

# THE MISSOURI, KANSAS & TEXAS RY. CO. OF TEXAS



## DENISON DISTRICT EMPLOYEES TIME TABLE No. 10

Effective Sunday, November 1st, 1914

AT 12:01 O'CLOCK A. M.

All Previous Time Tables are Void and Must be Destroyed

This Time Table is for the GOVERNMENT AND INFORMATION OF EMPLOYEES of this Railway Only  
The Management reserves the right to vary from it at pleasure

**W. A. WEBB,**  
General Manager

**H. F. ANDERSON,**  
General Superintendent

**A. S. JOHNSON,**  
Superintendent

FORT WORTH DIVISION

SOUTH BOUND

**Time Table No. 10**  
 Effective 12:01 A. M.  
 November 1st, 1914

THIRD CLASS		SECOND CLASS						FIRST CLASS						Siding Capacity Cars, Telephone, Scales, Fuel, Water, Turn Table, Wye, Yards	Distance from St. Louis	STATIONS	
97 Way Freight	91 Way Freight	81 Dallas Freight	71 Fast Freight	79 Fast Freight	83 Fast Freight	75 Fast Freight	73 Fast Freight	7 Katydid	27 Katydid	5 Flyer	25 Flyer	11 Wichita Falls Passenger	29 Limited				23 Passenger
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily
											PM 4.27	AM 6.30	AM 6.17	AM 3.15	660.9	LEAVE DENISON DN	
											4.29	6.32	6.19	3.17	661.8	DALLAS JUNCTION	
											4.31	6.34	6.21	3.19	662.5	SHERMAN JUNCTION	
											4.32	6.35	6.22	3.20	662.8	END DOUBLE TRACK	
											4.35	6.37	6.24	3.22	664.1	RAY RA	
											s 4.48	70 s 6.50	s 6.35	s 3.33	120	POTTSBORO PS	
											s 5.00	s 7.00	6.45	s 3.43	90	HAGERMAN HG	
											5.04	f 7.03	6.47	f 3.46	97 W	DEAVER	
											s 5.15	72 s 7.14	6.57	s 3.58	80	SADLER SD	
											s 5.25	22 s 7.25	AM 7.05	s 4.05	AM	WHITESBORO W	
7.00		9.20	9.00			9.30	2.00									DENTON DO	
7.25		9.38	9.18			9.48	2.20									FORT WORTH PD	
7.50		9.55	9.35			10.10	2.39									CROSSING	
8.00		10.05	9.41			10.16	2.45									NEW YARD ST	
8.20		10.28	10.00			10.37	3.05									DOLARD	
8.45 AM		10.45 PM	10.15 PM			10.50 AM	3.20 AM	26								BETHEL	
																BURLESON BU	
																EGAN FN	
																ALVARADO VD	
																CONLEY	
																GRANDVIEW GW	
																ITASCA SK	
																SCHOFIELD	
																LOVELACE	
																HILLSBORO HB	
																SOUTH YARD	
																DAVEY	
																ABBOTT B	
																WEST WS	
																DREW	
																ELM MOTT NE	
																POWERS OW	
																BELLMead BJ	
																WACO LEAVE	
																ARRIVE	
95	91	81	71	79	83	75	73	7	27	5	25	9	29	23		184.6	

North bound trains are superior to trains of the same class in the opposite direction, unless otherwise specified.  
 No. 9 and No. 29 are superior to No. 22.

# Time Table No. 10

Effective 12:01 A. M.  
November 1st, 1914

## NORTH BOUND

## FORT WORTH DIVISION



STATIONS	Station Numbers	FIRST CLASS							SECOND CLASS				THIRD CLASS			
		28	8	26	6	22	30	10	80	70	72	74	98	90	82	76
		Katydid	Katydid	Flyer	Flyer	Kansas City Special	Limited	Limited	Dallas Freight	Steamer	Meat	Stock	Way Freight	Way Freight	Freight	Through Freight
<b>VIA JOINT TRACK</b>																
N DENISON	661			11.45 AM		6.27 PM	12.02 AM									
N DALLAS JUNCTION	662			11.40		6.23	11.57 PM									
N SHERMAN JUNCTION	663			11.38		6.21	11.55									
N END DOUBLE TRACK	663			11.36		6.19	11.53									
N RAY	664			11.35		6.18	11.52	5.00	5.15	6.00	1.30	4.00		6.24	29	
N POTTSBORO	670			11.24		6.06	11.42	4.42	4.48	5.47	1.15	3.34		5.60		
D HAGERMAN	675			11.13		5.56	11.31	4.25	4.28	5.33	1.01	3.08		5.25		
D DEAVER	677			11.09		5.53	11.29	4.17	4.20	5.28	12.56	2.58		5.15		
D SADLER	682			10.58		5.43	11.20	3.58	4.00	5.15	12.41	2.32		4.50		
D WHITESBORO	686			10.50 AM	75	5.35 PM	11.13 PM	3.20 AM	3.45 PM	4.50 PM	12.30 AM	2.10 PM		4.30 AM		
N DENTON	722															
N FORT WORTH	757	7.10 AM		8.15 AM		2.50 PM	8.30 PM									
N NEW YARD	759	6.55		7.40		11.40	8.00			9.20 AM	11.30	6.30 PM	6.00	4.30	10.15	
N DOLARD	761	6.50		7.38		11.36	7.54			5.20	AM	5.40	AM	4.20	PM	
N BETHEL	765	6.42	91	7.31		11.27	7.49			5.00		5.28		4.00		
D BURLESON	771	6.27		7.20		11.15	7.37			4.40		5.08		3.25		
D EGAN	778	6.12		7.08		11.02	7.25			4.20		4.47		2.50		
N ALVARADO	784	5.57		6.55		10.47	7.13			3.58		4.27		2.15		
N CONLEY	788	5.47		6.46		10.35	7.05			3.45		4.15		1.55	73	
D GRANDVIEW	793	5.35		6.37		10.24	6.55	78	3.30	3.57		94	1.25	1.25		
D ITASCA	801	5.15		6.22		10.08	6.40	Steamer	3.05	3.30		Way Freight	12.45	12.45		
D SCHOFIELD	806	5.05		6.12		9.58	6.30	Daily	2.50	3.15	73	Daily Ex. Sunday	12.20	12.20		
D LOVEFACE	807	5.04		AM		9.57	6.29	AM				AM	12.15 PM		PM	
N HILLSBORO	812	4.50	4.40	6.00	6.00	9.45	6.20 PM	6.05	1.55	2.30		9.45	11.45	12.35	95	
N SOUTH YARD	813	AM	4.30	AM	5.51	9.35		5.57	1.40	2.10	83-75	2.25	9.15	AM	12.15 PM	
N DAVY	815		4.25		5.47	9.30		5.53	1.30	2.00	75	2.15	8.55		11.45 AM	
D ABBOTT	822		4.17		5.39	9.20		5.44	1.02	1.35		1.50	8.25		11.15	
N WEST	827		4.08		5.31	9.10		5.35	12.38	1.10		1.25	7.55		10.20	
N DREW	834		3.58		5.23	8.58		5.25	12.15	12.46		1.03	7.20		9.45	
D ELM MOTT	836		3.53		5.19	8.53		5.20	12.06 AM	12.27		12.52	7.05		9.30	
N POWERS	840		3.47		5.14	8.46		5.15	11.55 PM	12.15		12.33	6.45		9.00	
N BELLEMEAD	843		3.40		5.10	8.40		5.10	11.45	12.05		12.15	6.30		8.40	
N WACO	846		3.30 AM		5.00 AM	8.30 AM		5.00 PM	PM	AM		PM	AM		AM	
		28	8	26	6	22	30	10	78	70	72	74	94	90	82	76

North bound trains are superior to trains of the same class in the opposite direction, unless otherwise specified.  
No. 9 and No. 29 are superior to No. 22.

DALLAS DIVISION

SOUTH BOUND



THIRD CLASS			SECOND CLASS		FIRST CLASS						Siding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	Distance from St. Louis	
53 Mixed	95 Way Freight	93 Way Freight	79 Through Freight	85 Through Freight	15 Passenger	5 Flyer	1 Passenger	19 Passenger	9 Limited	3 Passenger			
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
AM		AM	PM	AM	PM	PM	AM	AM	AM	AM			
7.40						4.35	4.25	2.15	7.30	6.15	4.30	WPCT YOR Yard	660.9
		6.45	3.00	1.30								WPYO R	
		6.55	3.15	1.45									
7.45		7.00	3.35 <sup>52</sup>	1.53	4.37	4.27	2.17	7.33	6.17	4.32			661.6
8.00		7.15	3.55	2.10	4.45	4.37	2.27	7.45	6.26	4.40			666.0
AM		7.28	4.07	2.25	PM	4.41	f 2.32	AM	6.30	f 4.45			668.7
		8.15	4.30 <sup>92</sup>	2.48		f 4.51 <sup>92</sup>	s 2.45		f 6.41	s 4.57			674.3
		9.15 <sup>86</sup>	5.03 <sup>5</sup>	3.14		f 5.03 <sup>79</sup>	s 3.01		f 6.53	s 5.10			681.3
		9.50	5.40 <sup>2</sup>	3.40		5.15	s 3.17 <sup>92</sup>		7.03	s 5.23			688.1
		10.24 <sup>18</sup>	6.15	4.07		5.27 <sup>2</sup>	s 3.32		7.14	s 5.36			694.6
		10.44 <sup>6</sup>	6.45	4.32		f 5.38	s 3.47		f 7.25	s 5.48			701.1
		11.43 AM	7.00	4.42		5.43	s 3.55		7.30 <sup>86</sup>	f 5.54			704.3
		12.02 PM	7.17	4.55		5.49	f 4.02		7.36	f 6.00			707.5
	AM	12.23	7.50	5.20		6.00	f 4.15		7.45	f 6.10		WYTCOCR Yard	713.0
	10.30	12.30	9.05 <sup>4</sup>	5.30		6.05	f 4.25 <sup>2</sup>		7.45	f 6.15		Yard R	714.0
	10.40		9.22 <sup>76</sup>	AM		6.10	4.30 <sup>2</sup>		7.53	6.25 <sup>86</sup>			715.9
	11.13		10.08 <sup>10</sup>			6.14	f 4.35		7.56	6.30			721.6
	11.45 AM		10.32			6.23	s 4.46		8.05	s 6.40			727.2
	12.05 PM		10.46			6.31	f 4.56		8.13	f 6.50			730.3
	12.20		11.00			6.37	s 5.03		8.18	s 6.57			734.1
	12.50		11.20			6.43	s 5.09		8.23 <sup>94</sup>	f 7.03			738.7
	1.35		11.55 PM			s 6.50	s 5.17		s 8.30	s 7.12			746.5
	2.00		12.20 AM			7.03	s 5.32		8.43 <sup>18</sup>	s 7.26 <sup>94</sup>			750.9
	2.18		12.38			7.11	s 5.40		8.49	s 7.35			754.1
	2.50		1.10			7.17 <sup>76</sup>	5.47		8.55 <sup>6</sup>	7.42			760.0
	3.00 <sup>2</sup>		1.17			7.27	f 5.57		9.03	f 7.50			761.4
						7.30 <sup>4</sup>	6.00		9.05	7.55 <sup>18</sup>			767.0
												Yard WPCT YOR	767.0
53	95	93	79	85	15	5	1	19	9	3			

Time Table No. 10

Effective 12:01 A. M.  
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STATIONS		
LEAVE	DENISON	DN
N		
H&TC		Crossing
N	RAY	RA
	DALLAS JUNCTION	
	RAY JUNCTION	
	BONHAM JUNCTION	
D		
	TERRACE	Crossing
T&P	BELLS	X
N		
	WHITEWRIGHT	WH
D		Crossing
StLSW	TRENTON	K
D		
	LEONARD	
D		
N	CELESTE	B
GC&SP		Crossing
	KINGSTON	
	KELLOGG	
	GREENVILLE	S
N		
StLSW	WEST YARD	GE
D		Crossing
	ACHESON	
	CADDO MILLS	CM
D		
	BURROW	
D	ROYSE CITY	RY
D		
	FATE	FA
D		
	ROCKWALL	RK
D		
GC&SP	ROWLETT	VY
N		Crossing
	GARLAND	DC
	BETHARD	
	FISHER	
	URBAN	
H&TC	DENTON JUNCTION	Crossing
N		
	DALLAS	D

North bound trains are superior to trains of the same class in the opposite direction, unless otherwise specified.  
No. 3 and No. 9 are superior to No. 18. No. 5 is superior to No. 2, No. 4 and No. 14.  
No. 1 and No. 2 meet on double track between West Yard and Greenville.

# Time Table No. 10

Effective 12:01 A. M.  
November 1st, 1914

## NORTH BOUND

## DALLAS DIVISION



STATIONS	Station Numbers	FIRST CLASS							SECOND CLASS	THIRD CLASS			
		16	18	6	2	14	4	10	76	86	52	92	94
		Passenger	Passenger	Flyer	Kans. City Special	Passenger	Passenger	Limited	Steamer Freight	Freight	Mixed	Way Freight	Way Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
N DENISON	661	10.20 <sup>AM</sup>	11.35 <sup>AM</sup>	11.47 <sup>AM</sup>	6.35 <sup>PM</sup>	6.45 <sup>PM</sup>	11.30 <sup>PM</sup>	12.05 <sup>AM</sup>					
H&TC RAY									1.10	11.30	3.45 <sup>PM</sup>	6.15 <sup>PM</sup>	
N DALLAS JUNCTION									1.00	11.15		6.05	
RAY JUNCTION	D 1	10.15	11.30	11.43	6.33	6.43	11.25	12.02 <sup>AM</sup>	12.55	11.10	3.35 <sup>79</sup>	5.55	
BONHAM JUNCTION	JC D 5	10.06	11.18	11.35	6.23	6.33	11.15	11.52 <sup>PM</sup>	12.35	10.50	3.10	5.35	
TERRACE	D 7	AM	11.12	11.30	6.17	PM	11.10	11.47	12.25	10.25	PM	5.20	
BELLS	D 13		11.01	11.20	6.09		10.58	11.38	12.08 <sup>AM</sup>	10.00		4.51 <sup>79</sup>	
WHITEWRIGHT	D 20		10.48	11.07	5.53		10.40	11.25		11.45 <sup>PM</sup>	9.15 <sup>93</sup>	4.00	
StL&SW TRENTON	D 27		10.36	10.55	5.40 <sup>79</sup>		10.23	11.13 <sup>76</sup>	11.13 <sup>10</sup>	8.40		3.17 <sup>1</sup>	
D LEONARD	D 34		10.24 <sup>93</sup>	10.44 <sup>93</sup>	5.27 <sup>5</sup>		10.07	11.01	10.45	8.15		2.45	
N CELESTE	D 40		10.12	10.32	5.05		9.50	10.50	10.28	7.45		2.14	
GC&SF KINGSTON	D 43		10.07	10.27	4.55		9.43	10.46	10.18	7.30 <sup>9</sup>		1.58	
KELLOGG	D 47		10.01	10.20	4.48		9.35	10.41	10.08	7.08		1.42	
N GREENVILLE	D 52		9.50	10.10	4.37 <sup>1</sup>		9.20	10.30	9.50	6.33		1.15	AM
N WEST YARD	D 53		9.43 <sup>94</sup>	10.00	4.25 <sup>1</sup>		9.05 <sup>79</sup>	10.20	9.30	6.25 <sup>3</sup>		1.10	9.43 <sup>15</sup>
StL&SW ACHESON	D 55		9.39	9.57	4.20		9.00	10.17	9.22 <sup>79</sup>	AM		PM	9.30
D CADDO MILLS	D 61		9.29	9.47	4.10		8.50	10.08 <sup>79</sup>	9.07				9.09
BURROW	D 66		9.19	9.38	4.01		8.39	10.00	8.50				8.48
D ROYSE CITY	D 69		9.13	9.33	3.55		8.34 <sup>76</sup>	9.54	8.34 <sup>4</sup>				8.37
D FATE	D 73		9.06	9.27	3.48		8.25	9.48	8.15				8.23 <sup>9</sup>
D ROCK WALL	D 78		8.58	9.20	3.40		8.16	9.42	8.01				8.00
D ROWLETT	D 85		8.43 <sup>9</sup>	9.08	3.27		8.01	9.28	7.38				7.26 <sup>3</sup>
GC&SF GARLAND	D 90		8.25	9.00	3.18		7.53	9.22	7.26				7.08
BETHARD	D 93		8.15	8.55 <sup>9</sup>	3.13		7.47	9.17	7.17 <sup>5</sup>				6.55
FISHER	D 99		7.58	8.38	3.03		7.34	9.07	6.45				6.30
H&TC URBAN	D 101		7.55 <sup>3</sup>	8.35	3.00 <sup>95</sup>		7.30 <sup>5</sup>	9.05	6.40				6.25
DENTON JUNCTION													
N DALLAS	D 106		7.40 <sup>AM</sup>	8.20 <sup>AM</sup>	2.45 <sup>PM</sup>		7.15 <sup>PM</sup>	8.50 <sup>PM</sup>	6.15 <sup>PM</sup>				6.00 <sup>AM</sup>
106.1		16	18	6	2	14	4	10	76	86	52	92	94

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No. 3 and No. 9 are superior to No. 18. No. 5 is superior to No. 2, No. 4 and 14.

No. 1 and No. 2 meet on double track between West Yard and Greenville.



DALLAS DIVISION

SOUTH BOUND

THIRD CLASS	SECOND CLASS		FIRST CLASS			Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	Distance from St. Louis	
	95 Way Freight	83 Fast Freight	79 Fast Freight	7 Katydid	5 Flyer			9 Limited
	Daily Ex. Sunday	Daily	Daily	Daily	Daily			Daily
AM 6.00	PM 9.00	AM 4.30	PM 10.00	PM 8.00	AM 9.30	CWTO	767.0	
6.10	9.10	4.40	10.06	8.07	9.37		767.9	
6.20	9.18	4.53	10.11	8.12	9.42	37 P	770.8	
6.30 <sup>78</sup>	9.25	5.02	10.14	8.20 <sup>10</sup>	9.46	140 W	772.7	
7.00 <sup>8</sup>	9.30	5.10	10.16	8.23	9.49	31 P	774.2	
7.38 <sup>6</sup>	9.53	5.55 <sup>78</sup>	10.26	8.36	10.05	93 W	781.7	
8.00	10.10	6.33 <sup>8</sup>	10.33	8.45	10.15	93 P	787.0	
8.10	10.13	6.37	10.34	8.47	10.17	28	788.0	
8.27	10.24	6.57	10.38	8.53	10.23	42	791.2	
8.43	10.43 <sup>7</sup>	7.18 <sup>6</sup>	10.43 <sup>83</sup>	9.00	10.30	93 P	794.6	
9.00	11.10	7.35	10.52	9.10	10.40	76 W	798.1	
9.35	11.27	7.55	11.00	9.19	10.50	38 P	803.0	
10.05	11.45 <sup>PM</sup>	8.15	11.07	9.28	10.58	43 W	807.3	
10.45	12.15 <sup>AM</sup>	8.40	11.16	9.39	11.10	61 P	813.1	
11.20 <sup>9-94</sup>	12.35	9.03	11.25	9.49	11.20 <sup>94</sup>	68 P	818.3	
11.43 <sup>AM</sup>			11.31	9.57	11.27	W	822.0	
12.05 <sup>PM</sup>	1.03	9.35	11.37	10.04	11.35	43 P	825.8	
12.35 <sup>PM</sup> <sup>76</sup>	1.30 <sup>AM</sup>	10.10 <sup>94</sup>	11.50 <sup>PM</sup>	10.20 <sup>PM</sup>	11.50 <sup>AM</sup>	35 TCOWY	833.2	
95	83	79	7	5	9			

Time Table No. 10

Effective 12:01 A. M.  
November 1st, 1914

STATIONS

LEAVE	DALLAS	ARRIVE
N	T&P DTR&UD DEOC Crossings	D
	0.9	
GC&SF	T.&B.V. JUNCTION	Crossing
	2.9	
	SARGENT	
	1.9	
	HONEY SPRINGS	
	1.7	
	BALL	
H&TC	LANCASTER	Crossing
N	5.3	CA
	MO. ELVANEY	
	1.0	
D	RED OAK	DW
	3.2	
D	STERRETT	SR
	3.4	
H&TC	SOLOM	Crossing
N	3.5	WA
	WAXAHACHIE	
	4.9	
	KIPLING	
	4.3	
D	FORRESTON	SN
	3.5	
D	ITALEY	BG
	5.2	
D	MILFORD	M
	3.7	
	HAMMEL BRANCH	
	3.8	
	LAKENON	
St. LSW Crossing	7.4-T&BV Crossing	HB
N	HILLSBORO	
ARRIVE		

66.2

SOUTH BOUND

SHERMAN BRANCH

NORTH BOUND

THIRD CLASS	FIRST CLASS		Siding Capacity Cars, Telephone, Fuel, Scales, Wye, Water, Turn Table	Distance from St. Louis	TIME TABLE No. 10 Effective 12:01. A M. November 1st, 1914			Station Numbers	FIRST CLASS		THIRD CLASS
	97 Way Freight	33 Passenger			31 Passenger	32 Passenger	34 Passenger		96 Way Freight		
Daily Ex. Sunday	Daily	Daily			STATIONS				Daily	Daily	Ex. Sunday
AM 7.00	PM 1.00	AM 10.30	WCPTYO R Yard	660.9	LEAVE N	DENISON	ARRIVE DN	661	AM 11.45	PM 3.20	PM
7.10	1.07	10.37	WPOYR Yard	0	N	RAY	RA				5.00
7.25 <sup>8</sup>	1.16	10.45	26	666.1	SHERMAN JUNCTION				11.33	3.08	4.55
7.35	1.21	10.51	15	668.1	ELLSWORTH			P 5	11.24	2.59	4.40
7.50 <sup>AM</sup>	1.30 <sup>PM</sup>	11.00 <sup>AM</sup>	RWOT Yard	671.6	SCHENCK			P 7	11.19	2.54	4.30
					T&P D	SHERMAN	Crossing SA LEAVE	P 11	11.10 <sup>AM</sup>	2.45 <sup>PM</sup>	4.15 <sup>PM</sup>
97	33	31			10.7				32	34	96

North bound trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

No. 31 is superior to No. 32.

No. 33 is superior to No. 34.

# Time Table No. 10

Effective 12:01 A. M.  
November 1st, 1914

## STATIONS

N	DALLAS	ARRIVE	D 106
	T&P DTR&UD D&OC Crossings	D	
	0.9		
	T.&B.V. JUNCTION		D 107
GC&SF	2.9	Crossing	D 110
	SARGENT		D 112
	1.7		D 114
	HONEY SPRINGS		D 121
H&TC	7.3	Crossing	D 126
D	LANCASTER	CA	D 127
	5.3		D 130
	MC. ELVANEY		D 134
	1.0		D 137
D	RED OAK	DW	D 142
	3.2		D 146
	STERRETT	SR	D 152
	3.4		D 157
H&TC	3.5	Crossing	D 161
N	WAXAHACHIE	WA	D 165
	4.9		812
	KIPLING		
	4.3		
D	FORRESTON	SN	
	5.8		
D	ITALY	BG	
	5.2		
D	MILFORD	M	
	3.7		
	HAMMEL BRANCH		
	3.8		
	LAKENON		
STL&SW Crossing	7.4	T&BV Crossing	
N	HILLSBORO	HB Leave	
	66.2		

## NORTH BOUND

## DALLAS DIVISION

FIRST CLASS			SECOND CLASS		THIRD CLASS	
8	6	10	78	94	76	
Katydid	Flyer	Limited	Steamer	Way Freight	Through Freight	
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	
AM 7.20	AM 8.10	PM 8.35	AM 7.00	PM 5.00	PM 5.45	
7.12	8.02	8.28	6.50	4.45	5.30	
7.07	7.57	8.23	6.40	4.27	5.17	
f 7.03	7.53	8.20	6.30	4.15	5.10	
7.00	7.50	8.13	6.25	4.05	5.00	
s 6.44	7.38	f 7.58	5.55	3.18	4.28	
6.33	7.30	7.50	5.30	2.43	4.04	
s 6.30	7.28	f 7.48	5.25	2.37	4.00	
f 6.22	7.23	f 7.42	5.10	2.15	3.45	
6.15	7.18	7.37	4.54	1.53	3.30	
s 6.05	s 7.13	s 7.30	4.37	1.30	3.13	
5.51	7.05	7.19	4.15	1.00	2.52	
s 5.42	6.58	f 7.11	3.53	12.30 PM	2.30	
s 5.30	6.48	s 7.00	3.25	11.53 AM	2.05	
s 5.20	6.40	s 6.50	3.00	11.20	1.42	9-95
f 5.12	6.31	6.42			1.25	
f 5.05	6.24	6.35	2.25	10.35	1.08	
4.50	6.10	6.20	1.55	10.10	12.35	79 95
AM	AM	PM	AM	AM	PM	
<b>8</b>	<b>6</b>	<b>10</b>	<b>78</b>	<b>94</b>	<b>76</b>	

## SOUTH BOUND

## BONHAM BRANCH

## NORTH BOUND

THIRD CLASS	FIRST CLASS		Siding Capacity Cars, Telephone, Fuel, Scales, Wye, Water, Turn Table	Distance from St. Louis	TIME TABLE No. 10			Station Numbers	FIRST CLASS		THIRD CLASS
53	15	19			16	14	52				
Mixed	Passenger	Passenger			Effective 12:01 A. M. November 1st, 1914				Passenger	Passenger	Mixed
Daily Ex. Sunday	Daily	Daily			STATIONS				Daily	Daily	Daily Ex. Sunday
AM 8.00	PM 4.45	AM 7.45	83	666.0	LEAVE	BONHAM JUNCTION	ARRIVE	AM 10.06	PM 6.33	PM 3.00	
s 8.40	s 5.00	s 8.02	10	672.5	D	AMBROSE	RO	AC 7	s 9.51	s 6.19	s 2.10
s 9.34	s 5.17	s 8.20	39	681.2	D	RAVENNA	VA	AC 15	s 9.34	s 6.03	s 1.30
10.15	5.37	8.40	RYWO Yard	689.5	D	BONHAM	BN LEAVE	AC 24	9.15	5.45	12.45
AM	PM	AM			ARRIVE			AM	PM	PM	
<b>53</b>	<b>15</b>	<b>19</b>				24.0			<b>16</b>	<b>14</b>	<b>52</b>

North bound trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

No. 19 is superior to No. 16.  
No. 15 is superior to No. 14.

## TONNAGE RATING AND TRAIN ADJUSTMENT TABLE

7

Engine Percents	27		30		41		54	
STATIONS	Rating	Add 5 Tons Per Car Commencing	Rating	Add 5 Tons Per Car Commencing	Rating	Add 5 Tons Per Car Commencing	Rating	Add 5 Tons Per Car Commencing
FT. WORTH DIVISION.								
664 and 686	910	19th Car	1040	24th Car	1500	35th Car	2250	51st Car
686 to 759	740	17th "	870	20th "	1250	29th "	1875	43rd "
759 to 686	700	17th "	800	18th "	1100	26th "	1650	38th "
759 to 793	875	20th "	1045	24th "	1475	34th "	2200	50th "
793 to 801	1155	27th "	1325	30th "	1800	41st "	2700	60th "
801 to 822	1265	29th "	1445	33d "	2000	46th "	3000	66th "
822 to 843	2530	56th "	3000	66th "	4500	100th "	6000	130th "
843 to 822	875	20th "	960	23d "	1450	34th "	2175	49th "
822 to 813	1750	39th "	1920	44th "	2900	57th "	4350	97th "
813 to 793	875	20th "	960	23d "	1450	34th "	2175	49th "
DALLAS DIVISION.								
664 to D20	910	21st Car	1020	24th Car	1500	35th Car	2250	51st Car
D20 and D53	1500	35th "	1750	40th "	2625	58th "	2965	65th "
D53 and D78	925	21st "	1085	25th "	1500	35th "	2400	54th "
D78 and D106	840	20th "	985	23d "	1425	33d "	2150	49th "
D20 to 644	1040	24th "	1215	28th "	1850	43d "	2700	60th "
D106 and 812	770	18th "	900	21st "	1325	30th "	1975	49th "
CLEBURNE BRANCH.								
778 and Y10	695	16th Car	765	18th Car	1000	24th Car	1165	27th Car
SHERMAN BRANCH.								
664 and P11	565	14th Car	630	15th Car	705	16th Car	820	18th Car
DENTON DIVISION.								
D106 and K15	740	17th Car	815	19th Car	925	21st Car	1040	24th Car
K15 and 722	590	14th "	650	16th "	735	17th "	855	20th "
BONHAM BRANCH.								
664 and AC24	695	16th Car	765	18th Car	870	20th "	1000	24th Car

## SPEED TABLE

Speed Per Hour	Time of Performance			Speed Per Hour	Time of Performance		
	¼ Mile	½ Mile	1 Mile		¼ Mile	½ Mile	1 Mile
Miles	M. S.	M. S.	M. S.	Miles	M. S.	M. S.	M. S.
10	1 30	3 0	6 0	38	0 25	0 50	1 40
11	1 21	2 43	5 27	37	0 24	0 48	1 37
12	1 15	2 30	5 0	36	0 23	0 47	1 34
13	1 9	2 18	4 37	35	0 23	0 46	1 32
14	1 4	2 8	4 17	34	0 22	0 45	1 30
15	1 0	2 0	4 0	33	0 21	0 43	1 27
16	0 56	1 52	3 45	32	0 21	0 42	1 25
17	0 52	1 48	3 31	31	0 20	0 41	1 23
18	0 50	1 40	3 20	30	0 20	0 40	1 21
19	0 47	1 34	3 9	29	0 20	0 40	1 20
20	0 45	1 30	3 0	28	0 19	0 39	1 18
21	0 42	1 25	2 51	27	0 19	0 38	1 16
22	0 40	1 21	2 43	26	0 18	0 37	1 15
23	0 39	1 18	2 36	25	0 18	0 36	1 13
24	0 37	1 15	2 30	24	0 18	0 36	1 12
25	0 36	1 12	2 24	23	0 17	0 35	1 10
26	0 34	1 9	2 18	22	0 17	0 34	1 9
27	0 33	1 6	2 13	21	0 17	0 34	1 7
28	0 32	1 4	2 8	20	0 16	0 33	1 6
29	0 31	1 2	2 4	19	0 16	0 32	1 5
30	0 30	1 0	2 0	18	0 16	0 32	1 4
31	0 29	0 58	1 56	17	0 15	0 31	1 3
32	0 28	0 56	1 52	16	0 15	0 31	1 2
33	0 27	0 54	1 49	15	0 15	0 30	1 1
34	0 26	0 53	1 45	14	0 15	0 30	1 0
35	0 25	0 51	1 42				

The Missouri, Kansas & Texas Railway Co. of Texas Employes' Hospital Association

DALLAS

Dr. S. Webb, Jr., Chief Surgeon, Dallas, Texas. Dr. M. E. Lott, Asst. Chief Surgeon, Dallas, Texas.

DALLAS

- Dr. E. Dunlap, Division Surgeon. Dr. J. M. Nance, Local Surgeon. Dr. Homer Donald, Local Surgeon. Dr. I. A. Estes, Local Surgeon. Dr. M. M. Carrick, Local Surgeon. Dr. E. B. McBride, Local Surgeon. Dr. E. H. Cary, Division Oculist. Dr. D. L. Bettison, Division Oculist. Dr. R. S. Yancy, Oculist. Dr. H. B. Decherd, Oculist. Dr. M. E. Taber, Oculist. Dr. R. H. Millwee, Radiographer.

DENISON

- Drs. Long, Ross & Freels, Division Surgeons, 112 N. Rusk, 320 W. Gandy St. Dr. E. R. Birch, Consulting Surgeon. Dr. D. D. Crawford, Local Surgeon. Dr. D. K. Jamison, Local Surgeon. Dr. J. F. Stein, Local Surgeon. Dr. A. A. Blessingame, Oculist, Rooms 421-423 Security Building, 827 W. Woodward Street.

BELLS

- Dr. W. C. Gould. LEONARD—Dr. J. J. Fendergrass. GARLAND—Dr. C. S. Brown, Local Surgeon. SHERMAN—Dr. E. J. Neathery, Local Surgeon. ROYSE CITY—Dr. C. C. Black and Dr. C. C. Sorrells.

FT. WORTH

- Dr. E. C. Axtell, Division Surgeon, 315 1/2 Main St., 1402 Summit Ave. Dr. G. V. Morton, Consulting Surgeon, 315 1/2 Main St., 500 W. 2nd St. Drs. Frank & W. C. Mullins, Oculists, 406 First National Bank Bldg.

RAVENNA

- Dr. T. G. Cooksey.

BONHAM

- Dr. C. A. Gray, over Saunders Drug Co., 609 W. 5th Street. Dr. J. C. Carleton.

WHITEWRIGHT

- Dr. R. L. Sears.

TRENTON

- Dr. J. E. Norman and Dr. W. C. Morrow, S. Main St., W. Pearl St.

CELESTE

- Dr. G. B. Norris and Dr. J. E. Cannon.

ROCKWALL

- Dr. T. Benbrook, over Leonard Bros' Drug Store.

CARROLLTON

- Drs. Burnett & Burnett

POTTSBORO

- Dr. S. L. Hogan.

WHITSEBORO

- Dr. J. W. Carey, over Parrish & Smith's Drug Store, west corner Broadway and Main.

DENTON

- Dr. C. D. Price.

DENTON

- Dr. H. Rowe. Drs. W. C. & W. G. Kimbrough. Dr. J. M. Inge. Dr. C. Lipscomb.

GARZA

- Dr. D. G. Taylor.

CADDO MILLS

- Dr. W. C. Welch.

GREENVILLE

- Dr. Will Cantrell, Division Surgeon. Dr. C. E. Cantrell, Division Surgeon. Dr. C. T. Kennedy, Consulting Surgeon. Dr. D. R. Waddle, Oculist.

RED OAK

- Dr. S. L. Wadley, Local Surgeon.

WAXAHACHE

- Dr. W. C. Simpson, Local Surgeon. Dr. D. G. Thompson, Local Surgeon. Dr. W. F. West, Local Surgeon.

FORRESTON

- Dr. Z. N. Thornton, Local Surgeon.

ITALY

- Drs. E. H. & G. P. Carle, Local Surgeons.

MILFORD

- Dr. N. J. Pickett, Local Surgeon.

BURLESON

- Dr. S. P. McNarian, Local Surgeon.

GRANDVIEW

- Dr. A. F. Garner, Local Surgeon.

IRANDA

- Dr. D. K. Robinson, Local Surgeon. Dr. J. T. Holland, Local Surgeon.

HILSBORO

- Dr. Edwin Vaughn, Local Surgeon. Dr. J. R. Gilbert, Consulting Surgeon.

ABBOTT

- Dr. A. F. Jones, Local Surgeon.

WEST

- Dr. J. H. Thomas, Local Surgeon. Dr. A. L. Willie, Local Surgeon.

WACO

- Dr. A. K. Aynesworth, Division Surgeon. Dr. M. W. Colgin, Division Surgeon. Dr. I. E. Colgin, Division Surgeon. Dr. H. R. Dodgson, Local Surgeon. Dr. J. R. Alexander, Local Surgeon. Dr. H. C. Black, Consulting Surgeon. Dr. J. W. Hale, Consulting Surgeon. Dr. H. T. Aynesworth, Oculist. Dr. B. L. Scott, Oculist.

LEWISVILLE

- Dr. D. F. Kirkpatrick, Local Surgeon. Dr. G. W. Archer, Local Surgeon.

PILOT POINT

- Dr. T. M. Harris, Local Surgeon.

CLEBURNE

- Dr. J. D. Osborne, Local Surgeon. Dr. E. B. Osborne, Local Surgeon.

COLLINSVILLE

- Dr. E. C. Williams, Local Surgeon.

SOUTH BOUND

Table with columns: THIRD CLASS, SECOND CLASS, FIRST CLASS (13, 15, 21), Siding Capacity, Distance from St. Louis, and Time Table No. 10 (Nov. 1, 1914). Rows include stations like DENTON, GARZA, LEWISVILLE, TRINITY MILLS, CARROLLTON, FARMER'S BRANCH, LETOTS, D. & D. JOT., DALLAS.

DENTON DIVISION

Table for Denton Division with columns: Time Table No. 10 (Nov. 1, 1914), Station Numbers, and STATIONS. Rows include DENTON, GARZA, LEWISVILLE, TRINITY MILLS, CARROLLTON, FARMER'S BRANCH, LETOTS, D. & D. JOT., DALLAS.

NORTH BOUND

Table with columns: FIRST CLASS, SECOND CLASS, and Time Table No. 10 (Nov. 1, 1914). Rows include stations like DENTON, GARZA, LEWISVILLE, TRINITY MILLS, CARROLLTON, FARMER'S BRANCH, LETOTS, D. & D. JOT., DALLAS.

CLEBURNE BRANCH

Table for Cleburne Branch with columns: SOUTHBOUND, SECOND CLASS, FIRST CLASS (11, 13), Fuel, Water, Turb. Table, Track Scales, Telephone, Wye, Distance from St. Louis, and Time Table No. 10 (Nov. 1, 1914). Rows include stations like EGAN, KEENE, CLEBURNE.

Table for Cleburne Branch with columns: Time Table No. 10 (Nov. 1, 1914), Station Numbers, and STATIONS. Rows include EGAN, KEENE, CLEBURNE.

Table with columns: NORTHBOUND, FIRST CLASS, SECOND CLASS, and Time Table No. 10 (Nov. 1, 1914). Rows include stations like EGAN, KEENE, CLEBURNE.

North bound trains are superior to trains of the same class in the opposite direction, unless otherwise specified. No. 59 is superior to No. 18.

TEXAS STATE LAWS GOVERNING RAILROAD EMPLOYES.

- ART. 4228. Every conductor, baggage master, engineer, brakeman or other servant of any such railroad corporation, employed in a Passenger train or at station for passengers shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the style of the corporation by which he is employed.
ART. 4229. No conductor or collector without such badge shall demand or be entitled to receive from any passenger any fare toll, ticket, or exercise any of the powers of his office, and no other of the said officers or servants, without such badge, shall have any authority to meddle or interfere with the passengers, their baggage or property.
ART. 4232. A bell of at least thirty pounds weight and a steam whistle shall be placed on each locomotive engine, and the whistle shall be blown and the bell rung the distance of at least eighty rods from the place where the railroad shall cross any public road or street; and that such bell shall be kept ringing until it shall have crossed such public road or stopped; and each locomotive engine approaching a place where two lines of railway cross each other shall before reaching such railway crossing, be brought to a full stop. And any engineer having charge of such engine and neglecting to comply with any of the provisions of this Act shall be fined in any sum not less than five nor more than one hundred dollars for such neglect; and the corporation operating such railway shall be liable for all damages which shall be sustained by any person by reason of any such neglect. Provided, however, that the full stop at such crossings may be discontinued when the railroads crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus, and shall keep a flagman in attendance at such crossing.
ART. 4233. In forming a passenger train, baggage or freight or merchandise or lumber cars shall not be placed in rear of passenger cars; and if they or any of them, shall be so placed, and any accident happens to life or limb, the officer or agent who so directed, or knowingly suffered such arrangement, and the conductor and engineer of the train shall each and all be held guilty of intentionally causing the injury and be punished accordingly.
ART. 1010, Sec. 9. Conductors of passenger trains provided with separate coaches shall have the authority to refuse any passengers admittance to any coach or compartment in which they are not entitled to ride under the provisions of the Separate Coach Act and the conductor in charge of the train shall have authority and it shall be his duty to remove from a coach any passenger not entitled to ride therein under the provisions of said Act and upon his refusal to do so knowingly shall be guilty of a misdemeanor and upon conviction shall be fined in any sum not less than \$5.00 nor more than \$25.00.

ACTS 1907, Page 93. If any Railway Company or any officer, agent or employee of any such Company in this State shall knowingly haul or carry any person or property free of charge or give or grant to any person, firm, association of persons or corporations, a free pass, a privilege or a substitute to pay or a substitute which is used or which is given to be used instead of the regular fare or rate for transportation or any authority or permit whatsoever to travel or to pass or convey or transport any person or property free or sell any transportation for anything, except money or for any greater or less rate than is charged to all persons under the same conditions over any railway or transportation line or part of line in this State, except such persons as are expressly exempted under the provisions of this Act, shall be deemed guilty of a misdemeanor and upon conviction shall pay to the State of Texas the sum of \$5000.00 for each violation of the Act and any employee or agent of such Railway Company who shall sell any transportation for anything except money or knowingly give, grant, issue or cause to be issued a free pass, a privilege or any substitute for or in lieu thereof, for the transportation of any person, article or thing except to such persons as are exempt under the provisions of the Act shall be deemed guilty of a felony and upon conviction shall be punished by a fine of not less than \$500.00 nor more than \$2000.00, and may in addition thereto in the discretion of the jury be imprisoned in the penitentiary for a term of not less than six months nor more than two years. A Railroad Company has the right to eject from his train any passenger or person who refuses upon demand to produce a proper ticket or other transportation or satisfactory evidence of his right to ride, or to pay his fare to destination; any drunken or disorderly person whose conduct is such as is calculated to operate as a serious annoyance to other passengers, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employees, who use vile or profane language in the car or who threatens to assault any passengers or train employees, whether he has paid his fare or not. In such cases such passenger or person may be expelled from the train at any point along the line, whether at a depot or elsewhere, except in case the passenger or person is unable by reason of age, sex, infirmity or other condition or circumstance to travel from the place of ejection to a dwelling house or town, or in case of great distance, inclement weather, darkness or other condition or circumstances, rendering it unsafe, frightful or dangerous for such passenger or person to travel to the nearest dwelling or town; then in any of such cases such passenger or person should be expelled at a station where reasonably safe and comfortable accommodations can be secured. The attention of all employees is called to the extracts published above. Engineers are cautioned against any failure to comply with the law concerning whistling and bell ringing, and are instructed to use both the whistle and the bell at highway crossings.



## SPECIAL INSTRUCTIONS

NORTH BOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.

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No. 3 AND No. 9 ARE SUPERIOR TO No. 18  
No. 9 AND No. 29 ARE SUPERIOR TO No. 22  
No. 59 IS SUPERIOR TO No. 18, EGAN TO CLEBURNE  
No. 5 IS SUPERIOR TO No. 2, No. 4 AND No. 14  
No. 15 IS SUPERIOR TO No. 14

ON DALLAS DIVISION, MAXIMUM SPEED FOR PASSENGER TRAINS, 50 MILES PER HOUR; FREIGHT TRAINS 25 MILES PER HOUR. PASSENGER TRAINS MUST NOT EXCEED 45 MILES PER HOUR ON CURVES.

ON DENTON DIVISION, PASSENGER TRAINS MUST NOT EXCEED 30 MILES AND FREIGHT TRAINS 15 MILES PER HOUR.

ON BONHAM BRANCH, PASSENGER TRAINS MUST NOT EXCEED 24 MILES AND FREIGHT TRAINS 12 MILES PER HOUR.

BETWEEN DALLAS AND FT. WORTH AND HILLSBORO, MAXIMUM SPEED FOR PASSENGER TRAINS, 50 MILES PER HOUR; FREIGHT TRAINS 20 MILES PER HOUR. PASSENGER TRAINS MUST NOT EXCEED 45 MILES PER HOUR ON CURVES.

HILLSBORO AND BELLMEAD, MAXIMUM SPEED BETWEEN FOR PASSENGER TRAINS, 60 MILES PER HOUR; FREIGHT TRAINS, 25 MILES PER HOUR.

ON CLEBURNE BRANCH TRAINS MUST NOT EXCEED 18 MILES PER HOUR.

Reduce to six miles per hour within city limits of Dallas, Waxahachie, Italy, Milford, Hillsboro, Cleburne, Itaska, Grandview, Alvarado, Ft. Worth, Burleson, West and Waco.

Double track between Hillsboro and South Yard, all trains use left hand track. Normal position of switch at south end for south bound trains, and north end for north bound trains. All trains and yard engines must move under control thru this double track limit expecting to find main line and cross-overs occupied.

Track through Waco and Bellmead to switch 3000 feet north of Cotton Belt crossing will be operated as double track (Double track rules to govern). All trains and switch engines moving north or south receiving a clear, or proceed interlocking signal may pass over the single track between the double track switch south of Brazos River bridge and the double track switch north of I. & G. N. crossing under control without orders against overdue superior trains.

At Bellmead the north end of double track is the point at which time on time table, time orders and train order meeting points applies.

Interurban crossings at Italy and north of Hillsboro are protected by semaphore signals normal position clear. Engineers must observe position of the signals which will indicate stop when crossings are occupied by interurban cars.

Freight trains and yard engines may run between Waco and Bellmead ahead of overdue superior trains without orders. Trains cannot meet at Hammel Branch or Lovelace.

Passenger trains will register by slip at New Yard, except when displaying signals stop and register. Conductors Cleburne Branch must report for orders before leaving Cleburne and Egan.

Cleburne Branch trains turning on wye at Egan protect against all main line trains. Reduce speed to 12 miles per hour through Denison city limits.

Double track North End Ray Yard to Denison passenger station, all trains and yard engines use right hand track in direction moving. Use left hand track ONLY under protection of flag or train order, except at cross-overs.

Normal position of switch at End of Double track North End Ray Yard is for north bound track. All trains and engines must approach end of double track under control, expecting to find cross-over being used.

All trains and yard engines must run under control between End Double track and Denison and approach cross-overs North End North Bound Yard Ray, Sherman Junction and Dallas Junction, expecting to find the cross-overs being used. Trains and yard engines will use cross-over at above points without train orders against over due superior trains provided automatic block indicators or signals show clear, otherwise under flag protection.

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

North Bound freight trains will pull by and back in North End of Ray Yard. The Switch in North Bound track between End Double Track and Sherman Junction will be run through by North bound trains from Main Line or from yard coming through North End Drill track. Trains passing over this switch South bound, must stop and set it.

Ray Junction cannot be used as a meeting or passing point. In meeting or passing at Dallas Junction be governed by Double Track Rules.

Ray and Dallas Junction are shown on Dallas Division for Dallas Division freight trains only, and do not affect Dallas Division first class trains or passenger extras. Dallas Division second and third class trains and extras (except passenger extras) will run between Ray Junction and Dallas Junction via the cut off, and between Dallas Junction and Ray via double track.

Trains off Bonham Branch must stop to clear main line switch at Bonham Junction, and switch must not be thrown until it has been ascertained that overdue trains affecting them have passed.

On double track between Elizabeth Street, Ft. Worth, the first street south of T. & P. crossing and cross-over north of stand pipe New Yard, all trains and engines must use left hand track and leave north switch set for south bound track, and cross-over switch for north bound track. North bound trains and engines will stop to clear north end of double track and not proceed until interlocking signal is given.

Dallas Division trains in both directions between West Yard and Greenville use track west of Coal chute formerly used for south bound movement.

All trains must approach junctions and cross-overs, Greenville and West Yard under control, expecting to find cross-overs occupied.

All 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 and tunnels.

Shreveport and McKinney passenger trains in both directions between West Yard and Greenville use track east of Coal chute formerly used for north bound movement. This track will also be used for passing track by Dallas Division trains clearing Shreveport and McKinney passenger trains.

All trains must approach Denton Junction expecting to find cross-over occupied. All trains run under control between Denton Junction and Dallas Depot.

All south bound trains reduce to 25 miles per hour between Knox Street car crossing north of Dallas and Denton Junction.

All Denton Branch trains will come to a stop at Junction of Dallas Division. Switch must be set for Dallas Division.

When passenger trains meet at Dallas, either on time table rights or train order, they will meet at passenger depot, unless otherwise ordered.

Clocks regulated to Standard time are located as follows: Denison Dispatcher's office and Roundhouse office; Greenville Dispatcher's office; Dallas Telegraph office; Ray Telegraph office; Waxahachie Telegraph office; Hillsboro Telegraph office; Ft. Worth Telegraph office; Bellmead Yard office; New Yard Yard office; Waco Telegraph office;

Register Stations: Denison, Ray, Whitesboro, Denton, Ft. Worth and New Yard; Greenville, West Yard, Dallas Bonham Junction, Bonham, Sherman, Hillsboro, Bellmead and Waco.

First class trains register at Ray, West Yard and New Yard by slip, except when carrying signals, stop and register. Dallas Division passenger trains only will register at Denison and Greenville. Bonham Branch trains only will register at Bonham Junction.

Conductors of first class trains and passenger extras will report for orders before leaving Denison, Greenville, Dallas, Whitesboro, Denton, Fort Worth, Waxahachie, Hillsboro and Waco. Conductors of second and third class trains and extras (except passenger extras) will report for orders before leaving Ray, Whitesboro, Denton, New Yard, West Yard, Dallas, Waxahachie, Hillsboro, Bell Mead. All Branch trains report for orders before leaving Bonham and Sherman. If no orders, operators will furnish clearance cards.

No. 25 stop at stations Denton to Fort Worth except Smoother, Gravel Pit and Hodge to discharge passengers from Denison and north and from stations west of Whitesboro, No. 13 to handle passengers off No. 25 at Whitesboro, for Collinsville, Tioga and Aubrey.

No. 25 will stop on flag, at stations on joint track, except Hodge, Gravel Pit, Smoother and Mingo, for passengers destined north of Denison which are regular stops for No. 6 and to discharge passengers from South of Ft. Worth.

No. 30 will stop at any station between Fort Worth and Denison except Hodge, Gravel Pit, Smoother, Mingo and Deaver to discharge passengers from station south of Denton or Denison Division.

Canam, Mile 678.6, Hagan, 742.3, White Rock, 760.68, are industrial spurs. East Fork Tank, Mile 741. North Tank, Greenville, 711.4.

Peniel, Mile 711.3, is flag station for No. 18 and No. 1. Cheisa, Mile 743.8, is flag station for Nos. 18, 4, 1 and 3.

Corinth, Mile 727.6, McGee 734.6, Thatcher, 763, are flag stations for Nos. 15, 13, 21, 20, 16 and 24.

Water Tank, Mile Post 795, Island Creek. Chat, Mile 817.3, is flag station for Trains 22 and 23.

Bess Milepost, 825.69  
Pink Milepost, 828.9

Night and Day Telegraph office in interlocking tower, Celeste, and Night Telegraph office in interlocking tower, Garland.

Engineers must exercise their best judgment in regulating speed to conform to track conditions.

Explanation of Symbols: W, Water; P, Telephone; C, Coal; T, Turn Table; Y, Wye; O, Track Scales; R, Register; N, Day and Night Telegraph Office; D, Day Telegraph Office; NO, Night Office only.

Each time table, from the time it takes effect, supersedes the preceding time table and its schedules take effect on any division at the leaving time at their Initial stations on such divisions. But when a schedule of a preceding time table corresponds in number, class, day of leaving, direction and Initial and Terminal station with a schedule of the new time table, a train authorized by the preceding time table will retain its train orders and assume the schedule of the corresponding number of the new time table. Schedules on each division date from their Initial stations on such division. Not more than one schedule of the same number and day shall be in effect on any division.

All 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 and tunnels.

R. T. ARTHUR,  
Train Master

H. H. HOOPER,  
Road Foreman of Engines

E. H. SMITH,  
Chief Train Dispatcher

**DENISON  
DISTRICT**

**TIME TABLE  
No. 10**

**Effective  
Nov. 1st, 1914**