

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

SAFETY

NORTH TEXAS DISTRICT

FIRST

EMPLOYEES' TIME TABLE NO. 17-J

17-J

Effective Sunday, August 7, 1938

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

17-J

Superseding Previous Time Table and Supplements

For Employes Only

J. J. GALLAGHER,
Superintendent

J. H. LITTLE,
Superintendent of Transportation

F. W. GRACE,
Vice-President and General Manager

THIRD CLASS							Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	Distance from St. Louis
471 Mixed Daily	277 Fast Freight Way Daily	775 F. W. & D. C. Daily	281 Komet Daily Except Saturday	271 Kansas City Fast Freight Daily	793 F. W. & D. C. Daily	275 Bullet Daily		
				AM 2.30		PM 11.15	OWPT YSO Yard	
				2.50		11.40	P	661.6
				3.01		11.55	P	666.0
				3.08 ²⁷⁴		12.03 AM	80 P	668.7
				3.22		12.18 ²⁷²	53 P	674.3
				3.41		12.35	63 P	681.3
				3.59		12.59 ⁴	38 P	688.1
				4.16		1.20	34 WP	694.6
				4.33		1.36 ²⁷⁴	83 YP	701.2
				4.50		1.52	49 P	707.5
				5.06		2.10	WYTPO Yard	713.0
				5.11		2.15	Yard S-P	714.0
				5.16		2.20	59 P	715.9
				5.32		2.34	67 P	721.6
				5.56		2.53	60 P	730.3
				6.06		3.04	40 P	734.1
				6.29 ⁷		3.17	38 P	738.7
				6.57		3.37	54 P	746.5
				7.06		3.48	67 P	750.9
				7.13		3.56	60 P	754.1
				7.30		4.16	103 P	761.4
				7.33		4.18	P	762.5
				AM 12.35		PM 7.43	P	763.3
				L 12.50	L 9.00	L 7.00	A 4.30	WPT YOS
				A 1.00		AM 7.45	AM 6.00	P 767.2
				AM 9.15	L 7.45	7.08	L 6.00	P 769.3
				9.46 ⁴	7.51	7.14	6.06 ²⁷⁶	59 WP
				10.15	8.06	7.28	6.22	104 P
				10.28	8.16	7.37	6.32	83 P
				10.38	8.31 ⁸¹⁸	7.43	6.40	96 P
				10.46	8.45	7.48	6.57 ⁶	80 P
				10.53	A 8.55	7.53	A 7.20 ²⁸⁰	797.5
				10.55	PM 8.55	7.55	AM 7.20	67 WP
				11.07		8.05		38 P
				11.18		8.13		41
				11.31		8.43 ⁴		54 P
				11.44		8.53		60 P
				12.02 AM		9.06		38 P
				12.20		9.19		OY P
				12.25 AM		9.21		Yard W P
471 2.4	277 19.8	775 24.2	281 28.7	271 20.9	793 21.2	275 21.0		

Time Table No. 17-J
Effective 12:01 A. M.
August 7, 1938

STATIONS		
Leave N	RAY	Leave RA
Leave N	DENISON	Leave WD
T&NO	LAMAR Interlocker	Auto Stop
	BONA	Stations
N T&P	TERRACE	Interlocker X
	BELLS	
	WHITEWRIGHT	Interlocker
NO StLSW	TRENTON	UN
D	LEONARD	AU
N GO&SF	CELESTE	Interlocker KF
	KELLOGG	
	GREENVILLE	
N StLSW	HUNT	Interlocker A
	ACHESON	
D	CADDO MILLS	CM
D	ROYSE CITY	RY
	FATE	
D	ROCKWALL	RO
D	ROWLETT	Interlocker VY
N GO&SF	GARLAND	BE
	BETHARD	
T&NO (Cabin)	URBAN	Interlocker
	T. & N. O. JCT.	
	HIGHLAND PARK	
	DENY	
NO T & P	DALLAS YARD	DY Interlocker
N T&NO	DALLAS UNION STATION	UT
	END OF DOUBLE TRACK	
	HONEY SPRINGS	
D	LANCASTER	CA
	ELVA	
	STERRETT	
N T&NO	SOLOM	Interlocker HO
	M-K-T JUNCTION	
	WAXAHACHIE	
	KIPLING	
D	FORRESTON	SN
D	ITALY	BG
Tex. Elec. Crossing	MILFORD	Signaled M
D	LAKENON	
Tex. Elec. Crossing	HILLSBORO	Interlocker HO
D StLSW	HILLO	HB
N Arrive		Arrive

FIRST CLASS						
7 The Bluebonnet Daily	1 Texas Special Daily	817 F. W. & D. C. Passenger Daily	3 Katy Limited Daily	811 F. W. & D. C. Passenger Daily	813 F. W. & D. C. Passenger Daily	5 Katy Flyer Daily
AM	AM		AM			PM
4.42	7.00		9.25			7.30
4.44	7.02		9.27			7.32
4.50	7.08		9.33			7.38
4.54	7.12		9.37			7.42
5.01	7.19		9.45			7.50
5.11	7.29		9.55			8.03
5.19	7.37		10.04			8.12
5.27	7.44		10.13			8.20
5.35	7.51		10.22			8.28
5.44	8.00		10.31			8.37
5.54	8.09		10.43			8.48
5.57	8.12		10.46			8.51
6.00	8.15		10.49			8.54
6.07	8.22		10.58			9.01
6.18	8.33		11.11			9.12 ²⁷²
6.23	8.38		11.17			9.17
6.29 ²⁷¹	8.44		11.24			9.23
6.39	8.54 ⁶		11.36			9.33
6.45	9.00		11.43			9.39
6.50	9.04		11.48			9.43
7.00	9.14		11.59			9.53
7.02	9.16		12.01	PM		9.55
7.05	9.18		12.05			9.57
7.10	9.23		12.10			10.01
7.12	9.25		12.12			10.03
7.15 AM	9.30	L 8.15	12.15	L 9.50	L 5.00	10.05
	9.35	AM 8.15	12.40	AM 9.55	PM 5.03	11.00 ⁴
	9.39	8.18	12.44	9.55	5.03	11.04
	9.45	8.22	12.51	10.01	5.07	11.09
	9.57	8.32	1.06	10.15	5.17	11.20
	10.04	8.38	1.15	10.24	5.23 ¹⁹⁸	11.27
	10.10 ⁹⁶	8.43	1.22	10.30 ⁹⁶	5.28	11.32
	10.15	8.47	1.27	10.35	5.32	11.37
	10.19	A 8.52	1.31	A 10.40	A 5.37	11.41
	10.20	AM	1.34	AM	PM	11.42
	10.27		1.42			11.49
	10.33		1.49			11.56
	10.41		1.58			12.04 AM
	10.48		2.07			12.12
	10.58		2.27 ²			12.24
	11.08		2.40			12.37
	11.10 AM		2.43			12.40 AM
7 41.7	1 41.6	817 49.1	3 35.2	811 36.4	813 49.1	5 40.8

No. 2 is superior to all trains.

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

NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

FIRST CLASS

Time Table No. 17-J
Effective 12:01 A. M.
August 7, 1938

THIRD CLASS

FOURTH CLASS

	4 Katy Limited Daily	818 F. W. & D. C. Passenger Daily	8 The Bluebonnet Daily	812 F. W. & D. C. Passenger Daily	2 Texas Special Daily	814 F. W. & D. C. Passenger Daily	6 Katy Flyer Daily
	AM		PM		PM		AM
	1.45		8.40		6.30		11.10
	1.40		8.35		6.27		11.06
	1.32		8.27		6.20		11.00
	1.28		8.23		6.17		10.56
	1.20		8.15		6.09		10.48
	1.08		8.03		6.01		10.36
	12.59 ²⁷⁵		7.54		5.54		10.25
	12.51		7.46		5.46		10.13
	12.43		7.38		5.39		10.04
	12.34		7.30		5.31		9.55
	12.25		7.22		5.23		9.47
	12.17		7.18		5.19		9.42
	12.14		7.15		5.16		9.39
	12.08 ^{AM}		7.08		5.10		9.31
	11.57		6.57		5.00		9.19
	11.52 ²⁷⁴		6.52		4.55		9.13
	11.46		6.46		4.49		9.06
	11.35		6.35		4.39		8.54
	11.29		6.29		4.33		8.40
	11.24		6.24		4.29		8.34
	11.14		6.14		4.19		8.24
	11.12		6.12		4.17		8.22
	11.10		6.10		4.15		8.20
	11.03		6.03		4.03		8.13
	11.02		6.02		4.02		8.12
	11.00 ^S	9.00 ^{PM}	6.00 ^L	3.35 ^A	3.50 ^S	12.20 ^{PM}	7.40 ^S
	9.52	8.56		3.28	3.44	12.16	7.34
	9.46 ²⁷⁷	8.52		3.22	3.39	12.12	7.29
	9.34	8.42		3.09	3.28	12.02 ^{PM}	7.17
	9.25	8.36		3.01	3.21	11.56	7.08
	9.19	8.31 ²⁷⁵		2.55	3.15	11.51	7.02
	9.13	8.27		2.50	3.10	11.47	6.57 ²⁸⁰
	9.09	8.23		2.45	3.06	11.43	6.52
	9.08				3.05		6.51
	8.59				2.58		6.43
	8.52				2.52		6.37
	8.43 ²⁸¹				2.45		6.29
	8.35				2.38		6.22
	8.22				2.27		6.11
	8.08				2.16		5.58
	8.03 ^{PM}				2.14		5.55
	4	818	8	812	2	814	6
	36.9	49.1	39.8	36.4	40.8	49.1	36.5

STATIONS

Arrive N	RAY	Arrive RA
Arrive T&NO	DENISON	Arrive WD
	LAMAR	
	BONA	
N T&P	TERRACE	Interlocker X
	BELLS	
NO StLSW	WHITEWRIGHT	Interlocker UN
D	TRENTON	UN
D	LEONARD	AU
N GO&SF	CELESTE	Interlocker KF
	KELLOGG	
	GREENVILLE	
N StLSW	HUNT	Interlocker A
	ACHESON	
D	CADDO MILLS	CM
D	ROYSE CITY	RY
	FATE	
D	ROCKWALL	RO
N GO&SF	ROWLETT	Interlocker VE
	GARLAND	BE
	BETHARD	
T&NO (Cabin)	URBAN	Interlocker
	T. & N. O. JOT.	
	HIGHLAND PARK	
	DENY	
NO T & P	DALLAS YARD	Interlocker DY
N Double Track	DALLAS UNION STATION	UT
	TEND OF DOUBLE TRACK	
D	HONEY SPRINGS	CA
	LANCASTER	
	ELVA	
	STERRETT	
N T&NO	SOLOM	Interlocker HO
	M-K-T JUNCTION	
	WAXAHACHIE	
	KIPLING	
D	FORRESTON	SN
D Tex. Elec. Crossing	ITALY	Signaled BG
	MILFORD	M
	LAKENON	Signaled
D St. LSW	HILLSBORO	Interlocker HO
N	HILO	HB

173.4
Average speed per hour

Station Number	776 F. W. & D. C. Daily	280 Komet Daily Except Sunday	798 F. W. & D. C. Daily	476 Mixed Daily	272 Fast Freight Daily	274 Fast Freight Way Daily	96 Way Daily Except Sunday
					AM 1.45	AM 4.00	
661							
D 1					1.20	3.35	
D 5					12.57	3.18	
D 8					12.45	3.08 ²⁷¹	
D 13					12.18 ²⁷⁵	2.47	
D 20					11.55	2.30	
D 27					11.37	2.12	
D 34					11.17	1.55	
D 40					10.57	1.36 ²⁷⁵	
D 47					10.38	1.19	
D 52					10.20	1.06	
D 53					10.12	1.01	
D 55					10.06	12.56	
D 61					9.46	12.42	
D 69					9.12	12.12 ^{AM}	
D 73					8.52	11.52 ⁴	
D 78					8.42	11.28	
D 85					8.23	11.09	
D 90					8.12	10.58	
D 93					8.05	10.50	
D 101					7.47	10.32	
					7.44	10.29	
		AM		A 7.00	7.32	10.17	AM
		A 8.00		6.35	L 7.30	L 10.15	A 11.59
D 106	AM		PM	L 6.30	PM	PM	
D 112	A 6.20	7.53	A 6.10	PM			11.45
D 121	6.06 ²⁹³	7.47	6.00				11.30
D 126	5.48	7.31	5.38				11.05
D 130	5.36	7.21	5.23 ⁸¹³				10.45
D 134	5.26	7.13	4.57				10.30 ⁸¹¹
D 137	5.18	6.57 ⁶	4.42				9.45
D 142	L 5.10	6.42	L 4.30				9.35
D 146		6.41	PM				9.30
D 152		6.32					9.05
D 157		6.24					8.45
D 165		6.14					8.15
		6.05					7.45
		5.50					7.10
812		5.33					6.35
813		5.30 ^{AM}					6.30 ^{AM}
	776	280	798	476	272	274	96
	24.1	27.0	16.9	2.0	17.6	19.1	12.3

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SOUTHWARD TRAINS

FORT WORTH DIVISION

SOUTHWARD TRAINS

THIRD CLASS							Siding Capacity Cars, Telephone, Scales, Water, Turb. Table, Wye, Fuel Yards	Distance from St. Louis
81 Komet Daily Except Saturday	75 Fast Freight Daily	71 Kansas City Fast Freight Daily	371 Fast Freight Daily	73 Bullet Daily	373 Fast Freight Way Daily	277 Fast Freight Way Daily		
	PM 2.00	AM 3.00	AM 2.45	PM 11.00	PM 9.15		OWPCTYS Yard	
							OWPT YS 660.9	
							661.8	
							662.5	
							PY 662.8	
							668.8	
	2.20	3.20	3.05	11.30 ⁷⁶	9.35		140 P 669.6	
	2.32	3.32	3.17	11.41	9.50		50 P 674.7	
	2.37	3.37	3.22	11.45	9.55		102 P 676.6	
	2.51	3.51	3.36	11.57 ³⁷²	10.11		38 P 681.9	
	A 3.00 PM	A 4.00 AM	A 3.45 AM	12.05 AM	A 10.25 PM		Yard WYSOP 685.7	

VIA	4.18 PM	5.46 AM	JOINT	2.00 AM	TRACK		757
							Yard OWTS 759
	L 7.30 PM	6.00 PM	7.30 AM	4.00 AM	5.00 AM		760.7
	7.34		8.35		5.05		104 P 764.3
	7.40		8.45		5.15		55 P 771.2
	7.51		9.05		5.32		125 P 777.6
	8.03		9.25		5.48		110 P 784.0
	8.13		9.42		6.05		48 P 788.1
	8.22		9.55		6.23 ⁸⁰		125 PW 793.2
	8.43 ²⁴		10.10		6.39 ²⁶		106 PY 801.3
	8.58		10.40 ^{11 90}		7.03 ⁹⁰		45 P 805.8
	9.06		10.55		7.15		806.4
	9.17		11.15		7.30		PYO 811.9
	9.25		11.20		7.35		Yard PW 813.0
	9.29		11.25		7.40		L 1.00 AM 815.3
	9.40		11.40		7.59		125 P 821.5
	9.49		11.53		8.15 ⁹⁰		123 P 827.4
	9.59		12.06 PM		8.32		78 P 833.6
	10.03		12.12		8.40		111 P 836.4
	10.08		12.20		8.50		68 P 840.0
	A 10.15 PM		A 12.30 PM		A 9.00 AM		Yard PSTWO 843.0
					A 2.45 AM		845.5

81	75	71	371	73	373	277
30.5	23.6	21.3	24.0	20.1	18.0	17.1

Time Table No. 17-J
Effective 12:01 A. M.
August 7, 1938

STATIONS

Leave N	RAY	Leave RA
N Leave	DENISON	Leave WD
	0.5	
	DAILY	
	0.7	
	SUN	
	0.3	
	DALLAS JOT.	
	6.0	
	POTTSBORO JOT.	
	0.6	
N	POTTSBORO	JN
	5.1	
	HAGERMAN	
	1.9	
	DEAVER	
	5.3	
	SADLER	
	3.3	
N	WHITESBORO	WO
	35.0	
N	DENTON	ON
	35.5	
N	FORT WORTH	NY
T & P	2.0	Interlocker
	NEY	
	1.7	Interlocker KN
N T & NO	DOLARD	
	3.6	
	BETHEL	
	6.0	
D	BURLESON	BU
	6.4	
	EGAN	
NO GC&SF	6.4	Interlocker VD
D	ALVARADO	VD
	4.1	
	CONLEY	
	5.1	
D	GRANDVIEW	GW
	8.1	
D	ITASCA	SK
	4.5	
	SCHOFIELD	
	0.6	
D St. LSW	LOVELACE	Interlocker HO
	6.5	
	HILLSBORO	
	1.1	
N	HILO	HB
	2.3	
	DAVY	
	6.2	
	ABBOTT	
	5.9	
D	WEST	WS
	6.2	
	DREW	
	2.6	
	ELM MOTT	
	3.6	
	POWERS	
	3.0	
N	BELLMEAD	BJ
St. L&SW	2.5	Interlocker Device
T&NO-I&GN-St. LSW	WACO	Interlocker WO
N Arrive		Arrive

184.6
Average speed per hour

FIRST CLASS						
27 The Bluebonnet Daily	11 Texas Special Daily	1 Texas Special Daily	23 Katy Limited Daily	3 Katy Limited Daily	25 Katy Flyer Daily	5 Katy Flyer Daily
AM 4.50	AM 7.02		AM 9.30		PM 7.22	
4.52	7.04		9.32		7.24	
4.54	7.06		9.34		7.26	
4.56	7.08		9.36		7.27	
5.06	7.18		f 9.47		f 7.38	
5.13	7.25		f 9.55		f 7.46	
5.16	7.28		9.58		7.49	
5.23	7.35		f 10.07		f 7.57 ¹⁸	
A 5.30 AM	A 7.40 ⁷²		A 10.15 ²⁶		A 8.04 PM	

VIA	6.20 AM	8.32 AM	11.13 AM	JOINT	9.02 PM	TRACK
	7.10 AM	9.30 AM		12.15 PM		10.00 ^{PM} 11.00 ^{PM}
		9.48				11.08
		9.51				11.11
		9.55				11.16
		10.02				f 11.24
		10.09				11.32
		10.16				f 11.40
		10.22				11.46
		10.29				s 11.55
		10.40 ^{71 90}				s 12.08 AM
		10.47				12.15
		10.48				12.16
		10.57				s 12.27
		11.00	L 11.10 AM		L 2.43 PM	12.30 ⁷⁰ 12.40 ⁷⁰
		11.03	11.13		2.46	12.33 12.44
		11.11	11.21		f 2.54	12.41 12.52
		11.17	11.27		s 3.01	f 12.50 12.59
		11.24	11.34		3.08	12.58 1.06
		11.27	11.37		f 3.12	1.02 1.10
		11.31	11.41		3.16	1.06 1.14
		11.35	11.45		3.20	1.10 1.18
		11.40 AM	11.50 AM		3.25 PM	1.17 AM 1.25 AM

27	11	1	23	3	25	5
41.2	41.3	48.8	34.9	46.4	37.5	43.3

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NORTHWARD TRAINS

FORT WORTH DIVISION

NORTHWARD TRAINS

Time Table No. 17-J
Effective 12:01 A. M.
August 7, 1938

FIRST CLASS						
24	4	18	12	2	26	6
Katy Limited	Katy Limited	The Bluebonnet	Texas Special	Texas Special	Katy Flyer	Katy Flyer
Daily	Daily	Daily	Daily	Daily	Daily	Daily
AM 1.35		PM 8.35	PM 6.25		AM 11.08	
1.30		8.32	6.22		11.05	
1.28		8.30	6.20		11.03	
1.27		8.29	6.19		11.02	
1.17		f 8.19	6.09		f 10.52	
1.08		f 8.09	6.01		f 10.42	
1.05		8.06	5.58		10.39	
12.56		f 7.57 ²⁵	5.51		f 10.31	
s 12.50 AM		L s 7.45 PM	L s 5.45 PM		s 10.25 ²³ AM	

STATIONS

Arrive N		Arrive EA
	RAY	
Double Track	N Arrive DENISON Arrive WD	Auto Block Signals
	0.9 DALY	
	0.7 SUN	
	0.8	
	DALLAS JOT.	
	0.8 POTTSBORO JOT.	
N	0.8 POTTSBORO JN	Auto Block Signals
	1.1 HAGERMAN	
	1.9 DEAVER	
	3.3 SADLER	
	3.8	
N	WHITESBORO WO	
	35.9	
N	DENTON ON	
	35.5	
Double Track	FORT WORTH NY	Interlocker
T & P	2.0	
N T&NO	1.7 NEY Interlocker KN	Auto Block Signals
	3.6 DOLARD	
	4.1 BETHEL	
D	6.9 BURLESON BU	
	6.4	
NO GO&SF	6.4 EGAN Interlocker VD	
D	6.4 ALVARADO VD	
	4.1 CONLEY	
D	8.1 GRANDVIEW GW	
	8.1	
D	4.5 ITASCA SK	
	4.5	
D St.LSW	0.6 SOHOFIELD	
	0.6	
	5.5 LOVELACE Interlocker HO	
	5.5	
	1.1 HILLSBORO	
N	HILO HB	
	2.3	
	6.2 DAVY	Auto Block Signals
	6.2	
	5.9 ABBOTT	
	5.9	
D	6.2 WEST WS	
	6.2	
	2.8 DREW	
	2.8	
	3.6 ELM MOTT	
	3.6	
	3.0 POWERS	
	3.0	
N St.L&SW	2.5 BELLMEAD BJ	Interlocker Device
	2.5	
T&NO-I&GN-St.LSW	WACO Interlocker WO	Leave
N		Leave

184.6
Average speed per hour

Station Number	THIRD CLASS						FOURTH CLASS	
	372	72	80	74	76	70	92	90
	Fast Freight	Fast Freight	Komet	Fast Freight	Rocket	Fast Freight Way	Way	Way
	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
	AM 1.05	AM 8.40		PM 12.01	PM 11.59		AM 11.50	
661								
662								
663								
670	12.30	8.20		11.40	11.30 ⁷³		s 11.30	
675	12.15	8.08		11.28	11.13		f 11.15	
677	12.10 AM	8.04		11.24	11.09		11.10	
682	11.57 ⁷³	7.50		11.10	10.55		f 10.55	
686	L 11.35 PM	L 7.40 ¹¹ AM		L 11.00 AM	L 10.45 PM		L 10.45 AM	

Station Number	VIA	JOINT	TRACK
722	5.46 AM	9.41 AM	8.33 PM
757			
759	4.15 AM	A 7.30 AM	8.00 AM 7.00 PM A 3.30 AM
761		7.25	3.15 1.05
764		7.17 ²⁶	3.05 12.50
771		6.57	2.45 f 12.30
778		6.44	2.25 f 12.10 PM
784		6.31	2.05 s 11.50
788		6.23 ⁷³	1.55 11.35
793		6.12	1.40 s 11.15
801		5.55	1.17 s 10.40 ¹¹
806		5.45	1.05 10.10
807			
812		5.32	12.50 s 9.45
813		5.29	12.40 12.30 ²⁵ s 9.20
815		5.24	12.20 9.05
822		5.12	12.01 AM f 8.40
827		5.01	11.45 s 8.15 ⁷³
834		4.49	11.27 7.28
836		4.43	11.20 f 7.20
840		4.36	11.10 7.10
843	L 4.30 AM		L 11.00 PM L 7.00 AM
846			

372	72	80	74	76	70	92	90
14.2	22.0	28.8	23.6	17.8	18.7	20.0	13.4

No. 2 is superior to all trains.

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

6 SOUTHWARD TRAINS DENTON DIVISION

NORTHWARD TRAINS

SOUTHWARD TRAINS SHERMAN BRANCH NORTHWARD TRAINS

THIRD CLASS		Siding Capacity Cars, Telephone, Fuel, Scales, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 17-J Effective 12:01 A. M. August 7, 1938		Station Numbers	THIRD CLASS	
471 Mixed	Daily			476 Mixed	Daily			
PM 10.00		Yard WPYS	721.6			Leave N	DENTON	Arrive CN
10.45	15 P	730.9		LAKE DALLAS		K9	8.30	
11.10	25 P	736.8	D	LEWISVILLE	VI	K15	8.10	
11.29	25	742.7		TRINITY MILLS		K21	7.55	
11.40	P	744.6	St. LSF-St. LSW	Interlocker	HP	K23	7.48	
11.50	26 P	746.9		FARMERS BRANCH		K25	7.40	
12.05 AM	23	751.0		ROSELAWN		K29	7.25	
12.35 AM		758.0	Arrive	DENY	Leave		7.00 PM	
471 14.1				36.4			476 18.2	
				Average speed per hour				

THIRD CLASS		Siding Capacity Cars, Telephone, Fuel, Scales, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 17-J Effective 12:01 A. M. August 7, 1938		Station Numbers	THIRD CLASS	
55 Mixed	Daily Ex. Sunday			56 Mixed	Daily Ex. Sunday			
AM 6.00		WPTYOS Yard	660.9			N	DENISON	DN
6.25	9	662.5	Leave	SUN	Arrive		1.40	
6.40	20	668.1		ELLSWORTH		P5	1.25	
7.05 AM	WST YARD	671.6	T. & P. D	SHERMAN	Crossing SN Leave	P11	1.00 PM	
55 9.9				10.7			56 10.7	
				Average speed per hour				

No. 55 is superior to No. 56.

Denton Division trains be governed by Dallas Division Time Table Pages 2 and 3, and special rule No. 3(A), between Deny and Dallas Union Station.

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

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, Wye, Fuel, Turn Table	Distance from St. Louis	Time Table No. 17-J Effective 12:01 A. M. August 7, 1938		Station Number	THIRD CLASS	
51 Mixed	Mondays Wednesdays Fridays			52 Mixed	Tuesdays Thursdays Saturdays			
AM 6.30		WOPTY Yard	713.0			Leave	GREENVILLE	Arrive
6.45	Yard SP	714.0		HUNT	GE	D53	1.30	
7.10	37	720.2	N	DIXON	Crossing	H7	12.45	
7.50	43	727.5	D	LONE OAK	NK	H14	12.10 PM	
8.30	41	733.5	D	POINT	NO	H21	11.35	
9.15	29	740.9	D	EMORY	MY	H28	10.55	
10.20	60 Y	750.4	D	ALBA	AB	H37	10.00	
10.35		751.0	T. S. L.	HOYT	Crossing	H38	9.50	
11.05	38	756.5		GOLDEN		H44	9.20	
11.35	47	761.5		STORAGE		H48	8.45	
11.50 AM	WOY Yard	763.5	D	T. & P. (Cabin) Interlocker	US	H50	8.30 AM	
51 9.5			Arrive	MINEOLA	Leave		52 9.7	
				Average speed per hour				

Trains Nos. 51 and 52 will handle Passengers, Baggage, Mail and Express.

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

THIRD CLASS			FIRST CLASS			Distance from St. Louis	Time Table No. 17-J Effective 12:01 A. M. August 7, 1938	Station Number	Yards Coal, Oil, Water, Telephone, Turn Table, Track Scales, Wrs., Car Capacity	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
371 Fast Freight	373 Fast Freight Way		33 Katy Limited		33					38 The Bluebonnet		372 Fast Freight		92 Way	
Daily	Daily		Daily						Daily		Daily		Daily Except Sunday		
AM 3.45	PM 10.45		AM 10.30		685.7	Leave N	WHITESBORO	Arrive WO	686	POWSY Yard	PM 7.30		PM 11.30		AM 10.15
4.07	11.10 ³⁷²		10.41		693.1		WOODBINE		G 7	60 P	f 7.18		11.10 ³⁷³		f 9.45
4.25	11.30		10.50		699.6		COOK				7.08		10.47		9.25
4.30	11.35		10.55		701.1	N	GAINESVILLE	GV	G 15	49 PWY	s 7.05		10.43		s 9.20
4.38	11.45		11.00		703.2	GO & SF	ZENA	Interlocker		100 P	f 6.56		10.38		9.10
4.47	11.55		11.06		706.5		LINDSAY		G 21	48	f 6.51		10.29		f 8.59
5.03	12.15 AM		11.16		712.4		MYRA		G 27	32 P	f 6.42		10.12		f 8.40
5.14	12.25		11.24		716.3	D	MUENSTER	MN	G 31	100 P	f 6.36		10.01		s 8.30
5.31	12.50		11.34		722.5		COPPERS		G 37	43 P	f 6.26		9.42		f 8.10
5.41	1.05		11.41		726.3	D	ST. JO	JO	G 41	W	s 6.20		9.30		s 7.55
5.45	1.25		11.43		727.3		OREST			100 P	6.16		9.25		7.45
6.01	1.45		11.54		733.8		BONITA		G 48	50	f 6.06		9.05		f 7.25
6.23	2.10		12.10 PM		742.3	D	NOCONA	NA	G 57	100	s 5.54		8.45		s 7.01
6.40 ⁹²	2.30		12.22		749.1		BELCHERVILLE		G 63	31 PW	f 5.42		8.24		f 6.40 ³⁷¹
6.59	2.55		12.35		756.2	D	RINGGOLD	RD	G 71	100	s 5.32		7.59		s 6.01
7.21	3.25		12.49		765.3		WALTON		G 80	45 P	f 5.18		7.30		f 5.20
7.38	3.45		1.00		771.7	D	HENRIETTA	HE	G 86	100 W	s 5.09		7.10		s 5.01
8.05	4.15 ⁹²		1.15		781.5	Ft. W & DC	JOLLY	Crossing	G 96	100 P	f 4.54		6.40		f 4.15 ³⁷³
8.30 AM	4.45 AM		1.30 PM		790.2	WV Arrive D	WICHITA FALLS	Crossing Leave WF	G 105	PSWY Yard	4.40 PM		6.15 PM		3.40 AM
					791.1		DENVER JUNCT.								
8.45 AM	5.00 AM				791.6	N	NORTH YARD	YD	G 106	PSWTO Yard			6.00 PM		3.30 AM
371	373		33		105.9						38		372		92
21.2	16.9		85.0				Average speed per hour				87.4		19.3		15.7

SPECIAL INSTRUCTIONS

1. NORTHWARD AND EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.

- 1(A). No. 2 is superior to all trains.
No. 1 is superior to all trains except No. 2.
Other first and second class trains will clear time of Nos. 1 and 2 at least five minutes.
- 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). 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 and second class and passenger extras) report for orders before leaving Denison, Dallas Union Terminal, Whitesboro, Fort Worth, Hilo, Waco and Wichita Falls.
- 2(A). All freight trains (third, fourth class and extra), report for orders before leaving Whitesboro, Hilo, Bellmead, North Yard-Wichita Falls, Dallas Yard, and Dallas General Office when no telegrapher on duty at yard. Dallas Division trains from Ray report at Ray.
- 2(B). Southward trains starting from Ney will receive train orders and register check at Ney Tower; when ready to go four short sounds whistle answered by wig-wag of train order signal will be authority to move to the tower.
- 2(C). Denton Division trains report for orders before leaving Denton; Mineola Division trains report for orders before leaving Hunt and Mineola, and Sherman Branch trains report for orders before leaving Ray and Sherman. FW&DC trains report for orders before leaving CRI&G Jct. and MKT Jct.

- 2(D). First and second class trains and passenger extras register at Dallas Yard and Hilo by slip, except first and second class trains when displaying signals for following sections, stop and register, unless instructed by train order to register by form 68.
- 2(E). Register at Bellmead for third, fourth class and extra freight trains only.
- 2(F). All trains register T. & N. O. Interlocker Ney by slip; except when displaying signals for following section, stop and register, unless instructed by train order to register by form 68.
- 3. Trains and engines use cross-overs between Dallas Jct. and Denison without train orders against overdue superior trains, provided automatic block indicators or signals show clear, otherwise under flag protection.
Dallas Division trains use double track between Dallas Jct. and Daly without train orders, ahead of overdue superior trains.
- 3(A). Trains and engines may proceed against overdue superior trains between Deny and Dallas Union Station when automatic block signals indicate proceed but must comply with rule 343 when signals indicate stop.
Movements from Denton Division to Dallas Division at Deny must not be made without flag protection when signal 7583 indicates stop.
Crossover movements Dallas Yard to Denton Division must not be made without flag protection when signals 7562, 7563 or 7583 indicate stop.
- 3(B). Trains approach Whitesboro at restricted speed expecting to find Fort Worth and Henrietta Division main tracks occupied.
- 3(C). Trains and engines run at restricted speed between T. & N. O. crossing south of Ney and north end of double track Fort Worth.
- 3(D). Trains and engines run at restricted speed between South Yard limit board, South Yard, and North Yard limit board, North Yard, Wichita Falls.
- 3(E). Trains and engines run at restricted speed on all tracks through and between Greenville and Hunt yard limits. The moving train will be held responsible. Trains or engines standing or moving under obscure conditions unprotected will be held equally responsible. Third track opposite depot Greenville will be used as the siding at Greenville passenger station, and track east of water tank, known as LA&T siding, Greenville, may be used for MKT-T trains to meet avoiding delay to LA&T passenger trains.

- 3(F). Northward trains will receive hand or lamp signal before fouling twin switches south end Denison passenger station.
 - 3(G). Trains and engines not exceed 15 miles per hour over puzzle switch north of passenger station Denison.
 - 3(H). Derrail located ninety (90) feet north of running Track No. 1 Switch Warner Cut-off.
 - 3(I). Maximum Speeds (Miles Per Hour)
- | Division | Passenger Trains | Komets | Other Freight Trains |
|---------------------------------------|------------------|--------|----------------------|
| Dallas— | | | |
| Between Denison and Bells | 50 | | 40 |
| Between Bells and Celests | 60 | | 40 |
| Between Celests and Greenville | 50 | | 35 |
| Between Greenville and Rockwall | 60 | | 40 |
| Between Rockwall and Dallas | 50 | | 40 |
| Between Dallas and Hillsboro | 50 | 45 | 40 |
| Ft. Worth— | | | |
| Between Dallas Jct. and Pottsboro | 50 | | 30 |
| Between Pottsboro and Whitesboro | 60 | | 40 |
| Between Ft. Worth and M. P. | 790.60 | 45 | 45 |
| Between Mile Post 790 and Hilo | 50 | 35 | 30 |
| Between Hilo and Bellmead | 60 | 45 | 40 |
| Henrietta— | | | |
| Between Whitesboro and Gainesville | 50 | | 40 |
| Between Gainesville and Wichita Falls | 50 | | 35 |
| Denton | 35 | | { (Curves) 20 |
| Sherman Branch | 20 | | { (Tangent) 25 |
| Mineola | 20 | | 15 |
- 3(J). Komets handling loaded oil tanks will be governed by the speeds for "Other Freight Trains."
 - 3(K). 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(L). Maximum speed entering or leaving Main Line turnouts, passenger trains twenty miles per hour, freight trains fifteen miles per hour.

SPECIAL INSTRUCTIONS — Continued

3(M). The maximum speed of 64 per cent freight engines on passenger trains is 35 miles per hour and 57-47 per cent freight engines on passenger trains is forty miles per hour.

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

3(O). Maximum speed of trains on Warner, Lamar and Ray-Pottsboro Cut-off 15 miles per hour.

3(P). City ordinance speed restrictions:

Station	Speed	Station	Speed
Denison	20 miles per hour	Abbott	45 miles per hour
Whitewright	15 " " "	West	20 " " "
Trenton	10 " " "	Waco	20 " " "
Greenville	10 " " "	Itasca	12 " " "
Mineola	10 " " "	Grandview	16 " " "
Caddo Mills	20 " " "	Burleson	15 " " "
Koyse City	15 " " "	Ft. Worth	20 " " "
Garland	18 " " "	Sherman	8 " " "
Dallas	12 " " "	Gainesville	15 " " "
Lancaster	12 " " "	Henrietta	20 " " "
Waxahachie	20 " " "	Wichita Falls	15 " " "
Italy	8 " " "		
Milford	20 " " "		
Hillsboro	18 " " "		

4. Points to which Time applies:

- Hunt —Yard lead switch north of Wellington Street.
- Bellmead —For first and second class and passenger extras north end double track.
- Ney —For first and second class and passenger extras south end double track opposite roundhouse.
- Whitesboro —Ft. Worth and Henrietta Divisions first class trains meeting at Whitesboro will use siding extending from switch opposite passenger station south or west.
- Pottsboro —For Northward trains crossover at Signal 6694.

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

Station	End at which track is connected to Main Track.	Car Capacity
Kingston (MP-D704.3)	South end	34
Peniel (MP-D711.3)	North end	7
Burrow (MP-D727.2)	Both ends	38
Thomas (MP-D731.6)	South end	18
Cheisa (MP-D743.8)	South end	57
Rock (MP-D760.8)	South end	6
Armo (MP-D763.4)	South end	6
Sargent (MP-D770.8)	South end	10
Red Oak (MP-D783.0)	Both ends	20
Chatl (MP-817.3)	North end	10
Cap Head (MP-841.9)	Located North end Bellmead Yard	10
Hope (MP-G697.6)	Both ends	16
West Hope		
Rosson (MP-G698.0)	Both ends	25
Huggins (MP-G761.5)	Both ends	10
South Yd. (MP-G789.8)	Yard	5
Corinth (MP-K727.6)	Both ends	15
Eachman (MP-K752.3)	North end	35
Love Field (MP-K762.9)	South end	30
Brookhollow (MP-K753.4)	South end	10
No.Dallas (MP-K753.8)	North end	15
Hawes (MP-K764.5)	Both ends	10
Hudnall (MP-K755.6)	Both ends	10
Raines (MP-H738.5)	North end	5
Ginger (MP-H744.5)	North end	20
Clearing (MP-H747.3)	North end	5
Ben (MP-H760.1)	South end	12

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

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

4(C). Following Yards protected by Yard Limit Boards:

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

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

5. Bulletin books located at:

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

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

6. Standard Clocks located at:

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

7. Watch Inspectors:

American Railroad Time Service Company, 720 Olive St., St. Louis.	
Name	Address
Dallas Watch Co., Santa Fe Bldg.	G. W. Haltom.....Wichita Falls, Texas
" " " " " "	W. B. Kline.....Gainesville, Texas
J. B. Rockwell.....Denison, Texas	G. W. Haltom.....Fort Worth, Texas
Morris Jewelry Co.....Sherman, Texas	Taylor Bros.....Greenville, Texas
T. E. Bond.....Hillsboro, Texas	Flynts.....Mineola, Texas
T. A. Armstrong.....Waco, Texas	

8. Automatic Block Signals in service as follows:

- Denison-Ray Terminal—
Between Redtex and Denison Passenger Station
" Redtex and Ray via Warner Cut-off
" Dallas Jet, and Mirick Ave., Denison
" Ray and Dallas Jet, via Warner Cut-off
" Ray and Pottsboro via Ray-Pottsboro Cut-off
" Lamar and Bona
- Ft. Worth Division—
Between M.P. 667.5 and Whitesboro
" M.P. 759.5 and M.P. 790.3
" M.P. 810 and Waco
- Dallas Division—
Between Lamar and Bona
" M.P. D712.1 and M.P. D712.8
" M.P. D713.5 and M.P. D714.0
" M.P. D756 and Dallas Yard
" M.P. D769 and M.P. D772
" M.P. D797.9 and M.P. D799.4
" M.P. D831 and Hilo

8(A). If held by Home Signal at:
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

8(B). Movements between Ray and Pottsboro via Ray-Pottsboro Cut-off; between Ray and Redtex via Warner Cut-off, and between Ray and Dallas Jet via Warner Cut-off will be made on signal indication, except that southward trains via Ray-Pottsboro Cut-off notify telegrapher at Pottsboro before entering block.

8(C). Electrically Controlled Switches at:
Pottsboro Junction
Pottsboro—south end siding.
Whitesboro—T&P-MKT Junction
Hilo—Dallas Division and Ft. Worth Division Junction
Bellmead—North end double track

8(D). Southward trains trail through spring switch south end double track Dallas Junction and not exceed 15 miles per hour, and northward trains 15 miles per hour. Southward trains must not make reverse movement until switch lined by hand.

8(E). Northward trains trail through spring switch north end double track Ft. Worth and not exceed 15 miles per hour, and Southward trains 25 miles per hour. Northward trains must not make reverse movement until switch lined by hand.

8(F). Double Track:
Between Denison and just south of Dallas Junction.
Between Santa Fe Interlocker Dallas MP D768.9 and MP D769.3
Between Bellmead and Waco except over Brazos River Bridge.
Between Ft. Worth MP 767.4 (Broadway St.) and Ney, opposite Roundhouse.

8(G). Northward trains and engines stop to clear north end double track Ft. Worth until given interlocker signal.

8(H). South crossover switch at signal 6694 Pottsboro must be kept lined for siding.

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

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

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

8(L). Interlocker home signal for northward trains governing T. & N. O. crossing just north of Brazos River Bridge, Waco, located on left side of track.

8(M). Double track extends between Mile 843.0 Bellmead and Mile 844.6 Single track extends over Brazos River bridge between Mile 844.6 and Mile 844.5. Double track extends between Mile 844.9 Waco and Mile 855.1 Hewitt. On double track, double track rules will govern, except between Mile 844.9 and Mile 846.0, use track for which switches are lined. All trains and engines including yard engines, and engines in charge of hostlers, will run under control between Mile 843.0 Bellmead and Mile 846.0 Waco, expecting to find main track occupied. The moving train or engine will be held responsible, except that where automatic block signals are

in service, automatic block signal rules will govern. Trains or engines, standing, or moving, under obscure conditions, unprotected by flagman, ample distance for safety, will be held equally responsible. All trains and engines, including yard engines and engines in charge of hostlers between Mile 843.0 Bellmead, and Mile 846.0 Waco, will run ahead of overdue superior trains on double track, and when receiving clear interlocker signals ahead of or against overdue superior trains on single track without orders, but must ascertain location of superior trains when necessary to avoid delaying them. DeLeon Division train No. 35 will use main track from Waco passenger station to Caphead and be governed by automatic block signals from North end of double track (Mile 843.0) to Caphead. Check North Texas Dist. register and avoid delay overdue first class trains; obtain orders in charge of hostlers when overdue. DeLeon Division train No. 36 will use track from T. & N. O. crossing (Mile 844.6) North of Brazos River bridge to Waco passenger station. All trains will move at restricted speed through Bellmead—Waco.

9. Interlocker Santa Fe crossing, South Dallas, controls movements between south end Union 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&N or MKT. Trains for MKT not to accept yellow indication if switches lined for T&N, and, except as otherwise provided herein, yard rule restrictions will apply to all movements within these limits.

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

9(B). Interlocker dwarf signal governing movement from siding to main track celeste located on left side track.

9(C). Do not exceed 20 miles per hour over switches and derails between home signals of interlocking plant at Hunt.

9(D). Passenger trains reduce to 35 and freight trains to 20 miles per hour over T-P crossing Bells.

9(E). Passenger trains not exceed 30 miles per hour and freight trains 20 miles per hour approaching signals governing Texas Electric crossings at Italy and Hillsboro.

10. Engines larger than 41% freight and 29% passenger must not be run over Denton Division. Engines larger than 33% freight and 26% passenger must not be run over Sherman Branch and Mineola Division.

10(A). 41% freight and 29% passenger engines must not be doubleheaded nor exceed 10 miles per hour, and other engines must not exceed 15 miles per hour over Bridge K-733.3.

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

11. The following main track bridges and structures will not clear man on side of car as the horizontal clearance, between points 4 feet and 16 feet above top of rail, is less than 14 feet 9 inches:
Bridge H-722.8;
FWDC joint track bridge 114.73, Wichita River, Wichita Falls;
Highland Park passenger shed;
Swinging spouts on water tanks;
All mail cranes when pouches are hung.

The following main track bridges and structures will not clear man on top of car as they do not have vertical clearance of 21 feet 6 inches:
Signal bridge M.P. D-766.6, Dallas;
Oak Cliff viaduct M.P. D-767.5, Dallas;
Street Railway viaduct M.P. D-767.5, Dallas;
1&GN overpass Italy M.P. D-812.7;
Hattie St. viaduct Ft. Worth M.P. 767.45;
Allen Ave. viaduct Ft. Worth M.P. 758.5, northbound main track;
Bridge K-733.3;
Ft. Worth passenger shed.

12. 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.

13. Dallas Union Terminal Time Table governs between Dallas Yard and Santa Fe Interlocker South Dallas.
Fort Worth and Denver Time Table governs between Wichita Falls and Denver Junction.

T & P Time Table governs between Whitesboro and Fort Worth.

14. Employees of Fort Worth & Denver City Railroad are subject to the Rules, Time Tables and Special Instructions of the Missouri-Kansas-Texas Railroad Company of Texas while operating over its tracks.

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

Train	Station	Train	Station
3, 6	Kingston	51, 52	Ginger
3, 6	Peniel	51, 52	Clearing
3, 4			Red Oak

15(A). Nos. 7 and 27 stop at any station to discharge revenue passengers from north of Muskogee and from Frisco train 507.

15(B). No. 4 stop at any point between Dallas and Denison to discharge revenue passengers from Dallas or beyond.

15(C). Nos. 5 and 25 stop any station to discharge revenue passengers from Kansas City; also from stations St. Louis to South Mound, inclusive.

15(D). Nos. 6 and 26 stop any station to receive revenue passengers for Kansas City; also for stations South Mound to St. Louis, inclusive.

15(E). Nos. 5 and 6 stop on flag at Hillsboro to pick up or discharge revenue passengers destined to or from Dallas or beyond.

15(F). No. 24 stop stations between Hillsboro and Ft. Worth to discharge revenue passengers from points south of Waco, and to pick up revenue passengers for stations where Nos. 24 and 4 are scheduled to stop.

15(G). No. 24 stop at any station north of Ft. Worth to discharge revenue passengers from Ft. Worth and south, and to receive passengers for regular stops north of Denison.

15(H). Nos. 5 and 25 stop any point between Denison, Dallas and Ft. Worth to discharge revenue passengers from stations north of Denison and from Frisco train 505.

15(I). Nos. 3 and 23 stop any station in Texas to discharge passengers from St. Louis or Kansas City, including passengers holding drovers return tickets.

15(J). Nos. 25 and 26 stop at Egan to receive or discharge revenue passengers to or from stations which are regular stops for these trains.

SPECIAL INSTRUCTIONS — Continued

Engine whistle signal code at Interlocking Plants except those listed below:

- Main Track to Main Track _____
- Main Track to Passing Track _____ O _____
- Passing Track to Main Track _____ O _____
- Main Track to Industry or Transfer Track _____ OO _____
- Industry or Transfer Track to Main Track _____ OO _____
- Main Track to Branch Line or to Main Track of Other Railroad OO _____
- Branch Line or Main Track of other Railroad to MKT Main Track OO _____

Enginemen notifying Towerman cannot accept signal OOOOO.
 On double track, above signals govern with the current traffic.
 On Double Track:
 Main to Main against current of traffic O _____ O.
 Main to Main through crossover O _____ OO.

Engine whistle signal code for Lamar Interlocking Plant just south of Denison Passenger Station.

- MKT Northbound:
 Main Track _____
 Cut off _____ O.
 MKT Southbound:
 Main Track _____
 Engine whistle signals for T&NO Interlocking Plant Waco:
 Southbound Main to Single Main (Main Track to Main Track) _____
 Single Main to Northbound Main (Main Track to Main Track) _____
 Northbound Main to Single Main (Irregular Route) O _____ O.
 Single Main to Southbound Main (Irregular Route) O _____ O.
 Main Track to Cotton Belt O _____

TONNAGE RATING INSTRUCTIONS

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

	Weight of Car and Contents Tons	Weight of Freight Tons
Perishables moving under ice.....	45	16
Perishables in refrigerators not under ice.....	42	16
Refrigerators loaded with LCL merchandise.....	35	7
Other cars loaded with LCL Mds.....	27	7
Live stock without bedding.....	35	15
Live stock-bedded car.....	37	15
Live poultry.....	36	10

When actual weights obtained on perishable loads in refrigerators moving under refrigeration add 3 tons for ice.

Actual Weight of Caboose:	Tons
Caboose 350 to 723 inclusive, and 100011 to 100063 inclusive.....	18
Caboose 751 to 795 inclusive.....	21
Caboose 796 to 820 inclusive.....	25

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

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

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

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

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

Train Master
A. F. WINKEL

Road Foreman of Engines
W. H. McCUNE

Chief Dispatcher
J. A. SINGISER

Road Foreman of Engines has the same authority as Trainmaster while on line of Road.

TONNAGE RATINGS

Locomotives	From	To	64% Booster		64%		57%		47%		32%		30%		
			Adjustment	Rating	No. Rating	No. Rating	No. Rating	No. Rating	No. Rating	No. Rating	No. Rating	No. Rating			
			Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	
	Ray	Ney	5	2500	62	2110	53	1890	47	1590	40	1080	27	1000	25
	Ray	Pilot Point	7	3000	75	2500	63	2225	56	1855	46	1255	31	1180	30
	Ney	Ray	5	2050	51	1850	46	1650	41	1360	34	925	23	870	22
	Whitesboro	Ray	7	3100	78	2650	66	2350	59	1940	49	1320	33	1240	31
	Whitesboro	Wichita Falls	5	2500	63	2050	51	1840	46	1590	40	1080	27	1000	25
	Ringgold	Wichita Falls	6	2700	68	2300	58	2050	51	1790	45	1215	30	1150	29
	Wichita Falls	Whitesboro	7	3100	78	2650	66	2350	59	1940	49	1320	33	1240	31
	Ray	Dallas	6	2850	71	2380	60	2120	53	1750	44	1190	30	1120	28
	Whitewright	Rockwall	12	4400	110	3675	92	3270	82	2770	68	1880	47	1765	44
	Dallas	Royse City	5	2300	58	1925	48	1715	43	1485	37	1070	27	1000	25
	Royse City	Bona	10	3780	95	3150	79	2800	70	2300	58	1560	39	1460	36
	Bona	Ray	5	1950	49	1680	42	1300	35	1165	29	860	22	800	20
	Dallas	Hilo	5	2575	64	2200	55	1950	49	1610	40	1100	28	1000	25
	Hilo	Dallas	5	2250	56	1900	48	1700	43	1500	38	1070	27	1000	25
	Ney	Bellmead	6	3100	80	2550	63	2050	51	1650	41	1150	29	1030	26
	Grandview	Bellmead	9	4500	113	3900	98	3500	88	2800	70	1960	49	1750	44
	Bellmead	Ney	6	3050	76	2600	65	2300	58	1840	46	1290	32	1160	29
	Dallas	Denton	5									1050	26	950	24
	Denton	Dallas	5									1200	30	1080	27
	Lewisville	Dallas	5									1550	39	1400	35
	Ray	Sherman	5									935	23	850	21
	Sherman	Ray	5									935	23	850	21
	Hunt	Mineola	5									1100	28	1000	25
	Mineola	Hunt	5									1150	29	1050	26

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

EMPLOYES HOSPITAL ASSOCIATION

DR. R. S. YANCEY, Chief Surgeon, Medical Arts Building, Dallas Texas

STATIONS	NAME	OFFICE	STATIONS	NAME	OFFICE
Dallas	H. M. Doolittle, Div. Surg.-Examiner	4105 Live Oak St.	Waco	I. E. Colgin, Div. Surgeon-Examiner	605 Columbus Ave.
"	R. W. Baird, Div. Surg.-Examiner	" " " "	"	E. A. Milam, Local Surgeon	204 Professional Bldg.
"	G. A. Davidson, Dermatologist	" " " "	"	R. E. Bullard, Local Surgeon	606 Columbus Ave.
"	A. L. Frew, Oral Surgeon	" " " "	"	K. H. Aynesworth, Condit. Surgeon	601-2 Service Mutual Bldg.
"	Davis Spangler, Radiologist	" " " "	"	J. O. Hall, Oral Surgeon	Amicable Bldg.
"	Wm. H. Potts, Asst. to Div. Surgeon	" " " "	"	John L. Burgess, Specialist	Professional Bldg.
"	Richard M. Smith, Asst. to Div. Surgeon	" " " "	"	Cleveland H. Brooks, Oculist and Aurist	" " " "
"	Ozro T. Woods, Asst. to Div. Surgeon	" " " "	"	S. J. Harlow, Oral Surgeon	1102 Amicable Bldg.
"	Raworth Williams, Urologist	Medical Arts Building	"	A. F. Garner	" " " "
"	Elbert Dunlap, Condit. Surgeon-Examiner	" " " "	Grandview	C. C. Campbell	" " " "
"	Albert Derrico, Condit. Surgeon	" " " "	Itasca	F. W. B. Rockett	" " " "
"	A. L. Nygard, Consult. Oral Surgeon	" " " "	Amarado	Ross Trigg, Div. Surgeon-Examiner	Suite 900-1-2 First Natl. Bank Building
"	W. B. Carrell, Orthopedic Condit.	8701 Maple Ave.	Ft. Worth	Henry Trigg, Div. Surgeon-Examiner	" " " "
"	T. O. McKeynolds, Condit. Eye, Ear and Throat Specialist	" " " "	"	Wm. F. Parsons, Local Surgeon	" " " "
Denison	J. J. Long, Div. Surgeon-Examiner	\$10 Main St.	"	Webb Walker, Oculist	Medical Arts Bldg.
"	Carl Nichols, House Surgeon	M-K-T Hospital	"	Gathin Mitchell, Eye, Ear, Nose and Throat Specialist	" " " "
"	A. G. Sneed, House Surgeon-Examiner	" " " "	"	T. C. Terrell, Condit. Pathologist	" " " "
"	F. F. Fowler, Eye, Ear, Nose and Throat Specialist	Security Bldg.	"	Wm. Webb, Oculist	" " " "
"	J. E. Meador, Oral Surgeon	" " " "	North Ft. Worth	J. W. Shoemaker	C/o Armour & Co.
"	E. L. Hailey, Local Surgeon-Examiner	" " " "	Roanoke	J. W. Roark	" " " "
Bells	C. S. Carter	" " " "	Denton	W. C. Kimbrough	" " " "
Whitewright	C. P. Johnson and Ross R. May	" " " "	"	M. L. Hutcheson	" " " "
Celeste	J. E. Cannon	" " " "	Lewisville	D. F. Kirkpatrick	" " " "
Greenville	Will Cantrell, Div. Surgeon-Examiner	" " " "	Pilot Point	T. M. Harris	" " " "
"	W. C. Morrow	" " " "	Whitesboro	C. L. King	" " " "
Alba	R. A. Farrington	" " " "	Gainesville	D. M. Higgins, Examiner	" " " "
Mineola	Robert Coleman, Local Surgeon	" " " "	"	I. L. Thomas, Local Surgeon	" " " "
Rockwall	J. L. Austin	" " " "	Muenster	Thos. S. Myrick, Local Surgeon	" " " "
Rowlett	W. A. Mapuin	" " " "	Nocona	E. B. Buchanan	" " " "
Lancaster	H. D. Parks	" " " "	Ringgold	R. E. Tyler	" " " "
"	J. E. Wilson	" " " "	Wichita Falls	A. D. Fatillo, Div. Surgeon-Examiner	Waggoner Bldg.
Waxahatchie	S. H. Watson	" " " "	"	F. R. Collard, Local Surgeon	" " " "
"	M. E. Hastings	" " " "	"	W. T. Wells, Oral Surgeon	" " " "
Forreston	H. L. Stewart	" " " "	"	R. L. Hargrave, Condit. Surgeon	Hargrave-Walker Clinic
Italy	F. H. Carlisle	" " " "	"	L. F. Stripling-J. A. Johnson, Eye, Ear, Nose and Throat Specialists	Hamilton Bldg.
Millford	J. E. Killian	" " " "	"	W. B. Adams, Oculist	" " " "
Hillsboro	H. A. Mahaffey	516 Elm St.	Sherman	C. D. Strother	" " " "
"	T. R. Barnett	" " " "	"	A. M. McElhannon	" " " "
"	Chas. A. Garrett	" " " "	"	"	" " " "
"	H. S. Tullos	" " " "	"	"	" " " "
West	F. M. Pope	" " " "	"	"	" " " "

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

C. W. WRIGHT,
C. D. CROMER

NORTH TEXAS DISTRICT

TIME TABLE No. 17-J

Effective
August 7,
1938

EMERGENCY HOSPITAL ASSOCIATION
100 N. S. YANCEY, DALLAS, TEXAS

Station	Time	Station	Time	Station	Time	Station	Time	Station	Time
1	1:00	2	1:15	3	1:30	4	1:45	5	2:00
6	2:15	7	2:30	8	2:45	9	3:00	10	3:15
11	3:30	12	3:45	13	4:00	14	4:15	15	4:30
16	4:45	17	5:00	18	5:15	19	5:30	20	5:45
21	6:00	22	6:15	23	6:30	24	6:45	25	7:00
26	7:15	27	7:30	28	7:45	29	8:00	30	8:15
31	8:30	32	8:45	33	9:00	34	9:15	35	9:30
36	9:45	37	10:00	38	10:15	39	10:30	40	10:45
41	11:00	42	11:15	43	11:30	44	11:45	45	12:00
46	12:15	47	12:30	48	12:45	49	1:00	50	1:15
51	1:30	52	1:45	53	2:00	54	2:15	55	2:30
56	2:45	57	3:00	58	3:15	59	3:30	60	3:45
61	4:00	62	4:15	63	4:30	64	4:45	65	5:00
66	5:15	67	5:30	68	5:45	69	6:00	70	6:15
71	6:30	72	6:45	73	7:00	74	7:15	75	7:30
76	7:45	77	8:00	78	8:15	79	8:30	80	8:45
81	9:00	82	9:15	83	9:30	84	9:45	85	10:00
86	10:15	87	10:30	88	10:45	89	11:00	90	11:15
91	11:30	92	11:45	93	12:00	94	12:15	95	12:30
96	12:45	97	1:00	98	1:15	99	1:30	100	1:45

EMERGENCY HOSPITAL ASSOCIATION
100 N. S. YANCEY, DALLAS, TEXAS

Station	Time	Station	Time	Station	Time	Station	Time	Station	Time
101	1:00	102	1:15	103	1:30	104	1:45	105	2:00
106	2:15	107	2:30	108	2:45	109	3:00	110	3:15
111	3:30	112	3:45	113	4:00	114	4:15	115	4:30
116	4:45	117	5:00	118	5:15	119	5:30	120	5:45
121	6:00	122	6:15	123	6:30	124	6:45	125	7:00
126	7:15	127	7:30	128	7:45	129	8:00	130	8:15
131	8:30	132	8:45	133	9:00	134	9:15	135	9:30
136	9:45	137	10:00	138	10:15	139	10:30	140	10:45
141	11:00	142	11:15	143	11:30	144	11:45	145	12:00
146	12:15	147	12:30	148	12:45	149	1:00	150	1:15
151	1:30	152	1:45	153	2:00	154	2:15	155	2:30
156	2:45	157	3:00	158	3:15	159	3:30	160	3:45
161	4:00	162	4:15	163	4:30	164	4:45	165	5:00
166	5:15	167	5:30	168	5:45	169	6:00	170	6:15
171	6:30	172	6:45	173	7:00	174	7:15	175	7:30
176	7:45	177	8:00	178	8:15	179	8:30	180	8:45
181	9:00	182	9:15	183	9:30	184	9:45	185	10:00
186	10:15	187	10:30	188	10:45	189	11:00	190	11:15
191	11:30	192	11:45	193	12:00	194	12:15	195	12:30
196	12:45	197	1:00	198	1:15	199	1:30	200	1:45