

EJA

MAKE EVERY TRIP A SAFETY TRIP



J. R. ELLIS

Assistant Superintendents

R. L. MARTIN

W. H. McCUNE

Road Foreman of Engines

J. A. SINGISER

Chief Dispatcher

H. C. PAGEL

Night Chief Dispatcher

C. MANSFIELD

H. A. LAMPMAN

P. M. McGEE

R. O. JOHNSON

C. W. WRIGHT

G. L. STRICKLIN

J. H. CRANE

E. ELLIOTT

Dispatchers



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

Missouri-Kansas-Texas Railroad Company of Texas

SAFETY PAYS BIG DIVIDENDS

EMPLOYEES'

TIME TABLE

No. 23

NORTH TEXAS DISTRICT

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

Sunday, May 12, 1946

Superseding Previous Time Table and Supplements

— For Employes Only —

C. W. CAMPBELL,
Superintendent

J. H. LITTLE,
General Superintendent
of Transportation

H. M. WARDEN,
Vice-President and
General Manager

EMPLOYEES 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. Sidney Baird, Urologist, 4105 Live Oak St. Raworth Williams, Urologist, Medical Arts Building Elbert Dunlap, Conslt. Surgeon-Examiner, Medical Arts Building A. L. Nygard, Consult. Oral Surgeon, Medical Arts Building J. W. Duckett, Asst. Div. Surgeon, 4105 Live Oak R. B. Giles, Consult. Specialist, Medical Arts Building F. H. Newton, Consulting Oculist
Denison	D. K. Jamison, Div. Surg. M-K-T Hospital D. W. Blassingame, Asst. Div. Surgeon, M-K-T Hospital J. E. Meador, Oral Surgeon, Security Bldg. F. F. Fowler, Division Oculist Chas. S. Truett, Asst. Div. Surgeon
Bells	C. S. Carter
Whitewright	C. P. Johnson and Ross R. May
Greenville	Joe T. Becton, Local Surgeon W. C. Morrow T. C. Strickland, Oculist
Alba	R. A. Farrington
Rockwall	J. F. Corry
Rowlett	W. A. Maupin
Royle City	T. N. Roach, Local Surgeon
Lancaster	S. N. Parks
Waxahachie	S. H. Watson M. E. Hastings T. G. Estes, Oculist

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, 601-2 Service Mutual Bldg. David F. Sallee, Oral Surgeon Wm. G. Trice, Div Surgeon J. E. Lattimore, Div. Surgeon Cleveland H. Brooks, Oculist and Aurist
Bellmeade	Lewis G. Aide
Itasca	C. C. Campbell
Grandview	A. F. Garner
Alvarado	W. J. Cummings
Burleson	C. C. Bradford, Local Surgeon
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 T. C. Terrell, Conslt. Pathologist, Medical Arts Bldg. Webb Walker, Oculist, Medical Arts Bldg. Wm. Webb, Oculist, Medical Arts Bldg. D. C. McRimmon, Oral Surgeon, Medical Arts Bldg. J. R. Cochran, Medical Arts Building Tilden L. Childs, Jr., Medical Arts Bldg. Wm. Parsons, First National Bank Bldg.
North Ft. Worth	J. W. Shoemaker, C/o Armour & Co.
Denton	W. C. Kimbrough
Whitesboro	G. W. Greer
Gainesville	Rufus Whiddon, Local Surgeon
Muenster	Thos. S. Myrick, Local Surgeon
Nocona	W. W. Davis, 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 L. B. Holland, Local 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. 23		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	FIRST CLASS				THIRD CLASS	
281	271	5	3	1	7		Effective 12:01 A. M. May 12, 1946			6	2	8	4	272	
Katy Komet	Bullet	Katy Flyer	Katy Limited	Texas Special	The Bluebonnet		STATIONS		Katy Flyer	Texas Special	The Bluebonnet	Katy Limited	Fast Freight		
Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily		
PM 6.30	AM 2.30						N	RAY	RA					AM 4.00	
		PM 7.55	AM 10.45	AM 7.30	AM 6.20	660.9	N	DENISON	WD	OWPT YS	AM 10.45	PM 6.40	PM 7.10	PM 11.35	
							N	T&NO Interlocker							
7.25	3.00	7.57	10.47	7.32	6.22	661.6		LEIGH	Auto. Block Signals	P	10.41	6.37	7.07	11.32	3.44
7.35	3.10	8.03	10.54	7.38	6.27	666.0		MCDONALD		P	10.34	6.31	7.02	11.26	3.35
7.40	3.30	8.06	10.57	7.42	6.30	668.7		PENLAND		80 P	10.30	6.27	6.58	11.23	3.30
							N	T&P Interlocker BELLS	X	53 P	10.23	6.21	6.52	11.17	3.15
8.24	4.00	8.24	11.22	8.01	6.44	681.3	D	WHITEWRIGHT	WH	63 P	10.07	6.12	6.43	11.09	3.00
								StLSW Crossing (Auto. Interlocking Signals)							
8.44	4.15	8.32	11.33	8.10	6.51	688.1	D	TRENTON	UN	38 P	9.56	6.03	6.34	11.01	2.45
8.57	4.28	8.40	11.44	8.18	6.58	694.6	D	LEONARD	AU	64 WP	9.46	5.56	6.27	10.54	2.30
							N	GC&SF Interlocker CELESTE	KF	83 YP	9.35	5.49	6.19	10.47	2.15
9.15	4.41	8.47	11.54	8.26	7.05	701.2		YANCEY		49 P	9.23	5.42	6.12	10.40	2.00
9.30	4.52	8.54	12.03	8.33	7.12	707.5		GREENVILLE		WYTPO Yard	9.15	5.35	6.05	10.33	1.45
9.42	5.11	9.03	12.14	8.42	7.19	713.0		HUNT	A	Yard S-P	9.07	5.29	5.57	10.25	1.40
9.47	5.15	9.08	12.18	8.44	7.21	714.0	N	StLSW Crossing (Auto. Interlocking Signals)							
10.17	5.32	9.17	12.29	8.55	7.29	721.6	D	CADDO MILLS	CM	67 P	8.55	5.21	5.49	10.17	1.25
10.31	5.51	9.26	12.40	9.04	7.38	730.3	D	ROYSE CITY	RY	60 P	8.38	5.11	5.40	10.08	1.04
10.37	6.00	9.30	12.45	9.08	7.42	734.1		FATE		40 P	8.33	5.07	5.35	10.04	12.46
10.45	6.10	9.35	12.53	9.13	7.47	738.7	D	ROCKWALL	RC	38 P	8.26	5.01	5.30	9.59	12.37
10.57	6.27	9.50	1.04	9.23	7.56	746.5	D	ROWLETT	VY	54 P	8.15	4.50	5.21	9.50	12.24
							N	GC&SF Crossing (Auto. Interlocking Signals)	GC	67 P	8.02	4.44	5.16	9.44	12.15
11.04	6.37	9.59	1.14	9.29	8.02	750.9		GARLAND		60 P	7.53	4.40	5.12	9.40	12.07
11.09	6.45	10.04	1.19	9.34	8.07	754.1		GALLAGHER		103 P	7.44	4.30	5.04	9.32	11.53
11.20	7.01	10.14	1.30	9.43	8.16	761.4		ATKINS							
11.23	7.04	10.16	1.32	9.45	8.18	762.5		T&NO (Cabin) Interlocker T. & N. O. JCT.	Auto. Block Signals	P	7.42	4.27	5.02	9.30	11.50
		10.20	1.35	9.47	8.20	763.3		HIGHLAND PARK		P	7.40	4.25	5.00	9.28	
11.31	7.14	10.25	1.40	9.51	8.25	766.2		DENY			7.33	4.18	4.53	9.23	11.31
							N	T&P Interlocker DALLAS	UT	WPT YOS	7.30 AM	4.15 PM	4.50 PM	9.20 PM	11.29 PM
21.2	22.3	41.1	35.4	44.0	49.1	767.2		Average speed per hour			32.7	44.0	45.5	47.2	23.6

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 Winslow on combined pages 1, 2 and 3 of the Dallas Division under provision of Rule 4. Denison and Winslow will be the initial and terminal stations for such first class schedules.

FOURTH CLASS		THIRD CLASS			Distance from St. Louis	TIME TABLE NO. 23		Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	FIRST CLASS					
95	775	281	793	Effective 12:01 A. M. May 12, 1946		STATIONS			507	1	811	3	813	5
Way	F.W.&D.C.	Katy Komet	F.W.&D.C.				F.W.&D.C. Passenger	Texas Special	F.W.&D.C. Passenger	Katy Limited	F.W.&D.C. Passenger	Katy Flyer		
Daily Except Sunday	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily		
AM 8.01	PM	PM 6.15	AM	707.2	N	DALLAS	UT	WPTYOS	AM 9.00	AM 10.05	AM 10.15	PM 2.15	PM 5.00	PM 11.00
8.10	7.35	6.23	2.30	709.3	Dbl. Track	GC&SF Interlocker—CRI&G Jct. END OF DOUBLE TRACK	CJ	P	9.03	10.09	10.19	2.19	5.03	11.05
f 8.20	7.41	6.30	2.40	772.7		PEELER		59 WP	9.07	10.17	10.27	2.24	5.07	11.11
s 8.45	7.55	6.45	3.05	781.7	N	LANCASTER	CA	104 P	9.17	10.30	10.40	s 2.35	5.17	11.23
9.00	8.13 8.33	6.54	3.20	787.0		LARSON		83 P	9.23	10.37	10.47	2.42	5.24	11.32
f 9.11	8.46	7.01	3.32	791.2		STERRETT		96 P	9.28	10.43	10.53	2.49	5.29	11.38
9.32	8.55	7.07	3.40	794.6		TATE		80 P	9.32	10.48	10.58	2.54	5.33	11.43
9.48	9.05	7.12	3.50	797.5	N	T&NO Interlocker M-K-T JUNCTION	HC		9.37	10.52	11.02	2.59	5.37	11.48
s 9.50	PM	7.13	AM	798.1		WAXAHACHIE		67 WP	AM	10.53	AM	s 3.10	PM	s 11.55
10.41		7.20		803.0		NELSON		31 P		11.00				AM 12.03
f 11.07		7.39		807.3	D	FORRESTON	SN	41 P		11.07		f 3.23		12.09
s 11.39		7.52		813.1	D	ITALY Texas Electric Crossing (Auto. Interlocking Signals)	BG	54 P		11.15		s 3.33		12.18
s 11.55		8.03		818.3	D	MILFORD	M	60 P		11.23		f 3.43		12.25
PM 12.15		8.16		825.8		FRASER		38 P		11.34		3.55		12.36
12.35		8.32		833.2	D	Texas Electric Crossing (Auto. Interlocking Signals) Texas Electric Interlocker HILLSBORO	HO	OY P		11.44		s 4.08		12.48
12.40		8.40		834.3	N	WINSLOW	HB	Yard P W		11.46		4.10		12.50
14.4	18.8	27.7	21.2						49.1	39.8	38.7	35.0	49.1	36.6
						Average speed per hour								

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NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

FIRST CLASS						Distance from St. Louis	TIME TABLE NO. 23		Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	THIRD CLASS			FOURTH CLASS	
508 F.W.&D.C. Passenger	4 Katy Limited	812 F.W.&D.C. Passenger	2 Texas Special	814 F.W.&D.C. Passenger	6 Katy Flyer		Effective 12:01 A. M. May 12, 1946			776 F.W.&D.C.	280 Katy Komet	798 F.W.&D.C.	96 Way	
Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily Except Sunday			
PM 9.00	PM 8.45	PM 4.55	PM 4.00	PM 1.05	AM 7.00	767.2	DALLAS UT		WPTYOS	AM	AM 8.00	PM	PM 1.00	UT
8.55	8.38	4.50	3.53	1.00	6.53	769.3	GC&SF Interlocker—CRI&G Jct. END OF DOUBLE TRACK		P	6.20	7.50	6.10	12.45	
8.51	8.33	4.45	3.46	12.56	6.49	772.7	PEELER		59 WP	6.10	7.40	6.00	12.37	
8.40	8.21	4.34	3.34	12.45	6.37	781.7	LANCASTER CA		104 P	5.48	7.23	5.38	12.15 PM	
8.33	8.13	4.26	3.26	12.38	6.29	787.0	LARSON		83 P	5.36	7.10	5.24	11.53	
8.28	8.06	4.20	3.20	12.33	6.23	791.2	STERRETT		96 P	5.26	7.01	4.50	11.30	
8.24	8.01	4.15	3.15	12.29	6.18	794.6	TATE		80 P	5.18	6.53	4.40	11.23	
8.20	7.56	4.10	3.11	12.25	6.13	797.5	T&NO Interlocker M-K-T JUNCTION		N HC	5.10	6.47	4.30	11.02	
PM	s 7.55	PM	3.10	PM	f 6.12	798.1	WAXAHACHIE		67 WP	AM	6.46	PM	10.53 s 9.25	
	7.45		3.04		6.02	803.0	NELSON		31 P		6.37		9.16	
	f 7.39		2.58		5.56	807.3	FORRESTON SN		41 P		6.28		9.08	
	f 7.30		2.51		5.47	813.1	ITALY Texas Electric Crossing (Auto. Interlocking Signals)		D BG		6.17		8.56	
	f 7.21		2.44		5.38	818.3	MILFORD M		60 P		6.07		8.45	
	7.11		2.33		5.26	825.8	FRASER		38 P		5.52		8.30	
	s 7.00		2.22		5.12	833.2	Texas Electric Crossing (Auto. Interlocking Signals) Texas Electric Interlocker HILLSBORO HO		D	OY P	5.38		8.05	
	6.55 PM		2.20 PM		5.10 AM	834.3	WINSLOW HB		N	Yard P W	5.35 AM		8.01 AM	
45.4	36.6	40.4	40.2	45.4	36.6		Average speed per hour			24.2	27.7	16.9	13.4	

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THIRD CLASS					Distance from St. Louis	TIME TABLE NO. 23		FIRST CLASS							
81 Katy Komet	281 Katy Komet	75 Katy Klipper	71 Bullet	77 Freight		Effective 12:01 A. M. May 12, 1946		27 The Bluebonnet	11 Texas Special	1 Texas Special	31 Texas Special	23 Katy Limited	3 Katy Limited	25 Katy Flyer	5 Katy Flyer
Daily	Daily	Daily	Daily	Daily		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
PM 3.00		PM 1.00	AM 2.30			N RAY RA									
					660.9	N DENISON WD		AM 6.20	AM 7.25		AM 7.45	AM 10.40			PM 7.55
					661.8	0.9 McCUNE		6.22	7.27		7.47	10.42			7.57
					662.5	0.7 BIGGERSTAFF		6.24	7.29		7.49	10.44			7.59
					662.8	0.3 DALLAS JCT.		6.26	7.31		7.51	10.46			8.01
					668.8	6.0 POTTSBORO JCT.									
					669.6	0.8 POTTSBORO JN		6.36	7.40		8.02	f10.56			8.10
					676.3	6.7 HANGER		6.45	7.52		8.13	11.06			8.20
					681.9	5.6 SADLER		6.53	8.02		8.21	f11.16			8.30
					685.7	3.8 WHITESBORO WO		7.00	8.15		8.30	11.25			8.40
3.45 PM		1.45 PM	3.30 AM			N DENTON CN		7.45 AM	9.02 AM	VIA JOINT	12.20 PM	TRACK			9.27 PM
4.50 PM		3.05 PM	4.41 AM		757	N FORT WORTH NY		AM 8.35	AM 9.55					PM 1.25	PM 10.30
					759	2.0 T&P Interlocker			10.10						11.00
6.30 7.15		4.45 5.15	6.30 7.30	12.30	759	N NEY KN			10.20						11.10
					700.7	1.7 T&NO Inter.			10.23						11.13
7.20		5.18	7.40	12.40	704.3	3.6 DOLARD			10.28						11.19
7.29		5.24	7.48	12.47	771.2	6.9 LYTLE			10.37						11.31
7.41		5.35	8.05	1.00	777.6	6.4 BURLESON BU			10.46						11.42
8.00		5.45	8.20	1.10	784.0	6.4 EGAN									11.52
					788.1	NO GC&SF Interlocker VD 4.1 ALVARADO VD		f10.55							11.58
8.09		5.55	8.35	1.22	793.2	5.1 ELLIS			11.00						11.58
8.15		6.02	8.50	1.30	801.3	8.1 GRANDVIEW GW			11.07						s12.09
8.24		6.11	9.05	1.45	805.8	4.5 ITASCA SK			11.18						s12.22
8.38		6.25	9.20	2.02	811.9	6.1 WINKEL			11.25						12.28
8.46		6.33	9.30	2.12	819.0	D Tex. Elec. Interlocker HO 1.1 HILLSBORO		s11.35							s12.40
8.57		6.44	10.00	2.25	827.4	N WINSLOW HB			11.40	AM 11.46			PM 4.10	12.45	AM 12.50
9.00	PM 8.40	6.55 7.00	10.05	2.30	836.4	8.5 ABBOTT			11.51	11.57			f 4.22	12.57	1.02
9.12	8.55	7.21	10.28	2.45	843.0	N WEST WS			11.59	PM 12.05			s 4.32	f 1.05	1.10
9.21	9.03	7.32	10.45	3.00	845.5	9.0 ELM MOTT			12.09	PM 12.15			f 4.43	1.17	1.22
9.33	9.17	7.46	11.05	3.17		6.6 BELLMEAD BJ			12.18	12.24			f 4.53	1.27	1.32
9.45	9.30	8.00	11.30	3.30		StL&SW Crossing Interlocker Device 2.5 T&NO-I&GN-StLSW Inter WACO WC			12.25	PM 12.30			5.00 PM	1.35 AM	1.40 AM
						184.6									
30.3	36.0	26.1	20.2	28.0		Average speed per hour		42.7	36.9	44.3	33.0	32.0	39.0	32.2	39.0

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

WESTWARD TRAINS

HENRIETTA DIVISION

EASTWARD TRAINS

THIRD CLASS		FIRST CLASS		Distance from St. Louis	TIME TABLE NO. 23		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
371 Freight	381 Katy Komet		31 Texas Special		Effective 12:01 A. M. May 12, 1946			32 Texas Special		372 Fast Freight		92 Way	
Daily Except Sunday	Daily		Daily		STATIONS			Daily	Daily			Daily Except Sunday	
AM 3.00	PM 9.15				N	RAY	RA			AM 2.35		PM 12.15	
AM 4.30	PM 11.00		AM 8.30	685.7	N	WHITESBORO	WO	POWSY Yard	PM 5.40	AM 12.30		AM 10.15	
4.45	11.25		f 8.42	693.1		7.4 WOODBINE		60 P	f 5.23	12.16		f 10.02	
4.57	11.40		8.52	699.6		6.5 COOK		48	5.14	12.04		9.30	
5.20	AM 12.01		s 9.00	701.1	N	1.5 GAINESVILLE GC&SF Interlocker	GV	49 PWY	s 5.11	AM 12.01		s 9.20	
5.25	12.15		9.04	703.2		2.1 PAGEL		100 P	4.59	11.40		9.04	
5.32	12.25		f 9.09	706.5		3.3 LINDSAY		48	f 4.54	11.30		f 8.48	
5.45	12.40		f 9.16	712.4		3.9 MYRA		32 P	f 4.45	11.16		f 8.37	
6.01	12.50		s 9.22	716.3	D	MUENSTER	MN	100 P	s 4.39	11.07		s 8.26	
6.45	1.20		s 9.38	726.3	D	10.0 ST. JO	JO	W	s 4.25	10.43		s 7.55	
6.49	1.35		9.40	727.3		1.0 CREST		100 P	4.20	10.35		7.45	
7.20	1.50		f 9.50	733.8		6.5 BONITA		50	f 4.12	10.15		f 7.20	
7.50	2.20		s 10.06	742.3	D	8.5 NOCONA	NA	100	s 4.00	9.55		s 7.01	
8.05	2.38		f 10.16	749.1		6.8 BELCHERVILLE		31 PW	f 3.47	9.40		f 6.25	
8.30	3.00		s 10.28	756.2	D	7.1 RINGGOLD	RD	100	s 3.37	9.25		s 6.01	
8.50	3.20		f 10.41	765.3		9.1 MOORE		45 P	f 3.23	9.05		f 5.20	
9.35	3.45		s 10.54	771.7	D	6.4 HENRIETTA Ft. W&DC Crossing	HE	100 W	s 3.14	8.48		s 5.01	
9.55	4.15		f 11.09	781.5		9.8 JOLLY		100 P	f 2.58	8.28		f 4.15	
10.30 AM	4.35 AM		AM 11.30	790.2	D	8.7 WV Crossing WICHITA FALLS	WF	PSWY Yard	PM 2.45	PM 8.10		AM 3.40	
				791.1		0.9 W. F. N. W. JCT.							
11.00 AM	5.00 AM			791.6	N	0.5 NORTH YARD	YD	PSWTO Yard		8.00 PM		3.30 AM	
16.3	17.6		35.1			105.9 Average speed per hour			36.1	23.5		15.6	

DENTON DIVISION

SOUTHWARD TRAINSNORTHWARD TRAINS

THIRD CLASS		Distance from St. Louis	TIME TABLE NO. 23		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	THIRD CLASS	
475 Katy Klipper			Effective 12:01 A. M. May 12, 1946			476 Rocket	
Daily		STATIONS				Daily	
PM 10.30	721.6	N	DENTON	CN	Yard WPYS	PM 8.30	
f 11.05	730.9		LAKE DALLAS		15 P	f 8.04	
f 11.30	736.8	D	LEWISVILLE	VI	25 P	f 7.46	
f 11.52	742.7		TRINITY MILLS		25	f 7.28	
f 11.59	744.6	N	St.LSF-St.LSW Interlocker CARROLLTON	HF	P	f 7.22	
f 12.10	746.9		FARMERS BRANCH		26 P	f 7.15	
f 12.25	751.0		OLDHAM		23	f 7.02	
12.50	758.0		DENY			6.40	
1.00	758.6	N	DALLAS	DY		6.35	
14.8			Average speed per hour			19.3	

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 TRAINSNORTHWARD TRAINS

FOURTH CLASS		Distance from St. Louis	TIME TABLE NO. 23		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	FOURTH CLASS	
55 Way			Effective 12:01 A. M. May 12, 1946			56 Way	
Daily Ex. Sunday		STATIONS				Daily Ex. Sunday	
AM 6.00		N	RAY	RA	WPTYOS Yard	PM 2.00	
6.25	662.5		BIGGERSTAFF		9	1.40	
6.40	666.1		ELLSWORTH		20	1.25	
7.05	671.6	D	T&P Crossing SHERMAN	SN	WST YARD	1.00	
8.4			Average speed per hour			9.1	

No. 55 IS SUPERIOR TO No. 56

MINEOLA DIVISION

7

SOUTHWARD TRAINSNORTHWARD TRAINS

FOURTH CLASS		Distance from St. Louis	TIME TABLE NO. 23		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	FOURTH CLASS	
53 Mixed			Effective 12:01 A. M. May 12, 1946			54 Mixed	
Mondays Wednesdays Fridays		STATIONS				Tuesdays Thursdays Saturdays	
AM 6.30	713.0		GREENVILLE		WOPTY Yard	PM 1.35	
6.45	714.0	N	HUNT	GE	Yard SP	1.30	
f 7.10	720.2		T. & N. O. Crossing		8	f 12.45	
s 7.50	727.5	D	LONE OAK	NK	33	s 12.10	
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	AB	30	s 10.00	
f 10.35	751.0		TSL Crossing			f 9.50	
s 11.05	756.5		HOYT		38	s 9.20	
f 11.35	761.5		GOLDEN			f 8.45	
11.50	763.5	D	T&P (Cabin) Interlocker MINEOLA	US	WOY Yard	8.30	
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 Atkins 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 Denison and Whitesboro; Ney interlocker and Ellis; Hillsboro and Bellmead; and Atkins and Dallas, 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, Winslow, Waco and Wichita Falls.
 - 2-a. All freight trains (third, fourth class and extra), report for orders before leaving Ray, Whitesboro, Winslow, 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 Office and Winslow 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 Winslow on combined pages 1, 2 and 3 of the Dallas Division under provision of Rule 4. Denison and Winslow 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 McCune 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. "When northbound automatic block signal at T&P-MKT Junction Whitesboro displays indication for movement of northward inferior train from T&P main track, northward inferior joint track train may proceed from T&P-MKT Junction to station at Whitesboro against overdue superior trains."
- 3-c. Second 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. Northward trains Ft. Worth Division will receive hand or lamp signal before passing fouling point at end of double track Denison 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 Atkins	60	40	40
Between Atkins and Dallas	40	30	30
Between Dallas and Hillsboro	50	45	40
Ft. Worth—			
Between Dallas Jct. and Sadler	50	35	30
Between Sadler and Whitesboro	60	45	40
Between Ft. Worth and M. P. 790	60	45	40
Between Mile Post 790 and Winslow	50	35	30
Between Winslow and Bellmead	70	45	40
Henrietta—			
Between Whitesboro and Gainesville	50		40
Between Gainesville and Wichita Falls	50		35
Denton Div. { M.P. K 722 to K 736	35		30
{ M.P. K 736 to K 758	35		25
Sherman Branch	20		15
Mineola	20		12
District—			
Trains handling loaded oil tanks			35
Light engines, engines and cabooses			35

EXCEPTIONS

Trains Nos. 507, 508, 513, 514 when diesel operated 55

SPEED RESTRICTIONS:

- 4-a. DALLAS DIVISION:
 - 20 miles per hour on Warner and Leigh cut-off.
 - 35 miles per hour for passenger and 20 for freight trains over T-P crossing Bells.
 - Between Greenville and Hunt yard limits all trains and engines will run at yard speed. This does not relieve crews on trains carrying passengers from protecting in accordance with Rule 93(b). Any train or engine standing of moving under obscure conditions must also be protected in accordance with Rule 93(b).

SPEED RESTRICTIONS—(Continued)

DALLAS DIVISION—(Continued)

20 miles per hour between home signals of automatic interlocking plant at Hunt.
 30 miles per hour between home signals of automatic interlocking plant at Garland and Whitewright.
 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.
BETWEEN T & NO CROSSING, SOUTH OF NEY, AND NORTH END OF DOUBLE TRACK, FORT WORTH, All trains and engines will run at YARD SPEED. This does not relieve crews on trains carrying passengers from protecting in accordance with Rule 93 (b). Any train or engine standing or moving under obscure conditions must also be protected in accordance with Rule 93 (b).
 Northward trains trail through spring switch north end double track Fort Worth and not exceed 15 miles per hour, and southwards 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 twenty 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. Freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.

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

4-j. When taking siding to meet opposing train stop must be made not less than 200 feet from fouling point. When standing on main track for train to enter siding stop 200 feet from clearance point.

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
Dallas Division		Ft. Worth Division	
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	Henrietta Division	
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 Crossings.	
Hillsboro	18	Sherman Branch	
Mineola Division		Carrollton	20
Mineola	10	Sherman	8

5. Trains cannot meet or pass at Leigh.

5-a. McDonald 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) None	0
Lybrand	(MP-D727.2) North end	15
Thomas	(MP-D731.6) South end	15
Continental	(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
Singiser	(MP- 806.4) South end	10
Chatt	(MP- 817.3) North end	10
Greer	(MP- 838.8) South end	25
Gilbough	(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
Millay	(MP-K738.0) South end	18

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	Winslow	Gainesville
Ray	Bellmead	Wichita Falls
Greenville	Waco	Sherman
Hunt	Ney	Mineola
Dallas	Ft. Worth	
Waxahachie	Denton (Denton Division)	
Hillsboro	Whitesboro	

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:

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

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

10-b. Watch Inspectors:
American Railroad Time Service Company, 720 Olive St. St. Louis.

Name	Address	Name	Address
Balfour Jewelry Co.,	1707 Main St., Dallas, Texas	G. W. Haltom	_____ Wichita Falls, Texas
Dallas Watch Co.,	1110 Main St., Dallas, Texas	W. B. Kinne	Gainesville, Texas
J. B. Rockwell	Denison, Texas	G. W. Haltom	Ft. Worth, Texas
T. B. Bond	Hillsboro, Texas	Taylor Bros.	Greenville, Texas
T. A. Armstrong	Waco, Texas	Flynts	Mineola, Texas

11. Automatic Block Signals in service as follows:

Denison-Ray Terminal—

Between Staley and Denison Passenger Station
" Staley and Ray via Warner Cut-off
" Pottsboro Jct. and Mirick Ave., Denison
" Ray and Dallas Jct., via Warner Cut-off
" Ray and Pottsboro via Ray-Pottsboro Cut-off
" Leigh and McDonald

Ft. Worth Division—

Between M.P. 661.9 and Whitesboro
" M.P. 759.5 and M.P. 790.8
" M.P. 810 and Waco

Dallas Division—

Between Leigh and McDonald
" 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 Winslow

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 Staley 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
Winslow—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 Gilbough 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. Spring switch located at Gilbough, South Switch Alvarado, north end double-track Ft. Worth, end double track Dallas Junction.

11-j. Double track extends between Mile 843.0 Bellmead and Mile 844.6. Single track extends over Brazos River Bridge between Mile 844.6 and 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. Between Mile Post 843.0, Bellmead and Mile Post 846.0, Waco, all trains and engines will run at yard speed, except that where automatic block signals are in service automatic block signal rules will govern. This does not relieve crews on trains carrying passengers from protecting in accordance with Rule 93(b). Any train or engine standing or moving under obscure conditions must also be protected in accordance with Rule 93(b).

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 interlocking 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 Gilbough and be governed by automatic block signals from North end of double track (Mile 843.0) to Gilbough.

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.

18. 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 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 W F N W 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. Flag stops not shown on schedule page:

Train	Station	Train	Station
53, 54	Ginger	53, 54	Clearing
3, 4	Red Oak		

- 16-a. Nos. 5 and 25 stop any station to discharge revenue passengers from Kansas City; also from stations St. Louis to South Mound, inclusive.
- 16-b. Nos. 6 and 26 stop any station to receive revenue passengers for Kansas City; also for stations South Mound to St. Louis, inclusive.
- 16-c. Nos. 5 and 6 stop on flag at Hillsboro to pick up or discharge revenue passengers destined to or from Dallas or beyond.
- 16-d. 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-e. Nos. 5 and 25 stop any point between Denison, Dallas and Ft. Worth to discharge revenue passengers from stations north of Denison; also No. 5 stop at any station between Denison and Dallas to discharge revenue passengers originating on Northwestern District and Henrietta division.
- 16-f. Nos. 3 and 23 stop any station in Texas to discharge passengers from Kansas City and beyond, including passengers holding drovers return tickets.
- 16-g. No. 8 stop at Bells to pick up revenue passengers for Muskogee and beyond.
- 16-h. 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-i. No. 25 stop at Pottsboro, Hanger and Sadler to discharge revenue passengers, and to receive revenue passengers for regular or flag stops of No. 25 south of Denison.
- 16-j. Nos. 31 and 32 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 —
Enginemmen notifying Towerman cannot accept signal - - - - -	oooo
On double track, above signals govern with the current traffic.	
On Double Track:	
Main to Main against current of traffic - -	o — o
Main to Main through crossover - - - - -	o — oo
Engine whistle signal code for Leigh Interlocking Plant just south of Denison Passenger Station.	

Engine Whistle Signal Code—Continued

MKT Northbound:

Main Track - - - - -	—
Cut off - - - - -	— o

MKT Southbound:

Main Track - - - - -	—
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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 —

SPEED TABLE

Speed Per Hour	Time of Performance	Speed Per Hour	Time of Performance
	1 Mile		1 Mile
Miles	M.S.	Miles	M.S.
10	6 00	41	1 28
11	5 27	42	1 26
12	5 00	43	1 24
13	4 37	44	1 22
14	4 17	45	1 20
15	4 00	46	1 18
16	3 45	47	1 17
17	3 31	48	1 15
18	3 20	49	1 13
19	3 09	50	1 12
20	3 00	51	1 11
21	2 51	52	1 09
22	2 43	53	1 08
23	2 36	54	1 07
24	2 30	55	1 06
25	2 24	56	1 05
26	2 18	57	1 03
27	2 13	58	1 02
28	2 08	59	1 01
29	2 04	60	1 00
30	2 00	61	59
31	1 56	62	58
32	1 52	63	57
33	1 49	64	56
34	1 46	65	55
35	1 43	66	54
36	1 40	67	54
37	1 37	68	53
38	1 35	69	52
39	1 32	70	51
40	1 30		

18 TONNAGE RATING INSTRUCTIONS

When actual weight of load is not obtainable, use following tonnage figures.

(a)	Weight of car and Contents Tons	Weight of Freight Tons
Carload perishable under ice	45	16
Carload perishable not under ice	42	16
Refgrs. loaded with LCL mdse	35	8
Other cars with LCL mdse.	30	8
Live Stock	37	15
Live Poultry	36	10

When actual weights obtained on perishable loads in refrigerator, add three tons for ice when moving under refrigeration.

(b) Use following tonnage for tare weights on system cars:

1. Caboose	Tons
341 to 350 incl.	27
361 to 370, 796 to 820 incl.	25
375 and 524 to 591 incl.	18
411 to 523, 700 to 795, 871 to 907 incl.	21
821 to 870 incl.	22
2. Auto Cars	Tons
60001 to 60100 incl.	26
61001 to 62100 incl.	30
63000 to 63025 incl.	31

3. Box Cars	Tons
74000 and 170000 series	19
76001 to 78000 incl.	22
80001 to 80494 incl.	25
79001 to 79157, 95000 to 96499 incl.	23
4. Coal and Hopper Cars	Tons
23000 to 25380 incl.	17
32000 to 33499 incl.	20
41000 to 41500 incl.	24
43001 to 43500 incl.	21
40001 to 40050 incl.	26
40500 to 40700 incl.	30
5. Flat Cars	Tons
13000 to 13139, 113000 to 113120 incl.	21
13201 to 13500 incl.	19
6. Stock Cars	Tons
47000 to 47500 incl.	22
7. Tank Cars	Tons
116000 to 117019 incl.	22
8. For loaded and empty stock cars, add two tons for bedding.	

9. When stencilled tare weights on foreign cars are not obtained, use figures below:

Kind	Non-Devised Auto	Devised Auto	Box	Flat	Refrigerator	Stock	Tank	Coal	Hopper
Tons	25	26	22	21	26	Bedded 22 Clean 20	22	24	28

10. When actual tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly, for information of Assistant Auditor.

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		
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	McDonald	10	3780	95	3150	97	2800	70	2300	58	1560	39	
McDonald	Ray	5	1950	49	1680	42	1300	35	1165	29	860	22	
Dallas	Winslow	5	2575	64	2200	55	1950	49	1610	40	1100	28	
Winslow	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									1030	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.