

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

SAFETY

NORTH TEXAS DISTRICT

FIRST

EMPLOYEES' TIME TABLE NO. 18

18

Effective Sunday, June 21, 1942

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

18

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

FORT WORTH DIVISION

NORTHWARD TRAINS

FIRST CLASS						
24	4	18	12	2	26	6
Katy Limited	Katy Limited	The Bluebonnet	Texas Special	Texas Special	Katy Flyer	Katy Flyer
Daily	Daily	Daily	Daily	Daily	Daily	Daily
AM 1.20		PM 7.35 ²⁵	PM 5.55		AM 11.05	
1.15		7.32	5.51		10.58	
1.13		7.30	5.48		10.56	
1.12		7.29	5.47		10.54	
1.01		f 7.19	5.37		f 10.43	
12.52		f 7.10	5.29		f 10.34	
12.49		7.07	5.26		10.29 ²³	
12.41		7.00	5.19		f 10.21	
12.35 AM		6.55 PM	5.13 PM		10.15 AM	
11.35 PM	VIA	5.50 PM	4.15 PM	JOINT TRACK	9.12 AM	
10.30 PM		5.00 PM	3.20 PM		8.25 AM	
9.40 PM					7.30 AM	
9.28					7.19	
9.24					7.14	
9.19					7.08	
9.09					6.58 ⁸⁰	
8.59					f 6.48	
8.49					f 6.38	
8.43					6.31	
8.34 ⁸¹					s 6.22	
8.19					s 6.08	
8.09					6.00	
s 7.59					s 5.50	
7.52	A 7.38 PM			A 1.40 PM	5.44	A 5.37 ²⁸⁰
f 7.39	7.25			1.30	5.30	5.23
f 7.29	f 7.17			1.24	s 5.21	5.15
f 7.14	7.04			1.13	5.07	5.02
7.04	6.55			1.05 ¹	4.57	4.52
6.55 PM	6.50 PM			1.00 ¹	4.50 AM	4.45 AM
24	4	18	12	2	26	6
33.1	40.6	37.2	37.2	48.7	34.6	37.7

Time Table No. 18
Effective 12:01 A. M.
June 21, 1942

STATIONS		
Arrive N	RAY	Arrive RA
Double Track	N Arrive DENISON	Arrive WD
	DAILY	
	SUN	
	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
	NEY	
N T&NO	DOLARD	KN Interlocker
	BETHEL	
D	BURLESON	BU
NO GO&SF	EGAN	VD Interlocker
D	ALVARADO	VD
	CONLEY	
D	GRANDVIEW	GW
D	ITASCOA	SK
Texas Electric	SOHOFIELD	HO Interlockers
D	HILLSBORO	
N	HILLO	HB
	ABBOTT	
D	WEST	WS
	ELM MOTT	
N SL&SW	BELLMEAD	BJ Interlocker Device
T&NO-I&GN-SL&SW	WACO	WC Interlockers
N Leave		Leave

Station Number	THIRD CLASS							FOURTH CLASS	
	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	7.40 AM			9.45 PM	10.45 PM		L 10.45 AM	
722	VIA	5.50 AM	JOINT TRACK	8.23 PM	9.20 PM				
757									
759		4.15 AM		A 7.30 AM		7.00 PM		7.15 PM	A 6.00 AM
761									5.50
764									5.35
771									5.05
778									4.35
784									4.05
788									3.45
793									3.20
801									2.45
806									2.20
812									1.45
813									1.05 ⁵
822									12.56 ²⁵
827									12.15 AM
836									11.55
									11.25
843					L 4.30	L 4.35			L 11.00
846					AM	AM			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	

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.

No. 2 is superior to all trains.

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

184.6
Average speed per hour

6 SOUTHWARD TRAINS DENTON DIVISION

NORTHWARD TRAINS

SOUTHWARD TRAINS SHERMAN BRANCH NORTHWARD TRAINS

THIRD CLASS		Sliding Capacity Cars, Telephone, Fuel, Seals, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 18 Effective 12:01 A. M. June 21, 1942			Station Numbers	THIRD CLASS	
475 Katy Klipper Daily	Yard WPYS			Leave N	DENTON	Arrive CN		476 Rocket Daily	
	11.00 PM		721.6			722		8.30 PM	
	11.35 AM	15 P	730.9			K9		8.04 AM	
	12.05 AM	25 P	736.8			K15		7.46 AM	
	12.25 AM	25 P	742.7			K21		7.28 AM	
	12.35 AM	P	744.6			K23		7.22 AM	
	12.45 AM	26 P	746.9			K25		7.15 AM	
	1.01 AM	23	751.0			K29		7.02 AM	
	1.25 AM		758.0					6.40 PM	
	475 15.1							476 19.8	
				36.4 Average speed per hour					

FOURTH CLASS		Sliding Capacity Cars, Telephone, Fuel, Seals, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 18 Effective 12:01 A. M. June 21, 1942			Station Numbers	FOURTH CLASS	
55 Way Daily Ex. Sunday	Yard WPTYOS			Leave N	RAY	Arrive RA		56 Way Daily Ex. Sunday	
	6.00 AM							2.00 PM	
	6.25 AM	9	662.5					1.40 PM	
	6.40 AM	20	666.1					1.25 PM	
	7.05 AM	WST YARD	671.6					1.00 PM	
	55 8.4							56 9.1	
				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, Seals, Water, Wye, Fuel	Distance from St. Louis	Time Table No. 18 Effective 12:01 A. M. June 21, 1942			Station Number	FOURTH CLASS	
53 Mixed Mondays Wednesdays Fridays	Yard WOPTY			Leave	GREENVILLE	Arrive		54 Mixed Tuesdays Thursdays Saturdays	
	6.30 AM		713.0			D52		1.35 PM	
	6.45 AM	Yard SP	714.0			D53		1.30 PM	
	7.10 AM	37	720.2			H7		12.45 PM	
	7.50 AM	43	727.5			H14		12.10 PM	
	8.30 AM	41	733.5			H21		11.35 AM	
	9.15 AM	29	740.9			H28		10.55 AM	
	10.20 AM	60 Y	750.4			H37		10.00 AM	
	10.35 AM		751.0			H38		9.50 AM	
	11.05 AM	38	756.5			H44		9.20 AM	
	11.35 AM		761.5			H48		8.45 AM	
	11.50 AM	WOY Yard	763.5			H50		8.30 AM	
	53 9.5							54 9.9	
				50.5 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
	1 Mile		
Miles	M	S	Miles
10	0	0	10
11	0	0	11
12	0	0	12
13	0	0	13
14	0	0	14
15	0	0	15
16	0	0	16
17	0	0	17
18	0	0	18
19	0	0	19
20	0	0	20
21	0	0	21
22	0	0	22
23	0	0	23
24	0	0	24
25	0	0	25
26	0	0	26
27	0	0	27
28	0	0	28
29	0	0	29
30	0	0	30
31	0	0	31
32	0	0	32
33	0	0	33
34	0	0	34
35	0	0	35
36	0	0	36
37	0	0	37
38	0	0	38
39	0	0	39
40	0	0	40

THIRD CLASS		FIRST CLASS		Distance from St. Louis	Time Table No. 18 Effective 12:01 A. M. June 21, 1942		Station Number	Yards Coal, Oil, Water, Telephone, Turn Table, Track Scales, Weighing, 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 Except Sunday		
AM 3.45	PM 10.45		AM 11.00	685.7	Leave N	WHITESBORO	686	POWSY Yard	PM 6.30	AM 2.30	AM 10.15	
4.07	11.10		11.12	693.1		WOODBINE	G 7	60 P	f 6.18	2.05	f 9.45	
4.25	11.30		11.22	699.6		COOK		48	f 6.08	1.40	f 9.25	
4.30	11.35		11.27	701.1	N	GAINESVILLE	G 15	49 P	f 6.05	1.35	f 9.20	
4.38	11.45		11.32	703.2	GO & SF	ZENA		100 P	f 5.54	1.15	f 9.10	
4.47	11.55		11.38	706.5		LINDSAY	G 21	48	f 5.49	1.01	f 8.59	
5.03	12.15 AM		11.48	712.4		MYRA	G 27	32 P	f 5.40	12.40	f 8.40	
5.14	12.25 372		11.56	716.3	D	MUNSTER	G 31	100 P	f 5.32	12.25 375 AM	f 8.30	
5.41	1.05		12.14 PM	726.3	D	ST. JO	G 41	100 W	f 5.18	11.50	f 7.55	
5.45	1.25		12.16	727.3		CREST		100 P	f 5.12	11.45	f 7.45	
6.01	1.45		12.27	733.8		BONITA	G 48	50	f 5.03	11.15	f 7.25	
6.23	2.10		12.44	742.3	D	NOCONA	G 57	100	f 4.50	10.50	f 7.01	
6.40 92	2.30		12.56	749.1		BELOHERVILLE	G 63	31 P	f 4.35	10.30	f 6.40 371	
6.59	2.55		1.09	758.2	D	RINGOLD	G 71	100	f 4.24	10.05	f 6.01	
7.21	3.25		1.23	765.3		WALTON	G 80	45 P	f 4.10	9.35	f 5.20	
7.38	3.45		1.35	771.7	D	HENRIETTA	G 86	100 W	f 4.00	9.15	f 5.01	
8.05	4.15 92		1.50	781.5	Ft. W & DC	JOLLY	G 96	100 P	f 3.45	8.45	f 4.15 375	
8.30 AM	4.45 AM		2.05 PM	790.2	WV	WICHITA FALLS	G 105	PSWY Yard	3.30 PM	8.15 PM	3.40 AM	
				791.1	D	DENVER JUNCT.						
8.45 AM	5.00 AM			791.6	N	NORTH YARD	G 106	PSWTO Yard		8.00 PM	3.30 AM	
371 21.2	375 16.9		33 33.9	105.9		Average speed per hour			38 34.8	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. 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. 58.
- 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 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 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. 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 7583 indicates stop. Crossover movements Dallas Yard to Denton Division must not be made without flag protection when signals 7652, 7658 or 7583 indicate stop.
- 3(B). Trains and engines run 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, expecting to find the main track occupied.
- 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, expecting to find the main track occupied.
- 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.
- 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	35	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	30	40
Between Pottsboro and Whitesboro	50	40	40
Between Ft. Worth and M. P. 790	50	45	40
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	35
Denton	35	(Curves) 20	(Tangent) 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

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:

Station	20 miles per hour	Station	15 miles per hour
Denison	20	Abbott	15
Whitewright	15	West	30
Trenton	20	Waco	20
Greenville	10	Itasca	12
Mineola	20	Grandview	16
Caddo Mills	20	Burleson	15
Royce City	15	Ft. Worth	20
Garland	18	Sherman	20
Dallas	12	Carrollton	20
Duncan	12	Gainesville	15
Waxahachie	20	Henrietta	20
Italy	8	Wichita Falls	15
Midford	8		
Hillsboro	18		

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. Passenger trains, regular and extra, meeting at Whitesboro will meet at the junction switch, unless otherwise wise directed.

Pottsboro —For Northward trains crossover at Signal 6694.

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

Station—	End at which track is connected to Main Track.	Car Capacity
Kingston (MP-D704.3)	South end	2
Peniel (MP-D711.3)	North end	7
Burrow (MP-D727.2)	North end	15
Thomas (MP-D731.6)	South end	15
Chelsea (MP-D743.3)	South end	20
Rock (MP-D760.8)	South end	25
Armo (MP-D763.4)	North end	6
Sargent (MP-D770.8)	South end	10
Red Oak (MP-D783.0)	Both ends	20
Chart (MP- 817.3)	North end	10
Cap Head (MP- 841.9)	Located North end Bellmead Yard	10
Lovelace (MP- 806.4)	South end	10
Hickory (MP-G69.5)	Both ends	16
Coppers (MP-G722.5)	Station	10
Kosson (MP-G761.5)	Both ends	10
Huggins (MP-G763.8)	West end	5
South Yd. (MP-G789.5)	Yard	16
Corinth (MP-K727.6)	Both ends	15
Trinity		
Mills (MP-K742.6)	South end	10
Eachman (MP-K752.3)	North end	25
Love Field (MP-K752.3)	South end	30
Brookhollow		
(MP-K753.4)	South end	15
No. Dallas (MP-K753.8)	Both ends	15
Hawes (MP-K754.5)	South end	10
Hudnall (MP-K755.6)	Both ends	19
Raines (MP-H738.5)	North end	5
Ginger (MP-H747.5)	North end	20
Clearing (MP-H747.3)	North end	12
Ben (MP-H760.1)	South end	5

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:

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

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

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:

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

7. Watch Inspectors:

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

8. Automatic Block Signals in service as follows:

Between Redex and Denison Passenger Station
Between Redex and Ray via Warner Cut-off
Dallas Jct. and Mirick Ave., Denison
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. 790.8
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. D789 and M.P. D793.4
M.P. D831 and Hilo

8(A). If held by Home Signal at: Communicate with:
Between Junction — Train Dispatcher by telephone
Signal 6600 — 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 Redex 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.
Pottsboro—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 at signal 6694 Pottsboro must be kept lined for siding.

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

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

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

8(L). Interlocker home signal for northward trains governing T. & N. O. crossing just north of Brazos River Bridge, Waco, located on left side of track.
8(M). Double track extends between Mile 845.0 Bellmead and Mile 844.6 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 844.9 and Mile 846.0, use engine and engines in charge of hostlers, will run under control between Mile 845.0 Bellmead and Mile 846.0 Waco, expecting to find main track occupied. The moving train in service 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 engine and engines in charge of hostlers between Mile 845.0 Bellmead, and Mile 846.0 Waco, will run ahead of overdue superior trains on double track, and when receiving clear interlocker signals ahead of or against overdue superior trains on single track without orders, but must ascertain location of superior trains when necessary to avoid clearing them. DeLeon Division train No. 35 will use main track from Waco passenger station to Caphead and be governed by automatic block signals from North end of double track (Mile 845.0) to Caphead. Check North Texas Dist. register and avoid delay overdue first class trains; obtain orders against such opposing trains when overdue. DeLeon Division train No. 35 use either northward or southward, main track from T&N crossing (Mile 844.0) North of Brazos River Bridge to Waco Passenger Station, backing up. If track is lined by interlocker at Brazos River Bridge for northward track, No. 35 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 foot end of Forest Avenue, green will indicate route lined for MKT and yellow for T&N or MKT. Trains for MKT not to accept yellow indication if switches lined for T&N, and, except as otherwise provided herein, yard rule restrictions will apply to all movements within these limits.

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

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

9(C). Do not exceed 20 miles per hour between home signals of automatic 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 30 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-733.3.

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

11. The following main track bridges and structures will not clear man on top of 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 spouts on water tanks;
All main cranes when pouches 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-769.6, Dallas;
Oak Cliff viaduct M.P. D-767.5, Dallas;
Street Railway viaduct M.P. D-767.5, Dallas;
I&GN overpass M.P. D-312.7;
Hattie St. viaduct Ft. Worth M.P. 757.45;
Allen Ave. viaduct Ft. Worth M.P. 758.5, 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; "X," telephone; "P," 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:

Train	Station	Train	Station
3, 6	Kingston	33, 38	Coppers
2, 4	Peniel	53, 54	Ginger
3, 4	Red Oak	53, 54	Clearing

15(A). Nos. 7 and 27 stop at Red Oak 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. 6 and 26 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 25 stop any station at Hillsboro to pick up or discharge revenue passengers destined to or from 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 4 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. 6 and 26 stop any point between Denison, Dallas and Ft. Worth to discharge revenue passengers from stations north of Denison.

15(I). Nos. 3 and 23 stop any station in Texas to discharge passengers from Kansas City and beyond, including passengers holding revenue 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, Royce 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 or flag stops. No. 11 stop of Alvarado and for connections Nos. 1 and 3 at Waco.

15(M). No. 25 stop at stations between Denison and Whitesboro to discharge revenue passengers and to receive revenue passengers for regular or 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 _____ O.
 Single Main to Southbound Main (Irregular Route) O _____ O.
 Main Track to Cotton Belt O _____

TONNAGE RATING INSTRUCTIONS

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

	Weight of Car and Contents Tons	Weight of Freight Tons
Perishables moving under ice.....	45	16
Perishables in refrigerators not under ice.....	42	16
Refrigerators loaded with LCL merchandise.....	35	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 375 to 723 inclusive, and 100014 to 100051 inclusive.....	13
Caboose 751 to 795 inclusive.....	21
Caboose 796 to 870 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.....	25
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
LPT.....	26	Cinder.....	19

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

Train Master
A. F. WINKEL

Road Foreman of Engines
W. H. McCUNE

Chief Dispatcher
J. A. SINGISER

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

TONNAGE RATINGS

9

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

