



A. F. WINKEL

Assistant Superintendents

J. R. ELLIS

J. A. SINGISER  
Trainmaster

W. H. McCUNE  
Road Foreman of Engines

H. C. PAGEL  
Chief Dispatcher

E. L. O'CONNELL  
G. L. STRICKLIN  
C. W. WRIGHT  
J. H. CRANE

C. MANSFIELD  
H. A. LAMPMAN  
C. D. CROMER

Dispatchers



ROAD FOREMAN OF ENGINES HAS THE SAME  
AUTHORITY AS ASSISTANT SUPERINTENDENT  
WHILE ON LINE OF ROAD.

SAFETY FIRST



## Missouri-Kansas-Texas Railroad Company of Texas

EMPLOYEES'

# TIME TABLE

## No. 19

OF THE

## NORTH TEXAS DISTRICT

EFFECTIVE AT 12:01 A. M.  
CENTRAL STANDARD TIME

## Sunday, December 6, 1942

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



**EMPLOYES HOSPITAL ASSOCIATION:**

Dr. R. S. Yancey, Chief Surgeon, Medical Arts Building,  
Dallas, Texas.

STATION	NAME
Dallas	H. M. Doolittle, Div. Surg.-Examiner, 4105 Live Oak St. G. A. Davidson, Dermatologist, 4105 Live Oak St. A. L. Frew, Oral Surgeon, 4105 Live Oak St. Wm. H. Potts, Asst. to Div. Surgeon, 4105 Live Oak St. Richard M. Smith, Asst. to Div. Surgeon, 4105 Live Oak St. Ozro T. Woods, Asst. to Div. Surgeon, 4105 Live Oak St. Geo. M. Underwood, Div. Surgeon, 4105 Live Oak St. Raworth Williams, Urologist, Medical Arts Building Elbert Dunlap, Conslt. Surgeon-Examiner, Medical Arts Building A. L. Nygard, Conslt. Oral Surgeon, Medical Arts Building W. B. Carrell, Orthopedic Conslt., 3701 Maple Ave. H. E. Holtz, Local Surgeon, 4105 Live Oak St. R. B. Giles, Conslt. Specialist, Medical Arts Building
Denison	W. A. Lee, Div. Surgeon, M-K-T Hospital D. K. Jamison, Asst. Div. Surgeon, M-K-T Hospital G. Burton Fain, Resident Physician, M-K-T Hospital J. E. Meador, Oral Surgeon, Security Bldg. F. F. Fowler, Division Oculist
Bells	C. S. Carter
Whitewright	C. P. Johnson and Ross R. May
Trenton	J. E. Norman
Greenville	Joe T. Becton, Local Surgeon W. C. Morrow T. C. Strickland, Oculist
Alba	R. A. Farrington
Royse City	John Ryan
Rockwall	J. F. Corry
Rowlett	W. A. Maupin
Lancaster	S. N. Parks
Waxahachie	S. H. Watson M. E. Hastings

STATION	NAME
Forreston	H. L. Stewart
Italy	F. H. Carlisle
Milford	J. E. Killian
Hillsboro	H. A. Mahaffey
West	W. H. Gidney
Waco	H. F. Connally, Div. Surgeon K. H. Aynesworth, Conslt. Surgeon, 601-2 Service Mutual Bldg. J. O. Hall, Oral Surgeon, Amicable Bldg. J. E. Lattimore, Div. Surgeon Cleveland H. Brooks, Oculist and Aurist. S. J. Harlow, Oral Surgeon, 1102 Amicable Bldg.
Itasca	C. C. Campbell
Grandview	A. F. Garner
Alvarado	W. J. Cummings
Ft. Worth	Ross Trigg, Div. Surgeon-Examiner, Suite 900-1-2 First Natl. Bank Building Henry Trigg, Div. Surgeon-Examiner, Suite 900-1-2 First Natl. Bank Building Wm. F. Parsons, Local Surgeon, Suite 900-1-2 First Natl. Bank Building Gatlin Mitchell, Eye, Ear, Nose and Throat Specialist, Medical Arts Bldg. T. C. Terrell, Conslt. Pathologist, Medical Arts Bldg. Wm. Webb, Oculist, Medical Arts Bldg. R. W. McKean, Local Surgeon, Medical Arts Bldg. D. C. McRimmon, Oral Surgeon, Medical Arts Bldg.
North Ft. Worth	J. W. Shoemaker, C/o Armour & Co.
Denton	W. C. Kimbrough
Whitesboro	G. W. Greer
Gainesville	I. L. Thomas, Local Surgeon
Muenster	Thos. S. Myrick, Local Surgeon
Ringgold	R. E. Tyler
Henrietta	Albert Greer
Wichita Falls	W. T. Wells, Oral Surgeon, Waggoner Bldg. L. F. Stripling-J. A. Johnson, Eye, Ear, Nose and Throat Specialists, Hamilton Bldg. Bailey R. Collins, Div. Surgeon
Sherman	C. D. Strother A. M. McElhannon



SOUTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

THIRD CLASS		FIRST CLASS				Distance from St. Louis	TIME TABLE NO. 19		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	FIRST CLASS				THIRD CLASS
271		5	3	1	7		Effective 12:01 A. M. December 6, 1942	STATIONS		6	2	8	4	270
Bullet		Katy Flyer	Katy Limited	Texas Special	The Bluebonnet		Leave N	OWPT YSC Yard	Katy Flyer	Texas Special	The Bluebonnet	Katy Limited	Freight	
Daily		Daily	Daily	Daily	Daily		Arrive RA	OWPT YS	Daily	Daily	Daily	Daily	Daily	
AM 2.30							RAY						AM 11.00	
		PM 7.50	AM 10.45	AM 9.05	AM 7.15	660.9	Leave N	OWPT YS	AM 10.40	PM 5.35	PM 6.40	AM 12.45		
2.50		7.52	10.47	9.07	7.17	661.6	Denison T&NO Interlocker	Auto. Block Signals	P	10.33	5.30	6.34	12.39	10.15
3.01		7.58	10.53	9.13	7.23	666.0	LAMAR 4.4		P	10.24	5.22	6.27	12.31	9.40
3.08		8.02	10.57	9.17	7.27	668.7	BONA 2.7		80 P	10.19	5.18	6.23	12.27	9.17
3.22		s 8.11	s 11.05	9.24	7.35	674.3	TERRACE 5.6							
3.41		8.23	s 11.17	9.34	7.45	681.3	T&P Interlocker BELLS 7.0	X	53 P	s 10.09	5.11	6.15	s 12.19	8.30
3.59		8.34	s 11.28	9.43	7.55	688.1	WHITEWRIGHT StLSW Interlocker 6.8	WH	63 P	s 9.57	5.01	6.05	12.06 AM	7.45
4.16		8.44	s 11.38	9.51	8.04	694.6	TRENTON 6.5	UN	38 P	s 9.43	4.52	5.55	11.55	6.50
4.33		8.54	s 11.48	9.59	8.14	701.2	LEONARD 6.6	AU	34 WP	s 9.30	4.44	5.46	11.45	6.15
4.50		9.03	11.57	10.07	8.23	707.5	GC&SF Interlocker CELESTE 6.3	KF	83 YP	s 9.22	4.36	5.37	11.35	5.30
5.06		s 9.15	PM s 12.10	s 10.17	s 8.35	713.0	KELLOGG 5.5		49 P	9.14	4.28	5.28	11.25	4.50
5.11		9.18	12.13	10.20	8.38	714.0	GREENVILLE 1.0		WYTPO Yard	s 9.06	s 4.20	s 5.20	s 11.15	4.00
5.28		9.31	s 12.26	10.30	8.50	721.6	HUNT StLSW Crossing (Auto. Interlocking Signals) 7.6	A	Yard S-P	9.01	4.15	5.15	11.07	3.45
5.48		9.45	s 12.40	10.41	9.03	730.3	CADDO MILLS 8.7	CM	67 P	s 8.50	4.04	5.03	10.57	3.00
5.56		9.51	s 12.46	10.46	9.09	734.1	ROYSE CITY 3.8	RY	60 P	s 8.37	3.52	4.50	10.46	2.10
6.06		9.58	s 12.53	10.52	9.15	738.7	FATE 4.6	RC	40 P	f 8.32	3.47	4.45	10.41	1.40
6.26		10.10	f 1.05	11.04	9.27	740.5	ROCKWALL 7.8		38 P	s 8.26	3.41	4.38	10.35	1.15
6.36		10.17	s 1.12	11.10	9.33	750.9	ROWLETT 4.4	VY	54 P	f 8.14	3.30	4.26	10.24	12.25 AM
6.44		10.22	1.18	11.15	9.38	754.1	GC&SF Interlocker GARLAND 3.2	BE	67 P	s 8.08	3.24	4.20	10.17	11.59
6.59		10.32	1.28	11.26	9.48	761.4	BETHARD 7.3		60 P	8.03	3.19	4.15	10.09	11.05
7.03		10.34	1.30	11.28	9.50	762.5	URBAN 1.1		103 P	7.53	3.09	4.04	9.59	10.32
7.20		s 10.40	s 1.35	s 11.33	s 9.55	763.3	T&NO (Cabin) Interlocker T. & N. O. JCT. 0.8	Auto. Block Signals	P	7.51	3.07	4.02	9.57	10.17
7.30 AM		10.45	1.40	11.38	10.00	766.2	HIGHLAND PARK 2.9		P	s 7.50	s 3.05	s 4.00	s 9.55	
22.0		10.50 PM	1.50 PM	11.45 AM	10.05 AM	767.2	DENY 1.0			7.43	2.58	3.53	9.48	10.05
		10.50 PM	1.50 PM	11.45 AM	10.05 AM	767.2	T&P Interlocker DALLAS	UT Leave	WPT YOS	7.40 AM	2.55 PM	3.50 PM	9.45 PM	10.00 PM
		35.4	34.5	39.9	37.5		Arrive 106.3			35.4	39.9	37.5	35.4	9.2
Average speed per hour														

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

Dallas will not be considered as an initial or terminal station for first class schedules extending through between Denison and Hilo on combined pages 1, 2 and 3 of the Dallas Division under provision of Rule 4. Denison and Hilo will be the initial and terminal stations for such first class schedules.



FOURTH CLASS		THIRD CLASS			Distance from St. Louis	TIME TABLE NO. 19		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	FIRST CLASS					
Way	95	281 Katy Komet	775 C. R. I. & P.	793 C. R. I. & P.		Effective 12:01 A. M. December 6, 1942	STATIONS		817 C. R. I. & P. Passenger	1 Texas Special	811 C. R. I. & P. Passenger	3 Katy Limited	813 C. R. I. & P. Passenger	5 Katy Flyer
Daily Except Saturday		Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	
PM 7.00	PM 10.00	PM	AM		767.2	Leave N <b>DALLAS</b> Leave UT	WPTYOS	AM 9.00	AM 11.55	PM 1.20	PM 2.20	PM 5.00	PM 11.40	
	7.10	10.15	7.45	6.00	769.3	GC&SF Interlocker—CRI&G Jct. END OF DOUBLE TRACK		9.03	11.59	1.24	2.24	5.03	11.45	
	7.20	10.25	7.51	6.06	772.7	HONEY SPRINGS	59 WP	9.07	PM 12.06	1.29	2.35	5.07	11.51	
	7.45	10.50	8.06	6.39	781.7	N LANCASTER CA	104 P	9.17	12.17	1.40	f 2.50	5.17	AM 12.04	
	8.00	11.05	8.21 8.36	6.51	787.0	ELVA	83 P	9.23	12.24	1.47	2.59	5.23	12.12	
8.15 8.31	11.17	8.46	7.01	791.2	STERRETT	96 P		9.28	12.30	1.52	f 3.05	5.28	12.18	
8.44	11.27	8.55	7.10	794.6	SOLOM	80 P		9.32	12.35	2.05	3.10	5.32	12.23	
	8.54	11.37	9.05	7.20	797.5	N T&NO Interlocker M-K-T JUNCTION HC		9.37	12.39	2.11	3.15	5.37	12.27	
	8.55	11.39	PM	AM	798.1	WAXAHACHIE	67 WP	AM	12.40	PM	s 3.20	PM	s 12.31	
	9.08	11.54			803.0	KIPLING	37 P		12.46		3.28		12.39	
	9.18	AM 12.06			807.3	D FORRESTON SN	41 P		12.52		f 3.35		12.45	
	9.35	12.23			813.1	D ITALY BG Texas Electric Crossing (Auto. Interlocking Signals)	54 P		1.00		s 3.44		12.54	
	9.50	12.38			818.3	D MILFORD M	60 P		1.07		f 3.52		1.02	
	10.07	1.14			825.8	LAKENON	38 P		1.20		4.05		1.14	
	10.25	1.45			833.2	D Texas Electric Crossing (Auto. Interlocking Signals) Texas Electric Interlocker HILLSBORO HO	OY P		1.33		s 4.20		1.28	
10.30 PM	1.50 AM				834.3	N HILO HB	Yard P W		1.36 PM		4.25 PM		1.31 AM	
19.3	17.6	21.1	21.2			Arrive	Arrive	49.1	39.9	35.6	32.2	49.1	36.3	
						Average speed per hour								

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 No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

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NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

FIRST CLASS						Distance from St. Louis	TIME TABLE NO. 19		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	THIRD CLASS			FOURTH CLASS	
818	4	812	2	814	6		Effective 12:01 A. M. December 6, 1942			776	274	798	96	
C. R. I. & P. Passenger	Katy Limited	C. R. I. & P. Passenger	Texas Special	C. R. I. & P. Passenger	Katy Flyer		STATIONS		C. R. I. & P.	Katy Packer	C. R. I. & P.	Way		
Daily	Daily	Daily	Daily	Daily	Daily		Arrive	Arrive	Daily	Daily	Daily	Daily Except Sunday		
PM 9.00	PM 8.55	PM 6.30	PM 2.45	PM 1.05	AM 7.05	767.2	N	UT	WPTYOS	AM	PM 1.00	PM	AM 11.30	
8.56	8.48	6.25	2.40	1.01	6.59	769.3	DALLAS			6.20	12.45	6.10	11.15	
8.52	8.42	6.20	2.35	12.58	6.53	772.7	GC&SF Interlocker—CRI&G Jct. END OF DOUBLE TRACK			6.06	12.37	6.00	11.05	
8.42	f 8.30	6.09	2.24	12.48	6.39	781.7	HONEY SPRINGS		59 WP	5.48	12.17 PM	5.38	10.35	
8.36	8.21	6.01	2.16	12.43	6.30	787.0	LANCASTER		104 P	5.36	11.55	5.23	10.15	
8.31	f 8.15	5.55	2.10	12.39	6.24	791.2	ELVA		83 P	5.26	11.44	4.50	10.00	
8.27	8.10	5.50	2.05	12.35	6.19	794.6	STERRETT		96 P	5.18	11.37	4.40	9.50	
8.23	8.06	5.45	2.01	12.25	6.14	797.5	SOLOM		80 P	5.10	11.29	4.30	9.37	
	s 8.05	PM 2.00	PM 2.00	PM 6.13	798.1	797.5	T&NO Interlocker M-K-T JUNCTION			AM 11.27	PM 9.30			
	7.56		1.53	6.05	803.0	798.1	WAXAHACHIE		67 WP					
	f 7.49		1.47	5.58	807.3	803.0	KIPLING		37 P		11.14		9.05	
	f 7.40		1.39	5.49	813.1	807.3	FORRESTON		41 P		11.03		8.45	
						813.1	ITALY		54 P		10.47		8.15	
	f 7.32		1.32	5.41	818.3	813.1	Texas Electric Crossing (Auto. Interlocking Signals)							
	7.19		1.20	5.28	825.8	818.3	MILFORD		60 P		10.35		7.45	
						825.8	LAKENON		38 P		10.15		7.10	
	s 7.06		1.08	5.15	833.2	825.8	Texas Electric Crossing (Auto. Interlocking Signals)							
	7.01 PM		1.05 PM	5.12 AM	834.3	833.2	Texas Electric Interlocker HILLSBORO		OY P		9.55		6.35	
49.1	35.3	40.4	40.3	45.4	35.6	834.3	HILO		Yard P		9.50 AM		6.30 AM	
						834.3	Average speed per hour		W	24.2	21.9	16.9	13.5	

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4 SOUTHWARD TRAINS FORT WORTH DIVISION SOUTHWARD TRAINS

THIRD CLASS					Distance from St. Louis	TIME TABLE NO. 19		FIRST CLASS							
381 Katy Komet	81 Katy Komet	281 Katy Komet	71 Bullet	371 Bullet		Effective 12:01 A. M. December 6, 1942		27 The Bluebonnet	11 Texas Special	1 Texas Special	23 Katy Limited	3 Katy Limited	33 Katy Limited	25 Katy Flyer	5 Katy Flyer
Daily	Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
PM 9.15	PM 9.00		AM 3.00	AM 2.45		Leave N RAY RA									
					660.9	Leave N DENISON WD		AM 7.10	AM 9.05		AM 10.45		AM 10.50	PM 7.55	
					661.8	0.9 DALY	Auto Block Signals	7.12	9.07		10.47		10.52	7.57	
					662.5	0.7 SUN		7.14	9.09		10.49		10.54	7.59	
					662.8	0.3 DALLAS JCT.		7.16	9.10		10.51		10.56	8.01	
					668.8	6.0 POTTSBORO JCT.									
					669.6	0.8 POTTSBORO JN	Auto Block Signals	7.27	9.20		f 11.03		11.08	8.12	
					674.7	5.1 HAGERMAN		7.34	9.28		f 11.12		11.17	8.19	
					676.6	1.9 DEEVER		7.37	9.28		11.15		11.20	8.22	
					681.9	5.3 SADLER		7.45	9.35		f 11.24		11.29	8.30	
					685.7	3.8 WHITESBORO WO		7.50	9.40		11.30		11.35	8.35	
10.25 PM	10.00 PM		4.00 AM	3.45 AM		35.9 DENTON CN		9.00 AM	10.40 AM	VIA	12.35 PM	JOINT	TRACK	9.35 PM	
					757	35.5 N FORT WORTH NY		10.00 AM	11.40 AM		1.45 PM			10.40 AM	
	AM 1.30		AM 7.30		759	T&P Interlocker 2.0	Auto Block Signals		11.55					11.30	
	2.30		8.30			NEV								11.41	
	2.35		8.35		760.7	N T&NO Inter. KN			PM 12.05					11.46	
	2.42		8.44		764.3	1.7 DOLARD			12.09					11.52	
	2.55		9.02		771.2	3.6 BETHEL			12.14					12.04	
	3.08		9.19		777.6	6.9 BURLESON BU			12.23					12.14	
					784.0	6.4 EGAN			12.32					12.24	
					788.1	6.4 NO GC&SF Interlocker VD			12.40					12.31	
					793.2	4.1 ALVARADO VD			12.46					12.41	
					801.3	8.1 CONLEY			12.53					12.55	
					805.8	D GRANDVIEW GW			1.05					1.03	
					811.9	8.1 ITASCA SK			1.11					1.15	
					813.0	4.5 SCHOFIELD			1.23					1.18	
					821.5	6.1 D Tex. Elec. Interlocker HO	Auto Block Signals		1.26	PM 1.36		PM 4.25		1.32	
					827.4	1.1 HILLSBORO			1.38	1.48		f 4.39		1.44	
					830.4	8.5 HILO HB			1.46	1.56		s 4.48		1.53	
					843.0	5.1 ABBOTT			1.58	2.08		f 5.02		2.07	
					845.5	6.6 ELM MOTT			2.07	2.17		5.12		2.05	
						5.1 BELLMEAD BJ	Dist. Track		2.15	2.25				2.25	
						StL&SW Crossing Interlocker Device			2.15	2.25		5.20		2.15	
						T&NO-I&GN-StLSW Inter			PM 2.15	PM 2.25		PM 5.20		AM 2.25	
						WACO WC								AM 2.25	
						Arrive								36.1	
20.4	22.3	20.0	21.7	23.8		184.6		33.9	37.5	39.8	32.0	35.4	33.1	33.0	
						Average speed per hour									

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.

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2



NORTHWARD TRAINS

FORT WORTH DIVISION

NORTHWARD TRAINS

5

FIRST CLASS								TIME TABLE NO. 19		THIRD CLASS					
24	4	18	38	12	2	26	6	Effective 12:01 A. M. December 6, 1942		372	274	74	76	70	
Katy Limited	Katy Limited	The Bluebonnet	The Bluebonnet	Texas Special	Texas Special	Katy Flyer	Katy Flyer	STATIONS		Fast Freight	Katy Packer	Katy Packer	Rocket	Freight	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	
								Arrive	RAY	Arrive					
								N	RA						
								Arrive	DENISON	Arrive					
								N	WD						
								0.9							
								DALY							
								0.7							
								SUN							
								0.3							
								DALLAS JCT.							
								6.0							
								POTTSBORO JCT.							
								0.8							
								POTTSBORO JN							
								5.1							
								HAGERMAN							
								1.9							
								DEAVER							
								5.3							
								SADLER							
								0.3							
								WHITESBORO WO							
								35.9							
								DENTON							
								35.5							
								FORT WORTH NY							
								T&P Interlocker							
								2.0							
								NEY							
								N T&NO Inter. KN							
								1.7							
								DOLARD							
								3.6							
								BETHEL							
								6.9							
								BURLESON BU							
								6.4							
								EGAN							
								6.4							
								NO GC&SF Interlocker VD							
								D ALVARADO VD							
								4.1							
								CONLEY							
								5.1							
								GRANDVIEW GW							
								8.1							
								ITASCA SK							
								4.5							
								SCHOFIELD							
								6.1							
								D Tex. Elec. Interlocker HO							
								HILLSBORO							
								1.1							
								HILO HB							
								8.5							
								ABBOTT							
								5.9							
								WEST WS							
								9.0							
								ELM MOTT							
								6.6							
								BELLMEAD BJ							
								StL&SW Crossing							
								Interlocker Device							
								2.5							
								T&NO-I&GN-StLSW Inter							
								N WACO WC							
								Leave							
								184.6							
								Average speed per hour							
AM		PM	PM	PM		AM		OWPCTY S Yards	AM		PM	AM			
12.40		6.25	6.15	5.30		10.50		4.00		11.30	12.30				
12.34		6.21	6.12	5.27		10.46									
12.32		6.19	6.10	5.25		10.44									
12.31		6.18	6.09	5.24		10.43									
12.19	f	6.07	5.59	5.14		10.32									
12.09	f	5.58	5.51	5.06		10.23									
12.06 AM		5.55	5.48	5.03		10.20									
11.57	f	5.47	5.41	4.56		10.12									
11.50 PM		5.40	5.35	4.50		10.05									
10.45 PM	VIA	4.43 PM	JOINT	3.50 PM	TRACK	9.00 AM									
9.50		3.50		2.55		8.00									
9.00		PM		PM		7.15									
8.48						7.03									
8.44						6.57									
8.39						6.50									
8.29						6.39									
8.19						6.29									
8.09						6.18									
8.03						6.10									
7.53						6.00									
7.39						5.45									
7.29						5.36									
s 7.19						5.25									
7.12 PM	7.01 PM			1.05 PM	5.19 PM	5.12 AM									
f 6.59	6.48			12.54	5.05	4.58									
f 6.49	f 6.40			12.46	s 4.56	4.50									
f 6.34	6.26			12.34	4.42	4.37									
6.24	6.17			12.26	4.33	4.28									
6.15 PM	6.10 PM			12.20 PM	4.25 AM	4.20 AM									
33.1	38.2	37.2	37.2	37.2	43.3	32.6	37.7								

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.

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2



THIRD CLASS		FIRST CLASS		Distance from St. Louis	TIME TABLE NO. 19		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
371 Bullet	381 Katy Komet		33 Katy Limited		Effective 12:01 A. M. December 6, 1942			38 The Bluebonnet	372 Fast Freight	92 Way			
Daily	Daily		Daily	STATIONS		Daily	Daily	Daily Except Sunday					
AM 3.45	PM 10.45		AM 11.45	685.7	Leave N	WHITESBORO	Arrive WO	PM 5.30	AM 2.30		AM 10.15		
4.07	11.10		f 11.57	693.1		WOODBINE		f 5.18	2.05		f 9.45		
4.25	11.30		PM 12.08	699.6		COOK		48 5.08		1.40		9.25	
4.30	11.35		s 12.15	701.1	N	GAINESVILLE GC&SF Interlocker	GV	s 5.05		1.35		s 9.20	
4.38	11.45		12.20	703.2		ZENA		100 P 4.54		1.15		9.10	
4.47	11.55		f 12.26	706.5		LINDSAY		48 f 4.49		1.01		f 8.59	
5.03	AM 12.15		f 12.36	712.4		MYRA		32 P f 4.40		12.40		f 8.40	
5.14	12.25		s 12.44	716.3	D	MUENSTER	MN	100 P s 4.32		12.25 AM		s 8.30	
5.41	1.05		s 1.02	726.3	D	ST. JO	JO	W s 4.18		11.50		s 7.55	
5.45	1.25		1.04	727.3		CREST		100 P 4.12		11.45		7.45	
6.01	1.45		f 1.15	733.8		BONITA		50 f 4.03		11.15		f 7.25	
6.23	2.10		s 1.33	742.3	D	NOGONA	NA	100 s 3.50		10.50		s 7.01	
6.40	2.30		f 1.45	749.1		BELCHERVILLE		31 PW f 3.35		10.30		f 6.40	
6.59	2.55		s 1.58	756.2	D	RINGGOLD	RD	100 s 3.24		10.05		s 6.01	
7.21	3.25		f 2.12	765.3		WALTON		45 P f 3.10		9.35		f 5.20	
7.38	3.45		s 2.24	771.7	D	HENRIETTA Ft. W&DC Crossing	HE	100 W s 3.00		9.15		s 5.01	
8.05	4.15		f 2.45	781.5		JOLLY		100 P f 2.45		8.45		f 4.15	
8.30 AM	4.45 AM		3.00 PM	790.2	Arrive D	WICHITA FALLS	Leave WF	PSWY Yard 2.30 PM		8.15 PM		3.40 AM	
				791.1		DENVER JCT.							
8.45 AM	5.00 AM			791.6	N	NORTH YARD	YD	PSWTO Yard		8.00 PM		3.30 AM	
21.2	16.9		32.2			Average speed per hour		34.8		16.3		15.7	



### DENTON DIVISION

SOUTHWARD TRAINS                      NORTHWARD TRAINS

THIRD CLASS		Distance from St. Louis	TIME TABLE NO. 19		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	THIRD CLASS	
481 Katy Komet			Effective 12:01 A. M. December 6, 1942			476 Rocket	
Dally		STATIONS					
AM	12.01	721.6	Leave N	DENTON	Arrive CN	Yard WPYS	PM 8.30
f	12.50	730.9		LAKE DALLAS		15 P	f 8.04
f	1.25	736.8	D	LEWISVILLE	VI	25 P	f 7.46
f	1.50	742.7		TRINITY MILLS		25	f 7.28
f	2.15	744.6	N	St.LSF-St.LSW Interlocker CARROLLTON	HF		f 7.22
f	2.30	746.9		FARMERS BRANCH		26 P	f 7.15
f	2.50	751.0		ROSELAWN		23	f 7.02
	3.20	758.0		DENY			6.40
	3.30 AM	758.6	NO Arrive	DALLAS	DY Leave		6.35 PM
	10.6			Average speed per hour			20.2

Denton Division trains be governed by Dallas Division Time Table Page 1, and special rule No. 3-a, between Deny and Dallas Yard.

### SHERMAN BRANCH

SOUTHWARD TRAINS                      NORTHWARD TRAINS

FOURTH CLASS		Distance from St. Louis	TIME TABLE NO. 19		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	FOURTH CLASS	
55 Way			Effective 12:01 A. M. December 6, 1942			56 Way	
Dally Ex. Sunday		STATIONS					
AM	6.00		Leave N	RAY	Arrive RA	WPTYOS Yard	PM 2.00
	6.25	662.5		SUN		9	1.40
	6.40	666.1		ELLSWORTH		20	1.25
	7.05 AM	671.6	D Arrive	T&P Crossing SHERMAN	SN Leave	WST YARD	1.00 PM
	8.4			Average speed per hour			9.1

No. 55 IS SUPERIOR TO No. 56

### MINEOLA DIVISION

SOUTHWARD TRAINS                      NORTHWARD TRAINS

FOURTH CLASS		Distance from St. Louis	TIME TABLE NO. 19		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	FOURTH CLASS	
53 Mixed			Effective 12:01 A. M. December 6, 1942			54 Mixed	
Mondays Wednesdays Fridays		STATIONS					
AM	6.30	713.0	Leave N	GREENVILLE	Arrive GE	WOPTY Yard	PM 1.35
	6.45	714.0		HUNT		Yard SP	1.30
f	7.10	720.2		T. & N. O. Crossing DIXON		8	f 12.45
s	7.50	727.5	D	LONE OAK	NK	33	s 12.10 PM
s	8.30	733.5	D	POINT	NO	36	s 11.35
s	9.15	740.9	D	EMORY	MY	20	s 10.55
s	10.20	750.4	D	ALBA TSL Crossing	AB	30 Y	s 10.00
	10.35	751.0		HOYT			f 9.50
s	11.05	756.5		GOLDEN		38	s 9.20
f	11.35	761.5		STORAGE			f 8.45
	11.50 AM	763.5	D Arrive	T&P (Cabin) Interlocker MINEOLA	US Leave	WOY Yard	8.30 AM
	9.5			Average speed per hour			9.9

TRAINS Nos. 53 AND 54 WILL HANDLE PASSENGERS, MAIL AND EXPRESS

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.



## 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 class trains will clear time of Nos. 1 and 2 at least five minutes, except between and including Urban and Dallas Union Station; and between Hillsboro and Waco, will clear these trains sufficiently in advance of their time to avoid delay by block signal indications.
  - 1-b. On Sherman Branch No. 55 is superior to No. 56.
  - 1-c. Third and fourth class and extra trains and yard engines will clear first class trains at least ten minutes, except between and including Pottsboro and Whitesboro; Ney interlocker and Conley; Hillsboro and Bellmead; and Urban and Dallas yard, inferior trains will clear superior trains sufficiently in advance of their time to avoid delay by automatic block signal indications.
  - 1-d. Northward trains that have time shown at Waxahachie will not pass M-K-T Junction in advance of time shown at M-K-T Junction.
2. All passenger trains (first 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 Ray, Whitesboro, Hilo, Bellmead, North Yard—Wichita Falls, Dallas Yard, and Dallas General Office when no telegrapher on duty at yard.
  - 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. 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.
  - 2-g. Dallas will not be considered as an initial or terminal station for first class schedules extending through between Denison and Hilo on combined pages 1, 2 and 3 of the Dallas Division under provision of Rule 4. Denison and Hilo will be the initial and terminal stations for such first class schedules.
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 7662, 7663 or 7583 indicate stop.

- 3-b. Northward inferior joint track trains into Whitesboro may use the main track to the station when automatic signal at the south siding switch, and remote control signal at TP-MKT Junction, indicate proceed.
- 3-c. 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 M-K-T trains to meet avoiding delay to L&A trains.
- 3-d. Northward trains will receive hand or lamp signal before fouling twin switches south end Denison passenger station yard.
- 3-e. Derail located ninety (90) feet north of running Track No. 1 Switch Warner Cut-off.
- 3-f. 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.

4. MAXIMUM SPEED (miles per hour), observing permanent slow boards and slow orders:

Division	Passenger Trains	Komets	Other Freight and Mixed Trains
Dallas—			
Between Denison and Bells	50		40
Between Bells and Celeste	60		40
Between Celeste and Greenville	50		35
Between Greenville and Rockwall	60		40
Between Rockwall and Dallas	50		40
Between Dallas and Hillsboro	50	45	40
Ft. Worth—			
Between Dallas Jct. and Pottsboro	50		30
Between Pottsboro and Whitesboro	60		40
Between Ft. Worth and M. P. 790	60	45	45
Between Mile Post 790 and Hilo	50	35	30
Between Hilo and Bellmead	60	45	40
Henrietta—			
Between Whitesboro and Gainesville	50		40
Between Gainesville and Wichita Falls	50		35
Denton	35	(Curves)	20
Sherman Branch	20	(Tangent)	25
Mineola	20		15
			12

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

## SPEED RESTRICTIONS:

- 4-a. DALLAS DIVISION:
  - 20 miles per hour on Warner and Lamar cut-off.
  - 35 miles per hour for passenger and 20 for freight trains over T-P crossing Bells.
  - 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.

(Continued next page)



**SPEED RESTRICTIONS—(Continued)**

**DALLAS DIVISION—(Continued)**

20 miles per hour between home signals of automatic interlocking plant at Hunt.  
 25 miles per hour over moveable point crossing frog just north of south end double track, South Dallas.  
 20 miles per hour approaching Texas Electric crossing at Italy.  
 30 miles per hour for passenger and 20 for freight trains approaching signals governing Texas Electric crossing at Hillsboro.

**4-b. FT. WORTH DIVISION:**

20 miles per hour on Ray-Pottsboro cut-off.  
 Southward trains trail through spring switch south end double track Dallas Junction and not exceed 15 miles per hour, and northbound trains 15 miles per hour. Southward trains must not make reverse movement until switch lined by hand.  
 Trains approach Whitesboro at restricted speed expecting to find Fort Worth and Henrietta Division main tracks occupied.  
 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 and crossover at Magnolia Street occupied. Approaching train or engine will be held responsible.  
 Northward trains trail through spring switch north end double track Fort 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.  
 20 miles per hour over Cotton Belt crossing Bellmead.  
 15 miles per hour through double track turnouts T. & N. O. and S. A. A. P. crossing Waco.  
 15 miles per hour between Brazos River and Waco passenger station.

**4-c. HENRIETTA DIVISION:**

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 main track occupied.

**4-d. DENTON DIVISION:**

20 miles per hour over switches and derails between home signals of interlocking plant at Carrollton.  
 41% freight and 33% 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.

**4-e.** Trains and engines not exceed 15 miles per hour over puzzle switch north of passenger station Denison.

**4-f.** Maximum speed engines backing up, with or without cars fifteen miles per hour except on Mineola Division and Sherman Branch 10 miles per hour.

**4-g.** Maximum speed entering or leaving Main Line turnouts, passenger trains twenty miles per hour, freight trains fifteen miles per hour.

**4-h.** 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.

**4-i.** Maximum speed of switch engines, with or without cars 20 miles per hour.

**4-j.** Permanent Slow Boards with black numerals on yellow face are located on engineers side 12 feet from center line of Main Track, one-half mile in advance of that portion of track where speed is restricted. The first number indicates Speed Restriction for passenger trains, the second number, Speed Restriction for freight trains.

Where only one number is shown, it indicates the Speed Restriction for all trains. Resume speed boards, green face on black post is located at a point where normal speed is to be resumed.

**4-k.** 25 miles per hour Scale Test Car X-1658, to be moved only on local freight trains, just ahead of caboose on rear of train.

**4-l. City ordinance speed restrictions:**

Station	Miles per hour	Station	Miles per hour
<b>Dallas Division</b>		<b>Ft. Worth Division</b>	
Denison	20	Ft. Worth	20
Whitewright	15	Burleson	15
Trenton	20	Grandview	16
Greenville	10	Itasca	12
Caddo Mills	20	Abbott	15
Royse City	15	West	30
Garland	18	Waco	20
Dallas	12	<b>Henrietta Division</b>	
Lancaster	12	Gainesville	15
Waxahachie	20	Henrietta	20
Italy	8	Wichita Falls	15
Milford	20	Except 8 miles per hour over 7th St. and Iowa Park Cross- ings.	
Hillsboro	18	<b>Sherman Branch</b>	
<b>Mineola Division</b>		Carrollton	8
Mineola	10		
<b>Denton Division</b>			

**5.** Trains cannot meet or pass at Lamar.

**5-a.** Bona must not be used for meeting or passing trains.

**6.** 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 directed.

Pottsboro —For Northward trains crossover at Signal 6694.

**7.** 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
Guiberson	(MP-D752.5) North end	25
Sargent	(MP-D770.8) South end	10
Red Oak	(MP-D788.0) Both ends	20
Perrin Field	(MP- 669.9) North end	25
Lovelace	(MP- 806.4) South end	10
Chatt	(MP- 817.3) North end	10
Greer	(MP- 838.8) South end	25
Cap Head	(MP- 841.9) Located North end Bellmead Yd.	
Hope	(MP-G697.6) Both ends	16
Rosson	(MP-G761.5) Both ends	10
Huggins	(MP-G763.8) West end	5
Corinth	(MP-K727.6) Both ends	15
Raines	(MP-H738.5) North end	2
Ginger	(MP-H744.5) North end	2
Clearing	(MP-H747.3) North end	2
Ben	(MP-H760.1) South end	12



7-a. Water tanks, other than those at stations shown on schedule page:

East Fork \_\_\_\_\_ Mile Post D-742  
 Ginger \_\_\_\_\_ Mile Post H-745.3

8. Following Yards protected by Yard Limit Boards:

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

9. Car capacities of tracks are exclusive of engine and caboose and based on average of 45 feet per car.

10. Bulletin books located at:

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

Bulletin books for benefit of CRI&P employes maintained at Teague, and yard and roundhouse offices of Rock Island and FWDC at Ft. Worth.

10-a. Standard Clocks located at:

<b>DENISON</b> —	<b>BELLMEAD</b> —
Telegraph Office Psgr. Sta.	Dispatchers' Office
Dispatchers' Office	<b>HILO</b> —
<b>RAY</b> —	Telegraph Office
Yard Office	<b>NEY</b> —
Roundhouse Office	Yard Office
<b>GREENVILLE</b> —	Engineers' Wash Room
Roundhouse Office	<b>FT. WORTH</b> —
<b>HUNT</b> —	Passenger Station
Yard Office	<b>WICHITA FALLS</b> —
<b>DALLAS</b> —	Teleg. Ofc. Freight Station
Yard Office	Yard Office
Teleg. Ofc. Gen'l Ofc. Bldg.	<b>MINEOLA</b> —
Teleg. Ofc. Passenger Sta.	Freight Station
<b>WACO</b> —	
Teleg. Ofc. (Baggage Rm.)	

10-b. Watch Inspectors:

American Railroad Time Service Company, 720 Olive St. St. Louis.

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

11. Automatic Block Signals in service as follows:

Denison-Ray Terminal—

Between Redtex and Denison Passenger Station  
 " Redtex 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. D797.9 and M.P. D799.4  
 " M.P. D831 and Hilo

11-a. If held by Home Signal at: Communicate with:  
 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

11-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.

11-c. Electrically Controlled Switches at:  
 Pottsboro Junction  
 Pottsboro—south end siding.  
 Whiteboro—T&P-MKT Junction  
 Hilo—Dallas Division and Ft. Worth Division Junction  
 Bellmead—North end double track.

11-d. Double Track:  
 Between Denison and just south of Dallas Junction.  
 Between Santa Fe Interlocker Dallas M.P. D768.9 and M.P. D769.3.  
 Between Bellmead and Waco except over Brazos River Bridge.  
 Between Ft. Worth M.P. 757.4 (Broadway St.) and Ney, opposite Roundhouse.

11-e. Northward trains and engines stop to clear north end double track Ft. Worth until given interlocker signal.

11-f. South crossover switch at signal 6694 Pottsboro must be kept lined for siding.

11-g. South crossover switch main line to Bellmead Cut-off at Caphead must be left lined for yard lead.

11-h. Interlocker home signal for northward trains governing T. & N. O. crossing just north of Brazos River Bridge, Waco, located on left side of track.



- 11-i. Double track extends between Mile 843.0 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 track for which switches are lined. All trains and engines including yard engines, and engines in charge of hostlers, will run under control between Mile 843.0 Bellmead and Mile 846.0 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 orders, but must ascertain location of superior trains when necessary to avoid delaying them. DeLeon Division train No. 35 will use main track from Waco passenger station to Caphead and be governed by automatic block signals from North end of double track (Mile 843.0) to Caphead. Check North Texas Dist. register and avoid delay overdue first class trains; obtain orders against such opposing trains when overdue. DeLeon Division train 36 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 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.
12. Interlocker Santa Fe crossings, 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.
- 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.
- 12-a. Interlocker dwarf signal governing southward movements from siding to main track Celeste located on west side of passing track.
- 12-b. Engines larger than 41% freight and 33% 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.
- 12-c. Loaded cars, gross weight car and contents exceeding 169,000 pounds (85 tons) must not be handled over the Mineola, Denton and Sherman Divisions.

- 12-d. 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.
13. 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 4½ 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 mail cranes when pouches are hung.
- 13-a. 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. 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.
- 13-b. 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.
14. Abbreviations:  
 W—Water. Y—Wye.  
 C—Coal. P—Telephone.  
 O—Oil. D—Day Telegraph Office.  
 T—Turntable. N—Day and Night Telegraph Office.  
 S—Track Scales. NO—Night Telegraph Office Only.
15. 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.
- 15-a. 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.
16. Following Stops For Revenue Passengers Only. Flag stops not shown on schedule page:

Train	Station	Train	Station
3, 6	Kingston	53, 54	Ginger
3, 6	Peniel	53, 54	Clearing
3, 4	Red Oak		



- 16-a. Nos. 7 and 27 stop at any station to discharge revenue passengers from north of Muskogee and from Frisco train 507.
  - 16-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.
  - 16-c. Nos. 5 and 25 stop any station to discharge revenue passengers from Kansas City; also from stations St. Louis to South Mound, inclusive.
  - 16-d. Nos. 6 and 26 stop any station to receive revenue passengers for Kansas City; also for stations South Mound to St. Louis, inclusive.
  - 16-e. Nos. 5 and 6 stop on flag at Hillsboro to pick up or discharge revenue passengers destined to or from Dallas or beyond.
  - 16-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.
  - 16-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.
  - 16-h. Nos. 5 and 25 stop any point between Denison, Dallas and Ft. Worth to discharge revenue passengers from stations north of Denison.
  - 16-i. Nos. 3 and 23 stop any station in Texas to discharge passengers from Kansas City and beyond, including passengers holding drivers return tickets.
  - 16-j. No. 8 stop at Bells to pick up revenue passengers for Muskogee and beyond.
  - 16-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.
  - 16-l. No. 11 stop at Alvarado to receive revenue passengers for regular or flag stops of No. 11 south of Alvarado and for connections Nos. 1 and 3 at Waco.
  - 16-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.
  - 16-n. Nos. 33 and 38 stop on flag at stations between Denison and Whitesboro to pick up or discharge revenue passengers destined to or from stations on the Henrietta Division.
17. 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 _____             | _____ 00000    |
- On double track, above signals govern with the current traffic.

Engine Whistle Signal Code—Continued

- 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 \_\_\_\_\_

18. 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 merchandise _____	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 Cabooses:

	Tons
Cabooses 375 to 723 inclusive, and 100014 to 100051 inclusive _____	18
Cabooses 751 to 795 inclusive _____	21
Cabooses 796 to 870 inclusive _____	25

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

	Tons
40,000 series—hopper bottom _____	28
40,500 series—hopper bottom _____	31
41,000 series flat bottom _____	24

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

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

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



### TONNAGE RATINGS

Locomotives		64% Booster		64%		57%		47%		32%			
From	To	Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	
Ray	Ney	5	2500	62	2110	53	1890	47	1590	40	1080	27	
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	Royse City	5	2300	58	1925	48	1715	43	1485	37	1070	27	
Royse 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 columns, to give correct rating for trains of varying length.

### SPEED TABLE

Speed Per Hour	TIME OF PERFORMANCE			Speed Per Hour	TIME OF PERFORMANCE		
	¼ Mile	½ Mile	1 Mile		¼ Mile	½ Mile	1 Mile
Miles	M.S.	M.S.	M.S.	Miles	M.S.	M.S.	M.S.
10	1 30	3 0	6 00	36	0 25	0 50	1 40
11	1 21	2 43	5 27	37	0 24	0 48	1 37
12	1 15	2 30	5 00	38	0 23	0 47	1 34
13	1 09	2 18	4 37	39	0 23	0 46	1 32
14	1 04	2 08	4 17	40	0 22	0 45	1 30
15	1 00	2 00	4 00	41	0 21	0 43	1 27
16	0 56	1 52	3 45	42	0 21	0 42	1 25
17	0 52	1 46	3 31	43	0 20	0 41	1 23
18	0 50	1 40	3 20	44	0 20	0 40	1 21
19	0 47	1 34	3 09	45	0 20	0 40	1 20
20	0 45	1 30	3 00	46	0 19	0 39	1 18
21	0 42	1 25	2 51	47	0 19	0 38	1 16
22	0 40	1 21	2 43	48	0 18	0 37	1 15
23	0 39	1 18	2 36	49	0 18	0 36	1 13
24	0 37	1 15	2 30	50	0 18	0 36	1 12
25	0 36	1 12	2 24	51	0 17	0 35	1 10
26	0 34	1 09	2 18	52	0 17	0 34	1 09
27	0 33	1 06	2 18	53	0 17	0 34	1 08
28	0 32	1 04	2 08	54	0 16	0 33	1 07
29	0 31	1 02	2 04	55	0 16	0 32	1 06
30	0 30	1 00	2 00	56	0 16	0 32	1 05
31	0 29	0 58	1 56	57	0 15	0 31	1 04
32	0 28	0 56	1 52	58	0 15	0 31	1 03
33	0 27	0 54	1 49	59	0 15	0 30	1 02
34	0 26	0 53	1 45	60	0 15	0 30	1 00
35	0 25	0 51	1 42				