FIRST CLASS

Time Table No. 17-N
Effective 12:01 A. M.
February 8, 1942

THIRD CLASS

FOURTH CLASS

FIRST CLASS							STATIONS	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		6.10		11.10	RAY							
1.40		8.35		6.06		11.06	DENISON							
1.32		8.28		5.59		10.59	LAMAR				8.45			
1.28		8.24		5.55		10.55	BONA				8.30			
1.20		8.16		5.47		10.46	TERRAOE				8.22			
1.08		8.06		5.38		10.34	BELLS				8.10			
12.59		7.54		5.30		10.21	WHITEWRIGHT				7.54			
12.51		7.46		5.22		10.07	TRENTON				7.10			
12.43		7.38		5.14		9.57	LEONARD				6.30			
12.34		7.30		5.06		9.48	CELESTE				5.35			
12.25		7.22		4.58		9.40	KELOGG				4.50			
12.17		7.18		4.53		9.33	GREENVILLE				4.15			
12.08 AM		7.08		4.43		9.23	HUNT				4.10			
11.57		6.57		4.32		9.11	CADDO MILLS				3.00			
11.52		6.52		4.27		9.04	ROYSE CITY				2.10			
11.46		6.46		4.21		8.52	FATE				1.25			
11.35		6.35		4.10		8.43	ROCKWALL				1.00 AM			
11.29 ²⁷⁴		6.29		4.04		8.37	ROWLETT				11.59			
11.24		6.24		3.59		8.32	GARLAND				11.29			
11.14		6.14		3.49		8.23	BETHARD				10.53			
11.12		6.12		3.47		8.21	URBAN				10.35			
11.10		6.10		3.45		8.20	T. & N. O. JOT.				10.32			
11.03		6.03		3.33		8.13	HIGHLAND PARK							
11.02		6.02		3.32		8.12	DENY				6.40	10.20		
11.00		6.00		3.30		8.10	DALLAS YARD				8.00	6.35		
10.00		5.00		3.20		7.40	DALLAS UNION STATION				6.10	6.00		
9.52		8.56		5.35		12.31	HONEY SPRINGS				6.20	7.53		
9.46 ²⁷⁷		8.52		5.30		12.27	LANCASTER				6.06	7.47		
9.34		8.42		5.17		12.17	ELVA				6.00	6.00		
9.25		8.36		5.05		12.11	STERRETT				5.48	7.31		
9.19		8.31 ⁷⁷⁵		4.59		12.06	SOLOM				5.36	7.21		
9.13		8.27		4.54		12.02	M-K-T JUNCTION				5.26	7.13		
9.09		8.23		4.50		11.58	WAXAHACHIE				5.18	6.57		
9.08				2.35		6.51	KIPLING				5.10	6.42		
8.59				2.28		6.43	FORRESTON				6.41	6.41		
8.52				2.22		6.37	ITALY				6.32	6.32		
8.43				2.15		6.29	MILFORD				6.24	6.24		
8.35 ²⁸¹				2.08		6.22	LAKENON				6.14	6.14		
8.22				1.57		6.11	HILLSBORO				6.05	6.05		
8.08				1.46		5.58	HILO				6.00	6.00		
8.03				1.44		5.55					5.50	5.50		
4	818	8	812	2	814	6								
36.9	49.1	39.8	36.4	40.8	49.1	36.5								
173.4 Average speed per hour														
776	280	798	476	274										
24.2	27.0	16.9	7.2	10.0										
96														
12.9														

No. 2 is superior to all trains.

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

WESTWARD TRAINS

HENRIETTA DIVISION

EASTWARD TRAINS

THIRD CLASS			FIRST CLASS		Distance from St. Louis	Time Table No. 17-N Effective 12:01 A. M. February 8, 1942	STATIONS	Station Number	Yards Coal, Oil, Water, Telephone, Turn Table, Track Scales, Wye, Car Capacity	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
371 Ballet Daily	375 Katy Klipper Daily	33 Katy Limited Daily	38 The Bluebonnet Daily	372 Fast Freight Daily						92 Way Daily Except Sunday					
AM 3.45	PM 10.45	AM 10.45	685.7	Leave N	WHITESBORO	Arrive WO	686	POWSY Yard	PM 7.30	AM 2.30	AM 10.15				
4.07	11.10	10.56	693.1		WOODBINE		G 7	60 P	f 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	GAINESVILLE	GW	G 15	49 PWY	s 7.05	1.35	9.20				
4.38	11.45	11.15	703.2	GO & SF	ZENA	Interlocker		100 P	f 6.56	1.15	9.10				
4.47	11.55	11.21	706.5		LINDSAY		G 21	48 P	f 6.51	1.01	8.59				
5.03	12.15 AM	11.31	712.4		MYRA		G 27	32 P	f 6.42	12.40	8.40				
5.14	12.25 3/4	11.39	716.3	D	MUENSTER	MN	G 31	100 P	s 6.34	12.25 3/4 AM	8.30				
5.41	1.05	11.56	726.3	D	ST. JO	JO	G 41	W	s 6.20	11.50	7.55				
5.45	1.25	11.58	727.3		OREST			100 P	f 6.14	11.45	7.45				
6.01	1.45	12.09 PM	733.8		BONITA		G 48	50 P	f 6.06	11.15	7.25				
6.23	2.10	12.25	742.3	D	NOCONA	NA	G 57	100 P	s 5.54	10.50	7.01				
6.40 9/2	2.30	12.37	749.1		BELOHERVILLE		G 63	31 PW	f 5.40	10.30	6.40 3/4				
6.59	2.55	12.50	756.2	D	RINGGOLD	RD	G 71	100 P	s 5.30	10.05	6.01				
7.21	3.25	1.04	765.3		WALTON		G 80	45 P	f 5.17	9.35	5.20				
7.38	3.45	1.15	771.7	D	HENRIETTA	HE	G 86	100 W	s 5.08	9.15	5.01				
8.05	4.15 9/2	1.30	781.5	Ft. W & DC	JOLLY	Crossing	G 96	100 P	f 4.54	8.45	4.15 3/4				
8.30 AM	4.45 AM	1.45 PM	790.2	WV	WICHITA FALLS	Crossing	G 105	PSWY Yard	4.40 PM	8.15 PM	3.40 AM				
			791.1	D	DENVER JUNCT.	WF									
8.45 AM	5.00 AM		791.6	N	NORTH YARD	YD	G 106	PSWTO Yard		8.00 PM	3.30 AM				
371	375	33			105.9				38	372	92				
21.2	16.9	84.8			Average speed per hour				86.9	16.3	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. 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 Pottasboro 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 Waxahatche will not pass M-K-T Junction in advance of time shown at M-K-T Junction.
- 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 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 Sherman. CRIP trains report for orders before leaving CRIG & 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 63.
- 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 63.
- 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 753 indicates stop. Crossover movements Dallas Yard to Denton Division must not be made without flag protection when signals 762, 763 or 753 indicate stop.
- 3(B). Trains approach Whitesboro at restricted speed expecting to find Fort Worth and Henrietta Division main tracks occupied.
- 3(C). Trains and engines run at restricted speed between T. & N. O. crossing south of Ney and north end of double track Fort Worth.
- 3(D). Trains and engines run at restricted speed between South Yard limit board, South Yard, and North Yard limit board, North Yard, Wichita Falls.
- 3(E). Trains and engines run at restricted speed on all tracks through and between Greenville and Hunt yard limits. The moving train will be held responsible. Trains or engines standing or moving under obscure conditions unprotected will be held equally responsible. Third track opposite depot Greenville will be used as the siding at Greenville passenger station, and track east of water tank, known as L&A siding, Greenville, may be used for MKT-T trains to meet avoiding delay to L&A trains.
- 3(F). Northward trains will receive hand or lamp signal before fouling twin switches south end Denison passenger station.
- 3(G). Trains and engines not exceed 15 miles per hour over puzzle switch north of passenger station Denison.

- 3(H). Derrail located ninety (90) feet north of running Track No. 1 Switch Warner Cut-off.
 - 3(I). Derrail located on Choctaw Division inbound main track 200 feet south of overhead bridge north end of Ray Yard. This is spring type derrail which will permit southbound trains to trail through. Northbound movements cannot be made without derrail being thrown by hand.
- | Division | Passenger Trains | Komets | Other Freight and Mixed Trains |
|---------------------------------------|------------------|---------------|--------------------------------|
| Dallas-- | | | |
| Between Denison and Bells | 50 | 40 | 40 |
| Between Bells and Celeste | 60 | 40 | 40 |
| Between Celeste and Greenville | 50 | 35 | 40 |
| Between Greenville and Rockwall | 60 | 40 | 40 |
| Between Rockwall and Dallas | 50 | 40 | 40 |
| Between Dallas and Hillsboro | 50 | 45 | 40 |
| Ft. Worth-- | | | |
| Between Dallas Jct. and Pottasboro | 50 | 30 | 40 |
| Between Pottasboro and Whitesboro | 60 | 40 | 40 |
| Between Ft. Worth and M. P. 790.80 | 45 | 45 | 40 |
| Between Mile Post 790 and Hilo | 50 | 35 | 40 |
| Between Hilo and Bellmead | 60 | 45 | 40 |
| Henrietta-- | | | |
| Between Whitesboro and Gainesville | 50 | 40 | 40 |
| Between Gainesville and Wichita Falls | 50 | 35 | 40 |
| Denton | 35 | { (Curves) 20 | { (Tangent) 25 |
| Sherman Branch | 20 | | 15 |
| Mineola | 20 | | 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

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 50 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 2 columns: Station and 20 miles per hour. Lists stations like Denison, Whitewright, Trenton, Greenville, Mineola, Caddo Mills, Royse City, Garland, Dallas, Lancaster, Waxahachie, Italy, Milford, Hillsboro with their respective speed limits.

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 —For Ft. Worth Division first class trains at the Ft. Worth-Henrietta Divisions Junction switch.
Pottsboro —For Northward trains crossover at Signal 6694.

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

Table with 3 columns: Station, End at which track is connected to Main Track, and Car Capacity. Lists stations like Kingdon, Peniel, Burrow, Thomas, Chelsea, Rock, Armo, Sargent, Red Oak, Chatt, Cap Head, Lovelace, Hope, Coppers, Rossos, Huggins, South Yd., Corinth, Trinity, Bachman, Love Field, Brookhollow, No. Dallas, Hawes, Hudnall, Raines, Ginger, Clearing, Ben with their respective car capacities.

4(B). Water tanks, other than those at stations shown on schedule page:

East Fork —Mile Post D-742
Ginger —Mile Post H-45.3

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

Table with 3 columns: Station, Ft. Worth, Wchita Falls. Lists stations like Denison, Hillisboro, Ray, Greenville, Calcutt, Dallas, Waxahachie.

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 2 columns: Station and Bulletin Book Location. Lists stations like DENISON, GREENVILLE, HUNT, DALLAS, WACO, NEY, FT. WORTH, WICHITA FALLS, MINEOLA with their respective bulletin book locations.

Bulletin books for benefit of CRI&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 2 columns: Station and Office. Lists stations like DENISON, RAY, GREENVILLE, HUNT, DALLAS, WACO, NEY, FT. WORTH, WICHITA FALLS, MINEOLA with their respective office locations.

8. Automatic Block Signals in service as follows:

Table with 2 columns: Station and Signal. Lists stations like Denison-Ray Terminal, Dallas Jct., Ray and Pottsboro via Warner Cut-off, Lamar and Bona, Ft. Worth Division, Whitesboro, Dallas Division, Lamar and Bona, Whitesboro, Dallas Division.

8(A). If held by Home Signal at: Dallas Junction, Signal 6605, South End Ray, Signal 6600. Communicate with: Train Dispatcher by telephone, Telegrapher Pottsboro by telephone, 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—T&P-MKT 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, and MP D769.2. Between Santa Fe Interlocker Dallas MP D768.9 and MP D768. Single track extends over Brazos River bridge between Mile 844.6 and Mile 844.9. Between Bellmead and Waco except over Brazos River Bridge. Between Ft. Worth MP 767.4 (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 at signal 6694 Pottsboro must be kept lined for siding.

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

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

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

8(L). Interlocker home signal for northward trains governing T. & N. O. crossing just north of Brazos River Bridge, Waco, located on left side of track, crossing just north of Brazos River Bridge between Mile 843.0 Bellmead and Mile 844.6.

8(M). Double track extends between Mile 844.6 and Mile 844.9. Single track extends over Brazos River bridge between Mile 844.6 and Mile 844.9. Double track extends between Mile 844.9 Waco and Mile 853.1 Hewitt. On double track, double track rules will govern, except between mile engines including yard engines, track for which switches are lined. All trains and engines, including yard and engines in charge of hostlers, will run under control between Mile 843.0 Bellmead and Mile 844.9 Waco, expecting to find main track occupied. The moving train or engine will be held responsible, except that where automatic block signals are in service, automatic block signal rules will govern. Trains or engines, standing, or moving, under obscure conditions, unprotected by flagman, ample distance for safety, will be held equally responsible. All trains and engines, including yard engines and engines in charge of hostlers between Mile 843.0 Bellmead, and Mile 846.0 Waco, will run ahead of overdue superior trains on double track, and when receiving clear interlocker signals ahead of or against overdue superior trains on single track without delay. DeLeon Division train No. 35 will use main track from Waco passenger station to Caphead and be governed by automatic block signals from North end of double track (Mile 843.0) to Caphead. Check North Texas Dist. register and avoid delay overdue first class trains; obtain clear signals against such opposing trains when overdue. DeLeon Division train No. 36 will use either northward or southward, main track from T&NO crossing (Mile 844.6) North of Brazos River Bridge to Waco Passenger Station, backing up. If track is lined by hand, interlocker at Brazos River Bridge for northward track, No. 36 will back down northward track to switch leading into ice track, and use ice track to station, leaving switch properly lined for northward main.

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). At 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). Interlocker dwarf signal governing southward movements from siding to main track Celeste located on west side of passing track.

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

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

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

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

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

9(I). Engines larger than 41% freight and 29% passenger must not be run over Denison Division. Engines larger than 33% freight and 26% passenger must not be run over Sherman Branch and Mineola Division.

9(J). 41% freight and 29% passenger engines must not be doubleheaded nor exceed 10 miles per hour, and other engines must not exceed 15 miles per hour over Bridge K-733.3.

9(K). 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.

9(L). The following main track bridges and structures will not clear man 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 784.3; Bridge H-722.8; FWDC joint track bridge 114.73, Wichita River, Wichita Falls; Highland Park passenger shed; Dallas passenger shed.

Swinging spools on water tanks; All main cranes when bridges are hung. The following main track bridges and structures will not clear man on top of car as they do not have vertical clearance of 21 feet 6 inches:

Signal bridge M.P. D-766.6, 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; Hattie St. viaduct Ft. Worth M.P. 767.45; Allen Ave. viaduct Ft. Worth M.P. 768.5, 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; "T," turntable; "S," track scales; "Y," wye; "P," telephone; "D," day telegraph office; "N," day and night telegraph office; "NO," night telegraph office only.

13. Dallas Union Terminal Time Table governs between Dallas Yard and Santa Fe Interlocker South Dallas. Fort Worth and Denver Time Table governs between Wichita Falls and 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 3 columns: Train, Station, Train. Lists trains 3, 6, 4 and their respective stations like Kingston, Peniel, Red Oak, Clearing.

15(A). Nos. 7 and 27 stop at any station to discharge revenue passengers from north of Muskogee and from Frisco train 507.

15(B). No. 4 stop at any point between Dallas and Denison to discharge revenue passengers from Dallas or beyond, and to receive revenue passengers for Tulsa.

15(C). Nos. 5 and 25 stop any station to discharge revenue passengers from Kansas City; also from stations St. Louis to South Mound, inclusive.

15(D). Nos. 6 and 26 stop any station to receive revenue passengers for Kansas City; also from stations South Mound to St. Louis, inclusive.

15(E). Nos. 5 and 6 stop on Dallas or beyond. 15(F). No. 24 stop stations between Hillsboro and Ft. Worth to discharge revenue passengers from points south of Waco, and to pick up revenue passengers for stations where Nos. 24 and 25 are scheduled to stop.

15(G). No. 24 stop at any station north of Ft. Worth to discharge revenue passengers from Ft. Worth and south, and to receive revenue passengers for Tulsa and regular stops north of Denison.

15(H). Nos. 3 and 23 stop any point between Denison, Dallas and Ft. Worth to discharge revenue passengers from stations north of Ft. Worth.

15(I). Nos. 3 and 23 stop any station in Texas to discharge passengers from Kansas City and beyond, including passengers holding drovers return tickets.

15(J). No. 8 stop at Bells to pick up revenue passengers for Muskogee and beyond. 15(K). No. 5 stop at Whitewright, Trenton, Leonard, Celeste, Royse City, Rockwall and Garland to pick up revenue passengers for Waco and beyond, when advance arrangements are made. 15(L). No. 11 stop at Alvarado to receive revenue passengers for regular of flag stops of No. 11 south of Alvarado and for connections Nos. 1 and 3 at Waco. No. 2 stop at stations between Denison and Whitesboro to discharge revenue passengers, and to receive revenue passengers for regular of flag stops of No. 25 south of Denison.

SPECIAL INSTRUCTIONS — Continued

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

Main Track to Main Track	_____	
Main Track to Passing Track	_____ O _____	
Passing Track to Main Track	_____ O _____	
Main Track to Industry or Transfer Track	_____ OO _____	
Industry or Transfer Track to Main Track	_____ OO _____	
Main Track to Branch Line or to Main Track of Other Railroad	_____ OO _____	
Branch Line or Main Track of other Railroad to MKT Main Track	_____ OO _____	

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

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

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

Caboose 350 to 723 inclusive, and 100011 to 100063 inclusive	Tons	18
Caboose 751 to 795 inclusive	Tons	21
Caboose 796 to 820 inclusive	Tons	25

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

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

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

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

TONNAGE RATINGS

9

Locomotives		64% Booster		64%		57%		47%		32%		
From	To	Adjustment Tons	Rating Cars	No. Rating Tons	No. Rating Cars	No. Rating Tons	No. Rating Cars	No. Rating Tons	No. Rating Cars	No. Rating Tons	No. Rating 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, Conslt. Surgeon	605 Columbus Ave.
"	G. A. Davidson, Dermatologist	" " " "	"	H. F. Connally, Div. Surgeon	" " " "
"	A. L. Frew, Oral Surgeon	" " " "	"	R. E. Eullard, Div. Surgeon	605 Columbus Ave.
"	Wm. H. Potts, Asst. to Div. Surgeon	" " " "	"	K. H. Aynesworth, Conslt. Surgeon	601-2 Service Mutual Bldg.
"	Richard M. Smith, Asst. to Div. Surgeon	" " " "	"	J. O. Hall, Oral Surgeon	Amicable Bldg.
"	Ozro T. Woods, Asst. to Div. Surgeon	" " " "	"	J. E. Lattimore, Div. Surgeon	" " " "
"	Geo. M. Underwood, Div. Surgeon	" " " "	"	Cleveland H. Brooks, Oculist and Aurist	" " " "
"	Raworth Williams, Urologist	Medical Arts Building	"	S. J. Harlow, Oral Surgeon	1102 Amicable Bldg.
"	Eibert Dunlap, Conslt. Surgeon-Examiner	" " " "	Grandview	A. F. Garner	" " " "
"	A. L. Nygard, Conslt. Oral Surgeon	" " " "	Itasca	C. C. Campbell	" " " "
"	W. B. Carrell, Orthopedic Conslt.	3701 Maple Ave.	Alvarado	W. J. Cummings	" " " "
"	J. O. McReynolds, Conslt. Eye, Ear and Throat Specialist	810 Main St.	Burleson	L. H. Rudd	" " " "
Denison	Paul Pierce, Div. Surgeon	M-K-F Hospital	Ft. Worth	Ross Trigg, Div. Surgeon-Examiner	Suite 900-1-2 First Natl. Bank Building
"	S. O. Levin, Asst. Div. Surgeon	" " " "	"	Henry Trigg, Div. Surgeon-Examiner	" " " "
"	J. E. Meador, Oral Surgeon	Security Bldg.	"	Wm. F. Parsons, Local Surgeon	" " " "
Bella	C. S. Carter	" " " "	"	Webb Walker, Oculist	Medical Arts Bldg.
Whitewright	C. F. Johnson and Ross R. May	" " " "	"	Gatlin Mitchell, Eye, Ear, Nose and Throat Specialist	" " " "
Trenton	C. J. Donaghey	" " " "	"	T. C. Terrell, Conslt. Pathologist	" " " "
Leonard	F. B. Stafford	" " " "	"	Wm. Webb, Oculist	" " " "
Celeste	G. Burton Fain	" " " "	"	R. W. McKean, Local Surgeon	" " " "
Greenville	Joe T. Beeton, Local Surgeon	" " " "	"	D. C. McRimmon, Oral Surgeon	" " " "
"	W. C. Morrow	" " " "	North Ft. Worth	J. W. Shoemaker	C/o Armour & Co.
"	T. C. Strickland, Oculist	" " " "	Denton	W. C. Kimbrough	" " " "
Royce City	John Ryan	" " " "	Whitesboro	G. W. Greer	" " " "
Lone Oak	J. P. Webb	" " " "	Gainesville	I. L. Thomas, Local Surgeon	" " " "
Alba	R. A. Farrington	" " " "	Muenster	Thos. S. Myrick, Local Surgeon	" " " "
Mineola	Robert Coleman, Local Surgeon	" " " "	Ringgold	R. E. Tyler	" " " "
Rowlett	W. A. Maupin	" " " "	Henrietta	Albert Greer	" " " "
Lancaster	S. N. Parks	" " " "	Wichita Falls	W. T. Wells, Oral Surgeon	Waggoner Bldg.
"	H. D. Parks	" " " "	"	Robert Hargrave, Div. Surgeon	Hargrave-Walker Clinic
"	S. H. Watson	" " " "	"	L. F. Stripling-J. A. Johnson, Eye, Ear, Nose and Throat Specialists	Hamilton Bldg.
Waxahachie	M. E. Hastings	" " " "	Sherman	Bailey R. Collins, Div. Surgeon	" " " "
Forreston	H. L. Stewart	" " " "	"	C. D. Strother	" " " "
Italy	F. H. Carlisle	" " " "	"	A. M. McElhannon	" " " "
Millard	J. E. Killard	" " " "			
Hillsboro	H. A. Mahaffey	" " " "			
West	W. H. Gidney	" " " "			
"	F. M. Pope	" " " "			
"	Thomas J. Scanio	" " " "			

Train Master
A. F. WINKEL

Road Foreman of Engines
W. H. McCUNE

Chief Dispatcher
J. A. SINGISER

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

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-N**

**Effective
February 8,
1942**