

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY OF TEXAS

SAFETY

NORTH TEXAS DISTRICT

FIRST

EMPLOYEES' TIME TABLE No. 7

Effective Sunday February, 20, 1927

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

Superseding Previous Time Tables and Supplements

For Employees Only

E. E. HANNA
Superintendent

O. W. CAMPBELL,
Superintendent Transportation

F. W. GRACE,
General Superintendent

H. E. McGEE,
Vice-President and
General Manager

NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

SECOND CLASS

FIRST CLASS

THIRD CLASS

FOURTH CLASS

SECOND CLASS			FIRST CLASS				Time Table No. 7 Effective 12:01 A. M. February 20, 1927	STATIONS	Station Number	THIRD CLASS		FOURTH CLASS		
50	46	104	4	2	8	6				76	78	96	92	94
11 O'clock Katy	Wichita Falls Passenger	H. & T. C. Passenger	Limited	Texas Special	11 O'clock Katy	Flyer				K. F. F.	K. F. F.	Way	Way	Way
Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Tues., Thurs., Saturdays	Tues., Thurs., Saturdays	Mon., Wed., Fridays
			AM	PM		AM	Arrive N	RAY	Arrive RA	AM				
			A 1.45	A 7.45		A 11.35	N H&TC	DENISON	WD Interlocker	661				
			1.40	7.42		11.33		LAMAR	Block Signal	D 1	4.00	1.20		
			1.32	7.34		11.24		BONA	Block Signal	D 5	3.20	1.00		
			1.28	7.30		11.20	N T&P	TERRAOE	Interlocker X	D 7	3.10	12.50		
			1.19	7.21		11.10		BELLS	Interlocker X	D 13	2.54	12.30 PM		
			1.10	7.12		11.00	N StLSW	WHITEWRIGHT	Interlocker WH	D 20	2.36	11.44		
			1.01	7.03		10.43	D	TRENTON	Interlocker UN	D 27	2.18	11.09		
			12.53	6.55		10.33	D	LEONARD	NR	D 34	2.00	9.51		
			12.45	6.47		10.22	N GC&SF	CELESTE	Interlocker RD	D 40	1.40	8.45		
			12.36	6.38		10.11		KELLOGG	Interlocker RD	D 47	1.20	7.45		
			12.28	6.30		10.03	N	GREENVILLE	FS	D 52	1.03	7.20		
			12.19	6.25		9.49	N StLSW	HUNT	Interlocker GE	D 53	12.50	7.15		
			12.16	6.22		9.46		ACHESON		D 55	12.45	2.00		
			12.09 AM	6.15		9.38	D	CADDO MILLS	CM	D 61	12.30 AM	1.40		
			11.59	6.04		9.26	D	ROYSE CITY	RY	D 69	11.59	12.16 PM		
			11.54	5.59		9.18		FATE		D 73	11.36	11.35		
			11.48	5.53		9.11	D	ROCKWALL	OK	D 78	11.25	11.15		
			11.37	5.42		8.58	D	ROWLETT	VY	D 85	11.05	10.40		
			11.31	5.36		8.51	N GC&SF	GARLAND	Interlocker BE	D 90	10.50	10.15		
			11.26	5.31		8.46		BETHARD		D 93	10.40	9.50		
			AM 11.16	5.21		8.36	D H&TC	URBAN	Interlocker HY	D 101	10.21	9.25		
			A 8.30	5.19		8.34		H. & T. C. JCT.			10.17	9.20		
			11.12	5.17		8.32		HIGHLAND PARK	Block Signal					
			A 11.04	5.08		8.23		DENY	Block Signal		10.03	AM		
			11.03	5.07		AM 8.22	N T & P	DALLAS YARD	Interlocker DY		10.00	A 5.35		
			L 11.01	5.05		8.20	N GC&SF	DALLAS UNION STATION	Interlocker UT	D 106	PM	AM		
			10.26	4.48		7.47		END OF DOUBLE TRACK			5.20	12.30		
			10.21	4.43		7.42	H&TC	HONEY SPRINGS	Crossing CA	D 112	5.05	12.10 PM		
			10.09	4.31		7.30	D	LANCASTER		D 121	4.40	11.30		
			10.00	4.24		7.21		ELVA		D 126	4.20	11.05		
			9.58	4.22		7.19		RED OAK		D 127	4.15	11.00		
			9.53	4.18		7.14		STERRETT		D 130	4.00	10.45		
			9.48	4.13		7.09	N H&TC	SOLOM	Interlocker HO	D 134	3.45	10.30		
			9.42	4.08		7.04		WAXAHOHIE		D 137	3.30	9.25		
			9.34	4.00		6.56		KIPLING		D 142	3.05	8.37		
			9.28	3.54		6.50	D	FORRESTON	SN	D 146	2.45	8.25		
			9.19	3.46		6.41	D	ITALY	BG	D 152	2.20	8.05		
			9.12	3.39		6.34	D	MILFORD	M	D 157	2.00	7.45		
			9.01	3.28		6.22	N St.LSW.T&BV	LAKENON	Interlocker HO	D 165	1.25	7.25		
			8.49	3.16		6.10		HILLSBORO	Block Signal	812	12.55	7.05		
			8.45	3.14		6.05	N	HILO	HB	813	12.40	7.00		
			AM 20.0	20.0		18.8	Leave	173.4	Leave		76	78		
			4	2		8	Average speed per hour				96	92		
			84.6	88.4		85.8					11.7	8.5		
			6	6		26.6					94	9.9		

NOTE
On Dallas Division No. 103 and No. 104 more than one hour behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train orders. (See rules 82 and 220.)

No. 2 is superior to all trains.

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

No. 8 is superior to No. 6 between Hilo and Dallas.

SOUTHWARD TRAINS

FORT WORTH DIVISION

SOUTHWARD TRAINS

FOURTH CLASS			THIRD CLASS						Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	Distance from St. Louis	Time Table No. 7 Effective 12:01 A. M. February 20, 1927		FIRST CLASS									
99 Way	91 Way	83 Way	77 Mdse.	271 Mdse.	71 Mdse.	75 K. F. F.	273 K. F. F.	73 K. F. F.			23 Limited	3 Limited	11 Texas Special	1 Texas Special	5 Flyer	25 Flyer	17 11 O'clock Katy	7 11 O'clock Katy				
Daily Except Sunday	Mondays Wednesdays Fridays	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily														
		AM 8.40		PM 9.45	PM 9.00	PM 6.50	PM 5.00	PM 1.00	OWPCT YS													
									OWPCT YS	660.9												
										661.8												
										662.5												
									Yard WPYS	662.8												
										668.8												
		s 9.09		10.05 ²⁷²	9.20	7.25 ¹²	5.20 ²⁵	1.20	105 P	669.6												
		f 9.30		10.25	9.45 ²⁷²	7.45	5.37	1.45	50 P	674.7												
		9.35		10.32	9.50	7.51	5.42	1.52 ⁷⁰	102 P	676.6												
		f 9.50		11.05 ⁷²	10.05	8.10	5.55	2.05	38 P	681.9												
		A 10.00 AM		A 11.20 PM	10.20 PM	8.25 PM	A 6.10 PM	2.20 PM	Yard WYSOP	685.7												
			VIA		1.20AM	11.10PM	JOINT		4.30PM	TRACK				VIA		12.20PM	JOINT		7.20PM	TRACK		
					4.30AM	5.15AM ⁷⁰	A 3.00 ⁷⁴ AM	8.00PM	Yard OWTS	757												
		L 7.40AM ¹⁸			5.24			9.42	80 P	760.7												
		f 7.53			5.36			10.02 ²⁴	104 P	764.6												
		f 8.05			5.55			10.23 ⁷⁴	55 P	771.2												
		f 8.20																				
		f 8.40			6.26 ²⁶			10.45	53 P	777.6												
		s 9.10			6.58 ¹⁸			11.05	81 P	784.0												
		f 9.25			7.20			11.25	48 P	788.1												
		s 9.55 ²³			7.40			12.03AM ¹⁷	86 PW	793.2												
		s 10.53			8.05 ⁹⁰			12.31	106 PY	801.3												
		11.25			8.16			12.45	45 P	805.8												
		f 11.30								806.4												
		L 12.20 PM			8.30			12.59	PYO	811.9												
		s 12.30	A 11.55		L 12.47 ⁷⁰ AM			1.05 ⁷⁰	Yard PW	813.0												
		12.40	AM		12.55			1.15	61 P	815.3												
		f 1.10			1.20			1.40	86 P	821.5												
		s 1.48			1.40			2.01	123 P	827.4												
		f 2.15			2.05			2.25	78 WP	833.6												
		f 2.41 ²			2.15			2.35	111 P	836.4												
		2.55			2.30			2.45	68 P	840.0												
		A 3.05			A 2.45			A 3.00	Yard CPSTWO	843.0												
		PM			AM			AM		845.5												
99	91	83	77	271	71	75	273	73														
11.3	12.7	16.0	15.0	13.5	13.2	11.6	18.3	12.7														

No. 2 is superior to all Trains. No. 1 is superior to all trains except No. 2. No. 11 is superior to No. 26. No. 18 is superior to No. 26 between Hilo and Ft. Worth.

WESTWARD TRAINS

HENRIETTA DIVISION

EASTWARD TRAINS

FOURTH CLASS			THIRD CLASS		FIRST CLASS			Distance from St. Louis	Time Table No. 7 Effective 12:01 A. M. February 20, 1927	Station Number	Yards Coal, Oil Water, Telephone, Turn Table, Track Scales, Wye, Car Capacity	FIRST CLASS			THIRD CLASS		FOURTH CLASS	
83 Way	81 Way	271 Mdse.	273 K. F. F.	35 Flyer	31 Texas Special	37 11 O'clock Katy	36 Flyer					32 Texas Special	38 11 O'clock Katy	272 Stock	274 Oil	84 Way	82 Way	
Daily Except Sunday	Monday, Wednesday, Friday	Daily	Daily	Daily	Daily	Daily	Leave N	STATIONS	Arrive WO	Station Number	Yards Coal, Oil Water, Telephone, Turn Table, Track Scales, Wye, Car Capacity	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Tuesday, Thursday, Saturday
AM 11.45 ³¹		PM 11.45	PM 6.45 ³²	PM 5.55	AM 11.25 ⁸³	AM 2.35	685.7	WHITESBORO		686	POWSY Yard	AM 10.30	PM 6.45 ²⁷³	AM 3.26	PM 8.30	AM 4.05	PM 2.35	
f 12.06 PM		12.20 AM	f 7.05	f 6.09	f 11.40	f 2.48	693.1	WOODBINE		G 7	60 P	f 10.15	f 6.34	f 3.13	f 8.15	f 3.45	f 2.15	
12.30		12.40	7.25	6.22 ³²	11.52	2.58	699.6	COOK			48	10.03	6.22 ³⁵	3.02	7.55	3.27	1.45	
A 12.45 PM	L 7.30 AM	1.00	7.30	s 6.30	s 12.01 PM	s 3.00 ³⁸	701.1	GAINESVILLE		G 15	49 PWYO	s 10.01	s 6.20	s 3.00 ³⁷	7.50	3.23	L 1.40 PM	A 2.10 PM
	7.40	1.10	7.40 ²⁷²	6.36	12.07	3.14 ²⁷⁴	703.2	ZENA			100 P	9.53	6.12	2.49 ²⁷⁴	7.40 ²⁷³	2.14 ³⁷ 2.49 ³⁸		1.55
f 7.55	1.25	8.00	f 6.43	12.13	3.22	706.5	LINDSAY		D	G 21	48 P	f 9.48	6.06	2.43	7.20	2.10	f 1.45	
f 8.20	1.45 ²⁷⁴	8.20	f 6.53 ²⁷²	12.22	3.31	712.4	MYRA		D	G 27	32 P	f 9.38	5.56	2.31	6.53 ³⁵	1.45 ²⁷¹	f 1.20	
s 8.45	2.21 ³⁸	8.40	s 7.02	f 12.30	f 3.40	716.3	MUNSTER		D	G 31	100 P	s 9.29	f 5.49	f 2.21 ²⁷¹	6.20	1.33	s 1.00	
f 9.18 ³⁶	2.35	9.17	f 7.13	12.41 ⁸²	3.53	722.5	COPPERS		D	G 37	43 P	f 9.18 ⁸¹	5.38	2.05	5.55	1.15	f 12.41 ³¹	
s 9.45	2.55	9.52	s 7.22	s 12.50	s 4.05	726.3	ST. JO		N	G 41	38 PW	s 9.12	s 5.32	s 1.57	5.45	1.00	s 12.05 PM	
9.50	2.57	9.58	7.24	12.52	4.07	727.3	CREST		N		100 P	9.07	5.27 ²⁷²	1.52	5.27 ³²	12.55	11.30	
f 10.15	3.20	10.30	f 7.34	1.02	f 4.20	733.8	BONITA		D	G 48	50 P	f 8.56	5.16	f 1.39	4.25	12.30	f 11.10	
s 11.10	3.45	11.10	s 7.52	s 1.20	s 4.40	742.3	NOCONA		N	G 57	100 P	s 8.40	s 5.01	s 1.20	4.00	12.01 AM	s 10.30	
f 11.40	4.02	11.35 ²⁷⁴	f 8.04	1.31	f 4.53	749.1	BELCHERVILLE		D	G 63	31 PW	f 8.25	4.46	f 1.00	3.30	11.35 ²⁷³	f 9.45	
s 12.30 PM	4.23	11.55	s 8.19	s 1.45	s 5.07	756.2	RINGGOLD		D	G 71	100 P	s 8.13	s 4.34	s 12.44	3.00	11.00	s 9.25	
f 1.05	4.47	12.22 ^{38 AM}	f 8.35	2.00	5.25	765.3	WALTON		D	G 80	45 P	f 7.56	4.18	12.22 ²⁷³	2.32	10.34	f 8.50	
s 2.12 ³¹	5.05	1.05	s 8.48	s 2.12 ⁸¹	s 5.40	771.7	HENRIETTA		N	G 86	100 PW	s 7.45	s 4.08	s 12.07 AM	2.12 ⁸¹	10.15	s 8.30	
f 2.48	5.28	1.40	f 9.05	2.27	5.57	781.5	JOLLY		N	G 96	100 P	f 7.26	3.51	11.42	1.00	9.50	f 7.45	
	3.15	5.55	2.15	9.25 ²⁷⁴	2.45	6.15	790.2	WICHITA FALLS		G 105	PSWY Yard	7.10 AM	3.35 PM	11.20 PM	12.30 PM	9.25 ³⁵ PM		7.20 AM
							791.1	DENVER JUNCT.										
	A 3.25 PM	A 6.10 AM	A 2.30 AM				791.6	NORTH YARD		N	PSWTO Yard				L 12.15 PM	L 9.05 PM		L 7.00 AM
83 15.4	81 11.4	271 16.5	273 13.7	35 29.9	31 31.3	37 28.5		105.9				36 31.3	32 33.0	38 25.5	272 12.8	274 14.0	84 16.8	82 12.6
								Average speed per hour										

No. 32 into Whitesboro operates as No. 347 on T. & P. and this train departs from Whitesboro passenger station on Henrietta Division at 6:50 p. m.
No. 38 into Whitesboro operates as No. 349 on T. & P. and this train departs from Whitesboro passenger station on Henrietta Division at 3:40 a. m.

SOUTHWARD TRAINS SHERMAN BRANCH NORTHWARD TRAINS

THIRD CLASS			Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	Distance from St. Louis	Time Table No. 7 Effective 12:01 A. M. February 20, 1927		Station Number	THIRD CLASS	
55 Mixed		56 Mixed							
Daily Ex. Sunday		Daily Ex. Sunday		STATIONS					
AM L 6.00	WCPTYO R. Yard S	660.9	Leave N	DENISON	Arrive DN	661	PM A 2.00		
6.25	9	662.5	L	2.7 SUN	A		1.40		
6.40	20	666.1	T & P	ELLSWORTH	Crossing SN	P5	1.25		
7.05 AM	RWST Yard	671.6	D Arrive	5.5 SHERMAN	Leave	P11	1.00 PM		
55		56		10.7					
9.9		10.7		Average speed per hour					

No. 55 is superior to No. 56.

Following Rules and Instructions govern operation of cabin type interlocker at T. & P. crossing Mineola:

When crossing is not in use all levers in interlocking machine are to be set in their normal position. In this position, derails and signals are lined up for T&P trains to go through.

To let MKT trains across when indicators are clear (arms vertical) and no train approaching or in sight on T&P, proceed as follows:

FIRST: Close tower door tight and push door lock down as far as it will go.

SECOND: Reverse levers 1 and 2. This sets T&P signals to stop position and locks tower door so it cannot be opened until T&P signals are cleared.

THIRD: Turn time release clockwise as far as it will go and let it run back—this takes about three minutes.

FOURTH: Reverse levers 3, 4, 5, 6, 7, 8, this lines up plant for MKT trains to pass over.

To leave tower make sure no part of train is standing between home signals, then proceed as follows:

FIRST: If MKT indicator is clear, set levers 8 and 7 to normal position.

SECOND: Set levers 6, 5, 4, 3, 2, 1, normal. This lines up plant for T&P and releasing door lock.

THIRD: Raise door lock and open door.

NOTE:—If lock should fail to release when time release runs down, turn emergency release clockwise as far as it will go and let it run back (about 4 minutes)—this will release lever lock.

When tower is not being used, it must be kept locked. When operating levers, latches must always be pushed forward as far as they will go.

From above it will be noted that interlocker normally is lined up for T&P. M-K-T trains approaching interlocker must stop in the clear at Home signal, and trainmen will then proceed to tower and operate machine as explained above. When lined up for M-K-T, train will proceed through plant, and rear of train must clear opposite home signal to permit lining plant back to normal for T&P.

Distant signals on M-K-T are inoperative, standing in normal position, and trains must be governed by Rule 306-A.

SOUTHWARD TRAINS MINEOLA DIVISION NORTHWARD TRAINS

THIRD CLASS			Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	Distance from St. Louis	Time Table No. 7 Effective 12:01 A. M. February 20, 1927		Station Number	THIRD CLASS	
85 Mixed		86 Mixed							
Daily Ex. Sunday		Daily Ex. Sunday		STATIONS					
AM 9.00	WOPTY Yard	714.0	Leave N	GREENVILLE	Arrive FS	D52	PM 3.00		
9.15	Yard SP	718.0	N	HUNT	GE Crossing	D53	2.45		
f 9.45	37	720.2	N Tex. Mid.	7.3 DIXON		H7	f 2.00		
s 10.30	43	727.5	D	8.0 LONE OAK	NK	H14	s 1.15		
s 11.10	41	733.5	D	7.8 POINT	NO	H21	s 12.40 PM		
s 11.55 ⁸⁶	29 W	740.9	D	7.4 EMORY	MY	H28	s 11.55 ⁸⁵		
s 1.30 PM	60 Y	750.4	D T. S. L.	9.5 ALBA	AB Crossing	H37	s 10.40		
f 1.35		751.0		0.6 HOYT		H38	f 9.50		
s 2.05	38	756.5		5.0 GOLDEN		H44	s 9.20		
f 2.35	47	761.5		5.0 STORAGE		H48	f 8.45		
3.15 PM	YO Yard	763.5	N	2.0 T. & P. (Cabin) Interlocker MINEOLA	US Leave	H50	8.30 AM		
85		86		50.5					
8.1		7.8		Average speed per hour					

SPEED TABLE			
Speed Per Hour	Time		Speed Per Hour
	1 Mile		
Miles	M	S	M. S.
10	6	0	36
11	5	27	37
12	5	0	38
13	4	37	39
14	4	17	40
15	4	0	41
16	3	45	42
17	3	31	43
18	3	20	44
19	3	9	45
20	3	0	46
21	2	51	47
22	2	43	48
23	2	36	49
24	2	30	50
25	2	24	51
26	2	18	52
27	2	13	53
28	2	8	54
29	2	4	55
30	2	0	56
31	1	56	57
32	1	52	58
33	1	49	59
34	1	45	60
35	1	42	

Trains Nos. 85 and 86 will handle Passengers, Baggage, Mail and Express.

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.
No. 11 is superior to No. 26.
Other first and second class trains will clear time of Nos. 1 and 2 at least five minutes.
No. 8 is superior to No. 6 between Hilo and Dallas.
No. 18 is superior to No. 26 between Hilo and Ft. Worth.

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.

1(D). On Dallas Division No. 103 and No. 104, more than one hour behind either their schedule arriving or leaving, time lost both right and schedule and can thereafter proceed only as authorized by train order. (See Rules 82 and 220.)

2. All passenger trains (first and second class and passenger extras) report for orders before leaving Denison, Dallas Union Terminal, Whitesboro, Fort Worth, Hilo, Waco and Wichita Falls. On Mineola Division, Greenville and Mineola.

2(A). All trains register H. & T. C. interlocker key by form 68 except when displaying signals for following section, stop and register or get telegraphers written acknowledgment for signals displayed.

2(B). All freight trains (third, fourth class and extras, except passenger extras) report for orders before leaving Whitesboro, Hunt or at L.R.N. Dispatchers Office Greenville, Mineola, Hilo, Bellmead, North Yard—Wichita Falls, Dallas Yard, Dallas General Office when no telegrapher on duty Dallas Yard and for trains Dallas Division from Ray report at Ray.

2(C). Branch trains report for orders before leaving Denison and Sherman.

2(D). First and second class trains and passenger extras register at Hunt, Dallas Yard, Hilo by form 68, except when displaying signals for following sections, stop and register or get telegraphers written acknowledgment for signals displayed.

2(E). Conductors on Southward third, fourth class and extra trains starting from Ney, will after receiving Bills at yard office and train is ready to move, give proceed signal to engineer, who after air test has been made, and he is ready to proceed, will sound four short blasts of locomotive whistle. After sounding whistle signal, train will await wig-wag of train order signal Ney tower; and proceed on receipt of such signal; and orders will be handed up to crew as train passes tower. If train cannot depart promptly on receipt of wig-wag signal, engineer will again sound four short blasts of locomotive whistle when ready to depart, and await second wig-wag signal of train order signal Ney tower.

2(F). The use of Form 31 train order discontinued on Ft. Worth, Dallas, Henrietta and Mineola Divisions.

3. Trains and engines and yard engines run at restricted speed between Ray and Dallas Jct.—Denison and Lamar and approach cross overs Dallas Jct., Sun and Daly expecting to find cross over or main track occupied.

3(A). Trains and engines will run at restricted speed between Dallas Union Station and Deny expecting to find trains and engines occupying main track.

3(B). Trains and engines and yard engines may cross over at Deny leading from Dallas yard to Denton Division against overdupe superior trains provided automatic signals show clear, otherwise under flag protection.

3(C). Trains and engines approach and pass through Pottsboro at restricted speed.

3(D). Trains approach Whitesboro at restricted speed expecting to find Ft. Worth and Henrietta Division main track occupied.

3(E). Trains and engines run at restricted speed between H&TC crossing south of Ney and North end double track Ft. Worth.

3(F). Trains and engines must run at restricted speed through Greenville and Hunt yards expecting to find main track occupied. This applies to track east of coal chute, Mineola Division M.-K.-T. and L. R. & N. Ry. main tracks and other tracks within yard limit, as well as Dallas Division M.-K.-T. main track. The moving train or engine will be held responsible. Trains or engines standing or moving under obscure conditions unprotected by flagman, ample distance for safety, when superior trains overdue, will be held equally responsible.

L. R. & N. Ry. passenger trains in both directions between Hunt and Greenville use track east of coal chute. This track will also be used for passing track for Dallas Division M.-K.-T. trains clearing L. R. & N. Ry. passenger trains.

3(G). Trains and engines in both directions between Hunt and Greenville will use track west of coal chute as main track.

3(H). Trains and engines not exceed fifteen miles an hour over puzzle switch north of passenger station, Denison.

3(H). Maximum Speed (Miles per hour).

Division	Passenger trains	Regular scheduled Stock, Meat, Mds. and KFF trains	Other Freight trains
Dallas—			
Between Denison and Dallas	60	30	25
Between Dallas and Hilo	50	30	25
FT. Worth—			
Between Dallas Jct. and Pottsboro	50	30	25
Between Pottsboro and Whitesboro	50	30	25
Between Ft. Worth and Hilo	50	30	25
Between Hilo and Bellmead	60	30	25
Henrietta—			
Between Whitesboro and	50	30	25
Wichita Falls	20	15	15
Sherman Branch	20	15	15
Mineola	25	12	12

3(J). Maximum speed engines backing up, with or without cars, fifteen miles per hour except on Mineola Division and Sherman Branch 10 miles per hour.

3(K). Maximum speed entering or leaving Main Line turnouts, passenger trains twenty miles per hour, freight trains fifteen miles per hour.

3(L). The maximum speed of 60 per cent freight engines on passenger trains is 35 miles per hour and 54-44 per cent freight engines on passenger trains is forty miles per hour.

3(M). Maximum speed of switch engines, with or without cars, fifteen miles per hour.

3(N). Maximum speed of trains handling loaded or mty oil tanks is 25 miles per hour on Dallas, Ft. Worth and Henrietta Divisions 15 miles per hour on Sherman Branch, and 12 miles per hour on Mineola Division.

3(O). Maximum speed of trains on Warner and Pottsboro Cut-off, 20 miles an hour.

3(P). Maximum speed of trains over Movable Point Crossing Frog, Forest Ave., South Dallas, 25 miles per hour.

3(Q). City ordinance speed restrictions:

Station	12 miles per hour	Station	20 miles per hour
Denison	12	West	20
Whitewright	15	Waco, Passgr Trans	18
Trenton	20	Waco, Pnt. Trains	12
Greenville	10	Itasca	12
Mineola	10	Grandview	10
Royse City	12	Burleson	15
Garland	18	Ft. Worth	18
Dallas	12	Sherman	8
Lancaster	12	Gainesville	8
Waxahachie	20	Henrietta	20
Italy	8	Wichita Falls	15
Milford	15	Except 8 miles an hour over 7th St. and Iowa Park Crossings.	
Hillsboro	18		

4. At Bellmead the North end of Double Track is the point at which time on time table, time order and train order meeting point applies.

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

Station	End at which track is connected to Main Track	Car Capacity
Canaan (MP-D678.6)	South end	20
Kingston (MP-D704.3)	Both ends	34
Peniel (MP-D711.3)	North end	7
Burrow (MP-D727.2)	South end	38
Thomas (MP-D731.6)	South end	15
Chester (MP-D742.3)	South end	15
Rock (MP-D760.8)	South end	251
Armo (MP-D763.4)	South end	10
Sargent (MP-D770.3)	North end	10
Chart (MP- 817.3)	Located North end Bellmead-DelLeon Divn	16
Cap Head (MP- 841.9)	West end	5
Hope (MP-G697.6)	West end	5
Hosson (MP-G761.5)	West end	3
Huggins (MP-G763.8)	West end	14
Teco (MP-G773.3)	East end	14
South Yd. (MP-G789.8)	North end	2
Lawler (MP-G793.7)	North end	5
Raines (MP-H788.5)	North end	5
Ginger (MP-H744.5)	North end	20
Clearing (MP-H747.3)	North end	6

4(B). Trains cannot meet or pass at Lamar.

4(C). Bona must not be used for meeting or passing trains.

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

Name	MP	Mile Post	Name	Mile Post
East Fork	D-741	Mineola	H-762.8	
Ginger	H-745.3			

4(E). Following yards are protected by Yard Limit Boards: Denison, Ray, Greenville, Hunt, Dallas, Waxahachie, Hillsboro, Hilo, Bellmead, Waco, Ney, Ft. Worth, Whitesboro, Gainesville, Nocona, Wichita Falls, Alba, Hoyt, Storage, Mineola.

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

5. Bulletin books located at:

Telegraph Office, Passenger Station, Denison; Dispatchers Office, Greenville; Mineola Telegraph Office; Telegraph Office, Waco; T.—P. Passenger Station, Ft. Worth; Gainesville Passenger Station; Telegraph Office, Wichita Falls. Denison Callers Office; Engineer's Wash Room, Denison; Denison Yard Office; Denison Callers Office; Dallas Yard Office; Dallas Yard Office; Engineer's Wash Room, Passenger Station, Dallas; Bellmead Yard Office; Ney Yard Office; North Yard, Wichita Falls.

Roundhouses: Ray, Greenville, Dallas, Bellmead, Ney, Wichita Falls.

6. Standard Clocks located at: Denison Dispatchers Office; Telegraph Office Passenger Station Denison; Ray Denison Dispatchers Office; Telegraph Office; Hunt Tower; Mineola Telegraph Office; Greenville Dispatchers Office; Dallas Yard Office; Dallas General Office; Dallas Union Terminal Telegraph Office; Hilo Telegraph Office; Bellmead Yard Office; Waco Telegraph Office; Ft. Worth T.—P. Station Telegraph Office; Ney Yard Office; Wichita Falls Telegraph Office; North Yard, Wichita Falls Dispatchers Office.

7. Watch Inspectors:	Name	Address
Hafer	W. H. Friedley	Wichita Falls, Texas
	W. B. Kinne	Gainesville, Texas
J. B. Rockwell		Denison, Texas
T. B. Bond		Hillsboro, Texas
T. A. Armstrong		Waco, Texas

8. Automatic Block Signals in service as follows: North Frisco Jct. to Denison passenger station. North Frisco Jct. to Ray via Warner Cut-off. Denison passenger station to Bona, Dallas Division. Dallas Jct. to Mick Avenue, Ft. Worth Division. Mile Post 667.5 to Whitesboro, Ft. Worth Division. Dallas Jct. to Mick Avenue, Ft. Worth Division. Ray to Pottsboro Jct. via Warner Cut-off. H&TC Jct. and Dallas yard. At Greenville 712.1 and 712.8. Near MP-810 Ft. Worth Division to Waco. Near MP-D831 Dallas Division to Hilo.

8(A). Automatic Block signals equipped with HOME signal or square end blades, must not be passed while in stop position, without first communicating with those indicated, to ascertain whether any opposing movements, and if no opposing movements, for permission to proceed by having flagman precede train through block.

Home Signal at: Dallas Junction Signal 6605

South End Ray Pottsboro Junction Signal 6694 Signal 6600 Hilo Junction signals

Communicate With: Train Dispatcher by telephone End Yard Masters Office Ray, Telegrapher Pottsboro by telephone Telegrapher Pottsboro by telephone Telegrapher Frisco Jct. by telephone Telegrapher Hilo

8(B). Movements without time table or train order authority will be made between Ray and Pottsboro via Pottsboro Cut-off, between Ray and North Frisco Junction via Warner Cut-Off, and between Ray and Dallas Junction via Warner Cut-off, on clear signal indications except that southward trains via Pottsboro Cut-off will notify Telegrapher at Ray before entering block.

8(C). Switch at Pottsboro Junction is electrically controlled and must not be handled by Trainmen without permission of Telegrapher at Pottsboro.

8(D). Northward trains stopped by Signal 669.4 must stop to Clear Switch North End passing Track at Pottsboro and Southward trains Via Pottsboro Cut-off will take siding at Pottsboro unless receive signal from the Telegrapher by wig-wag of train order signal which will indicate proceed on the main track to the train order signal.

8(E). Trains on Main track at Bona must stand clear of signals at South Switch of Passing track in order to clear Southward Signal at Lamar.

8(F). These Rules must not be interpreted as authority for starting or making reverse movements within limits of these signals, without protection of flagman, trains or engines delaying first or second class trains.

8(G). Derail located ninety (90) feet north of Running Track No. 1 Switch Warner Cut-off.

8(H). Southward Ft. Worth Division Trains and Engines moving from Denison or Dallas Junction will be handled on Train Order.

8(J). Trains and engines use cross-overs between Dallas Jct. and Denison and between Sun and Daly without train orders against overdupe superior trains, provided automatic block indicator or signals show clear, otherwise under flag protection. Dallas Division trains use double track between Dallas Jct. and Daly without train order of overdupe superior trains.

8(K). Northward First and Second class trains will receive hand or lamp signal before fouling twin switches south end Denison passenger station.

8(L). Normal position switch end of double track South of Dallas Jct. for northward movements.

8(M). Junction Switch Dallas-Ft. Worth Division Main Tracks just south of Hilo Telegraph Office is electrically controlled and must not be handled by trainmen.

Northward movements through this switch governed by Two Arm Home Signal located about 70 feet in advance of the Switch, the Upper Arm governs movements to the Dallas Division and Lower Arm to the Ft. Worth Division.

Southward Movements governed by Home Signals located on Bridge about 300 feet in advance of the Switch.

8(N). Double track between Denison and just South of Dallas Jct. between Waco and Bellmead and between Ft. Worth Elizabeth Street and Ney. North-bound trains and engines stop to clear north end double track at Elizabeth Street and not proceed until interlocker signal indicates proceed. Normal position of switch at north end double track Elizabeth Street Ft. Worth is for southward trains, and normal position of switch at south end track Ney is for northward trains.

8(O). Dwarf signal governing movement from passing track to main track Celeste located on left side of track.

8(P). Switch at north end of double track, Bellmead, 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.

8(Q). Maximum speed of southward trains through switch at north end, double track, Bellmead, 30 miles per hour.

8(R). 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 852.1 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 842.7 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 overdupe superior trains on double track, and when receiving clear interlocking signals ahead of, or against, overdupe superior trains on single track without orders, but must ascertain location of superior trains when necessary to avoid delaying them. DeLeon Division trains Nos. 85 and 87 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 and second class trains; report to North Texas Dist. dispatcher by telephone from Caphead.

Division Train No. 36 will use main track from Caphead to Waco passenger station and be governed by automatic block signals to the North end of double track (Mile 843.0). Report to North Texas Dist. dispatcher by telephone from Caphead and obtain register check before occupying main track. DeLeon Division train No. 38 will use main track from S. P. crossing (Mile 844.6) North of Brazos River bridge to Waco passenger station. All trains will move at restricted speed through Bellmead—Waco.

9. Santa Fe Crossing Interlocker, South Dallas, governs movements between south end Union Terminal track and end of M-K-T double tracks just south of Forrest Avenue. Trains or engines will proceed on clear or caution signal indications via any route ahead of or against superior overdue trains, except that signals governing Southward movement which are located on Bridge 610 ft. north of Forest Ave. where clear or green signal indicates line up for MKT and caution or yellow signal indicates line up H&TC. Yard rules are in effect within these limits.

