

MISSOURI, KANSAS & TEXAS RAILWAY OF TEXAS

C. E. SCHAFF, Receiver

SAFETY

DENISON-RAY TERMINAL

FIRST

EMPLOYEES' TIME-TABLE No. 1-C

Effective Sunday, January 9, 1921

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

This Time Table is Supplementary to, but does not affect the class or superiority of trains as shown in McAlester District Time Table No. 1-B and Denison District Time Table No. 1-A.

This Time Table is for the Government and Information of employes of this railway and tenant railroads only.

E. E. HANNA,
Superintendent

G. W. VAN CLEVE,
Terminal Train Master

E. V. JOHNSON,
Chief Dispatcher

DENISON-RAY TERMINAL

TIME TABLE No. 1-C--Effective 12:01 A.M. January 9, 1921

SOUTHWARD TRAINS										
FIRST AND SECOND CLASS										
TRAINS			STATIONS							
Road	No.	Class	Warner Jct. Depart	DENISON		Lamar Depart	BONA Arrive	Daly Depart	Sun Depart	RAY Depart
				Arrive	Depart					
Frisco	507	First		12.30AM	12.35AM					
M. K. & T.	9	Second	2.15AM	2.30AM	3.30AM	3.33AM	3.41AM			
M. K. & T.	3	First	4.01AM	4.15AM	4.55AM	4.57AM	5.05AM			
Frisco	117	First		3.30AM	3.35AM					
M. K. & T.	23	First	4.18AM	4.30AM	4.50AM			4.53AM	4.55AM	4.58AM
M. K. & T.	43	First			5.25AM			5.29AM	5.32AM	5.36AM
M. K. & T.	1	First	10.45AM	10.55AM	11.12AM	11.14AM	11.21AM			
M. K. & T.	11	First			11.20AM			11.23AM	11.25AM	11.28AM
M. K. & T.	7	Second	1.00PM	1.15PM						
M. K. & T.	17	Second			2.00PM	2.03PM	2.11PM			
H. & T. C.	20	First			3.45PM					
M. K. & T.	39	Second			4.05PM	4.08PM	4.20PM			
M. K. & T.	5	First	3.38PM	3:50PM	4.20PM	4.23PM	4.30PM			
M. K. & T.	25	First			4.15PM			4.18PM	4.20PM	4.23PM
Frisco	511	First		5.20PM	5.25PM					

SOUTHWARD TRAINS										
THIRD AND FOURTH CLASS										
TRAINS			STATIONS							
No.	Class	Warner Jct. Depart	RAY		Sun Depart	Daly Depart	DENISON Depart	Lamar Depart	BONA Arrive	
			Arrive	Depart						
71	Third	6.30AM	7.30AM	9.45AM						
73	Third	7.45AM	8.30AM							
83	Fourth			7.00AM						
59	Fourth					7.00AM	7.03AM	7.20AM		
93	Fourth		7.00AM		7.05AM	7.10AM	7.15AM	7.30AM		
55	Fourth		8.00AM		8.10AM					
271	Third			11.45AM						
99	Fourth	12.50PM	2.00PM							
79	Third			7.10PM	7.15PM	7.20PM	7.25PM	7.42PM		

DENISON-RAY TERMINAL

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NORTHWARD TRAINS										
FIRST AND SECOND CLASS										
TRAINS			STATIONS							
Road	No.	Class	BONA Depart	Lamar Depart	RAY Depart	Sun Depart	Daly Depart	DENISON		Warner Jct. Arrive
								Arrive	Depart	
Frisco	118	First						12.30AM	12.35AM	
Frisco	510	First						7.30AM	7.35AM	
M. K. & T.	18	Second	10.52AM	11.02AM				11.05AM		
H. & T. C.	19	First						11.15AM		
M. K. & T.	26	First			11.16AM	11.19AM	11.23AM	11.30AM		
M. K. & T.	6	First	11.30AM	11.36AM				11.40AM	12.05PM	12.13PM
Frisco	512	First						12.55PM	1.00PM	
M. K. & T.	8	Second						4.40PM	4.47PM	
M. K. & T.	40	Second	6.30PM	6.40PM				6.45PM		
M. K. & T.	12	First			6.45PM	6.47PM	6.50PM	6.55PM		
M. K. & T.	2	First	6.49PM	6.57PM				7.00PM	7.15PM	7.23PM
M. K. & T.	44	First			11.05PM	11.07PM	11.10PM	11.15PM		
M. K. & T.	10	Second	11.05PM	11.15PM				11.20PM	7.00AM	7.08AM
M. K. & T.	24	First			11.20PM	11:22PM	11.25PM	11.30PM	11.50PM	11.58PM
M. K. & T.	4	First	11.46PM	11.56PM				11.59PM	12.15AM	12.23AM

NORTHWARD TRAINS										
THIRD AND FOURTH CLASS										
TRAINS			STATIONS							
No.	Class	BONA Depart	Lamar Depart	DENISON		Daly Depart	Sun Depart	RAY		Warner Jct. Arrive
				Arrive	Depart			Arrive	Depart	
72	Third							11.45PM	3.45AM	4.01AM
76	Third	4.00AM	4.20AM			4.23AM	4.26AM	4.30AM		
94	Fourth				7.30AM					7.45AM
92	Fourth	1.00PM	1.15PM			1.20PM	1.25PM	1.30PM		
58	Fourth	1.20PM	1.40PM	1.45PM						
56	Fourth						3.55PM	4.00PM		
84	Fourth							4.10PM		
70	Third							5.00PM	7.30PM	7.55PM
272	Third							10.30PM		

SPECIAL INSTRUCTIONS

The Denison-Ray Terminal embraces the territory between yard limit board North of Warner Junction, yard limit board South of Bona and yard limit board South of Ray.

Denison-Ray Terminal Time Table is Supplementary to McAlester District Time Table and Denison District Time Table.

Northward 1st and 2nd class trains will receive hand or lamp signal before fouling puzzle switch south end Denison Passenger Station.

Frisco south bound passenger trains enter and Frisco North bound passenger trains leave Denison passenger station at connection North of Denison Stock Yards. Frisco South bound passenger trains leave and Frisco North bound passenger trains enter Denison passenger station through interlocking plant South end Denison passenger station yard. Frisco passenger trains will not enter main track at connection North of Denison Stock Yards, if automatic Block Signals indicate a train in the immediate block or the block in advance.

Trains and yard engines run under control between Ray and Denison.

Trains and yard engines will approach Frisco Connection north of Denison Stock Yards under control expecting to find Frisco passenger trains occupying main track.

H. & T. C. passenger trains enter and leave Denison passenger station through interlocking plant South end of Denison passenger station yard.

Automatic Derailing Switch on Choctaw Division Main Track between North end Denison passenger Station and Frisco connection. South bound trains trail through point North bound trains line switch before passing over it and re-set for derail unless switch in charge of Denison Yard Men.

Double track North end Ray yard to Denison passenger station. Normal position of switch North end Ray yard for North bound track.

Third and fourth class trains and extra trains will approach Lamar under control expecting to find main track or Dallas cut off occupied.

Third and fourth class trains and extra trains move under control between End of Double Track North End Ray Yard and Yard Limit Board South end Ray Yard expecting to find main track occupied (See rule 98-E).

Choctaw Division, Dallas Division and Sherman Branch trains use double track between Ray and Denison ahead of over due superior trains without train orders.

Trains and yard engines use cross overs between Ray and Denison against over due superior trains without train orders, provided automatic block indicator or signal shows clear. Otherwise under flag protection.

When by reason of accident on one track, the opposite track is obstructed, it must be protected in both directions on both tracks.

At Ray, the South end of double track is the point at which time on Time Table, time orders and train order meeting point applies.

Dallas Division third and fourth class trains, except No. 93, and extra trains, except passenger extras, run between Lamar and Daly via cut off and between Daly and Ray via double track unless otherwise directed.

Choctaw Division third and fourth class trains, except No. 94, and extra trains, except passenger extras, run between Ray and Warner Junction via Warner cut off unless otherwise directed.

Normal position of switch at Warner Junction for main track.

Trains and yard engines will not exceed a speed of eight miles per hour over Warner cut off.

Yard engines and engines backing up will not exceed a speed of fifteen miles per hour at any point.

Trains and yard engines will not exceed a speed of twelve miles per hour through cross overs and leaving turn outs.

Trains and yard engines will not exceed a speed of eight miles per hour over facing point switches in Panama yard and old yard Ray.

The general rules governing air brake cars in trains apply to yard drags between Bona and Ray, Warner Junction and Ray and Denison and Ray.

Trainmen of North bound freight trains will immediately after leaving Ray turn up on head end of train ten or more retainers on cars with brakes in good order to enable enginemen to keep train under control. When more than fifty cars in train a maximum of fifteen retainers will be turned up.

At least twenty per cent of brakes must be set on trains left in Ray Yard. Ten per cent on head end and ten per cent on rear end. This also applies to any cars doubled over.

Automatic Block Signals on double track between Ray and Mirick Avenue, Denison.

Automatic Block Signals between Warner Junction and Denison.

Dallas cut off at Lamar, H. & T. C. crossing on Dallas cut off and H. & T. C. crossing with Dallas main track protected by interlocking signals and derails.

WHISTLE CODE FOR INTERLOCKING SIGNALS.

MK&T North Bound:

Main track—one long blast.

Cut off—one long and one short blast.

MK&T South Bound:

Main track—one long blast.

H&TC North Bound:

Main track—one long blast.

Via depot—three short blasts.

For KO&G connection—four short blasts.

H&TC South Bound:

For main track—one long blast.

Via depot—one long, one short and one long blast.

For KO&G connection—four short blasts.

Interlocking signals when cleared in response to above calls must be answered as per rule 14-G.

Cars must not be kicked on Denison passenger station tracks.

Cars must not be kicked over street or public road crossings.

Street and public road crossings must be protected when switching over them.

No street or public road crossing will be blocked to exceed five minutes.

Yard tracks must not be shoved without man stationed in full view on leading car.

Where the right to proceed or the distance to be proceeded depends upon signal from a member of the crew and such member becomes lost from view, movement must be immediately stopped until he shall re-appear and give proper signal.

Employees are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that will not clear a man riding on the side of a car; and that all employees must protect themselves from injury in passing such structures. All persons are particularly cautioned against standing upright on top of covered cars while passing through bridges, under viaducts and entering round houses, car shops and repair track sheds.

Prompt report of all accidents involving damage to equipment, derailments regardless of damage and personal injuries must be made, using the prescribed forms and furnishing all the information called for thereon.

Bulletin Books and Boards are located at the following points:

Road Trainmen—

Denison Telegraph Office
Caller's Office, Puzzle Switch
Ray Telegraph Office

Yardmen—

Caller's Office, Puzzle Switch
Yardmaster's Office—North end Ray
Yardmaster's Office—South end Ray

Enginemen—

Roundhouse
Standard Time Clocks located at Denison Dispatcher's Office, Ray Telegraph Office and Round House Office.
Webb C. Ball, Genl. Time Inspector, Ry. Exchange Bldg., Chicago, Ill.
W. F. Hayes, Supt. Time Service, Ry. Exchange Bldg., Chicago, Ill.
J. B. Rockwell, Local Inspector, Denison, Texas.

Hospital Association:

Drs. Webb & Lott, Chief Surgeons, Dallas, Texas.

Denison:

Dr. R. E. Truly
Dr. D. K. Jamison
Dr. W. A. Lee
Dr. D. D. Crawford
Dr. L. C. Ellis
Dr. A. A. Blassingame
Dr. E. L. Seay

Ambulance:

Geo. Shields, 425 W. Main st. (Phone 127.)

**DENISON-RAY
TERMINALS**

**TIME TABLE
NO. 1-C**

**Effective
January 9, 1921**