

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

SAFETY

NORTH TEXAS DISTRICT

FIRST

EMPLOYEES' TIME TABLE NO. 17-L

17-L

Effective Sunday, June 8, 1941

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

17-L

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

NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

FIRST CLASS							
4	818	8	812	2	814	6	
Katy Limited	C. R. I. & P. Passenger	The Bluebonnet	C. R. I. & P. Passenger	Texas Special	C. R. I. & P. Passenger	Katy Flyer	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	
AM		PM		PM		AM	
1.45		8.40		6.30		11.10	
1.40		8.35		6.27		11.06	
1.32		8.28		6.20		10.59	
1.28		8.24		6.17		10.55	
s 1.20		8.16		6.09		s10.46	
1.08		8.06		6.01		s10.34	
12.59		7.54	s	5.54		s10.21	3
12.51		7.46		5.46		s10.11	
12.43		7.38		5.39		s10.02	
12.34		7.30		5.31		9.53	
s12.25		s 7.22		s 5.23		s 9.45	
12.17		7.18		5.19		9.40	
12.08 AM		7.08		5.10		s 9.30	
11.57		6.57		5.00		s 9.19	
11.52		6.52		4.55		f 9.13	
11.46		6.46		4.49		s 9.06	
11.35		6.35		4.39		f 8.54	1
11.29 ²⁷⁴		6.29		4.33		s 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	
s11.10		s 6.10		s 4.15		s 8.20	
11.03		6.03		4.03		8.13	
11.02		6.02		4.02		8.12	
s11.00						s 8.10	
10.00	A 9.00	L 6.00	A 3.35	s 4.00	12.20	s 8.10	
9.52	8.56	PM	3.28	3.44	12.16	7.34	
9.46 ²⁷⁷	8.52		3.22	3.39	12.12	7.29	
f 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	
f 9.19	8.31 ⁷⁷³		2.55	3.15	11.51	7.02	
9.13	8.27		2.50	3.10	11.47	6.57 ²⁸⁰	
9.09	L 8.23		L 2.45	3.06	11.43	6.52	
s 9.08	PM		PM	3.05	AM	f 6.51	
8.59				2.58		6.43	
f 8.52				2.52		6.37	
f 8.43				2.45		6.29	
f 8.35 ²⁸¹				2.38		6.22	
8.22				2.27		6.11	
s 8.08				2.16		5.58	
8.03	PM			2.14	PM	5.55	AM
4	818	8	812	2	814	6	
30.9	49.1	39.8	36.4	42.3	49.1	36.5	

Time Table No. 17-L
Effective 12:01 A. M.
June 8, 1941

STATIONS

Arrive N	RAY	Arrive RA
Arrive T&NO	DENISON	Arrive WD
	LAMAR	Arrive Signaled
	BONA	Arrive Signaled
N T&P	TERRACE	Interlocker X
	BELLS	Interlocker X
	WHITEWRIGHT	Interlocker UN
NO StLSW	TRENTON	Interlocker UN
D	LEONARD	AU
N GO&SF	CELESTE	Interlocker KF
	KELLOGG	Interlocker KF
	GREENVILLE	
N StLSW	HUNT	Interlocker A
D	CADDO MILLS	Interlocker OM
D	ROYSE CITY	RY
	FATE	
D	ROCKWALL	RO
D	ROWLETT	VY
N GO&SF	GARLAND	Interlocker BE
	BETHARD	
T&NO (Cabin)	URBAN	Interlocker
	T. & N. O. JOY.	Interlocker
	HIGHLAND PARK	
	DENY	
NO T & F	DALLAS YARD	Interlocker DY
Double Truck	DALLAS UNION STATION	UT
	TEND OF DOUBLE TRACK	Inter. C.R.I. & P. Jet.
	HONEY SPRINGS	
D	LANCASTER	CA
	EI VA	
	STERRETT	
	SOLO	
N T&NO	M-K-T JUNCTION	Interlocker HC
	WAXAHACHIE	
	KIPLING	
D	FORRESTON	SN
D	ITALY	DG
Tex. Elec. Crossing	MILFORD	Signaled M
D	LAKENON	
Tex. Elec. Crossing	HILLSBORO	Interlocker HO
D	HILLO	HB
N Leave		Leave

173.4
Average speed per hour

Station Number	THIRD CLASS					FOURTH CLASS
	776	280	798	476	274	
	C. R. I. & P.	Katy Comet	C. R. I. & P.	Rocket	Through Freight Way	96
	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday
					AM 9.15	
661						
D 1					8.45	
D 5					8.30	
D 8					8.22	
D 13					8.10	
D 20					7.55	
D 27					7.37	1
D 34					6.30	
D 40					5.35	7
D 47					4.50	271
D 52					4.15	
D 53					4.10	
D 61					3.00	
D 69					2.10	
D 73					1.25	
D 78					1.00	AM
D 85					11.59	
D 90					11.29	4
D 93					10.53	
D 101					10.35	
					10.32	
					10.20	AM
					8.00	A 8.00
					6.35	L 6.35
					10.15	L 10.15
D 106	AM		PM	PM		
	A 6.20	7.53	A 6.10			
D 112	6.06 ⁷⁹³	7.47	6.00			
D 121	5.48	7.31	5.38			s11.05
D 126	5.36	7.21	5.28 ⁸¹³			10.45
D 130	5.26	7.13	4.57			10.30 ⁸¹¹
D 134	5.18	6.57 ⁷⁹³	4.42			9.45
	L 5.10	6.42	L 4.30			9.35
D 137	AM	6.41	PM			s 9.30
D 142		6.32				9.05
D 146		6.24				f 8.45
D 152		6.14				s 8.15
D 157		6.05				s 7.45
D 165		5.50				f 7.10
812		5.33				6.35
813		5.30				6.30
		AM				AM
	776	280	798	476	274	96
	24.2	27.0	16.9	7.2	10.0	12.3

No. 2 is superior to all trains.

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

NORTHWARD TRAINS

FORT WORTH DIVISION

NORTHWARD TRAINS

FIRST CLASS							THIRD CLASS										FOURTH CLASS	
24	4	18	12	2	26	6	372	72	80	280	74	76	70	92				
Katy Limited	Katy Limited	The Bluebonnet	Texas Special	Texas Special	Katy Flyer	Katy Flyer	Fast Freight	Fast Freight	Katy Komet	Katy Komet	Katy Packer	Rocket	Through Freight Way	Daily Except Sunday				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday				
AM 1.35		PM 8.35	PM 6.25		AM 11.08		AM 4.00	AM 8.40			PM 10.45	PM 11.59		AM 11.50				
1.31		8.32	6.21		11.05													
1.28		8.29	6.18		11.03													
1.27		8.28	6.17		11.02													
1.17		† 8.18	6.07		† 10.52													
1.08		† 8.08	5.59		† 10.43													
1.05		8.05	5.56		10.40													
12.56		† 7.57	5.49		† 10.33													
‡ 12.50 AM		‡ 7.48 PM	‡ 5.43 PM		‡ 10.27 AM													
11.56 PM	VIA	6.41 PM	4.47 PM	JOINT	9.25 AM	TRACK												
11.00 PM					8.30 AM													
9.45 PM		5.50 PM	3.50 PM		7.35 AM													
9.30					7.25													
9.26					7.22													
9.21					7.17 ⁸⁰													
9.11					7.09													
9.01					† 7.01													
8.51					† 6.53													
8.45					6.47													
8.36 ⁸¹					‡ 6.39													
8.26					‡ 6.26													
8.20					6.19													
‡ 8.12					‡ 6.10													
8.08	‡ 8.03 PM			‡ 2.14 PM	6.05	‡ 5.55 AM												
† 7.55	7.50			2.04	5.53	5.43												
† 7.47	† 7.42			1.58	‡ 5.46	5.36												
† 7.34	7.29			1.48	5.34	5.24												
7.25	7.20			1.40	5.25	5.15												
7.20 PM	7.15 PM			1.35 PM	5.20 AM	5.10 AM												
24	4	18	12	2	26	6												
36.9	40.6	35.0	37.2	50.0	37.8	43.3												

Time Table No. 17-L
Effective 12:01 A. M.
June 8, 1941

STATIONS

Arrive N	RAY	Arrive RA
Double Track	N Arrive DENISON	Arrive WD
	0.9 DALY	
	0.7 SUN	
	0.3	
	DALLAS JOT.	
	6.0	
	POTTSBORO JOT.	
	0.9	
N	POTTSBORO JN	
	5.1 HAGERMAN	
	1.9 DEAYER	
	5.3 SADLER	
	3.8	
N	WHITESBORO WO	
	35.9	
N	DENTON ON	
	35.5	
Double Track	N T & P FORT WORTH	NY Interlocker
	2.0	
	NEY	Interlocker KN
	1.7	
N	T&NO DOLARD	
	3.6	
	BETHEL	
D	BURLESON BU	
	6.4	
NO GO&SF	EGAN	Interlocker VD
D	6.9 ALVARADO	VD
	4.1	
	CONLEY	
D	GRANDVIEW GW	
	8.1	
D	ITASCA SK	
	4.5	
Texas Electric	SCHOFIELD	Interlocker
D	6.1 HILLSBORO	HO
	1.1	
N	HILO HB	
	8.5	
	ABBOTT	
	5.9	
D	WEST WS	
	9.0	
	ELM MOTT	
	0.6	
N	BELLMEAD BJ	Interlocker Device
St. L&SW	2.5	
T&NO-I&GN-SLSW	WACO	Interlocker
N	WACO	WO
Leave	Leave	

184.6
Average speed per hour

NOTE -- ALL THIRD AND FOURTH CLASS SCHEDULES SHOWN ABOVE ARE ANNULLED BETWEEN WHITESBORO AND POTTSBORO. FREIGHT TRAIN MOVEMENTS BETWEEN THESE POINTS WILL BE BY TRAIN ORDER AUTHORITY.

No. 2 is superior to all trains.

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

6 SOUTHWARD TRAINS DENTON DIVISION NORTHWARD TRAINS

THIRD CLASS		Siding Capacity Cars, Telephone, Fuel, Seals, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 17-L Effective 12:01 A. M. June 8, 1941		Station Numbers	THIRD CLASS	
475 Katy Klipper Daily				Leave N	Arrive CN		476 Rocket Daily	
	PM 11.00	Yard WPYS	721.6	Leave N	DENTON	Arrive CN	722	PM 8.30
	11.35	15 P	730.9		LAKE DALLAS		K9	8.04
	12.05 AM	25 P	736.8	D	LEWISVILLE	VI	K15	7.46
	12.25	25	742.7		TRINITY MILLS		K21	7.28
	12.35	P	744.6	St.LSF-St.LSW	CARROLLTON	Interlocker HF	K23	7.22
	12.45	26 P	746.9		FARMERS BRANCH		K25	7.15
	1.01	23	751.0		ROSELAWN		K29	7.02
	1.25 AM		758.0	Arrive	DENY	Leave		6.40 PM
475 15.1					36.4 Average speed per hour			476 19.8

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.

SOUTHWARD TRAINS SHERMAN BRANCH NORTHWARD TRAINS

FOURTH CLASS		Siding Capacity Cars, Telephone, Fuel, Seals, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 17-L Effective 12:01 A. M. June 8, 1941		Station Numbers	FOURTH CLASS	
55 Way Daily Ex. Sunday				Leave N	Arrive RA		56 Way Daily Ex. Sunday	
	AM 6.00	WPTYOS Yard		Leave N	RAY	Arrive RA		
	6.25	9	662.5		SUN			PM 2.00
	6.40	20	666.1		ELLSWORTH			1.40
	7.05 AM	WST YARD	671.6	T. & P. D. Arrive	SHERMAN	Crossing SN Leave	P5	1.25
							P11	1.00 PM
55 8.4					9.1 Average speed per hour			56 9.1

No. 55 is superior to No. 56.

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

In order to line the plant up for M-K-T train movement, first pull lever No. 1 to full reverse and wait two minutes for unlock or until latch will go into place.

Then pull lever No. 2 and lever No. 3.

For southward movement pull lever No. 4.

For northbound movement pull lever No. 5.

Move signal lever No. 4 or No. 5 back to normal (stop) position while the train is between the home signals.

Caution: If plant is lined for M-K-T movement and movement is not made, or if train movement through plant is completed before signal lever (4 or 5) is moved back to normal (stop) position, it will be necessary to work time release (so-marked) to restore plant to normal position.

To operate time release: Turn clockwise as far as will go, hold 5 seconds. Release and permit time release to run down (2 minutes).

All levers must be restored to normal position after train has cleared the plant.

In case of failure, make prompt wire report so superintendent of T&P at Fort Worth may be notified promptly and repairs made.

Cabin must be kept locked.

SOUTHWARD TRAINS MINEOLA DIVISION NORTHWARD TRAINS

FOURTH CLASS		Siding Capacity Cars, Telephone, Fuel, Seals, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 17-L Effective 12:01 A. M. June 8, 1941		Station Number	FOURTH CLASS	
53 Mixed Mondays Wednesdays Fridays				Leave	Arrive		54 Mixed Tuesdays Thursdays Saturdays	
	AM 6.30	WOPTY Yard	713.0	Leave	GREENVILLE	D52	PM 1.35	
	6.45	Yard SP	714.0		HUNT	D53	1.30	
	7.10	37	720.2	N Tex. Mid.	DIXON	H7	12.45	
	7.50	43	727.5	D	LONE OAK	H14	12.10 PM	
	8.30	41	733.5	D	POINT	H21	11.35	
	9.15	29	740.9	D	EMORY	H28	10.55	
	10.20	60 Y	750.4	D T. S. L.	ALBA	H37	10.00	
	10.35		751.0		HOYT	H38	9.50	
	11.05	38	766.5		GOLDEN	H44	9.20	
	11.35		761.5		STORAGE	H48	8.45	
	11.50 AM	WOY Yard	763.5	D T. & P. (Cabin) Interlocker Arrive	MINEOLA	H50	8.30 AM	
53 9.5					50.5 Average speed per hour		54 9.9	

Trains Nos. 53 and 54 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	00	1	1	00
11	5	30	1	0	30
12	5	00	1	0	00
13	4	30	1	0	00
14	4	00	1	0	00
15	4	00	1	0	00
16	3	45	1	0	00
17	3	30	1	0	00
18	3	15	1	0	00
19	3	00	1	0	00
20	3	00	1	0	00
21	2	55	1	0	00
22	2	50	1	0	00
23	2	45	1	0	00
24	2	40	1	0	00
25	2	35	1	0	00
26	2	30	1	0	00
27	2	25	1	0	00
28	2	20	1	0	00
29	2	15	1	0	00
30	2	10	1	0	00
31	2	05	1	0	00
32	2	00	1	0	00
33	2	00	1	0	00
34	2	00	1	0	00
35	2	00	1	0	00
36	2	00	1	0	00
37	2	00	1	0	00
38	2	00	1	0	00
39	2	00	1	0	00
40	2	00	1	0	00
41	2	00	1	0	00
42	2	00	1	0	00
43	2	00	1	0	00
44	2	00	1	0	00
45	2	00	1	0	00
46	2	00	1	0	00
47	2	00	1	0	00
48	2	00	1	0	00
49	2	00	1	0	00
50	2	00	1	0	00

WESTWARD TRAINS

HENRIETTA DIVISION

EASTWARD TRAINS

THIRD CLASS			FIRST CLASS		Distance from St. Louis	Time Table No. 17-L Effective 12:01 A. M. June 8, 1941		Station Number	Yards Coal, Oil, Water, Telephone, Turn Table, Track Scales, Weighing Car Capacity	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
371 Bullet	375 Katy Klipper		33 Katy Limited			38 The Bluebonnet				372 Fast Freight		92 Way			
Daily	Daily		Daily					Daily		Daily			Daily Except Sunday		
AM 3.45	PM 10.45		AM 10.45	685.7	Leave N	WHITESBORO	Arrive WO	686	POWSY Yard	PM 7.30		AM 2.30		AM 10.15	
4.07	11.10		10.56	693.1		WOODBINE		G 7	60 P	f 7.18		2.05		f 9.45	
4.25	11.30		11.05	699.6		COOK				f 7.08		1.40		9.25	
4.30	11.35		11.10	701.1	N	GAINESVILLE	GV Interlocker	G 15	49 FWY	s 7.05		1.35		s 9.20	
4.38	11.45		11.15	703.2	GO & SF	ZENA			100 P	f 6.56		1.15		9.10	
4.47	11.55		11.21	706.5		LINDSAY		G 21	48	f 6.51		1.01		f 8.59	
5.03	12.15 AM		11.31	712.4		MYRA		G 27	32 P	f 6.42		12.40		f 8.40	
5.14	12.25 ³⁷²		11.39	716.3	D	MUNSTER	MN	G 31	100 P	s 6.34		12.25 ³⁷⁵ AM		s 8.30	
5.41	1.05		11.56	726.3	D	ST. JO	JO	G 41	100 W	s 6.20		11.50		s 7.55	
5.45	1.25		11.58	727.3		CREST			100 P	f 6.14		11.45		7.45	
6.01	1.45		12.09 PM	733.8		BONITA		G 48	50	f 6.06		11.15		f 7.25	
6.23	2.10		12.25	742.3	D	NOONA	NA	G 57	100	s 5.54		10.50		s 7.01	
6.40 ⁹²	2.30		12.37	749.1		BELOLEVILLE		G 63	31 PW	f 5.40		10.30		f 6.40 ³⁷¹	
6.59	2.55		12.50	756.2	D	RINGGOLD	RD	G 71	100	s 5.30		10.05		s 6.01	
7.21	3.25		f 1.04	765.3		WATSON		G 80	45 P	f 5.17		9.35		f 5.20	
7.38	3.45		s 1.15	771.7	D	HENRIETTA	HE Crossing	G 86	100 W	s 5.08		9.15		s 5.01	
8.05	4.15 ⁹²		f 1.30	781.5	Ft. W & DC	JOCKEY		G 96	100 P	f 4.54		8.45		f 4.15 ³⁷⁵	
8.30 AM	4.45 AM		1.45 PM	790.2	WV Arrive D	WICHITA FALLS	WV Crossing	G 105	PSWY Yard	4.40 PM		8.15 PM		3.40 AM	
				791.1		DENVER JUNCT.									
8.45 AM	5.00 AM			791.6	N	NORTH YARD	YD	G 106	PSWTO Yard			8.00 PM		3.30 AM	
						105.9									
371	375		33							38		372		92	
21.2	16.9		84.8							86.9		16.3		15.7	
Average speed per hour															

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, except between and including Urban and Dallas Union Station; and between Hillsboro and Waco, will clear these trains sufficiently in advance of their time to avoid delay by block signal indications.

1(B). On Sherman Branch No. 55 is superior to No. 56.

1(C). Third and fourth class and extra trains and yard engines will clear first class trains at least ten minutes, except between and including Pottsboro and Whitesboro; Ney Interlocker and Conley; Hillsboro and Belmead; and Urban and Dallas yard, inferior trains will clear superior trains sufficiently in advance of their time to avoid delay by automatic block signal indications.

1(D). Northward trains that have time shown at Waxahachie will not pass M-K-T Junction in advance of time shown at M-K-T Junction.

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

2(A). All freight trains (third, fourth class and extra), report for orders before leaving Whitesboro, Hilo, Belmead, North Yard-Wichita Falls, Dallas Yard, and Dallas General Office when no telegrapher on duty at yard. Dallas Division and Sherman Branch trains from Ray report at Ray and Denison telegraph office when no operator on duty 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 Sherman. CRI&P trains report for orders before leaving CRI&G Jct. and MKT Jct.

3(D). First class trains and passenger extras register at Dallas Yard and Hilo by slip; except first class trains when displaying signals for following sections, stop and register, unless instructed by train order to register by form 68.

2(E). Register at Belmead 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 Denton 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 313 when signals indicate stop. Movements from Denton Division to Dallas Division at Deny must not be made without flag protection when signal 7633 indicates 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 at L&A siding, Greenville, may be used for MKT-T trains to meet avoiding delay to L&A 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). Derril located ninety (90) feet north of running Track No. 1 Switch Warner Cut-off.

3(I). Derril located on Choctaw Division inbound main track 200 feet south of overhead bridge north end of Ray Yard. This is spring type derril which will permit southbound trains to trail through. Northbound movements cannot be made without derril being thrown by hand.

3(J). Maximum Speeds (Miles Per Hour)

Division	Passenger Trains	Komets	Other Freight and Mixed Trains
Dallas—			
Between Denison and Bells	50		40
Between Bells and Celeste	60		40
Between Celeste and Greenville	50		35
Between Greenville and Rockwall	50		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	50	45	40
Between Mile Post 790 and Hilo	50	35	40
Between Hilo and Belmead	60	45	40
Henrietta—			
Between Whitesboro and Gainesville	50		40
Between Gainesville and Wichita Falls	50		35
Denton	35		{ (Curves) 20 { (Tangent) 25
Sherman Branch	20		15
Mineola	20		12

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

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

8 SPECIAL INSTRUCTIONS — Continued

3(N). The maximum speed of 64 per cent freight engines on passenger trains is 35 miles per hour and 57-47 per cent freight engines on passenger trains is forty miles per hour, except where speed limit for passenger locomotives is 60 miles per hour the maximum speed limit for 57 per cent engines used on passenger trains is 50 miles per hour.

3(O). Maximum speed of switch engines, with or without cars 20 miles per hour.
3(P). Maximum speed of trains on Warner, Lamar and Ray-Pottsboro Cut-off 20 miles per hour.

3(Q). City ordinance speed restrictions:

Station	20 miles per hour	Station	15 miles per hour
DeLeon	20	Abbot	15
Whitewright	15	West	30
Trenton	20	Waco	20
Greenville	10	Itasca	12
Mineola	10	Grandview	12
Caddo Mills	20	Burleson	15
Royse City	15	Ft. Worth	20
Garland	18	Sherman	20
Dallas	12	Carrollton	20
Lancaster	12	Gainesville	15
Waxahachie	20	Henrietta	20
Italy	8	Wichita Falls	15
Hillsboro	18	Waco	15

Except 20 miles per hour over 7th St. and low Park Crossings.

3(R). Trains cannot meet or pass at Lamar.
3(S). Bona must not be used for meeting or passing trains.
4. Points to which Time applies:
Hunt —Yard lead switch north of Wellington Street.
Bellmead —For first class and passenger extras north end double track.
Ney —For first class and passenger extras south end double track opposite roundhouse.
Whitesboro —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-D704.2)	South end	2
Peniel (MP-D711.3)	North end	15
Burrow (MP-D727.2)	North end	15
Thomas (MP-D751.6)	South end	7
Chelsea (MP-D733.3)	South end	35
Rock (MP-D789.3)	South end	10
Armo (MP-D763.4)	North end	20
Sargent (MP-D778.8)	Both ends	10
Red Oak (MP-D783.0)	Both ends	10
Chatt (MP-817.2)	North end	10
Cap Head (MP-841.9)	Located North end Bellmead Yard	10
Lovelace (MP-806.4)	South end	16
Hopewell (MP-G697.6)	Both ends	25
West Hope (MP-G698.0)	Both ends	10
Coppers (MP-G722.5)	Both ends	5
Rosson (MP-G761.5)	West end	15
Huggins (MP-G789.8)	Yard	15
South Yd. (MP-G789.8)	Both ends	10
Corinth (MP-K727.6)	Both ends	10
Trinity Mills (MP-K742.6)	South end	35
Echman (MP-K752.3)	South end	30
Love Field (MP-K752.9)	South end	10
Brookhollow (MP-K753.4)	Both ends	15
No. Dallas (MP-K753.3)	South end	10
Hawes (MP-K754.5)	Both ends	5
Hudnall (MP-K755.6)	Both ends	20
Faines (MP-K738.5)	North end	5
Ginger (MP-H744.5)	North end	12
Clearing (MP-H747.3)	South end	15
Ben (MP-H760.1)	South end	10

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:

Station	Hillsboro	Hilo	Fl. Worth	Wichita Falls
Denison	Hillsboro	Hilo	Fl. Worth (Denton Division)	Alba
Italy	Hilo	Hilo	Whitesboro	Hoyt
Greenville	Bellmead	Whitesboro	Gainesville	Storage
Hunt	Waco	Gainesville	Mineola	
Dallas	Ney	Nocona		
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
RAY—
Roundhouse Office
Yard Office
GREENVILLE—
Roundhouse Office
Passenger Station
HUNT—
Yard Office
DALLAS—
Roundhouse Office
Yard Office
Telegraph Office Passenger Sta.
Engineers' Wash Room
MINEOLA—
Freight Station

Bulletin books for benefit of CRI&P employees maintained at Teague, and yard and roundhouses offices of Rock Island and F.W.D.C. at Ft. Worth.

6. Standard Clocks located at:
DENISON—
Telegraph Office Passenger Sta.
Dispatchers' Office
RAY—
Yard Office
Roundhouse Office
GREENVILLE—
Roundhouse Office
HUNT—
Yard Office
DALLAS—
Yard Office
Telegraph Office Gen'l Office Bldg.
Telegraph Office Passenger Sta.
7. Watch Inspectors:
American Railroad Time Service Company, 720 Olive St., St. Louis.
Name Address
Dallas Watch Co., Santa Fe Bldg., Dallas, Texas
J. B. Rockwell, Denison, Texas
Morris Jewelry Co., Sherman, Texas
T. B. Bond, Hillsboro, Texas
T. A. Armstrong, Waco, Texas

8. Automatic Block Signals in service as follows:
Denison-Ray Terminus
Retlex and Denison Passenger Station
Retlex and Ray via Warner Cut-off
Dallas Jct. and Mirick Ave., Denison
Ray and Dallas Jct., via Warner Cut-off
Ray and Pottsboro via Ray-Pottsboro Cut-off
Lamar and Bona
Ft. Worth Division—
Between M.P. 667.5 and Whitesboro
M.P. 783.5 and M.P. 790.3
M.P. 810 and Waco
Dallas Division—
Between Lamar and Bona
M.P. D712.1 and M.P. D712.3
M.P. D713.5 and M.P. D714.0
M.P. D755 and Dallas Yard
M.P. D769 and M.P. D772
M.P. D794 and M.P. D799.4
M.P. D831 and Hilo

8(A). If held by Home Signal at:
Signal 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 Retlex via Warner Cut-off, and between Ray and Dallas Jct. via Warner Cut-off will be made on signal indication, except that southward trains via Ray-Pottsboro Cut-off notify telegrapher at Pottsboro before entering block.

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 D769.9 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. P. crossing Waco, 15 miles per hour.

8(L). Signal interlocking home signals 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 844.9. Double track extends between Mile 844.9 Waco and Mile 853.1 Hewitt. On double track, double track rules will govern, except between Mile 844.9 and Mile 846.0, use track for which switches are lined. All trains and engines including yard engines, and engines in charge of hostlers, will run under control between Mile 843.0 Bellmead and Mile 846.0 Waco, expecting to find main track occupied. The moving train or engine will be held responsible, except that where automatic block signals are in service, automatic block signal rules will govern. Trains or engines, standing, or moving, under obscure conditions, unprotected by flagman, ample distance for safety, will be held equally responsible. All trains and engines, including yard engines and engines in charge of hostlers between Mile 846.0 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 813.0) to Caphead. Check North Texas Dist. register and avoid delay overdue first class trains; obtain orders against such opposing trains when overdue. DeLeon Division train 26 use either northward or southward, main track from T&N O crossing (Mile 844.6) North of Brazos River Bridge to Waco Passenger Station, backing up. If track is lined by Interlocker at Brazos River Bridge for northward track, No. 26 will back down northward track to switch leading into lee track, and use lee track to station, leaving switch properly lined for northward main.

9. Interlocker Santa Fe crossing, South Dallas, controls movements between south end Union Terminal tracks and south end MKT double track. All movements will be governed by signal indications via any route except for southward movements approaching signal bridge 610 feet north of Forest Avenue, green will indicate route lined for MKT and yellow for T&N O or MKT. Trains for MKT not to accept yellow indication if switches lined for T&N O, and, except as otherwise provided herein, yard rule restrictions will apply to all movements within these limits.

At Bellmead, switch at north end of double track is electrically controlled by operator in Bellmead telegraph office, interlocking rules governing: When home signals are inoperative, "call-on" flag located on top of instrument case at switch permits movement through switch after communicating with operator and then observing that switch points are properly set. Phone in booth at switch for communicating with operator.

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 derails between home signals of interlocking plant at Hunt.

9(D). Passenger trains reduce to 25 and freight trains to 20 miles per hour over T-P crossing Bells.

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

9(F). All trains not exceed 20 miles per hour approaching Texas Electric crossing at Italy.

9(G). All trains not exceed 20 miles per hour over switches and derails between home signals of interlocking at Carrollton.

9(H). Engines larger than 41% freight and 29% 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 main on side of car the horizontal clearance, between points 4 feet and 16 feet above top of rail, is less than 7 feet 4 1/2 inches:
Bridge 784.3;
Bridge H-722.3;
F.W.D.C. Joint track bridge 114.73, Wichita River, Wichita Falls;
Highland Park passenger shed;
Dallas passenger shed.

Swinging spouts on water tanks;
All main cranes when in position are hung.
The following main track bridges and structures will not clear main on top of car as they do not have vertical clearance of 21 feet 6 inches:
Signal bridge M.P. D-766.6, Dallas;
Oak Cliff viaduct M.P. D-767.5, Dallas;
Street Railway viaduct M.P. D-767.5, Dallas;
I&GN overpass Italy M.P. D-812.7;
Hattle St. viaduct Ft. Worth M.P. 757.45;
Allen Ave. viaduct Ft. Worth M.P. 753.5, northbound main track;
Bridge K-733.3;
Ft. Worth passenger shed.
Dallas passenger shed.

Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and that there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also that it is dangerous to be on the side of a car while passing through bridges, buildings, platforms and other structures alongside main and other tracks.

12. Abbreviations: "W," water; "C," coal; "O," oil; "T," turntable; "S," track switch; "A," 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 Chicago, Rock Island & Pacific Railway Company are subject to the Rules, Time Tables and Special Instructions of the Missouri-Kansas-Texas Railroad Company of Texas while operating over its tracks.

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

Train	Station	Train	Station
3, 6	Kingston	33, 38	Coppers
3, 6	Peniel	53, 54	Ginger
3, 4	Red Oak	53, 54	Clearing

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, and to receive revenue passengers for Tulsa.

15(C). Nos. 5 and 25 stop any station to discharge revenue passengers from Kansas City; also at 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. 21 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 and 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.
15(I). Nos. 3 and 23 stop any station in Texas to discharge passengers from Kansas City and beyond, including passengers holding drivers return tickets.
15(J). No. 3 stop at Bells to pick up revenue passengers for Muskogee and beyond.

15(K). No. 5 stop at Whitewright, Trenton, Leonard, Celeste, Royse City, Rockwall and Garland to pick up revenue passengers for Waco and beyond, when advance arrangements are made.
15(L). No. 11 stop at Alvarado to receive revenue passengers for regular or flag stops of No. 11 south of Alvarado and for connections Nos. 1 and 3 at Waco.
15(M). No. 25 stop at stations between Denison and Whitesboro to discharge revenue passengers, and to receive revenue passengers for regular or flag stops of No. 25 south of Denison.

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	3
Other cars loaded with LCL Mdse.	27	3
Live Stock without bedding	35	11
Live stock—bedded car	37	11
Live poultry	36	10

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

Actual Weight of 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 type:

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

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

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

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

TONNAGE RATINGS

9

Locomotives		64% Booster		64%		57%		47%		32%			
From	To	Adjustment	Rating	No. Cars	Rating	No. Cars	Rating	No. Cars	Rating	No. Cars	Rating	No. Cars	
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
Ray	Ney	5	2500	62	2110	53	1890	47	1590	40	1080	27	
Ray	Pilot Point	7	3000	75	2500	63	2225	56	1855	46	1255	31	Excess
Ney	Ray	5	2050	51	1850	46	1650	41	1360	34	925	23	
Whitesboro	Ray	7	3100	78	2650	66	2350	59	1940	49	1320	33	Excess
Whitesboro	Wichita Falls	5	2500	63	2050	51	1840	46	1590	40	1080	27	
Ringgold	Wichita Falls	6	2700	68	2300	58	2050	51	1790	45	1215	30	Excess
Wichita Falls	Whitesboro	7	3100	78	2650	66	2350	59	1940	49	1320	33	
Ray	Dallas	6	2850	71	2380	60	2120	53	1750	44	1190	30	
Whitewright	Rockwall	12	4400	110	3675	92	3270	82	2770	68	1880	47	Excess
Dallas	Royse City	5	2300	58	1925	48	1715	43	1485	37	1070	27	
Royse City	Bona	10	3780	95	3150	97	2800	70	2300	58	1560	39	
Bona	Ray	5	1950	49	1680	42	1300	35	1165	29	860	22	
Dallas	Hilo	5	2575	64	2200	55	1950	49	1610	40	1100	28	
Hilo	Dallas	5	2250	56	1900	48	1700	43	1500	38	1070	27	
Ney	Bellmead	6	3100	80	2550	63	2050	51	1650	41	1150	29	
Grandview	Bellmead	9	4500	113	3900	98	3500	88	2800	70	1960	49	Excess
Bellmead	Ney	6	3050	76	2600	65	2300	58	1840	46	1290	32	
Dallas	Denton	5									1050	26	
Denton	Dallas	5									1200	30	
Lewisville	Dallas	5									1550	39	Excess
Ray	Sherman	5									935	23	
Sherman	Ray	5									935	23	
Hunt	Mineola	5									1100	28	
Mineola	Hunt	5									1150	29	

Ratings are for trains containing number of cars listed. For each additional car deduct from rating, or for each car less, add to rating, the amount shown in adjustment 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, Conslt. Surgeon	605 Columbus Ave.
"	R. W. Baird, Div. Surg.-Examiner	" " " "	"	H. F. Connally, Div. Surgeon	"
"	G. A. Davidson, Dermatologist	" " " "	"	R. E. Bullard, Div. Surgeon	605 Columbus Ave.
"	A. L. Frew, Oral Surgeon	" " " "	"	K. H. Ayneworth, Conslt. Surgeon	601-2 Service Mutual Bldg.
"	Wm. H. Potts, Asst. to Div. Surgeon	" " " "	"	J. O. Hall, Oral Surgeon	Amicable Bldg.
"	Richard M. Smith, Asst. to Div. Surgeon	" " " "	"	Ralph Coffelt, Div. Surgeon	"
"	Ozro T. Woods, Asst. to Div. Surgeon	" " " "	"	Cleveland H. Brooks, Oculist and Aurist	"
"	Geo. M. Underwood, Asst. to Div. Surgeon	" " " "	"	S. J. Harlow, Oral Surgeon	1102 Amicable Bldg.
"	Raworth Williams, Urologist	Medical Arts Building	"	A. F. Garner	"
"	Elbert Dunlap, Conslt. Surgeon-Examiner	" " " "	Grandview	C. C. Campbell	"
"	A. L. Nygard, Conslt. Oral Surgeon	" " " "	Itasca	W. J. Cummings	"
"	W. B. Carrell, Orthopedic Conslt.	3701 Maple Ave.	Amarado	L. H. Rudd	"
"	J. O. McReynolds, Conslt. Eye, Ear and Throat Specialist	" " " "	Burleson	Ross Trigg, Div. Surgeon-Examiner	Suite 900-1-2 First Natl. Bank Building
"	T. J. Long, Div. Surgeon-Examiner	810 Main St.	Ft. Worth	Henry Trigg, Div. Surgeon-Examiner	" " " "
"	A. G. Sneed, House Surgeon-Examiner	M-K-T Hospital	"	Wm. F. Parsons, Local Surgeon	" " " "
"	F. F. Fowler, Eye, Ear, Nose and Throat Specialist	" " " "	"	Webb Walker, Oculist	Medical Arts Bldg.
"	J. E. Meador, Oral Surgeon	Security Bldg.	"	Galvin Mitchell, Eye, Ear, Nose and Throat Specialist	" " " "
"	E. L. Halsey, Local Surgeon-Examiner	" " " "	"	T. C. Terrell, Conslt. Pathologist	" " " "
"	C. S. Carter	" " " "	"	Wm. Webb, Oculist	" " " "
Bells	C. P. Johnson and Ross R. May	" " " "	North Ft. Worth	R. W. McKean, Local Surgeon	" " " "
Whitewright	C. J. Donaghey	" " " "	Denton	D. C. McKimmon, Oral Surgeon	" " " "
Trenton	J. E. Cannon	" " " "	Lewisville	J. W. Shoemaker	C/o Armour & Co.
Celeste	Joe T. Beeton, Local Surgeon	" " " "	Denton	W. C. Kimbrough	"
Greenville	W. C. Morrow	" " " "	Whitesboro	Walter L. Fiegel	"
"	T. C. Strickland, Oculist	" " " "	Whitesboro	G. W. Greer	"
Alba	R. A. Farrington	" " " "	Gainesville	I. L. Thomas, Local Surgeon	"
Mineola	Robert Coleman, Local Surgeon	" " " "	Muenster	Thos. S. Myrick, Local Surgeon	"
Rowlett	W. A. Maupin	" " " "	Ringgold	R. E. Tyler	"
Lancaster	S. N. Parks	" " " "	Henrietta	Albert Greer	"
"	H. D. Parks	" " " "	Wichita Falls	W. T. Wells, Oral Surgeon	Waggoner Bldg.
Waxahachie	S. H. Watson	" " " "	"	Robert Hargrave, Div. Surgeon	Hargrave-Walker Clinic
"	M. E. Hastings	" " " "	"	L. F. Stripling-J. A. Johnson, Eye, Ear, Nose and Throat Specialists	Hamilton Bldg.
Forreston	H. L. Stewart	" " " "	"	Bailey R. Collins, Div. Surgeon	"
Italy	F. H. Carlisle	" " " "	Sherman	C. D. Strother	"
Milford	J. E. Killian	" " " "	"	A. M. McElhannon	"
Hillsboro	H. A. Mahaffey	" " " "	"	"	"
West	W. H. Gidney	" " " "	"	"	"
"	F. M. Pope	" " " "	"	"	"

Train Master
A. F. WINKEL

Road Foreman of Engines
W. H. McCUNE

Chief Dispatcher
J. A. SINGISER

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

H. A. LAMPMAN,
C. W. WRIGHT,
C. D. CROMER

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

**NORTH TEXAS
DISTRICT**

**TIME TABLE
No. 17-L**

**Effective
June 8,
1941**