

# MAKE EVERY TRIP A SAFETY TRIP



J. R. ELLIS

Assistant Superintendents

R. L. MARTIN

W. H. McCUNE  
Road Foreman of Engines

J. A. SINGISER  
Chief Dispatcher

H. C. PAGEL  
Night Chief Dispatcher

C. M. ...

P. M. McCLE

R. O. JOHN

C. W. WRIGHT

J. H. CRANE

E. ELLIOTT

Dispatchers



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

Missouri-Kansas-Texas  
Railroad Company of Texas

## SAFETY PAYS BIG DIVIDENDS

EMPLOYEES'

# TIME TABLE

## No. 23-B

### NORTH TEXAS DISTRICT

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

## Sunday, March 23, 1947

Superseding Previous Time Table and Supplements

— For Employees Only —

C. A. BIRGE, JR.,  
Superintendent

J. H. LITTLE,  
General Superintendent  
of Transportation

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



SOUTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

THIRD CLASS		FIRST CLASS				Distance from St. Louis	TIME TABLE No. 23-B		Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	FIRST CLASS				THIRD CLASS	
281	271	5	3	1	7		Effective 12:01 A. M. March 23, 1947			6	2	8	4	272	
Katy Komet	Bullet	Katy Flyer	Katy Limited	Texas Special	The Bluebonnet		STATIONS		Katy Flyer	Texas Special	The Bluebonnet	Katy Limited	Fest Freight		
Daily	Daily	Daily	Daily	Daily	Daily		RAY		Daily	Daily	Daily	Daily	Daily		
PM 5.45	AM 3.00						N	RAY	RA					AM 3.00	
		PM 7.50	AM 10.45	AM 7.30	AM 6.20	660.9	N	DENISON T&NO Interlocker	WD	OWPT YS	AM 10.45	PM 6.40	PM 8.20	PM 11.35	
6.37	3.35	7.52	10.47	7.32	6.22	661.6		LEIGH	Auto. Block Signals	P	10.41	6.37	8.17	11.32	2.44
6.47	3.45	7.57	10.54	7.38	6.27	666.0		MCDONALD		P	10.34	6.31	8.12	11.26	2.35
6.52	3.51	8.08	10.57	7.42	6.30	668.7		PENLAND		80 P	10.30	6.27	8.08	11.23	2.30
7.02	4.03	s 8.15	s 11.09	7.51	6.36	674.3	N	T&P Interlocker BELLS	X	53 P	s 10.23	6.21	8.02	11.17	2.15
7.17	4.20	8.24	s 11.22	8.01	6.44	681.3	D	WHITEWRIGHT StLSW Crossing (Auto. Interlocking Signals)	WH	63 P	s 10.07	6.12	7.53	11.09	2.00
7.44	4.35	8.32	s 11.33	8.10	6.51	688.1	D	TRENTON	UN	38 P	s 9.56	6.03	7.44	11.01	1.45
7.56	4.50	8.40	s 11.44	8.18	6.58	694.6	D	LEONARD	AU	64 WP	s 9.46	5.56	7.37	10.54	1.30
8.08	5.03	8.47	s 11.54	8.26	7.05	701.2	N	GC&SF Interlocker CELESTE	KF	83 YP	s 9.35	5.49	7.29	10.47	1.15
8.20	5.15	8.54	PM 12.03	8.33	7.12	707.5		YANCEY		49 P	9.23	5.42	7.22	10.40	1.02
8.30	5.25	s 9.03	s 12.14	s 8.42	s 7.19	713.0		GREENVILLE		WYTPO Yard	s 9.15	s 5.35	s 7.15	s 10.33	12.52
9.08	5.40	9.08	12.18	8.44	7.21	714.0	N	HUNT StLSW Crossing (Auto. Interlocking Signals)	A	Yard S-P	9.07	5.29	7.07	10.25	12.47
9.30	6.00	9.17	s 12.29	8.55	7.29	721.6	D	CADDO MILLS	CM	67 P	s 8.55	5.21	6.59	10.17	12.32
10.08	6.20	9.26	s 12.40	9.04	7.38	730.3	D	ROYSE CITY	RY	60 P	s 8.38	5.11	6.50	10.08	12.16
10.15	6.28	9.30	f 12.45	9.08	7.42	734.1		FATE		40 P	f 8.33	5.07	6.45	10.04	12.10
10.24	6.37	9.35	s 12.53	9.13	7.47	738.7	D	ROCKWALL	RC	38 P	s 8.26	5.01	6.40	9.59	12.01
10.45	7.00	9.50	f 1.04	9.23	7.56	746.5	D	ROWLETT	VY	54 P	f 8.15	4.50	6.31	9.50	11.45
10.54	7.08	9.59	s 1.14	9.29	8.02	750.0	D	GC&SF Crossing (Auto. Interlocking Signals) GARLAND	GC	67 P	s 8.02	4.44	6.26	9.44	11.36
11.00	7.15	10.04	1.19	9.34	8.07	754.1		GALLAGHER		60 P	7.53	4.40	6.22	9.40	11.30
11.14	7.44	10.14	1.30	9.43	8.16	761.4		ATKINS		103 P	7.44	4.30	6.14	9.32	11.14
11.16	7.47	10.16	1.32	9.45	8.18	762.5		T&NO (Cabin) Interlocker T. & N. O. JCT.	Auto. Block Signals	P	7.42	4.27	6.12	9.30	10.50
		s 10.20	s 1.35	s 9.47	s 8.20	763.3		HIGHLAND PARK		P	s 7.40	s 4.25	s 6.10	s 9.28	
11.28	7.58	10.25	1.40	9.51	8.25	766.2		DENY			7.34	4.19	6.04	9.24	10.25
11.30	8.00	10.27	1.42	9.53	8.27	767.0		DALLAS YARD			7.32	4.17	6.02	9.22	10.20
		10.30	1.45	9.55	8.30	767.2	N	UT-T&P Interlocker DALLAS	UT	WPT YOS	7.30	4.15	6.00	9.20	
21.6	21.3	39.9	35.4	44.0	49.1			—106.3 Average speed per hour			32.7	44.0	45.5	47.2	22.7

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

Dallas will not be considered as an initial or terminal station for first class schedules extending through between Denison and Winslow on combined pages 1, 2 and 3 of the Dallas Division under provision of Rule 4. Denison and Winslow will be the initial and terminal stations for such first class schedules.



SOUTHWARD TRAINS

DALLAS DIVISION

SOUTHWARD TRAINS

FOURTH CLASS		THIRD CLASS			Distance from St. Louis	TIME TABLE No. 23-B		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	FIRST CLASS				
95	775	281	793	Effective 12:01 A. M. March 23, 1947		STATIONS	507		1	811	3	813	5
Way	F.W.&D.C.	Katy Komet	F.W.&D.C.			F.W.&D.C. Passenger	Texas Special	F.W.&D.C. Passenger	Katy Limited	F.W.&D.C. Passenger	Katy Flyer		
Monday Wednesday Friday	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily		
AM 8.01		PM 6.00		767.2		AM 9.10	AM 10.05	PM 12.01	PM 2.15	PM 5.00	PM 11.00		
AM 8.10	PM 7.35	PM 6.15	AM 2.30	769.3	N	AM 9.13	AM 10.09	PM 12.05	PM 2.19	PM 5.03	PM 11.05		
f 8.20	7.41	6.33	2.40	772.7	DALLAS UT								
					GC&SF Interlocker—CRI&G Jct. END OF DOUBLE TRACK CJ								
					3.4								
					PEELER 9.0		59 WP	9.17	10.17	12.10	2.24	5.07	11.11
s 8.45	7.55	6.47	3.05	781.7	D	LANCASTER CA	104 P	9.27	10.30	12.24	s 2.35	5.17	11.23
	8.13 8.33	6.55	3.20	787.0		LARSON 4.2	83 P	9.34	10.37	12.38	2.42	5.24	11.32
f 9.11	8.46	7.02	3.32	791.2		STERRETT 3.4	96 P	9.39	10.43	12.43	2.49	5.29	11.38
	9.21	8.55	7.07	794.6		TATE 2.9	80 P	9.43	10.48	12.47	2.54	5.33	11.43
	9.30	9.05 PM	7.12	797.5	N	T&NO Interlocker M-K-T JUNCTION HC		9.47 AM	10.52	12.51 PM	2.59	5.37 PM	11.48
s 9.50		7.13		798.1		WAXAHACHIE 0.6	67 WP		10.53		s 3.10		s 11.55
	10.41	7.20		803.0		NELSON 4.9	31 P		11.00		3.17		AM 12.03
f 11.07	7.39			807.3	D	FORRESTON SN	41 P		11.07		f 3.23		12.09
s 11.39		7.52		813.1	D	ITALY 5.8 Texas Electric Crossing (Auto. Interlocking Signals) BG	54 P		11.15		s 3.33		12.18
s 11.55		8.03		818.3	D	MILFORD 5.2	60 P		11.23		f 3.43		12.25
PM 12.15		8.16		825.8		FRASER 7.4	38 P		11.34		3.55		12.36
						Auto. Block Signals Texas Electric Crossing (Auto. Interlocking Signals) Texas Electric Interlocker HILLSBORO HO 1.1	OY P		11.44		s 4.08		12.48
	12.35	8.32		833.2	D	WINSLOW HB 1.1	Yard W P		11.46 AM		4.10 PM		12.50 AM
	12.40 PM	8.40 PM		834.3	N	67.1							
14.4	18.8	25.3	21.2		Average speed per hour			49.1	39.8	36.5	35.0	40.1	36.6

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NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

FIRST CLASS						Distance from St. Louis	TIME TABLE No. 23-B		Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	THIRD CLASS			FOURTH CLASS	
508 F.W.&D.C. Passenger	4 Katy Limited	812 F.W.&D.C. Passenger	2 Texas Special	814 F.W.&D.C. Passenger	6 Katy Flyer		Effective 12:01 A. M. March 23, 1947	STATIONS		776 F.W.&D.C.	280 Katy Komet	798 F.W.&D.C.	96 Way	Tuesday Thursday Saturday
Daily	Daily	Daily	Daily	Daily	Daily									
PM 9.00	PM 8.45	PM 6.50	PM 4.00	PM 1.05	AM 7.00	767.2	<b>DALLAS</b> UT			AM 8.00		PM 1.10		
PM 8.55	PM 8.38	PM 6.38	PM 3.53	PM 1.00	AM 6.53	769.3	GC&SF Interlocker—CRI&G Jct. END OF DOUBLE TRACK		AM 6.20	AM 7.50	PM 6.10	PM 12.55		
8.51	8.33	6.33	3.46	12.56	6.49	772.7	PEELER 9.0	59 WP	6.10	7.40	6.00	12.46		
8.40	f 8.21	6.22	3.34	12.45	6.37	781.7	LANCASTER 5.3	104 P	5.48	7.23	5.38	s 12.24		
8.33	8.13	6.15	3.26	12.38	6.29	787.0	LARSON 4.2	83 P	5.36	7.10	5.24	12.01 PM		
8.28	8.06	6.09	3.20	12.33	6.23	791.2	STERRETT 3.4	96 P	5.26	7.01	4.50	f 11.40		
8.24	8.01	6.04	3.15	12.29	6.18	794.6	TATE 2.9	80 P	5.18	6.53	4.40	11.30		
8.20 PM	7.56	6.00 PM	3.11	12.25 PM	6.13	797.5	T&NO Interlocker M-K-T JUNCTION	HC	5.10 AM	6.47	4.30 PM	11.10		
	s 7.55		3.10		f 6.12	798.1	WAXAHACHIE 0.6	67 WP		6.46		11.00 s 9.25		
	7.45		3.04		6.02	803.0	NELSON 4.9	31 P		6.37		9.16		
	f 7.39		2.58		5.56	807.3	FORRESTON 4.3	41 P		6.28		f 9.08		
	f 7.30		2.51		5.47	813.1	ITALY 5.8 Texas Electric Crossing (Auto. Interlocking Signals)	SN 54 P		6.17		s 8.56		
	f 7.21		2.44		5.38	818.3	MILFORD 5.2	BG 60 P		6.07		s 8.45		
	7.11		2.33		5.26	825.8	FRASER 7.4 Texas Electric Crossing (Auto. Interlocking Signals)	M 38 P		5.52		f 8.30		
					5.12	833.2	HILLSBORO 1.1 Texas Electric Interlocker	OY P		5.38		8.05		
	s 7.00		2.22		5.10 AM	834.3	WINSLOW 1.1	Yard P		5.35 AM		8.01 AM		
	6.55 PM		2.20 PM					W						
45.4	36.6	36.3	40.2	45.4	36.6		67.1 Average speed per hour		24.2	27.7	16.9	13.0		

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THIRD CLASS					Distance from St. Louis	TIME TABLE No. 23-B	FIRST CLASS							
81 Katy Komet	281 Katy Komet	75 Katy Klipper	71 Bullet	77 Freight		Effective 12:01 A. M. March 23, 1947	27 The Bluebonnet	11 Texas Special	1 Texas Special	31 Texas Special	23 Katy Limited	3 Katy Limited	25 Katy Flyer	5 Katy Flyer
Daily	Daily	Daily	Daily	Daily		STATIONS								
PM 3.00		PM 1.00	AM 2.30			RAY RA								
					660.0	N DENISON WD								
					661.8	0.9 McCUNE			AM 6.20	AM 7.25		AM 7.45	AM 10.40	PM 7.50
					662.5	0.7 BIGGERSTAFF			6.22	7.27		7.47	10.42	7.52
					662.8	0.3 DALLAS JCT.			6.24	7.29		7.49	10.44	7.54
					668.8	6.0 POTTSBORO JCT.			6.26	7.31		7.51	10.46	7.59
					669.6	6.7 POTTSBORO JN			6.36	7.40		8.02	f10.56	8.10
					676.3	5.6 HANGER			6.45	7.52		8.13	11.06	8.20
					681.9	3.8 SADLER			6.53	8.02		8.21	f11.16	8.30
3.45 PM		1.45 PM	3.30 AM		685.7	35.9 N WHITESBORO WO			7.00 <sup>s</sup>	8.15 <sup>AM</sup>		<sup>s</sup> 8.30 <sup>AM</sup>	<sup>s</sup> 11.25 <sup>AM</sup>	<sup>s</sup> 8.40 <sup>PM</sup>
4.50 PM	VIA JOINT		3.05 PM	4.41 AM		35.5 N DENTON CN			7.45 AM	9.02 AM	VIA JOINT		12.20 PM	9.27 PM
					757	N FORT WORTH NY			8.35 AM	9.55 AM		1.25 PM	10.30 PM	11.00
6.30 PM		4.45 PM	6.30 AM	AM	759	2.0 T&P Interlocker				10.10				
7.15		5.15	7.30	12.30	760.7	1.7 N NEY				10.20				11.10
7.20		5.18	7.40	12.40	764.3	3.6 DOLARD				10.23				11.13
7.29		5.24	7.48	12.47	771.2	6.9 D LYTLE				10.28				11.19
7.41		5.35	8.05	1.00	777.6	6.4 D BURLESON BU				10.37				f11.31
8.00		5.45	8.20	1.10	784.0	6.4 EGAN				10.46				f11.42
8.09		5.55	8.35	1.22	788.1	4.1 NO GC&SF Interlocker VD				f10.55				f11.52
8.15		6.02	8.50	1.30	793.2	5.1 D ALVARADO VD				11.00				11.58
8.24		6.12	9.05	1.45	801.3	8.1 D GRANDVIEW GW				11.07				<sup>s</sup> 12.09 <sup>AM</sup>
8.38		6.28	9.20	2.02	805.8	4.5 D ITASCA SK				11.18				<sup>s</sup> 12.22
8.46		6.37	9.30	2.12	811.9	6.1 WINKEL				11.25				12.28
8.57		6.50	10.00	2.25	813.0	1.1 D Tex. Elec. Interlocker HO				<sup>s</sup> 11.35				<sup>s</sup> 12.40
9.00	PM 8.40	6.55 7.00	10.05	2.30	821.5	8.5 N WINSLOW HB				11.40	AM 11.46		PM 4.10	12.45
9.12	8.55	7.21	10.28	2.45	827.4	5.9 ABBOTT				11.51	11.57		f 4.22	12.57
9.21	9.03	7.32	10.45	3.00	836.4	9.0 N WEST WS				11.59	12.05		<sup>s</sup> 4.32	f 1.05
9.33	9.17	7.46	11.05	3.17	843.0	6.6 ELM MOTT				12.09 <sup>PM</sup>	12.15		f 4.43	1.17
9.45	9.30	8.00	11.30	3.30	845.5	2.5 N BELLMEAD BJ				12.18	12.24		f 4.53	1.27
						2.5 StL&SW Crossing Interlocker Device								1.32
						184.6 T&NO-I&GN-StLSW Inter				12.25 <sup>PM</sup>	12.30 <sup>PM</sup>		5.00 <sup>PM</sup>	1.35 <sup>AM</sup>
						184.6 N WACO WC								1.40 <sup>AM</sup>
30.3	36.0	26.1	20.2	28.0		Average speed per hour			42.7	36.9	44.3	33.0	32.0	39.0

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

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2



NORTHWARD TRAINS

FORT WORTH DIVISION

NORTHWARD TRAINS

FIRST CLASS							
24	4	18	12	32	2	26	6
Katy Limited	Katy Limited	The Bluebonnet	Texas Special	Texas Special	Texas Special	Katy Flyer	Katy Flyer
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
PM 11.30		PM 8.05	PM 6.30	PM 6.20		AM 10.25	
11.28		8.03	6.28	6.18		10.23	
11.26		8.01	6.26	6.16		10.21	
11.24		7.59	6.24	6.14		10.19	
11.14	f	7.47	6.12	6.03		f 10.08	
11.04		7.35	6.01	5.53		9.55	
10.55	f	7.26	5.51	5.45		f 9.46	
10.50	s	7.20	5.45	5.40		s 9.40	
10.05	VIA	6.35	4.50	JOINT TRACK		8.45	
9.15		5.45	4.00			7.45	
8.40		PM	PM			7.10	
8.25						6.53	
8.22						6.46	
8.18						6.41	
s 8.09						6.31	
8.00						f 6.19	
7.49						f 6.10	
7.42						6.03	
7.33						s 5.55	
7.21						s 5.40	
7.14						5.31	
s 7.06						s 5.20	
7.00	PM 6.55				PM 2.20	5.15	AM 5.10
f 6.49	6.44				2.08	5.02	4.57
f 6.42	f 6.37				2.00	s 4.54	4.49
f 6.29	6.24				1.49	4.43	4.38
6.20	6.15				1.40	4.35	4.30
6.15	6.10				1.35	4.30	4.25
					PM	AM	AM
35.1	43.3	42.8	38.4	37.2	43.3	31.2	43.3

TIME TABLE No. 23-B

Effective 12:01 A. M.  
March 23, 1947

STATIONS

N	RAY	RA
N	DENISON	WD
	0 9	
	McCUNE	
	0 7	
	BIGGERSTAFF	
	0 3	
	DALLAS JCT.	
	6 0	
	POTTSBORO JCT.	
	0 8	
N	POTTSBORO	JN
	6 7	
	HANGER	
	5 6	
	SADLER	
	3 8	
N	WHITESBORO	WO
	35 9	
N	DENTON	CN
	35 5	
N	FORT WORTH	NY
	T&P Interlocker	
	2 0	
	NEY	
	1 7	
N	T&NO Inter.	KN
	DOLARD	
	3 6	
	LYTLE	
	6 9	
D	BURLESON	BU
	6 4	
	EGAN	
	6 4	
	NO GC&SF Interlocker	VD
	ALVARADO	VD
	4 1	
	ELLIS	
	5 1	
D	GRANDVIEW	GW
	8 1	
D	ITASCA	SK
	4 5	
	WINKEL	
	6 1	
D	Tex. Elec. Interlocker	HO
	HILLSBORO	
	1 1	
N	WINSLOW	HB
	8 5	
	ABBOTT	
	5 9	
N	WEST	WS
	9 0	
	ELM MOTT	
	6 6	
N	BELLMEAD	BJ
	StL&SW Crossing	
	Interlocker Device	
	2 5	
T&NO-I&GN-StL&SW Inter		
N	WACO	WC
	184 6	
Average speed per hour		

Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards

THIRD CLASS					
80	280	78	74	76	72
Katy Komet	Katy Komet	Freight	Katy Packer	Rocket	Fast Freight
Daily	Daily	Daily	Daily	Daily	Daily
		PM 1.00	PM 11.30	AM 12.30	AM 3.30
OWPCTY S Yards					
OWPT YS					
PY					
P					
140 P					
100 P					
38 P					
Yard WY SOP		11.55 AM	10.30 PM	11.00 PM	2.30 AM
VIA JOINT TRACK		10.02 AM	8.20 PM	8.40 PM	1.01 AM
Yard OWTS	AM 7.30	8.30 AM	7.00 PM	7.15 PM	11.30 PM
	7.22		10.10		8.20
104 P	7.17		9.55		8.03
55 P	7.04		9.38		7.41
125 P	6.50		9.20		7.24
110 P	6.39		9.02		7.12
48 P	6.30		8.50		7.03
125 PW	6.20		8.31		6.50
106 PY	5.56		8.15		6.28
45 P	5.46		8.00		6.13
PYO	5.33		7.45		6.00
Yard PW	5.30	AM 5.35	7.40		5.56
125 P	5.16	5.21	7.26		5.42
123 P	5.06	5.11	7.12		5.30
111 P	4.50	4.55	6.47		5.13
Yard PSTWO	4.40	4.45	6.30		5.00
	AM	AM	AM		PM
	29.8	36.7	21.9	23.5	18.4
					25.8

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

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2



WESTWARD TRAINS

HENRIETTA DIVISION

EASTWARD TRAINS

THIRD CLASS		FIRST CLASS		Distance from St. Louis	TIME TABLE No. 23-B		Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel Yards	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
371 Freight	381 Katy Komet		31 Texas Special		Effective 12:01 A. M. March 23, 1947			32 Texas Special	372 Fast Freight	92 Way			
Daily Except Sunday	Daily		Daily	STATIONS		Daily	Daily	Daily Except Sunday					
AM 3.00	PM 9.15				N RAY RA			AM 2.35	PM 12.15				
AM 4.30	PM 11.00		s 8.30	685.7	N WHITESBORO WO	POWSY Yard	s 5.40	AM 12.30	AM 10.15				
4.45	11.25		f 8.42	693.1	7.4 WOODBINE	60 P	f 5.23	12.16	f 10.02				
4.57	11.40		8.52	699.6	6.5 COOK	48	5.14	12.04	9.30				
5.20	AM 12.01		s 9.00	701.1	N GAINESVILLE GC&SF Interlocker	49 PWY	s 5.11	AM 12.01	s 9.20				
5.25	12.15		9.04	703.2	2.1 PAGEL	100 P	4.59	11.40	9.04				
5.32	12.25		f 9.09	706.5	3.3 LINDSAY	48	f 4.54	11.30	f 8.48				
5.45	12.40		f 9.16	712.4	5.9 MYRA	32 P	f 4.45	11.16	f 8.37				
6.01	12.50		s 9.22	716.3	3.9 MUENSTER MN	100 P	s 4.39	11.07	s 8.26				
6.45	1.20		s 9.38	726.3	10.0 ST. JO JO	W	s 4.25	10.43	s 7.55				
6.49	1.35		9.40	727.3	1.0 CREST	100 P	4.20	10.35	7.45				
7.20	1.50		f 9.50	733.8	6.5 BONITA	50	f 4.12	10.15	f 7.20				
7.50	2.20		s 10.06	742.3	D 8.5 NOCONA NA	100	s 4.00	9.55	s 7.01				
8.05	2.38		f 10.16	749.1	6.8 BELCHERVILLE	31 PW	f 3.47	9.40	f 6.25				
8.30	3.00		s 10.28	756.2	D 7.1 RINGGOLD RD	100	s 3.37	9.25	s 6.01				
8.50	3.20		f 10.41	765.3	9.1 MOORE	45 P	f 3.23	9.05	f 5.20				
9.35	3.45		s 10.54	771.7	D 6.4 HENRIETTA Ft. W&DC Crossing	100 W	s 3.14	8.48	s 5.01				
9.55	4.15		f 11.09	781.5	9.8 JOLLY	100 P	f 2.58	8.28	f 4.15				
10.30 AM	4.35 AM		11.30 AM	790.2	8.7 WV Crossing WICHITA FALLS WF	PSWY Yard	2.45 PM	8.10 PM	3.40 AM				
				791.1	0.9 W. F. N. W. JCT.								
11.00 AM	5.00 AM			791.6	N NORTH YARD YD	PSWTO Yard		8.00 PM	3.30 AM				
16.3	17.6		35.1		105.9								
					Average speed per hour		36.1	23.5	15.6				



### DENTON DIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS

### MINEOLA DIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS

THIRD CLASS		Distance from St. Louis	TIME TABLE No. 23-B		Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	THIRD CLASS	
	<b>475</b> Katy Klipper		Effective 12:01 A. M. March 23, 1947				<b>476</b> Rocket
	Daily		<b>STATIONS</b>				Daily
	PM 10.30	721.6	N	<b>DENTON</b> CN	Yard WPYS	PM 8.30	
	f11.05	730.9		LAKE DALLAS 9.3	15 P	f 8.04	
	f11.30	736.8	D	LEWISVILLE VI	25 P	f 7.46	
	f11.52	742.7		TRINITY MILLS 5.9	25	f 7.28	
	f11.59	744.6	N	St.LSF-St.LSW Interlocker CARROLLTON HF	P	f 7.22	
	AM 12.10	746.9		FARMERS BRANCH 2.3	26 P	f 7.15	
	f12.25	751.0		OLDHAM 4.1	23	f 7.02	
	12.50	758.0		DENY 7.0		6.40	
	1.00 AM	758.8	N	DALLAS YARD DY		6.35 PM	
	14.8			37.0			19.3
				Average speed per hour			

FOURTH CLASS		Distance from St. Louis	TIME TABLE No. 23-B		Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	FOURTH CLASS	
	<b>53</b> Mixed		Effective 12:01 A. M. March 23, 1947				<b>54</b> Mixed
	Mondays Wednesdays Fridays		<b>STATIONS</b>				Tuesdays Thursdays Saturdays
	AM 6.30	713.0		GREENVILLE 1.0	WOPTY Yard	PM 1.35	
	6.45	714.0	N	HUNT T. & N. O. Crossing GE	Yard SP	1.30	
	f 7.16	720.2		DIXON 6.2	8	f12.47	
	s 7.55	727.5	D	LONE OAK NK	33	s12.10 PM	
	s 8.30	733.5	D	POINT NO	36	s11.35	
	s 9.15	740.9	D	EMORY MY	20	s10.55	
	s10.20	750.4	D	ALBA TSL Crossing AB	30	s10.00	
	f10.35	751.0		HOYT 0.6		f 9.50	
	s11.05	756.5		GOLDEN 5.5	38	s 9.20	
	f11.35	761.5		STORAGE 5.0		f 8.45	
	11.50 AM	763.5	D	T&P (Cabin) Interlocker MINEOLA US	WOY Yard	8.30 AM	
	9.5			50.5			9.9
				Average speed per hour			

Denton Division trains be governed by Dallas Division Time Table Page 1, and special rule No. 7-e, between Deny and Dallas Yard.

TRAINS Nos. 53 AND 54 WILL HANDLE PASSENGERS, MAIL AND EXPRESS

### SHERMAN BRANCH

SOUTHWARD TRAINS

NORTHWARD TRAINS

FOURTH CLASS		Distance from St. Louis	TIME TABLE No. 23-B		Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	FOURTH CLASS	
	<b>55</b> Way		Effective 12:01 A. M. March 23, 1947				<b>56</b> Way
	Daily Ex. Sunday		<b>STATIONS</b>				Daily Ex. Sunday
	AM 6.00		N	<b>RAY</b> RA	WPTYOS Yard	PM 2.00	
	6.25	662.5		BIGGERSTAFF 3.6	9	1.40	
	6.40	666.1		ELLSWORTH 5.5	20	1.25	
	7.05 AM	671.6	D	T&P Crossing SHERMAN SN	WST YARD	1.00 PM	
	8.4			9.1			9.1
				Average speed per hour			

No. 55 IS SUPERIOR TO No. 56



## SPECIAL INSTRUCTIONS

**1. SUPERIORITY OF TRAINS:**

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

- b. No. 2 is superior to all trains.
- c. No. 1 is superior to all trains except No. 2.
- d. No. 55 is superior to No. 56.

**2. CLEARING TRAINS:**

a. Other first class trains will clear time of Nos. 1 and 2 at least 5 minutes, except between and including:

Atkins and T&NO interlocker, Waxahachie  
Hillsboro and Waco

will clear these trains sufficiently in advance of their time to avoid delay by automatic block signal indications.

b. Third and fourth class and extra trains, and yard engines, will clear first class trains at least 10 minutes except between and including:

Denison and Whitesboro  
Ney Interlocker and Ellis  
Hillsboro and Bellmead

Atkins and T&NO Interlocker, Waxahachie  
will clear superior trains sufficiently in advance of their time to avoid delay by automatic block signal indications.

c. 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.

d. When taking siding to meet opposing trains, stop must be made not less than 200 feet from fouling point when length of train will permit. When standing on main track for train to enter siding, stop 200 feet from clearance point.

e. Greenville—second track opposite depot, Greenville, will be used as the siding at Greenville passenger station, and track east of water tank, known as L&A siding, Greenville, may be used for MKT trains to meet, avoiding delay to L&A trains.

f. All trains and engines, including yard engines and engines in charge of hostlers, between Mile Post 843.0, Bellmead, and Mile Post 846.0, Waco, will run ahead of overdue superior trains on double track, and when receiving clear interlocking signal, ahead of, or against, overdue superior trains on single track, without orders, but must ascertain location of superior trains, when necessary to avoid delaying them. DeLeon Division train No. 35 will use main track from Waco passenger station to Gilbough and be governed by automatic block signals from north end of double track (Mile Post 843.0) to Gilbough.

g. Northward trains, Dallas Division, will receive hand or lamp signal before fouling twin switches south end Denison passenger station yard.

h. Northward trains, Ft. Worth Division, will receive hand or lamp signal before passing fouling point at end of double track, Denison Yard.

- i. Trains cannot meet or pass at Leigh.
- j. McDonald must not be used for meeting or passing trains.

**3. WHERE TRAINS WILL REPORT FOR ORDERS:**

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

b. All freight trains (third, fourth class and extra) report for orders before leaving Ray, Whitesboro, Winslow, Bellmead, North Yard—Wichita Falls, Dallas Yard, and Dallas General Office when no telegrapher on duty at Dallas Yard, except south-bound Fort Worth and Henrietta Division freight trains leaving

Ray report for orders before leaving Pottsboro. Freight trains leaving Denison must report for orders before leaving.

c. Southward trains starting from Ney will receive train orders and register check at Ney Tower; when ready to go, four short sounds of whistle, answered by wig-wag of train order signal, will be authority to move to tower.

d. Denton Division trains report for orders before leaving Denton; Mineola Division trains report for orders before leaving Hunt and Mineola; Sherman Branch trains report for orders before leaving Sherman.

e. FW&DC trains report for orders before leaving CRI&G Junction and M-K-T Junction.

**4. REGISTER STATIONS:**

a. First class trains and passenger extras register at Dallas Yard Office and Winslow by slip, except first class trains, when displaying signals for following sections, stop and register unless instructed by train order to register by Form 68.

b. Register at Bellmead is for third, fourth class trains and extra freight trains, only.

c. All trains register T&NO Interlocker, Ney, by slip; except when displaying signals for following section, stop and register, unless instructed by train order to register by Form 68.

d. Trains No. 24 and No. 27 register at Whitesboro by slip except when displaying signals for following sections, stop and register unless instructed by train order to register by Form 68.

**5. MAXIMUM SPEED (M.P.H.) OBSERVING PERMANENT SLOW BOARDS, SLOW ORDERS AND OTHER RESTRICTIONS:**

Between	Passenger Trains	Komets	Other Freight and Mixed Trains
Denison and Atkins	60	40	40
Atkins and Dallas	40	20	20
Dallas and Hillsboro	50	45	40
Dallas Jct. and Sadler	50	35	30
Sadler and Whitesboro	60	45	40
Ft. Worth and M.P. 790	60	45	40
M.P. 790 and Winslow	50	35	30
Winslow and Bellmead	70	45	40
Whitesboro and Gainesville	50		40
Gainesville and Wichita Falls	50		35
Denton and M.P. K-736	35		30
M.P. K-736 and Deny	35		25
Sherman and Biggerstaff	20		15
Mineola and Hunt	20		12

**Exceptions**

Maximum speed, trains Nos. 507, 508, 813 and 814 between Dallas and M-K-T Junction, when operated by diesel engines, is 55 M.P.H.

Trains handling loaded oil tanks will not exceed 35 M.P.H.

a. Freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.

b. Maximum speed, road engines backing up, with or without cars, 25 M.P.H. except on Mineola Division and Sherman Branch, 10 M.P.H.

c. Maximum speed, switch engines, with or without cars, 20 M.P.H. except 0-8-0 type, 15 M.P.H.

d. Maximum speed, road engines running light, 25 M.P.H. except on Denton Division, 20 M.P.H., and on Mineola Division and Sherman Branch, 10 M.P.H.



e. Maximum speed, entering or leaving main line turnouts, passenger trains 20 M.P.H., freight trains 15 M.P.H.

f. Maximum speed, entering or leaving branch line turnouts, passenger trains 15 M.P.H., freight trains 10 M.P.H.

g. Trains handling scale test car X1658, 25 M.P.H., except where maximum speed is less than 25 M.P.H., and handle just ahead of caboose.

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

i. Between Denison and Wichita Falls; Denison and Waco (via Dallas or Ft. Worth Division, including T&P Joint track from Whitesboro to Ft. Worth) M-K-T engines of any class may be doubleheaded. Time Table speed restrictions of M-K-T and T&P will govern.

j. Loaded cars, gross weight of car and contents exceeding 169,000 pounds (85 tons), must not be handled over the Mineola or Denton Divisions, or the Sherman Branch.

**6. SPEED AND OTHER RESTRICTIONS:**

**a. Denison-Ray Terminal:**

Trains and engines not exceed 15 M.P.H. over puzzle switch north of passenger station, Denison.

Derail located ninety feet north of running track No. 1 switch, Warner Cut-off.

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

**b. Dallas Division:**

20 M.P.H. on Warner and Leigh cut-off.

35 M.P.H. for passenger and 20 M.P.H. for freight trains over T&P crossing, Bells.

30 M.P.H. between home signals of automatic interlocking plant, Whitewright.

BETWEEN GREENVILLE AND HUNT YARD LIMITS ALL TRAINS AND ENGINES WILL RUN AT YARD SPEED. THIS DOES NOT RELIEVE CREWS OF TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(b). ANY TRAIN OR ENGINE STANDING OR MOVING UNDER OBSCURE CONDITIONS, MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(b).

20 M.P.H. between home signals of automatic interlocking plant at Hunt.

30 M.P.H. between home signals of automatic interlocking plant at Garland.

25 M.P.H. over movable point crossing frog just north of south end of double track, South Dallas.

20 M.P.H. approaching Texas Electric Crossing, Italy.

30 M.P.H. for passenger and 20 M.P.H. for freight trains approaching signals governing Texas Electric Crossing at Hillsboro.

**c. Fort Worth Division:**

20 M.P.H. on Ray-Pottsboro cut-off.

Southward trains trail through spring switch south end double track, Dallas Jct., and not exceed 15 M.P.H. and must not make reverse movement until switch lined by hand.

ALL TRAINS APPROACH WHITESBORO AT RESTRICTED SPEED, EXPECTING TO FIND FT. WORTH AND HENRIETTA DIVISION MAIN TRACKS OCCUPIED.

BETWEEN T&NO CROSSING SOUTH OF NEY AND NORTH END OF DOUBLE TRACK, FT. WORTH, ALL TRAINS AND ENGINES WILL RUN AT YARD SPEED. THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(b). ANY TRAIN OR ENGINE STANDING OR MOVING UNDER OBSCURE CONDITIONS MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(b).

Northward trains trail through spring switch north end double track Ft. Worth and not exceed 15 M.P.H. and southward trains 25 M.P.H. Northward trains must not make reverse movement until switch lined by hand.

BETWEEN M.P. 843.0, BELLMEAD AND M.P. 846.0, WACO, ALL TRAINS AND ENGINES WILL RUN AT YARD SPEED EXCEPT THAT WHERE AUTOMATIC BLOCK SIGNALS ARE IN SERVICE, AUTOMATIC BLOCK SIGNAL RULES WILL GOVERN. THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(b). ANY TRAIN OR ENGINE STANDING OR MOVING UNDER OBSCURE CONDITIONS MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(b).

20 M.P.H. over StLSW crossing, Bellmead.

15 M.P.H. through double track turnouts, T&NO and S.A.A.P. crossings, Waco.

15 M.P.H. between Brazos River and Waco passenger station.

**d. Henrietta Division:**

TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN YARD LIMIT BOARD EAST OF WICHITA FALLS, AND NORTH YARD LIMIT BOARD, NORTH YARD, INCLUDING BETWEEN WICHITA FALLS AND W.F.N.W. JCT. ON F.W.D.C. TRACKS, EXPECTING TO FIND MAIN TRACK OCCUPIED.

**e. Denton Division:**

20 M.P.H. over switches and derails between home signals of interlocking plant at Carrollton.

41½ freight and 33% passenger engines must not be double-headed nor exceed 10 M.P.H. and other engines not exceed 15 M.P.H. over Bridge K-733.3.

**f. CITY ORDINANCE SPEED RESTRICTIONS (M.P.H.)**

**Dallas Division**

Denison	20
Whitewright	15
Trenton	20
Greenville	10
Caddo Mills	20
Royse City	15
Garland	18
Dallas	12
Lancaster	12
Waxahachie	20
Italy	8
Milford	20
Hillsboro	18

**Mineola Division**

Mineola	10
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**Denton Division**

Carrollton	20
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**Ft. Worth Division**

Ft. Worth	20
Burleson	15
Grandview	16
Itasca	12
Abbott	15
West	30
Waco	20

**Henrietta Division**

Gainesville	15
Henrietta	20
Wichita Falls	15
Except 8 M.P.H. over 7th St. and Iowa Park Crossings.	

**Sherman Branch**

Sherman	8
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**7. AUTOMATIC BLOCK SIGNALS:****Denison-Ray Terminal:**

Between Staley and Denison passenger station.  
 Between Staley and Ray, via Warner cut-off.  
 Between Pottsboro Junction and Mirick Avenue, Denison.  
 Between Ray and Dallas Junction via Warner cut-off.  
 Between Ray and Pottsboro via Ray-Pottsboro cut-off.  
 Between Leigh and McDonald.

**If held at**

"A" Block at:	Communicate with:
Dallas Junction	Train dispatcher by telephone.
Signal 6605	Train dispatcher by telephone.
South end Ray	Telegrapher, Pottsboro, by telephone.
Signal 6600	Telegrapher, Staley, by telephone.

Movements between Ray and Pottsboro via Ray-Pottsboro cut-off; between Ray and Staley via Warner cut-off; and between Ray and Dallas Junction via Warner cut-off will be made on signal indications, except that southward trains via Ray-Pottsboro cut-off notify telegrapher at Pottsboro before entering block.

**Fort Worth Division:**

Between MP 661.7 and Whitesboro.  
 Between MP 759.5 and MP 790.8.  
 Between MP 810.0 and Waco.

When northward automatic block signal at T&P-MKT Junction, Whitesboro, displays indication for movement of northward inferior train from T&P main track, northward inferior train from joint track may proceed from T&P-MKT Junction to station at Whitesboro against overdue superior trains.

**Dallas Division:**

Between Leigh and McDonald.  
 MP D-712.1 and MP D-712.8.  
 MP D-713.5 and MP D-714.0.  
 MP D-756.0 and Dallas Yard.  
 MP D-769.5 and MP D-796.4.  
 MP D-797.9 and MP D-799.4.  
 MP D-831.0 and Winslow.

a. Grade Signal, black letter "G" on yellow disc, on mast of automatic block signal, will be authority for trains to proceed without stopping for such automatic block signal displaying "STOP" indication, observing the 10 and 5 M.P.H. speed restrictions and other requirements of Rule 343, Paragraph "P."

b. Train must remain back of fouling point indicated by insulated rail joints, at signals, to permit clearing signals.

c. Trains and engines use cross-overs between Dallas Junction and Denison without train orders, against overdue superior trains, provided automatic block indicators or signals show clear; otherwise under flag protection.

d. Dallas Division trains use double track between Dallas Junction and McCune without train orders, ahead of overdue superior trains.

e. 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."

f. Movements from Denton Division to Dallas Division at Deny must not be made without flag protection when signal 7583 indicates "STOP."

g. Crossover movements from Dallas Yard to Denton Division must not be made without flag protection when signals 7662, 7663 or 7583 indicate "STOP."

**8. REMOTE CONTROL SWITCHES:****Pottsboro Junction.**

Pottsboro—South end of siding. When home signal inoperative, green "call-on" light, located 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.

**Whitesboro-T&P-MKT Junction.**

Winslow-Dallas Division and Ft. Worth Division Junction. When home signal inoperative, green "call-on" light, located 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.

Bellmead—north end double track. Switch electrically controlled by operator in Bellmead telegraph office, interlocking rules govern. When home signals are inoperative, "call-on" light located at 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.

GC&SF R.R. Interlocker, Tower 19, south of Dallas, controls movements between south end of The Union Terminal Co., tracks, and south end of M-K-T 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" on this signal bridge will indicate route lined for M-K-T and "yellow" will indicate lined for T&NO or M-K-T. Trains for M-K-T will not accept "yellow" indication herein, YARD SPEED restrictions will apply to all movements within these limits.

**9. SPRING SWITCHES:** Designated by the letter "S" attached to the Switch Stand below target: (Rule 104-f)

Gilbough.  
 South end siding, Alvarado.  
 North end double track, Ft. Worth.  
 End double track, Dallas Junction.

**10. NORMAL POSITION OF SWITCHES:**

a. South crossover switch at Signal 6694 Pottsboro must be kept lined for siding.  
 b. South crossover switch from Texas Central main line to Bellmead cut-off at Gilbough must be left lined for cut-off.

**11. RAILROAD CROSSINGS:****a. Dallas Division**

Denison—M.P. D 661.2, T. & N. O. R. R., Interlocker.  
 Bells—M.P. D 674.3, T. & P. R. R., Interlocker.  
 Whitewright—M.P. D 681.6, StLSW R. R., Automatic Interlocking Signals, interlocking rules and the following instructions govern:  
 Track circuit that automatically operates to clear the home signal for southward trains extends 1 mile north of distant signal located at MP 679.9. Track circuit that automatically operates to clear home signal for northward trains extends 1 mile south of distant signal at MP 682.8. Track circuit in the siding that automatically operates to clear the dwarf signal for southward home signal. Track circuit in siding that automatically operates to clear northward dwarf home signal, extends from the battery box 500 feet north to the dwarf signal.  
 Southward main track home signal located 400 feet north of StLSW crossing is two-position, lower quadrant, absolute home signal. Rule 301-308.  
 Northward main track home signal located 400 feet south of StLSW crossing is two-position, lower quadrant, absolute home signal. Rule 301-308.



Southward siding dwarf home signal located 100 feet north of StLSW crossing is two-position, color light, absolute dwarf home signal. Rule 303-321.

Northward siding dwarf home signal located 100 feet south of StLSW crossing is a two-position, color light, absolute dwarf home signal. Rule 303-321.

When main track home signals or siding dwarf signals indicate "STOP" and no conflicting movement is being made, a trainman shall proceed to the crossing with proper flagging equipment, turn knob to right (in relay box marked "M-K-T", main track release when on main track and siding release when on siding) as far as it will go; wait until light lights up, then start knob back to the left. Home signal should clear in 1½ minutes. If home signal then does not clear, and no train approaching on StLSW track, M-K-T train should be moved forward beyond home signal, but remain clear of the crossing. M-K-T trainman will push button in relay box. If light lights up, train may proceed over crossing. If light does not light up, a burning fusee must be displayed at both home signals on StLSW, day and night, before passing over crossing.

Celeste—MP D-701.3, GC&SF Railroad, Interlocker.

Hunt—MP D-714.3, StLSW Railroad, Automatic Interlocking Signals. Interlocking rules and the following instructions govern:

The track circuit that should clear the southward home signal when the trains move on to it extends from non-operating distant signal at MP D-714 to home signal. Track circuit that should clear the northward home and distant signals when trains move on to it extends from MP D-716.4 to distant signal.

Northward distant signal 7154 is a three-position color light signal. Rule 302 governs. When a train is stopped at this signal it may proceed at once at restricted speed, expecting to find a train in the block, broken rail, switch not properly set, car fouling. Northward home signal located 400 feet south of StLSW crossing is a three-position absolute home signal designated with "A". Southward home signal located 400 feet north of the StLSW crossing is a two-position absolute home signal designated with a letter "A". When home signal indicates "STOP" and no conflicting movement is being made, a trainman shall proceed to the crossing with proper flagging equipment, turn knob to right (in relay box marked MKT) as far as it will go, and then release same. Home signal should clear in 2½ minutes. If home signal does not then clear, and no trains on the StLSW track, MKT train should be moved forward beyond home signal, but remain clear of the crossing. MKT trainman will push button in relay box. If indicator light lights up, train may proceed over the crossing. If indicator does not light up, a burning fusee must be displayed at both home signals on StLSW both by day and by night, before passing over crossing.

Garland—MP D-750.7, GC&SF Railroad. Automatic Interlocking Signals. Interlocking rules and following instructions govern:

Northward distant signal 7518, a 3-position color light signal located 5000 feet south of home signal. Rule 302 governs.

Northward home signal, located 400 feet south of GC&SF Crossing, is a 2-position absolute home signal designated with "A".

Southward distant signal 7501, a 3-position color light signal located 3000 feet north of home signal. Rule 302 governs.

Southward home signal, located 400 feet north of GC&SF crossing is a 2-position absolute home signal designated with an "A".

North end of siding near GC&SF Crossing is equipped with hand throw switch stand to be operated by trainmen.

Northward dwarf signal governing movements from MKT siding to main track is 2-position color light dwarf signal located at fouling point. Trains leaving siding must stand back of dwarf signal while member of crew observes switch indicator at main track switch. If indicator clears after button is pushed,

main track switch may be lined for movement siding to main track, and color light dwarf signal should then show "PROCEED."

Track circuit that should clear the southward home and distant signals when trains move on to it, extends from MP D-749.3 to distant signal 7501 and southward home signal.

Track circuit that should clear the northward home and distant signals when trains move onto it extends from MP D-752.7 to distant signal 7518 and northward home signal.

When home or dwarf signal fails to clear and no conflicting movement is being made, a trainman shall proceed to the crossing with proper flagging equipment, insert MKT switch key in key controller, located in box at the crossing, give key ¼ turn to the right and then remove key. After 2 minutes, signal should indicate "PROCEED." If home or dwarf signal does not clear and no train approaching on GC&SF track, MKT train should move forward beyond signal, but remain clear of the crossing. MKT trainman will push button and observe indicator light in key controller box. If not lighted, a burning fusee must be displayed at both home signals on GC&SF day or night, before passing over crossing.

A releasing section with "Release section" marker is located 200 feet south of northward MKT home signal to provide for trains or engines which have occupied the south approach circuits for over five minutes without accepting this signal. In event a GC&SF train approaches, this northward home signal would show "STOP" and after a 2 minute period the GC&SF train could secure a "PROCEED" signal.

Trains or engines doing station work and having lost the right to proceed northward, must occupy the "Release Section" in order to re-establish their northward lineup.

Cars or engines occupying release section or section between home signals will cause signals to display "STOP" indication on GC&SF.

T&NO (Cabin) Interlocker, T&NO Junction, MP D-762.5. If home signal indicates "STOP" and purple light burning Rule 311 covers. If purple light not burning, full flag protection must be provided on T&NO in each direction before crossing.

Dallas—MP D-767.0 The Union Terminal Co.—T&P Railroad, Interlocker.

Dallas—MP D-768.9 GC&SF Railroad, Interlocker. (See Special Instruction 8.)

M-K-T Junction—MP D-796.6 T&NO Railroad, Interlocker.

Italy—MP D-813.4, Texas Electric Railroad. Automatic Interlocking Signals. If signal indicates "STOP," full flag protection must be provided on Texas Electric in each direction.

Hillsboro—MP D-832.1, Texas Electric Railroad. If signal indicates "STOP," full flag protection must be provided on Texas Electric in each direction.

Hillsboro—MP D-832.8, Texas Electric Railroad, Interlocker.

#### b. Fort Worth Division:

Ft. Worth—MP 757.1 T&P Railroad, Interlocker.

Ney—M.P. 759.4—T&NO R.R.—Interlocker.

Alvarado—M.P. 783.0—GC&SF R.R., Interlocker.

Hillsboro—M.P. 811.5—Texas Electric R.R.—Interlocker.

StLSW Railroad Crossing, Interlocking Device, M.P. 843.6 between Waco and Bellmead. If signal indicates "STOP" and no movements approaching on StLSW RR, line switch on StL&SW to set derail and signals against StL&SW which will clear signal on MKT.

T&NO-I-GN-StLSW Interlocker—M.P. 844.6, between Bellmead and Waco. Interlocker. Home signal for northward trains located just north of Brazos River Bridge, on left side of track.

This interlocker controls signals for double track switch, just south of Brazos River Bridge. Northward home signals are located on half bridge about 500 feet south of switch, Rule 311 governs. Southward home signals consist of three 2-position



color light dwarf signals located on Brazos River Bridge near south end. Following rules govern:

- (1) Top light red  
Middle light red  
Bottom light red } STOP
- (2) Top light green  
Middle light red  
Bottom light red } PROCEED ON SOUTHWARD MAIN TRACK
- (3) Top light red  
Middle light green  
Bottom light red } PROCEED ON NORTHWARD MAIN TRACK
- (4) Top light red  
Middle light red  
Bottom light yellow } PROCEED AT RESTRICTED SPEED  
May go either southbound or northbound main track.

Telephones for communicating with Towerman are located at MKT Northward Home Signal, SAAP Northward Home Signal, SAAP Southward Home Signal, and 250 feet north of SAAP Southward Home Signal.

c. Henrietta Division:

Gainesville—M.P. G-701.7, GC&SF R.R., Interlocker.  
Henrietta—M.P. G-772.1, FW&DC R.R. Crossing. Stop Signs. See Rule 556.  
Wichita Falls—M.P. G-789.9, W.V.R.R. Stop Signs. See Rule 556.

d. Denton Division:

Carrollton—MP K-744.6, STLSF-StLSW Railroads, Interlocker.

e. Mineola Division:

Greenville—MP H-714.9 T&NO Railroad. Protected by Gate. Normal Position Lined Against M.K.T. See Rule 556-A.  
Alba—MP H-751.0 TSL Railroad. Stop Signs. See Rule 556.

Mineola—MP H-762.3 T&P Railroad. Cabin Interlocker. Following Rules and instructions govern operation:

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 northward 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.

f. Sherman Branch:

Sherman—MP P-671.5 Texas Electric R.R. Stop Signs. See Rule 556.  
Sherman—MP P-671.6 T&P Railroad. Stop Signs, See Rule 556.

12. DOUBLE TRACK:

Between Denison and just south of Dallas Junction.  
Between G.C.&S.F. Interlocker, Dallas, M.P. 768.9 and M.P. D-769.3.  
Between M.P. 843.0, Bellmead and M.P. 844.6; (single track extends over Brazos River Bridge between M.P. 844.6 and M.P. 844.9). Between M.P. 844.9 and Waco and beyond to M.P. 853.1, Hewitt. On double track, double track rules govern, except between M.P. 844.9 and M.P. 846.0 use track for which switches are lined.  
Between Ft. Worth, M.P. 757.4 (Broadway Street) and Ney, opposite Enginehouse.  
Northward trains and engines will stop to clear north end of double track, Ft. Worth, until given interlocker signal.

13. WATER STATIONS OTHER THAN THOSE SHOWN ON SCHEDULE PAGES:

East Fork—MP D-742.  
Ginger—MP H-745.3.

14. YARDS PROTECTED BY YARD LIMIT BOARDS.

	Denison Ray Terminal			
	Ray	}	One Yard	
	Denison			
	Pottsboro Jct.			
	Staley			
	McDonald			
	Dallas Division			
Greenville	}	One Yard	Waxahachie	
Hunt				
Dallas	}	One Yard	Hillsboro	
Atkins			Winslow	
Sargent			One Yard	
	Fort Worth Division			
Whitesboro				
Denton			Hillsboro	
Fort Worth	}	One Yard	Winslow	
Hodge				
Ney				Bellmead
Dolard				Waco
	Henrietta Division			
Cook	}	One Yard	Whitesboro	
Gainesville				Wichita Falls
Pagle				North Yard
	Denton Division			
Deny			Denton	
	Mineola Division			
Greenville	}	One Yard	Mineola	
Hunt				
	Sherman Branch			
			Sherman	



**15. BULLETIN BOOKS LOCATED AT:**

Denison Telegraph Office, Psgr. Sta. Engineer's Wash Room Caller's Office Yard Office	Bellmead Yard Office Engineers' Wash Room
Ray Enginehouse Office Yard Office	Waco Telegraph Office (Baggage Room) Engineers' Wash Room
Greenville Enginehouse Office	Ney Yard Office Engineers' Wash Room.
Hunt Yard Office	Ft. Worth Passenger Station
Dallas Enginehouse Office Yard Office Telegraph Office, Psgr. Sta. Engineers' Wash Room, Psgr. Sta.	Wichita Falls Teleg. Ofc. Freight Station Yard Office North Yard Enginehouse Office Mineola Freight Station

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

**16. STANDARD CLOCKS LOCATED AT:**

Denison Telegraph Office, Psgr. Sta. Dispatchers' Office	Waco Telegraph Office, Baggage Room
Ray Yard Office Enginehouse Office	Winslow Telegraph Office
Greenville Enginehouse Office	Ney Yard Office Engineers' Wash Room
Hunt Yard Office	Ft. Worth Passenger Station
Dallas Yard Office Telegraph Office, Gen. Off. Bldg. Telegraph Office, Psgr. Sta.	Wichita Falls Telegraph Office, Freight Station Yard Office
Bellmead Dispatchers' Office	Mineola Freight Station

**17. IMPAIRED CLEARANCES:**

a. Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4½ inches.

Division	Mile Post
Fort Worth	Bridge 784.3.
Henrietta	FW&DC joint track Bridge 114.73, Wichita River, Wichita Falls.
Dallas	Highland Park Passenger Shed.
Dallas	Union Terminal Passenger Shed.
Mineola	Bridge H-722.8.
All	Swinging spouts on water tanks.
All	All mail cranes when pouches are hung.

b. Main track bridges and structures having vertical clearance above top of rail less than 21 feet 6 inches.

Division	Mile Post
Fort Worth	Hattie Street Viaduct, Ft. Worth, MP 757.45.
Fort Worth	Allen Avenue Viaduct, Ft. Worth, MP 758.5 Northward main track.
Fort Worth	Fort Worth Passenger Shed.
Dallas	Signal Bridge MP D-766.6.
Dallas	Dallas passenger shed.
Dallas	Oak Cliff Viaduct, MP D-767.5.
Dallas	Street Railway Viaduct, MP D-767.5.
Dallas	IGN Overpass, MP D-812.7.
Denton	Bridge MP K-733.3.

c. 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, by buildings, platforms and other structures alongside main and other tracks.

**18. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE**

**PAGES:**

Station	Location	End Connected	Capacity
Kingston	MP D-704.3	None	0
Lybrand	MP D-727.2	North end	15
Thomas	MP D-731.6	South end	15
Continental	MP D-752.5	North	25
Sargent	MP D-770.8	South end	10
Red Oak	MP D-788.0	Both ends	20
Perrin Field	MP 669.9	North end	25
Singiser	MP 806.4	South end	10
Chatt	MP 817.3	North end	10
Greer	MP 838.8	South end	25
Gilbough	MP 841.9	Located north end Bellmead Yard	
Hope	MP G-697.6	Both ends	16
Rosson	MP G-761.5	Both ends	10
Huggins	MP G-763.8	West end	5
Corinth	MP K-727.6	Both ends	15
Raines	MP H-738.5	North end	2
Ginger	MP H-744.5	North end	2
Clearing	MP H-747.3	North end	2
Ben	MP H-760.1	South end	12
Millay	MP K-739.0	South end	18

**19. UNLESS OTHERWISE SPECIFIED, TIME TABLE OR TRAIN ORDER RESTRICTIONS WILL APPLY:**

- Hunt—Yard lead switch north of Wellington Street.
- Pottsboro—For northward trains—crossover at Signal 6694.
- Whitesboro—For Fort Worth Division first class trains—at the Fort Worth-Henrietta Division Junction Switch. Passenger trains, regular and extra, meeting at Whitesboro will meet at the Junction switch, unless otherwise directed.
- Ney—For first class trains and passenger extras—South end double track.
- Bellmead—For first class trains and passenger extras—North end double track.
- Dallas Yard—For first class trains and passenger extras—at yard office.

**20. GOVERNING TIME TABLES AND RULES:**

- a. The Union Terminal Company Rules govern between Dallas Yard and G.C.&S.F. Interlocker Tower 19, South Dallas.
- b. Fort Worth and Denver City Railroad Rules and Time Table govern between Wichita Falls and W. F. & N. W. Junction.
- All south and east bound trains, yard engines and light engines operating between W. F. & N. W. Junction and South Yard, Wichita Falls, will get register check on over-due FW&DC trains before occupying joint track at W. F. & N. W. Junction. (See F. W. & D. C. Rule S-83).
- FW&DC first class trains will be shown on register in telegraph office, North Yard.



c. Texas & Pacific Railroad Rules and Time Table govern between Whitesboro and Ft. Worth.

d. Employes of FW&DC Railroad Company are subject to the Rules, Time Tables and Special Instructions of the M-K-T Railroad Company of Texas, while operating over its tracks.

e. Small figures shown at Dallas on Dallas Division; at Ray, Whitesboro, Denton, Ft. Worth and Ney on Ft. Worth Division; and at Ray and North Yard on Henrietta Division, indicate advertised leaving and arriving time only.

**21. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:**

For revenue passengers only unless otherwise provided.

**a. Dallas Division** Station  
Trains 3 and 4 ..... MP D-788 ..... Red Oak

**b. Mineola Division**  
Trains 53 and 54 ..... MP H-744.5 ..... Ginger  
Trains 53 and 54 ..... MP H-747.3 ..... Clearing

c. Trains No's. 5 and 25 stop any station to discharge revenue passengers from Kansas City; also from stations St. Louis to South Mound, inclusive.

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

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

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.

g. Nos. 5 and 25 stop any point between Denison, Dallas and Ft. Worth to discharge revenue passengers from stations north of Denison; also No. 5 stop at any station between Denison and Dallas to discharge revenue passengers originating on Northwestern District and Henrietta Division.

h. Nos. 3 and 23 stop any station in Texas to discharge passengers from Kansas City and beyond, including passengers holding drovers return tickets.

i. No. 8 stop at Bells to pick up revenue passengers for Muskogee and beyond.

j. 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.

k. No. 25 stop at Pottsboro, Hanger and Sadler to discharge revenue passengers and to receive revenue passengers for regular or flag stops of No. 25 south of Denison.

l. Nos. 31 and 32 stop on flag at stations between Denison and Whitesboro to pick up or discharge passengers destined to or from stations on the Henrietta Division.

**22. ENGINE WHISTLE SIGNAL CODES AT**

**INTERLOCKING PLANTS:**

**a. Leigh:**

MKT Northbound:  
Main track .....  
Cut off ..... 0  
MKT Southbound:  
Main track ..... 0

**b. T&NO, 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) ..... 0 ..... 0  
Single Main to Southbound Main (Irregular Route) ..... 0 ..... 0  
Main Track to Cotton Belt ..... 0

**23. WATCH INSPECTORS:**

St. Louis.....American Railroad Time Service Co., 720 Olive St.  
Denison.....J. B. Rockwell  
Gainesville.....W. B. Kinne  
Wichita Falls G. W. Haltom  
Greenville.....Taylor Brothers  
Mineola.....Flynts  
Dallas.....Balfour Jewelry Co., 1707 Main St.  
                    Dallas Watch Co., 1110 Main St.  
Ft. Worth.....G. W. Haltom  
Hillsboro.....T. B. Bond  
Waco.....T. A. Armstrong

**24. ABBREVIATIONS:**

W—Water  
C—Coal  
O—Oil  
T—Turntable  
S—Track Scales  
Y—Wye  
P—Telephone  
D—Day Telegraph Office  
N—Night and Day Telegraph Office  
NO—Night Telegraph office only  
M.P.H.—Miles per hour.

**a. ABBREVIATIONS IN CONNECTION**

**WITH MILE POST LOCATIONS**

D—Dallas Division  
P—Sherman Branch  
G—Henrietta Division  
H—Mineola Division  
K—Denton Division

**SPEED TABLE**

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



**25 TONNAGE RATING INSTRUCTIONS**

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

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

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

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

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

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

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

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

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

**TONNAGE RATINGS**

Locomotives		64% Booster		64%		57%		47%		32%		
From	To	Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	
Ray	Ney	5	2500	62	2110	53	1890	47	1590	40	1080	27
Ray	Pilot Point	7	3000	75	2500	63	2225	56	1855	46	1255	31
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
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
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
Dallas	Royse City	5	2300	58	1925	48	1715	43	1485	37	1070	27
Royse City	McDonald	10	3780	95	3150	97	2800	70	2300	58	1560	39
McDonald	Ray	5	1950	49	1680	42	1300	35	1165	29	860	22
Dallas	Winslow	5	2575	64	2200	55	1950	49	1610	40	1100	28
Winslow	Dallas	5	2250	56	1900	48	1700	43	1500	38	1070	27
Ney	Bellmead	6	3100	80	2550	63	2050	51	1650	41	1150	29
Grandview	Bellmead	9	4500	113	3900	98	3500	88	2800	70	1960	49
Bellmead	Ney	6	3050	76	2600	65	2300	58	1840	46	1290	32
Dallas	Denton	5									1050	26
Denton	Dallas	5									1030	30
Lewisville	Dallas	5									1550	39
Ray	Sherman	5									935	23
Sherman	Ray	5									935	23
Hunt	Mineola	5									1100	28
Mineola	Hunt	5									1150	29

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



## EMPLOYES HOSPITAL ASSOCIATION:

Dr. R. S. Yancey, Chief Surgeon, Medical Arts Building,  
Dallas, Texas.

STATION	NAME
Alba	R. A. Farrington
Alvarado	W. J. Cummings
Bellmead	Lewis G. Aide
Bells	C. S. Carter
Burleson	C. C. Bradford
Dallas	H. M. Doolittle, Div. Surg.-Examiner, 4105 Live Oak St.
	G. A. Davidson, Dermatologist, 4105 Live Oak St.
	A. L. Frew, Oral Surgeon, 4105 Live Oak St.
	Wm. H. Potts, Jr., Physical Diagnostician, 4105 Live Oak St.
	Richard M. Smith, Physical Diagnostician, 4105 Live Oak St.
	Ozro T. Woods, Asst. to Div. Surgeon, 4105 Live Oak St.
	Geo. M. Underwood, Div. Surgeon, 4105 Live Oak St.
	Harry M. Spence, Urologist, 4105 Live Oak St.
	Sidney Baird, Urologist, 4105 Live Oak St.
	Elbert Dunlap, Conslt. Surgeon, Medical Arts Building
	A. L. Nygard, Consult. Oral Surgeon, Medical Arts Building
	J. W. Duckett, Asst. Div. Surgeon, 4105 Live Oak
	R. B. Giles, Consulting Cardiologist, Medical Arts Building
	F. H. Newton, Consulting Ophthalmologist, Medical Arts Building
	Arthur G. Schoch, Dermatologist, Medical Arts Building
	A. J. Schwenkenberg, Neuropsychiatrist, Medical Arts Building
	Jno. R. Swanson, Oral Surgeon, Medical Arts Building
	Howard Dupuy, Orthopedic Surgeon, 4105 Live Oak St.
Denison	Chas. S. Truett, Div. Surgeon
	W. D. Blassingame, Asst. Div. Surgeon, M-K-T Hospital
	J. E. Meador, Oral Surgeon, Security Bldg.
	F. F. Fowler, Division Oculist
Denton	W. C. Kimbrough
Forreston	H. L. Stewart

STATION	NAME
Ft. Worth	Ross Trigg, First National Bank Building
	Henry Trigg, First Natl. Bank Building
	T. C. Terrell, Conslt. Pathologist, Medical Arts Bldg.
	Webb Walker, Oculist, Medical Arts Bldg.
	Wm. Webb, Oculist, Medical Arts Bldg.
	D. C. McRimmon, Oral Surgeon, Medical Arts Bldg.
	J. R. Cochran, Medical Arts Building
	Tilden L. Childs, Jr., Medical Arts Bldg.
	Wm. Parsons, First National Bank Bldg.
North Ft. Worth	J. W. Shoemaker, C/o Armour & Co.
Gainesville	Rufus Whiddon
Grandview	A. F. Garner
Greenville	Joe T. Becton, Consulting Surgeon, Becton's Hospital
	W. C. Morrow
	T. C. Strickland, Oculist
Henrietta	Albert Greer
Hillsboro	H. A. Mahaffey
Italy	F. H. Carlisle
Itasca	C. C. Campbell
Milford	J. E. Killian
Muenster	Thos. S. Myrick
Nocona	W. W. Davis
Ringgold	R. E. Tyler
Rockwall	J. F. Corry
Rowlett	W. A. Maupin
Royse City	T. N. Roach
Sherman	C. D. Strother
	A. M. McElhannon
Waco	H. F. Connally, Div. Surgeon, Amicable Building
	David F. Sallee, Oral Surgeon, Professional Building
	Wm. G. Trice, Div. Surgeon, Amicable Bldg.
	J. E. Lattimore, Div. Surgeon, Amicable Building
	Cleveland H. Brooks, Oculist, Amicable Building
Waxahachie	S. H. Watson
	M. E. Hastings
	T. G. Estes, Oculist
West	W. H. Gidney
Whitesboro	G. W. Greer
Whitewright	C. P. Johnson
	Ross R. May
Wichita Falls	W. T. Wells, Oral Surgeon, Waggoner Bldg.
	L. F. Stripling, Oculist, Hamilton Bldg.
	J. A. Johnson, Oculist, Hamilton Bldg.
	Bailey R. Collins, Div. Surgeon, Hamilton Bldg.
	L. B. Holland