

# MISSOURI-KANSAS-TEXAS RAILROAD COMPANY OF TEXAS

**SAFETY**

**FIRST**

**NORTH TEXAS DISTRICT**

**EMPLOYEES' TIME TABLE NO. 10**

**10**

**Effective Sunday November 4, 1928**

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

**10**

**Superseding Previous Time Tables and Supplements**

**For Employes Only**

**E. E. HANNA**  
Superintendent

**O. W. CAMPBELL,**  
Superintendent Transportation

**F. W. GRACE,**  
General Superintendent

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

SOUTHWARD TRAINS

DALLAS DIVISION

SOUTHWARD TRAINS

FOURTH CLASS			THIRD CLASS		Siding Capacity Cars, Telephone, Seales, Water, Turn Table, Wye, Fuel	Distance from St. Louis	Time Table No. 10 Effective 12:01 A. M. November 4, 1928								FIRST CLASS		SECOND CLASS	
95 Way	93 Way	97 Way	77 Mds.	79 Mds.			YSP Yard	OWPT YSC	3 Limited	7 Blue-bonnet	1 Texas Special	103 T. & N. O. Passenger	5 Flyer	9 11 O'clock Katy	49 11 O'clock Katy	47 Wichita Falls Passenger		
Tues. Thurs., Saturdays	Mon., Wed., Fridays	Mon., Wed., Fridays	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
	AM 7.00			PM 10.00														
						660.9												
	7.40			10.40		661.6												
	7.55			10.55	65	666.0												
	f 8.05			11.05	80	668.7												
	f 8.50			11.30	53	674.3												
	s 11.04 <sup>1-6</sup>			11.55	63	681.3												
	s 11.50			12.15	38	688.1												
	s 12.45 PM			12.59	44	694.6												
	s 1.35			1.30	76	701.2												
	f 2.15			1.47	49	707.5												
	AM 2.40			2.00		713.0												
L 8.00	A 2.50			2.20	Yard S-P	714.0												
f 8.15	PM			2.25	59	715.9												
s 8.45				2.40	67	721.6												
s 9.35				3.00	60	730.3												
s 10.35				3.10	40	734.1												
s 11.15				3.22	38	738.7												
s 12.01 PM				3.45	54	746.5												
s 12.40				3.58	67	750.9												
2.12				4.10	60	754.1												
2.31				4.30	103	761.4												
2.34				4.35		762.5												
						763.3												
						766.2												
A 2.50		L 7.45	L 9.15	A 5.00	WPTC YOS	766.8												
PM		7.50 <sup>6-10</sup>	9.35	AM		767.2												
		8.05	9.45			769.3												
		f 8.15	10.16		59	772.7												
		s 8.45	10.42		104	781.7												
		8.55	10.55		83	787.0												
		s 9.00	10.58		20	788.0												
		f 9.10	11.08		96	791.2												
		9.30	11.18		80	794.6												
		s 11.05	11.46		67	798.1												
		11.20	12.10	AM	38	803.0												
		s 11.45	12.22		41	807.3												
		s 12.10	12.37		54	813.1												
		s 12.35	12.50		60	818.3												
		f 1.15	1.15	78	38	825.8												
		2.00	1.40		OY	833.2												
		2.05	1.45		Yard P	834.3												
		PM	AM		W													
95	93	97	77	79														
7.7	7.2	10.7	15.0	16.1														
							173.4											
							Average speed per hour											
							3											
							82.5											
							7											
							88.6											
							1											
							88.1											
							103											
							18.8											
							5											
							29.1											
							9											
							40.2											
							49											
							12.0											
							47											
							12.0											

NOTE  
On Dallas Division No. 103 and No. 104 more than one hour behind either their schedule arriving or leaving time loss both right and schedule and can thereafter proceed only as authorized by train orders. (See rules 62 and 220.)

No. 2 is superior to all trains.

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

No. 10 is superior to No. 6 between Hilo and Dallas.

NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

SECOND CLASS		FIRST CLASS							Time Table No. 10 Effective 12:01 A. M. November 4, 1928	THIRD CLASS		FOURTH CLASS		
50	46	4	2	8	104	10	6	76		78	96	92	94	
11 O'clock Katy	Wichita Falls Passenger	Limited	Texas Special	Blue- bonnet	T. & N. O. Passenger	11 O'clock Katy	Flyer	K. F. F.		K. F. F.	Way	Way	Way	
Daily	Daily	AM	PM	PM	Daily	Daily	Daily	Daily		Daily	Tues., Thurs., Saturdays	Tues., Thurs., Saturdays	Mon., Wed., Fridays	
								Arrive N	RAY	Arrive RA				
		A 1.50	A 7.45	A 4.25			A 11.50	N T&NO	DENISON	WD Interlocker	661			
		1.46	7.42	4.23			11.42		LAMAR	Interlocker	D 1	3.25		
		1.39	7.35	4.16			11.33		BONA	Interlocker	D 5	3.10	1.20	
		1.36	7.32	4.13			11.29	N T&P	TERRACE	Interlocker X	D 8	3.02	1.00	
		1.28	7.24	4.05			11.19		BELLS	Interlocker	D 18	2.47	12.50 PM	
		1.18	7.14	3.55			11.04	N StLSW	WHITEWRIGHT	Interlocker WH	D 20	2.25	11.44	
		1.08	7.04	3.46			10.48	D	TRAFON	Interlocker UN	D 27	2.07	11.13	
		12.59	6.56	3.38			10.38		LEONARD	NR	D 34	1.50	10.48	
		12.50	6.48	3.30			10.28	N GC&SF	OLESTE	Interlocker RD	D 40	1.30	9.51	
		12.40	6.38	3.21			10.18		KELLOGG	Interlocker	D 47	1.10	8.45	
		12.30	6.30	3.13			10.10	N	GREENVILLE	FS	D 52	12.55	7.20	
		12.22	6.25	3.08			9.57	N StLSW	HUNT	Interlocker GE	D 53	12.40	7.15	
		12.19	6.22	3.05			9.54		ADHESON	Interlocker	D 55	12.35	2.00	
		12.12	6.15	2.57			9.47	D	CADDO MILLS	OM	D 61	12.12 AM	1.40	
		12.01	6.05	2.46			9.35	D	ROYSE CITY	RY	D 69	11.38	12.11 PM	
		11.55	5.59	2.40			9.28		FATE		D 73	11.28	11.35	
		11.49	5.53	2.34			9.20	D	ROCKWALL	OK	D 78	11.16	11.15	
		11.38	5.43	2.23			9.08	D	ROWLETT	VY	D 85	10.56	10.40	
		11.32	5.37	2.17			9.01	N GC&SF	GARLAND	Interlocker BE	D 90	10.45	10.15	
		11.27	5.32	2.12			8.56		BETHARD		D 93	10.36	9.50	
		11.17	5.22	2.01		AM	8.46	D T&NO	URBAN	Interlocker HY	D 101	10.18	9.25	
		11.15	5.20	1.59	A 8.50		8.44		T. & N. O. JOY			10.15	9.20	
	PM	11.12	5.17	1.57			8.42		HIGHLAND PARK			10.03	9.02	
	A 11.04	A 8.34	11.03	5.08	1.48	8.38	8.33		DENY	Interlocker				
								N T & P	DALLAS YARD	DY Interlocker		10.00	5.00	
								N GC&SF	DALLAS UNION STATION	UT Interlocker	D 106	PM		
									END OF DOUBLE TRACK					
								T&NO	HONEY SPRINGS	Interlocker	D 112	4.35	12.30	
								D	LANCASTER	OA	D 121	4.20	12.10 PM	
									ELVA		D 126	3.55	11.30	
									RED OAK		D 127	3.35	11.05	
									STERRETT		D 180	3.30	11.00	
								N T&NO	SOLOM	Interlocker HO	D 184	3.20	10.45	
									WAXAHACHIE		D 187	3.05	10.30	
								D	KIPLING		D 142	2.50	9.35	
								D	FORRESTON	SN	D 146	2.25	8.37	
								D	ITALY	BG	D 152	2.10	8.25	
								D	MILFORD	M	D 157	1.50	8.05	
								N St.LSW-T&BV	LAKESIDE	Interlocker HO	D 165	1.35	7.45	
									HILLSBORO	Interlocker	D 165	1.15	7.25	
								N Leave	HILLO	HB	812	12.45	7.05	
											813	12.40	7.00	

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.)

173.4  
Average speed per hour

No. 2 is superior to all trains.

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

No. 10 is superior to No. 6 between Hilo and Dallas.

SOUTHWARD TRAINS

FORT WORTH DIVISION

SOUTHWARD TRAINS

FOURTH CLASS			THIRD CLASS						Siding Capacity Cars, Telephone, Sales, Water, Turn Table, Wye, Fuel Yards	Distance from St. Louis
99 Way	91 Way	83 Way	271 Mdse.	71 Mdse.	75 K. F. P.	273 K. F. P.	77 Mdse.	73 K. F. P.		
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 660.9	
									OWPCT YS 661.8	
									662.5	
									Yard WPYS 662.8	
									668.8	
		s 9.09	10.05	9.20	7.23 12	5.33 25		1.20	140 P 669.6	
		f 9.30	10.25	9.40	7.45	5.55		1.45	50 P 674.7	
		9.35	10.32	9.45	7.50	6.03		1.52 70	102 P 676.6	
		f 9.50	11.05 72	10.05	8.10	6.25		2.10	38 P 681.9	
		A 10.00 AM	A 11.20 PM	10.20 PM	8.25 PM	A 6.40 PM		2.20 PM	Yard WYSOP 685.7	
VIA			1.20AM	11.10PM	JOINT			4.30PM	TRACK	
									757	
		L 7.45 AM 20		4.30 AM 5.15 AM 70	A 3.00 74 AM			8.00 PM 9.35 PM	Yard OWTS 759	
		7.53		5.24				9.42	80 P 760.7	
		f 8.05		5.36				10.04 24	104 P 764.6	
		f 8.25		5.55				10.23 74	55 P 771.2	
		f 8.50		6.26				10.45	125 P 777.6	
		s 9.15		7.04 20				11.05	81 P 784.0	
		f 9.35		7.20				11.25	48 P 788.1	
		s 10.17 23		7.40				12.11 AM 19	125 PW 793.2	
		s 11.10		8.05 90				12.41	106 PY 801.3	
		11.30		8.16				12.55	45 P 805.8	
		f 11.35							806.4	
L 12.20 PM		11.50		8.35				1.15	PYO 811.9	
s 12.30	A 11.55			8.40				L 1.45 AM 1.20 70	Yard PW 813.0	
12.40	AM			8.47				1.55	61 P 815.3	
f 1.10				9.05 98				2.25	125 P 821.5	
s 1.48				9.19				2.43	123 P 827.4	
f 2.15				9.34				3.05	78 P 836.6	
f 2.41 2				9.45				3.15	111 P 836.4	
2.55				9.58				3.25	68 P 840.0	
A 3.05				A 10.15				A 3.35 A 3.10	Yard CPSTWO 843.0	
				AM				AM AM	845.5	
<b>99</b>	<b>91</b>	<b>83</b>	<b>271</b>	<b>71</b>	<b>75</b>	<b>273</b>	<b>77</b>	<b>73</b>		
11.8	12.4	16.0	13.5	13.5	11.6	18.3	16.3	11.8		

No. 2 is superior to all Trains.

Time Table No. 10 Effective 12:01 A. M. November 4, 1928

STATIONS

Leave FN	RAY	Leave RA
N Leave	DENISON	Leave WD
	DALY	
	SUN.	
	DALLAS JOT.	
	POTTSBORO JOT.	
N	POTTSBORO	JN
	HAGERMAN	
	DEAVER	
	SADLER	
N s	WHITESBORO	WO
N	DENTON	ON
N T & P	FORT WORTH	NY Interlocker
D N T&NO	NEY	ST KN Interlocker
	DOLARD	
	BETHEL	
D	BURLESON	BU
N GC&SF	EGAN	VD Interlocker
D	ALVARADO	VD Interlocker
	CONLEY	
D	GRANDVIEW	GW
D	ITASOA	SK
N SLSW&T&V	SCHOFIELD	HO Interlocker
	LOVELACE	
	HILLSBORO	
N	HILO	HB
	DAVY	
	ABBOTT	
N	WEST	WS
	DREW	
	ELM MOTT	
	POWERS	
N	BELLMEAD	BJ Crossing Interlocker
SLSW T&NO-IA&N-SLSW SA&AP	WACO	WO Interlocker Arrive

FIRST CLASS									
3 Limited	23 Blue-bonnet	11 Texas Special	1 Texas Special	5 Flyer	25 Flyer	9 11 O'clock Katy	19 11 O'clock Katy		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	AM 5.40	AM 10.30			PM 5.15				
	5.42	10.32			5.17				
	5.44	10.34			5.19				
	5.47	10.37			5.22				
	5.57	10.48			f 5.33 273				
	6.04	10.57			f 5.41				
	6.07	10.59			5.44				
	6.14	11.07			f 5.54				
	s 6.20 AM	s 11.15 AM			s 6.00 PM				
VIA			7.22AM	12.20PM	JOINT			7.20PM	TRACK
			8.25 AM 9.05 AM 20	A 1.30 PM				A 8.30 PM	
			9.20					L 11.00 24 PM	
			9.24					11.10 74	
			9.30					11.14	
			f 9.41					11.20	
								11.31	
			9.51					11.42	
			s 10.01 90					s 11.53	
			10.08					12.01 AM	
			s 10.17 91					s 12.11 73	
			s 10.29					s 12.23	
			10.35					12.30	
			10.36					12.31	
			s 10.43					s 12.42	
L 10.40 AM	10.46			L 3.03 PM	L 11.12 PM		L 12.40 70 AM	12.45 70	
10.44	10.50			3.09 2	11.16 78		12.44	12.49	
10.53	f 10.59			3.18	11.26 70		12.53	12.58	
s 11.02	s 11.08			3.26	s 11.35		1.01	s 1.07	
11.11	11.16			3.34	11.44		1.09	1.15	
11.15	f 11.20			3.38	11.48		1.13	1.19	
11.20	11.25			3.43	11.53		1.18	1.24	
11.25	11.30			3.48	11.58		1.23	1.29	
11.30	11.35			3.55	12.05		1.30	1.35	
	AM			PM	AM		AM	AM	
<b>3</b>	<b>23</b>	<b>11</b>	<b>1</b>	<b>5</b>	<b>25</b>	<b>9</b>	<b>19</b>		
39.0	31.2	32.0	37.5	37.2	29.5	39.0	34.2		

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

**NORTHWARD TRAINS**

**FORT WORTH DIVISION**

**NORTHWARD TRAINS**

FIRST CLASS								Time Table No. 10 Effective 12:01 A. M. November 4, 1928	THIRD CLASS						FOURTH CLASS		
24	4	12	2	18	20	10	6		72	272	274	74	78	70	84	90	98
Limited	Limited	Texas Special	Texas Special	Blue-bonnet	11 O'clock Katy	11 O'clock Katy	Flyer		Stock	Stock	Oil	California Red Star	K. F. F.	K. F. F.	Way	Way	Way
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Station Number	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Tuesdays Thursdays Saturdays	Daily Except Sunday
1.45 AM		7.40 PM		4.30 PM				661	12.10 AM	2.20 AM	4.30 AM	8.00 AM		2.50 PM	4.10 PM		
1.43		7.38		4.28				662									
1.41		7.36		4.26				663									
1.39		7.34		4.24													
1.28		7.23 75		4.14				670	11.45	2.00	4.05	7.40		2.30	3.45		
1.18		7.16		4.05				675	11.25	1.42	3.47	7.28		2.03	3.25		
1.15		7.13		4.01				677	11.20	1.37	3.42	7.24		1.52 73	3.20		
1.06		7.06		3.52				682	11.05 771	1.22	3.27	7.10		1.30	3.05		
1.00 AM		7.00 PM		3.45 PM				686	10.55 PM	1.10 AM	3.15 AM	7.00 AM		1.15 PM	2.50 PM		
12.01 AM	VIA	5.55 PM	JOINT	2.40 PM	TRACK			722	8.43 PM	VIA	5.10 AM	10.20 AM	TRACK				
11.00 PM	10.30 PM 19	L 4.53 PM		L 1.40 PM	A 7.59 AM 23			757									
10.15					7.45 91			759	L 5.00 PM			3.00 AM 75	5.30 AM 71		12.01 PM		
10.10					7.41			761				10.53	4.55		11.45		
10.04 73					7.35			765				10.42	4.40		11.30		
9.53					7.25			771				10.23 73	4.10		11.00		
9.43 74					7.14			778				9.43 24	3.45		10.30		
9.33					7.04 71			784				9.10	3.20		10.01 23		
9.27					6.57			788				8.50	3.00		9.20		
9.20					6.49			793				8.30	2.40		9.00		
9.08					6.37			801				7.55	2.05		8.05 71		
9.01					6.29			806				7.40	1.50		7.35		
9.00					6.28			807							7.30		
8.52					6.20			812				7.15			7.10	10.00 AM	
8.45	A 8.35 PM		A 3.14 PM		6.14	A 6.05 AM	A 5.05 AM	813				7.10	A 11.30 PM	1.20 73 AM 9-19	L 7.00 AM	9.50	
8.41	8.31		3.09 1		6.10	6.01	5.01	815				6.50	11.16 5	11.50		9.40	
8.32	8.23		3.01		6.02	5.53	4.53	822				6.30	10.35	11.26 5		9.05 71	
8.24	8.16		2.53		5.54	5.46	4.45	827				6.10	10.10	10.45		8.30	
8.14	8.08		2.45		5.45	5.38	4.35	834				5.45	9.45	10.20		7.50	
8.10	8.04		2.41 99		5.41	5.34	4.31	836				5.30	9.35	10.05		7.30	
8.05	7.59		2.36		5.36	5.29	4.26	840				5.15	9.15	9.45		7.15	
8.01	7.55		2.32		5.32	5.25	4.22	843				L 5.00	L 9.00	L 9.30		7.00	
7.55 PM	7.50 PM		2.25 PM		5.25 AM	5.20 AM	4.15 AM	846				PM	PM	PM		AM	
24	4	12	2	18	20	10	6		72	272	274	74	78	70	84	90	98
81.7	43.3	35.0	39.8	34.1	34.5	43.3	39.0		13.2	17.1	17.1	11.9	12.0	10.3	16.0	10.8	10.3

No. 2 is superior to all trains.

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

WESTWARD TRAINS

HENRIETTA DIVISION

EASTWARD TRAINS

FOURTH CLASS			THIRD CLASS		FIRST CLASS			Distance from St. Louis	Time Table No. 10 Effective 12:01 A. M. November 4, 1928	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	38 Blue-bonnet					32 Texas Special	36 11 O'clock Katy	272 Stock and Oil	274 Oil	84 Way	82 Way	
Daily Except Sunday	Monday, Wednesday, Friday	Daily	Daily	Daily	Daily	Daily	Leave N	Arrive WO	Station	Yards	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
11.45 <sup>AM</sup> 31		11.45 <sup>PM</sup>	6.45 <sup>PM</sup> 32	6.10 <sup>PM</sup>	11.35 <sup>AM</sup> 83	2.35 <sup>AM</sup>	685.7		686	POWSY Yard	s 3.20	s 6.45 <sup>PM</sup> 273	s 3.25	12.45 <sup>AM</sup>	3.15 <sup>AM</sup>	2.35 <sup>PM</sup>		
12.06 <sup>PM</sup>		12.20 <sup>AM</sup> 272	7.05	6.33 <sup>PM</sup> 32	11.49	2.48 <sup>PM</sup> 274	693.1		G 7	60 P	f 3.06	6.33 <sup>PM</sup> 35	f 3.10	12.20 <sup>AM</sup> 271	2.48 <sup>PM</sup> 37	2.15		
12.30		12.40	7.25	6.44	12.01 <sup>PM</sup>	2.58 <sup>PM</sup> 36	699.6			48	2.55	6.23	2.58 <sup>PM</sup> 37	12.03 <sup>AM</sup>	2.22	1.45		
12.45 <sup>PM</sup>	L 7.30 <sup>AM</sup>	1.00	7.30	s 6.50	s 12.10	s 3.05	701.1		G 15	40 PWYO	s 2.52	s 6.20	s 2.55	11.58	2.17	L 1.40 <sup>PM</sup>	A 2.10 <sup>PM</sup>	
	7.40	1.10	7.40	s 6.56	s 12.16	s 3.10	703.2			100 P	2.43	6.11	2.40	11.50	2.09		2.01	
	f 7.55	1.25	8.00	f 7.02	s 12.22	s 3.19	706.5		G 21	48 P	f 2.36	6.05	2.30	11.40	1.59		f 1.50	
	f 8.20	1.42 <sup>PM</sup> 274	8.20	f 7.11	s 12.31	s 3.30	712.4		G 27	32 P	f 2.26	5.55	2.14	11.20	1.42 <sup>PM</sup> 271		f 1.30	
	s 8.45	1.59 <sup>PM</sup> 36	8.40	s 7.20	f 12.39	s 3.40	716.3		D	100 P	s 2.18	f 5.48	f 1.59 <sup>PM</sup> 271	11.07	1.21		s 1.15	
	f 9.19	2.30	9.10	f 7.30	12.50 <sup>PM</sup> 82	3.53	722.5		G 37	43 P	f 2.08	5.38	1.45	10.47	1.03		f 12.50 <sup>PM</sup> 31	
	s 9.45	2.53	9.33	s 7.39	s 12.58	s 4.05	726.3		G 37	43 P	f 2.08	5.38	1.45	10.47	1.03		s 12.05 <sup>PM</sup>	
	9.50	2.56	9.38	7.41	1.00	4.07	727.3		N	100 P	1.55	5.27	1.25	10.31	12.46		11.30	
	f 10.15	3.18	10.11 <sup>PM</sup> 272	f 7.52	1.11	4.20	733.8		G 48	50 P	f 1.42	5.15	f 1.08	10.11 <sup>PM</sup> 273	12.20 <sup>AM</sup>		f 11.00	
	s 11.40	3.45	10.45	s 8.08	s 1.27 <sup>PM</sup> 38	s 4.40	742.3		G 57	100 P	s 1.27 <sup>PM</sup> 31	s 5.01	s 12.45	9.30	11.55		s 10.30	
	f 12.15 <sup>PM</sup>	4.03	11.30 <sup>PM</sup> 274	f 8.19	1.38	s 4.53	749.1		G 63	31 PW	f 1.15	4.46	f 12.25	8.59	11.30 <sup>PM</sup> 273		f 9.50	
	s 1.02 <sup>PM</sup> 38	4.23	12.05 <sup>AM</sup> 36	s 8.33 <sup>PM</sup> 272	s 1.50	s 5.07	756.2		D	100 P	s 1.02 <sup>PM</sup> 81	s 4.34	s 12.05 <sup>AM</sup> 273	8.33 <sup>PM</sup> 35	11.00		s 9.25	
	f 1.40	4.47	12.35	f 8.48	2.04	5.26	765.3		G 80	45 P	f 12.48	4.18	11.48	7.58	10.34		f 8.50	
	s 2.15 <sup>PM</sup> 31	5.05	1.05	s 8.59	s 2.15 <sup>PM</sup> 81	s 5.40	771.7		G 86	100 PW	s 12.38	s 4.08	s 11.37	7.40	10.15		s 8.30	
	f 2.48	5.32	1.40	f 9.15	2.31	5.58	781.5		G 96	100 P	f 12.21	3.51	11.17	7.10	9.50		f 7.45	
	3.15 <sup>PM</sup>	5.55 <sup>AM</sup>	2.15 <sup>AM</sup>	9.30 <sup>PM</sup> 274	2.45 <sup>PM</sup>	6.15 <sup>AM</sup>	790.2		G 105	PSWY Yard	12.05 <sup>PM</sup>	3.35 <sup>PM</sup>	11.00 <sup>PM</sup>	6.45 <sup>PM</sup>	9.30 <sup>PM</sup> 35		7.20 <sup>AM</sup>	
							791.1											
	A 3.25 <sup>PM</sup>	A 6.10 <sup>AM</sup>	A 2.30 <sup>AM</sup>				791.6		G 106	PSWTO Yard				L 6.30 <sup>PM</sup>	L 9.05 <sup>PM</sup>		L 7.00 <sup>AM</sup>	
83	81	271	273	35	31	37		105.9			38	32	36	272	274	84	82	
15.4	11.4	16.5	13.7	31.3	33.0	28.5		Average speed per hour			32.1	33.0	24.0	16.9	17.4	16.8	12.6	

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. 36 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. 10 Effective 12:01 A. M. November 4, 1928		Station Number	THIRD CLASS	
55	Mixed	56			Mixed				
	Daily Ex. Sunday				STATIONS			Daily Ex. Sunday	
L 6.00	WCPTYO R Yard S	660.9		Leave N	DENISON	Arrive WD	661	A 2.00	
6.25	9	662.5			SUN			1.40	
6.40	20	666.1			ELLSWORTH		P5	1.25	
7.05	RWST Yard	671.6		T & P D Arrive	SHERMAN	Crossing SN Leave	P11	1.00	
55					10.7			56	
9.9					Average speed per hour			10.7	

**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, derrails 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 2, 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 206-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. 10 Effective 12:01 A. M. November 4, 1928		Station Number	THIRD CLASS	
85	Mixed	86			Mixed				
	Daily Ex. Sunday				STATIONS			Daily Ex. Sunday	
A 9.00	WOPTY Yard	714.0		Leave N	GREENVILLE	Arrive FS	D52	P 3.00	
9.15	Yard SP	713.0		N	HUNT	Crossing GE	D53	2.45	
9.45	37	720.2		Tex. Mid.	DIXON		H7	2.00	
10.30	43	727.5		D	LONE OAK	NK	H14	1.15	
11.10	41	733.5		D	POINT	NO	H21	12.40 PM	
11.55	29 W	740.9		D	EMORY	MY	H28	11.55	
1.30	60 Y	750.4		D	ALBA	AB	H37	10.40	
1.35		751.0		T. S. L.	HOYT	Crossing	H38	9.50	
2.05	38	756.5			GOLDEN		H44	9.20	
2.35	47	761.5			STORAGE		H48	8.45	
3.15	YO Yard	763.5		T. & P. (Cabin) Interlocker	MINEOLA	US Leave	H50	8.30	
85					50.5			86	
8.1					Average speed per hour			7.8	

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

SPEED TABLE					
Speed Per Hour	Time		Speed Per Hour	Time	
	1 Mile	1 Mile		1 Mile	1 Mile
Miles	M	S	Miles	M.	S.
10	6	0	36	1	40
11	5	27	37	1	37
12	5	0	38	1	34
13	4	37	39	1	32
14	4	17	40	1	30
15	4	0	41	1	27
16	3	45	42	1	25
17	3	31	43	1	23
18	3	20	44	1	21
19	3	9	45	1	20
20	3	0	46	1	18
21	2	51	47	1	16
22	2	43	48	1	15
23	2	36	49	1	13
24	2	30	50	1	12
25	2	24	51	1	10
26	2	18	52	1	9
27	2	13	53	1	7
28	2	8	54	1	6
29	2	4	55	1	5
30	2	0	56	1	4
31	1	56	57	1	3
32	1	52	58	1	2
33	1	49	59	1	1
34	1	45	60	1	0
35	1	42			

**SPECIAL INSTRUCTIONS**

**1. Northward and Eastward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.**

- 1(A). No. 2 is superior to all trains.  
 No. 1 is superior to all trains except No. 2.  
 Other first and second class trains will clear time of Nos. 1 and 2 at least five minutes.  
 No. 10 is superior to No. 6 between Hilo and Dallas.

- 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 lose both right and schedule and can thereafter proceed only as authorized by train order. (See Rules 22 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 T. & N. O. interlocker Ney 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, Mineola, Hilo, Bellmead, North Yard—Wichita Falls, Dallas, 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 Ray and Sherman.  
 2(D). First and second class trains and passenger extras register at Dallas Yard and Hilo by form 68, except when displaying signals for following sections, stop and register or get telegraphers written acknowledgment for signals displayed.

## SPECIAL INSTRUCTIONS — Continued

3(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.

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

3(A). Trains and engines may proceed against overdue superior trains between Deney 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 Deney 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). Trains approach Whitesboro at restricted speed expecting to find Ft. Worth and Henrietta Division main track occupied.

3(C). Trains and engines run at restricted speed between T. & N. O. crossing south of Ney and North end double track Ft. Worth.

3(D). 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.

Dallas Division M.-K.-T. trains in both directions between Hunt and Greenville will use track west of coal chute as main track.

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

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

Division	Passenger trains	Regular scheduled Stock, Meat, Mdse. and KFF trains	Other Freight trains
Dallas—			
Between Denison and Bells.....	50	30	25
Between Bells 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			
Wichita Falls.....	50	30	25
Sherman Branch.....	20	15	15
Mineola.....	25	12	12

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

3(I). The Maximum speed of 60 per cent freight engines on passenger trains is 55 miles per hour and 54-44 per cent freight engines on passenger trains is forty miles per hour.

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

3(K). Maximum speed of trains handling loaded 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(L). Maximum speed of trains on Warner and Pottsboro Cut-off, 20 miles per hour.

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

3(N). City ordinance speed restrictions:

Station	12 miles per hour	Station	20 miles per hour
Denison	12	West	20
Whitewright	15	Waco, Passgr. Trains	18
Trenton	20	Waco, Frt. Trains	12
Greenville	10	Itasca	12
Mineola	10	Grandview	10
Royce City	12	Burleson	15
Gaviland	15	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.	
Hillsboro	18	and Iowa Park Crossings.	

4. At Hunt the yard lead north of Wellington St. (M.P. D-713.7) is the point at which time on time table and train order meeting point applies.

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

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
Burlew (MP-D712.6)	Both ends	38
Thomas (MP-D721.6)	South end	15
Cheisa (MP-D743.3)	South end	15
Rock (MP-D769.3)	South end	251
Armo (MP-D781.4)	North end	8
Sargent (MP-D770.3)	South end	10
Chatt (MP- 817.3)	North end	10
Cap Head (MP- 841.9)	Located North end Bellmead-DelLeon Divn	7
Hope (MP-697.6)	West end	12
Rosson (MP-G761.6)	Both ends	12
Huggins (MP-G763.3)	West end	8
Teco (MP-G773.3)	East end	3
South Yd. (MP-G733.3)	South end	8
Raines (MP-H728.6)	Yard	5
Ginger (MP-H744.5)	North end	20
Clearing (MP-H747.3)	North end	5
Ben (MP-H755.3)	South end	12

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

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

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

Name	Mile Post	Name	Mile Post
East Fork	H-742		
Ginger	H-745.3	Mineola	H-762.8

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

5. Bulletin books located at: Telegraph Office, Passenger Station, Denison; Dispatchers Office, Greenville; Telegraph Office, Mineola; Telegraph Office, Passenger Station, Dallas; Telegraph Office, Waco; Telegraph Office, Passenger Station, Ft. Worth; Passenger Station, Gainesville; Telegraph Office, Wichita Falls. Denison Callers Office; Engineer's Wash Room, Denison; Denison Yard Office; Ray Yard Office; Hunt Yard Office; Dallas Yard Office; Engineer's Wash Room, Passenger Station, Dallas; Bellmead Yard Office; Engineer's Wash Room, Passenger Station, Whitesboro; Yard Office, North Yard, Wichita Falls.

6. Standard Clocks located at: Denison Dispatchers Office; Telegraph Office Passenger Station Denison; Ray Roundhouse Office; Greenville Dispatchers Office; Mineola Telegraph Office; Dallas Yard Office; Dallas General Office; Dallas Passenger Station 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. Name Address. Harner Watch & Optical Co., Dallas, Texas. T. H. Friedley, Wichita Falls, Texas. J. B. Rockwell, Denison, Texas. W. B. Kinne, Gainesville, Texas. T. B. Bond, Hillsboro, Texas. G. W. Halton, Fort Worth, Texas. T. A. Armstrong, Waco, Texas. Flynt, Greenville, Texas. Flynt, Mineola, Texas.

8. Automatic Block Signals in service as follows: Retdex to Denison passenger station. Retdex to Ray via Warner Cut-off. Denison passenger station to Bona, Dallas Division. Mile Post 667.5 to Whitesboro, Ft. Worth Division. Dallas Jct to Mirick Avenue, Ft. Worth Division. Ray to Dallas Jct. via Warner Cut-off. Daily to Lamar via Lamar Cut-off.

8(A). Automatic Block signals equipped with HOME signal or square end blades, must not be passed while in stop position, without first communicating through block.

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

8(C). Switches at Pottsboro Junction are electrically controlled and must not be handled by Trainmen without permission of Telegrapher at Pottsboro. The maximum speed through these switches will be 15 miles per hour.

8(D). Southward movement via Pottsboro Cut-Off: Signal 666.3 located on Pottsboro Cut-Off just north of cross-over switch at Pottsboro Junction will govern the movement of Southward trains to Pottsboro. The top blade will control movement to main track and lower blade passing track.

8(E). Northward Movement via Pottsboro Cut-Off: Northward trains into Ray, unless otherwise instructed by signal indications, will use main track to Pottsboro Junction. When instructed to use passing track they will be governed by lead-in signal located on east of Signal 670.0 and will move through passing track to Signal 666.4 which governs movement from passing track to Pottsboro Cut-Off.

8(F). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(G). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(H). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(I). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(J). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(K). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(L). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(M). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(N). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

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

8(P). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(Q). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

Movement of Southward Passenger Trains Denison to Pottsboro: Southward trains holding meet order and that are required to take siding at Pottsboro will head through cross-over located at Signal 669.4.

Movement of Northward Passenger Trains Pottsboro to Denison: Passenger trains holding order to meet trains at Pottsboro and are required to take siding by time table authority, will head in passing track at Signal 670.0 and head out through cross-over at Signal 669.4.

The South cross-over switch at Signal 669.4 must be kept lined for passing track.

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, sufficient distance to prevent accident nor offered as an excuse by inferior 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 Daily without train orders against overdue superior trains, provided automatic block indicator or signals show clear, otherwise under flag protection. Dallas Division trains use double track between Dallas Jct. and Daily without train orders, ahead of overdue 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 trains.

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 northward trains, and normal position of switch at south end track Ney is for northward trains.

8(O). South crossover switch main line to Bellmead cut-off at Caphead will be left lined for cut-off.

8(P). Switch at north end of double track, Bellmead, is electrically controlled by Telegrapher 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 Telegrapher and then observing that switch points are properly set. Phone in booth at switch for communicating with Telegrapher.

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 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 trains Nos. 25 and 27 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; obtain order against such opposing trains when over the DeLeon Division trains 25 and 27 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.

8(S). Santa Fe crossing interlocker, South Dallas, governs movements between south end Union Terminal tracks and end of M.-K.-T. double track, just south of Forest Avenue. Trains or engines will proceed on clear or caution signal indication via any route ahead of or against superior overdue trains, except that signals governing Southward movement which are located on bridge 610 feet north of Forest Avenue where clear or green signal indicates lineup for M.-K.-T., and caution or yellow signal lineup for T. & N. O. or M.-K.-T., trains must not accept this caution signal when interlocked switches are lined for T. & N. O. Yard rules are in effect within these limits.

8(T). Derails and signals controlled by cabin interlocker Lancaster normally lined proceed for M.-K.-T. trains. M.-K.-T. trainmen desiring to use transfer, will go in cabin to transfer switch, and no M.-K.-T. trains approach transfer switch level 1 track, which will place M.-K.-T. home signals in stop position and unlock transfer switch; after use of transfer has been completed No. 1 lever must be pulled back and see that M.-K.-T. home signals go clear.

8(U). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(V). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(W). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(X). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(Y). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(Z). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(AA). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(AB). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(AC). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(AD). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(AE). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(AF). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(AG). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.

8(AH). Interlocker dwarf signal governing movement from passing track to main track Celeste located on left side track.



**SPECIAL INSTRUCTIONS — Continued**

**TONNAGE RATINGS**

- 9(C). Engine Whistle Signal Code at Waco T&NO Interlocker.  
 South Bound Main to Single Main (Main Track to Main Track) \_\_\_\_\_  
 Single Main to North Bound Main (Main Track to Main Track) \_\_\_\_\_  
 North Bound Main to Single Main (Irregular Route) \_\_\_\_\_ O  
 Single Main to South Bound Main (Irregular Route) \_\_\_\_\_ O  
 Main Track to Compress Track, \_\_\_\_\_ O O  
 Main Track to Texas Light & Power Track, \_\_\_\_\_ O  
 Compress or T & P Track to Main Track, \_\_\_\_\_  
 Main Track to Cotton Belt, \_\_\_\_\_  
 Main Track to Texas Central Main Track, \_\_\_\_\_ O O  
 Texas Central Main Track to Main Track, \_\_\_\_\_ O O

- 9(D). Railroad crossings at grade, not shown on schedule page:  
 Kind of Crossing. Location Name of Road.  
 Interurban Italy Texas Electric Interurban  
 Interurban North of Hillsboro Texas Electric Interurban  
 Interurban North of Burleson Texas Electric Interurban

9(E). Do not exceed 20 miles per hour over switches and derails between home signals of Interlocking plants at Celeste; Hunt; T&NO Jct., north of Highland Park—Dallas; T&NO—SAAF crossing East Waco, and Alvarado. Passenger trains reduce to 35 and freight trains to 20 miles per hour over T-P crossing Belts.

10. Following Stops For Revenue Passengers Only:  
 Flag stops not shown on schedule page:

Train	Station	Trala	Station
5, 6	Kingston	35, 36	Hope
5, 6	Peniel	35, 36	Ginger
35, 36	Huguenot	Clearing	Clearing

- 10(A). No. 1 stop at Georgetown, San Marcos New Braunfels to discharge revenue passengers from Waco and scheduled stops north.  
 10(B). Nos. 3, 23 and 5 stop any station to discharge revenue passengers from north of Denton.  
 10(C). No. 3 stop on flag at Lorena, Eddy, Troy, Little River, Holland, Bartlett to receive revenue passengers for regular or flag stops between Granger and San Antonio.  
 10(D). Nos. 4 and 24 stop on flag any station for revenue passengers destined to or through Kansas City, St. Louis.  
 10(E). No. 5 stop Lancaster, Red Oak, Sterrett, Forreston to discharge revenue passengers from stations north of Dallas and to pick up revenue passengers for stations south of Waco.  
 10(F). No. 9 stop Waxahachie to receive Pullman passengers for Austin, Houston and Galveston.  
 10(G). No. 9 stop Lorena, Eddy, Troy, Holland, Bartlett, Granger, Georgetown, Pflugerville, San Marcos, New Braunfels to discharge revenue passengers from Itasca, Whitesboro, Wichita Falls and intermediate points.  
 10(H). No. 19 stop stations Granger to Houston to discharge revenue passengers from or through Kansas City or St. Louis.  
 10(I). Nos. 19 and 20 stop on flag La Grange, Bastrop, Elgin for revenue passengers from or to stations which are regular stops for trains 9-19 and 10-20.  
 10(J). No. 10 stop between Waco and Dallas to discharge revenue passengers from Galveston and Houston.  
 10(K). No. 25 stop Collinsville, Tioga to discharge revenue passengers from Denton and north and from stations west of Whitesboro.  
 10(L). No. 47 stop on flag Collinsville, Tioga, Aubrey for revenue passengers.  
 10(M). No. 31 stop Myra, Belcherville for revenue passengers for Wichita Falls and beyond.  
 10(N). No. 31 stop stations between Whitesboro and Wichita Falls to discharge revenue passengers from Denton and beyond and from south of Whitesboro.  
 10(O). No. 32 stop Belcherville, Myra for revenue passengers for Dallas and beyond and north of Denton.  
 10(P). Nos. 35 and 37 stop Myra, Lindsay for revenue passengers going to and from Dallas and Wichita Falls.

11. Trains moving Denton Division be governed by North Texas Denton Division time table between Denton and Deny and by North Texas District time table between Deny and Dallas. Fort Worth and Denver Time Table governs between Wichita Falls and North Yard. T&P Time Table governs between Whitesboro and Fort Worth. Dallas Union Terminal Time Table governs between Dallas Yard and Santa Fe Interlocker South Dallas.  
 12. Engines larger than 33% freight and 26% passenger must not run over Sherman Branch and Mineola Division.  
 12(A). Between Denton and Wichita Falls—Denton-Waco via Dallas or Ft. Worth Division including T. P. joint track Whitesboro to Ft. Worth M-K-T engines of any class may be doubleheaded. Time table speed restrictions of M-K-T and T. P. to govern.  
 12(B). Engines must not be doubleheaded over steel span No. H-722.8 Mineola Division.  
 13. The engine whistle must be sounded at all whistling posts and approaching every public crossing from a point 80 rods (1320 ft.) from the crossing and, except where crossing watchmen are on duty, when automobiles or other vehicles are seen approaching the track or when view is obscured so engine-men cannot see approaches to crossing the signals will be sounded so as to permit the whistle signal (Rule 14 L) to be sounded a second time beginning 600 feet from the crossing, the last sound to continue until the engine passes over the crossing.  
 14. Following structures will not clear man on side of car on main track. Coal chutes Hilo, Dallas, Greenville and Bonita. All mail cranes when pouches hung. Following overhead structures will not clear man standing on top of high car: city viaduct Denton yard MP 661.1; Commerce St. viaduct located north end Union Terminal, Dallas; Oak Cliff viaduct and Interurban bridge just south of Union Station, Dallas; I. & G. N. overhead bridge Dallas Division MPD-312.9; Allen Ave. and Hattie St. viaducts North end Ney.  
 15. Abbreviations: "W," water; "C," coal; "O," oil; "T," turntable; "S," track scales; "Y," wye; "P," telephone; "D," day telegraph office; "N," day and night telegraph office; "NO," night telegraph office only.

Locomotives	From	To	64% Booster		64%		57%		47%		32%		30%		Excess
			Adjustment	Rating	No.	Rating	No.	Rating	No.	Rating	No.	Rating	No.		
			Tons	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		
	Ray	Ney	5	2470	74	2110	63	1890	57	1590	48	1020	31	950	29
	Ray	Pilot Point	7	2950	88	2500	77	2200	63	1855	56	1070	32	1000	30
	Ney	Ray	5	2000	60	1850	55	1630	49	1270	38	860	26	800	24
	Muenster	Ray	8	3000	90	2550	77	2100	63	1800	55	1000	30	900	28
	Whitesboro	Wichita Falls	8	2450	75	2000	60	1840	55	1590	48	1015	30	950	29
	Ringgold	Wichita Falls	8	2650	79	2250	64	2040	59	1790	52	1215	34	1150	33
	Wichita Falls	Whitesboro	5	2520	76	2045	61	1850	57	1630	49	1035	31	970	29
	Ray	Dallas	6	2835	85	2370	71	2100	63	1575	47	1020	31	950	29
	Whitewright	Rockwall	12	4300	129	3675	110	3150	95	2120	64	1445	43	1350	40
	Dallas	Royse City	5	2260	68	1890	57	1680	50	1485	45	1070	32	1000	30
	Royse City	Bona	10	3780	114	3150	95	2575	77	2010	60	1285	39	1200	36
	Bona	Ray	5	1890	57	1680	50	1365	41	1165	35	860	26	800	24
	Dallas	Hilo	5	2520	76	2200	65	1900	57	1590	48	1100	35	1000	30
	Hilo	Dallas	5	2250	68	1900	57	1700	50	1500	45	1070	32	1000	30
	Ney	Bellmead	6	2850	88	2400	75	1900	58	1600	48	1000	30	900	28
	Grandview	Bellmead	9	4500	135	3900	114	3100	90	2385	72	1545	46	1445	43
	Bellmead	Ney	6	3050	92	2600	78	2100	63	1750	53	1120	34	1045	31
	Ray	Sherman	5									910	27	850	26
	Sherman	Ray	5									910	27	850	26
	Hunt	Mineola	5									1070	32	1000	30
	Mineola	Hunt	5									1125	34	1050	32

Ratings are for trains containing number of cars listed. For each additional car deduct from rating, or for each car less, add to rating, the amount shown in adjustment column, to give correct rating for trains of varying length.

When actual weight of load not obtainable, use following tonnage figures:  
 Refrigerators Loaded, Merchandise.....42 tons  
 Other cars Loaded, Merchandise.....27 tons  
 Live Stock.....30 tons  
 Live Poultry.....36 tons

Disregard stenciled weight, use tonnage figures below for empty cars:

Kind	Auto	Box	Coal	Flat	LPT	Rfg	Stock	Tank	Ballast	Cinder	Cabse.
Tons	22	20	26	18	26	26	20	22	21	19	18

**COMPANY SURGEONS**

STATIONS	NAME	OFFICE	STATIONS	NAME	OFFICE
Sedalia, Mo.	E. F. Yancey, Medical Director		Waco.	M. W. Colgin, Div. Surgeon and Examiner.	Colgin Hospital and Clinic
Dallas.	Elbert Dunlap, Div. Surg. and Examiner.	Medical Arts Building.	"	I. E. Colgin, Div. Surgeon and Examiner.	" " " "
"	E. S. Yancey, Chief Oculist	" " " "	"	K. H. Aynesworth, Consl. Surgeon	Prætorian Building.
"	E. H. Cary, Oculist.	" " " "	"	H. T. Aynesworth, Oculist.	Prætorian Building.
"	M. E. Taber, Specialist	" " " "	"	S. C. Spencer, Eye, Ear, Nose and Throat Specialist.	" " " "
"	S. Webb, Local Surgeon.	" " " "	"	Geo. M. Liddell, Examiner.	" " " "
Denison.	M. E. Lott, Local Surgeon.	M-K-T Hospital	"	C. L. King.	" " " "
"	T. J. Long, Div. Surgeon, and Examiner.	" " " "	Whitesboro.	T. M. Harris.	" " " "
"	Paul L. Pierce, House Surgeon	" " " "	Pilot Point.	W. C. Kimbrough.	" " " "
"	Examiner.	" " " "	Denton.	M. D. Pullingim	" " " "
"	A. G. Sneed, House Surgeon Ex-aminer	" " " "	Roanoke.	J. W. Roark.	Suite 500-1-2 First National Bank Building
"	P. P. Fowler, Oculist.	" " " "	Ft. Worth.	Ross Trigg, Div. Surgeon and Examiner.	" " " "
Bella.	R. L. Sears.	" " " "	"	Henry Trigg, Div. Surgeon and Examiner.	" " " "
Whitewright.	J. J. Pendergrass	" " " "	"	W. P. Key	" " " "
Leonard.	E. Cannon, Local Surgeon.	" " " "	"	Webb Walker, Oculist	Medical Arts Building
Celeste.	Will Cantrell, Div. Surgeon, and Examiner.	" " " "	"	J. W. Shoemaker, Local Surgeon	C/o Armour & Co.
Greenville.	W. C. Morrow	" " " "	North Ft. Worth	C. C. Campbell, Examiner	" " " "
"	J. L. Austin.	" " " "	Grandview.	D. M. Higgins, Examiner	" " " "
Caddo Mills	J. H. Maupin.	" " " "	Itasca	C. R. Johnson	" " " "
Rockwall.	W. A. Maupin.	" " " "	Gainesville.	Clarence Moore	" " " "
Rowlett.	I. H. Herndon	" " " "	"	B. E. Carlton	" " " "
"	D. G. Thompson, Examiner	" " " "	St. Jo.	S. T. Humphreys, Examiner	" " " "
Garland.	H. Watson	" " " "	Ringgold	H. L. Reid.	" " " "
Waxahachie.	Z. A. Thornton.	" " " "	Nocoma.	A. D. Patillo, Div. Surgeon and Examiner.	" " " "
"	P. H. Carlisle	" " " "	Henrietta.	J. M. Whitworth	Natl. Bank Commerce.
Forreston.	J. E. Killian.	" " " "	Wichita Falls.	R. H. Graham, Oculist.	608 City Nat'l Bank Bldg.
Italy.	Edwin Vaughn, Examiner	" " " "	"	L. P. Stripling, Oculist	Clmt Wood Building.
Milford.	H. A. Mahaffey	" " " "	"	E. J. Neathery.	" " " "
Hillsboro.	A. L. Willie	516 E. Elm St.	"	H. I. Stout	" " " "
"	J. W. Gidney	" " " "	Sherman.	R. R. Farrington.	" " " "
West.	P. M. Pope	" " " "	Alba	A. P. Buchanan	" " " "
"		" " " "	Mineola		" " " "

**Train Masters**  
 F. H. SCHALLER,  
 A. F. WINKEL,  
 G. W. VAN CLEVE.

**Road Foremen of Engines**  
 G. B. HALLMAN,  
 A. C. RIDER.

**Chief Dispatcher**  
 J. A. SINGISER.

**Dispatchers**  
 E. L. O'CONNELL,  
 C. MANSFIELD,  
 C. W. WRIGHT.

**A. D. LANCASTER,  
 H. A. LAMPMAN,  
 C. BIGGERSTAFF,**

**H. PAGEL**

Road Foremen of Engines have the same authority as Trainmasters while on line of Road.

