

**UNITED STATES RAILROAD ADMINISTRATION**  
**WALKER D. HINES, Director General of Railroads**

# **MISSOURI, KANSAS & TEXAS RAILROAD OF TEXAS**

## **DENISON DISTRICT**

# **EMPLOYEES TIME TABLE No. 5**

**Effective Sunday, January 11, 1920**

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

**Superseding Previous Time Table and Supplements**

**This Time Table is for the GOVERNMENT AND INFORMATION OF EMPLOYEES Only**

**H. H. HOOPER,**  
Superintendent

**H. E. McGEE,**  
General Superintendent

**W. E. WILLIAMS,**  
General Manager

**C. N. WHITEHEAD,**  
Federal Manager

SOUTHWARD TRAINS

DALLAS DIVISION

SOUTHWARD TRAINS

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

FOURTH CLASS				THIRD CLASS		Sliding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	Distance from St. Louis	Time Table No. 5 Effective 12:01 A. M. January 11, 1920		FIRST CLASS					SECOND CLASS												
95 Way	59 Mixed	93 Way	97 Way	75 Fast	79 Through			Leave N	Arrive DN	3 Limited	103 H. & T. C. Pass	1 Texas Special	7 Passenger	5 Flyer	9 Passenger	17 Passenger	105 M O & G Pass.	39 Passenger									
Tues. Thurs. Saturdays	Daily Ex. Sundays	Mon., Wed., Fridays	Mon., Wed., Fridays	Daily	Daily	OWPCT YOR	660.9	Leave N H&TC	DENISON	Leave DN Interlocker	5.05 AM		11.15														
	AM 7.00	AM 7.00			PM 7.10	WPYO R	P 661.6	N	RAY	RA																	
		7.03	7.13		7.20		83 P 666.0	D	LAMAR	BO	5.07		11.17		4.42	2.53	2.03	4.17	3.52								
	A 7.20	7.30			7.40		83 P 668.7	D	BONA		5.17		11.24 106		4.51	3.04	2.12	A 4.30	A 4.05								
	AM	7.40			7.50		88 P 674.3	T&P	TERRAOE	Interlocker	5.22		11.28 6		4.55	3.09	2.17		PM								
		8.15			8.10		140 WP 681.3	N	BELLS	X	5.33		11.36		5.05	3.20 76	2.30		105 20.0	39 20.0							
		9.00			8.35		45 P 688.1	SLSW	WHITEWRIGHT	WH Interlocker	5.44		11.47 92		5.16	3.35	2.45										
		10.00			9.00		103 OWP 694.6	D	TRENTON	K	5.56		11.56		5.27	3.48	3.00										
		10.48 18 6			9.38 10		121 Y P 701.2	D	LEONARD	NR	6.06		12.04 PM		5.38	4.03	3.12										
		11.30			10.16 4		31 P 704.3	N	CELESTE	RD Interlocker	6.17		12.14 93		5.49	4.14	3.26										
		12.14 PM 1			10.30		57 P 707.5	GC&SF	KINGSTON		6.22		12.19		5.59 2	4.20	3.32										
		12.40			10.40		WYTPOCR Yard 713.0	D	KELLOGG		6.27		12.23		6.05	4.27	3.37										
	AM	1.05			11.00		Yard R 714.0	N	GREENVILLE	A	6.40		12.33		6.13	4.40 4.50	3.50 4.00										
	L 7.30	A 2.00			11.10		45 P 715.9	SLSW	HUNT	FS Interlocker	6.50		12.38		6.21	4.55	4.05										
	7.40	PM			11.20		60 P 721.6	D	ACHESON		6.54		12.41		6.25	5.02	4.10										
	8.19 18				11.45 76		90 P 730.3	D	CADDO MILLS	CM	7.04		12.49		6.35	5.17	4.25			49	43						
	9.00				12.20 AM		56 P 734.1	D	ROYSE CITY	RY	7.17		1.02 94		6.50	5.42	4.47			Oil Field Special Daily	Wichita Falls Passenger Daily						
	9.19 6				12.35		79 P 738.7	D	FATE		7.23		1.07		6.57	5.52	5.02 2										
	9.50				12.55		43 W P 746.5	D	ROCKWALL	RK	7.32 18		1.14		7.05	6.05	5.15										
	10.45				1.25		109 P 750.9	GC&SF	ROWLETT	VY Interlocker	7.45		1.26		7.20 10	6.25	5.37										
	11.20				1.40		58 P 754.1	N	GARLAND	BE	7.52		1.32		7.29	6.38	5.53										
	11.45				1.55		68 P 761.4	H&TC	BETHARD	Interlocker	8.12	PM	1.49		7.34	6.50 18	6.04										
	12.35 PM				2.25		P 762.5	N	URBAN	HY Interlocker	8.15 104	6.45	1.51		7.51	7.12	6.33			AM	PM						
	12.40				2.30		P 766.2	D	HILAND		8.23	6.55	1.59		7.59	7.21	6.43			L 7.35	L 1.52						
	1.10	AM			2.55		766.8	T&P	DENY	UT	8.25 6	6.57	2.02 44		8.01	7.23	6.45			L 7.36	L 1.55						
	A 1.15				8.12 6		767.2	N	DALLAS YARD	Crossing	8.30	7.00	2.05 2.10	10.00	8.05 8.30 4	7.25	6.50	A 7.40	A 2.00 44								
	PM				8.17		768.9	GC&SF	DALLAS UNION STATION	Interlocker	9.04	PM	2.13	10.03	8.33	AM	PM	AM	PM								
					8.25		37 P 770.8	D	END OF DOUBLE TRACK		9.08		2.16	10.07	8.36												
					8.35		140 WP 772.7	H&TC	SARGENT	Interlocker	9.13		2.19	10.11	8.40												
					9.32 3		93 P 781.7	D	HONEY SPRINGS	Crossing	9.32 97		2.33	10.26	9.00												
					10.00		93 P 787.0	D	LANCASTER	CA	9.43		2.40	10.35	9.10												
					10.05		28 P 788.0		ELVA		9.45		2.41	10.37	9.12												
					10.25		42 P 791.2		RED OAK		9.52		2.46	10.43	9.18												
					10.40		93 P 794.6		STERRETT		9.57		2.51	10.48	9.24												
					11.00		76 WP 798.1	H&TC	SOLON	Interlocker	10.05 90		2.57	10.55 75	9.33												
					11.59		38 P 803.0	D	WAXAHACHIE	WA	10.15		3.06 2	11.04	9.42												
					12.25 PM		43 WP 807.3		KIPLING		10.22		3.13	11.11	9.50												
					12.45		61 P 813.1	D	FORRESTON	SY	10.34		3.24	11.21	10.03												
					1.15		68 P 818.3	D	ITALY	BG	10.44		3.33	11.30	10.13												
					1.40		48 P 825.8	D	MILFORD	M	11.00		3.44	11.41	10.30												
					2.27 2		85 TCOWY 833.2	St. LSW Crossing	LAKENON	Interlocker	11.15 AM		3.67	11.55	10.45												
					3.30 PM			N	HILLSBORO	HB Interlocker																	
					1.20 AM			Arrive		Arrive																	
					1.20 AM				172.3																		
					1.20 AM				Average Speed per Hour																		
					1.20 AM						3		103		1		7		5		9		17		49		43
					1.20 AM						27.5		18.8		36.6		34.4		28.3		24.0		21.9		12.0		15.0

NOTE  
Nos. 105, 106, 39 and 40 one hour behind either their scheduled, arriving or leaving time lose both right and schedule (Dallas Division) and can thereafter proceed only as authorized by train order. See Rules 82 and 220.

NORTHWARD TRAINS

DALLAS DIVISION

NORTHWARD TRAINS

SECOND CLASS				FIRST CLASS				
40 Passenger	106 M.O. & G. Pass.	10 Passenger	18 Passenger	104 H. & T. C. Pass.	4 Limited	2 Texas Special	6 Flyer	8 Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
PM 6.50	AM 11.35	PM 11.10	AM 11.10		PM 11.30	PM 7.05	AM 11.45	
6.48	11.33	11.05	11.07		11.27	7.02	11.43	
L 6.35	L 11.24	10.51	10.54		11.16	6.54	11.34	
PM	AM	10.45	10.46		11.11	6.50	11.28	1
40 20.0	106 20.0	10.30	10.33		11.01	6.42	11.14	
		10.10	10.17		10.49	6.32	11.00	
NOTE								
Nos. 105, 106, 39 and 40 one hour behind either their scheduled, arriving or leaving time (see both right and schedule (Dallas Division) and can thereafter proceed only as authorized by train order. See Rules 82 and 220.								
		9.54	10.00 <sup>93-92</sup>		10.37	6.22	10.48 <sup>93-92</sup>	
		9.38 <sup>79</sup>	9.45		10.27	6.13	10.36	
		9.21	9.30		10.16 <sup>79</sup>	6.04	10.24	
		9.12	9.22		10.11	5.59 <sup>5</sup>	10.17	
		9.05	9.14		10.05	5.54	10.11	
		8.50	9.00		9.55	5.45	10.00	
		8.40	8.50		9.45	5.35	9.50	
		8.35	8.40		9.40	5.30	9.45	
48	44	8.30	8.35		9.32	5.21	9.37	
		8.16	8.19 <sup>95</sup>		9.16	5.08	9.24	
Oil Field Special Daily	Wichita Falls Passenger Daily	7.58	7.55		9.10	5.02 <sup>17</sup>	9.19 <sup>95</sup>	
		7.49	7.45		9.03	4.55	9.13	
		7.38	7.32 <sup>3</sup>		8.50	4.43	9.01	
		7.20	7.07		8.42	4.37	8.55	
		7.04	6.57		8.37	4.32	8.48	
		6.53	6.50 <sup>9</sup>		8.24	4.20	8.37	
		6.29 <sup>17</sup>	6.34	AM	8.22	4.19	8.35	
PM	PM	6.25	6.32	A 8.15 <sup>3</sup>	8.14	4.13	8.27	
10.34	A 2.04	6.14	6.23	8.04	8.12	4.12	8.25 <sup>3</sup>	AM
10.32	2.02 <sup>1</sup>	6.12	6.22	8.02	4.10	4.05	8.20	
L 10.30	L 2.00 <sup>43</sup>	L 6.10	L 6.20	L 8.00	4.00	3.55	8.15	97 A 7.30
PM	PM	PM	AM	AM	7.34	3.55	7.46	7.20
					7.30	3.52	7.43	7.15
					7.10	3.37	7.26	6.55
					7.00	3.30	7.14	6.45
					6.58	3.28	7.13	6.43
					6.50	3.23	7.07	6.37
					6.42	3.18	7.01	6.30
					6.35	3.13	6.53	6.22
					6.25	3.06 <sup>1</sup>	6.43	6.12
					6.16	2.58	6.35	6.04
					6.05	2.48	6.23	5.52
					5.55	2.39	6.13	5.40
					5.40	2.27 <sup>97</sup>	5.58	5.25
					5.25	2.15	5.45	5.10
48 10.0	44 10.0	10 21.2	18 22.0	104 18.8	4 28.3	2 85.6	6 28.7	8 30.9

Time Table No. 5  
Effective 12:01 A. M.  
January 11, 1920

STATIONS		Station Numbers
Arrive N	DENISON	661
H&T C	RAY	
N	LAMAR	D 1
	BONA	D 5
	TERRACE	D 7
T&P	BELLS	D 13
N	WHITEWRIGHT	D 20
StL&SW	TRENTON	D 27
D	LEONARD	D 34
N	CELESTE	D 40
GC&SP	KINGSTON	D 43
	KELLOGG	D 47
D	GREENVILLE	D 52
N	HUNT	D 53
StL&SW	ACHESON	D 55
D	CADDO MILLS	D 61
D	ROYSE CITY	D 69
	FATE	D 73
D	ROCKWALL	D 78
D	ROWETT	D 85
GC&SP	GARLAND	D 90
N	BETHARD	D 93
H&T C	URBAN	D 101
N	HILAND	
	DENY	
T&P	DALLAS YARD	
N	DALLAS UNION STATION	D 106
	END OF DOUBLE TRACK	
GC&SP	SARGENT	D 110
	HONEY SPRINGS	D 112
H&T C	LANCASTER	D 121
D	ELVA	D 126
	RED OAK	D 127
	STERRETT	D 130
	SOLOH	D 134
H&T C	WAXAHACHIE	D 137
D	KIPLING	D 142
	FORRESTON	D 146
D	ITALY	D 152
D	MILFORD	D 157
	LAKENON	D 165
StL&SW Crossing	HILLSBORO	812
N		
Leave		

THIRD CLASS		FOURTH CLASS			
76 Through	78 Steamer	96 Way	92 Way	94 Way	58 Way
Daily	Daily	Tues., Thurs., Saturdays	Tues., Thurs., Saturdays	Mon., Wed., Fridays	Daily Ex. Sunday
AM			PM		PM 1.45
4.30			1.30		
4.20			1.15		1.40
4.00			12.55		L 1.20
3.45			12.45		PM
3.20 <sup>9</sup>			12.20 <sup>PM</sup>		
2.30			11.47 <sup>1</sup>		
2.05			10.48 <sup>6</sup> 10.00 <sup>18</sup>		
1.40			9.05		
1.15			8.15		
1.00			7.55		
12.50			7.40		
12.30			7.20	PM	
12.15			7.15	A 3.30	
12.05 <sup>AM</sup>			AM	3.10	
11.45 <sup>79</sup>				2.15	
11.05				1.02 <sup>1</sup>	
10.50				12.15 <sup>PM</sup>	
10.30				11.30	
10.00				10.40	
9.40				10.15	
9.25				9.50	
8.55				9.15	
8.50				9.10	
8.32	AM			8.47	
8.30	A 6.15	A 1.00		8.45	
6.05					
5.55					
5.47					
5.17					
5.00					
4.57					
4.45					
4.35					
4.23					
4.05					
3.52					
3.30					
3.15					
2.50					
2.25					
7.00					
76 13.4	78 18.8	96 11.	92 8.8	94 7.9	58 15.3

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

No. 2 IS SUPERIOR TO ALL TRAINS.

172.3  
Average Speed per Hour

SOUTHWARD TRAINS

FORT WORTH DIVISION

SOUTHWARD TRAINS

FOURTH CLASS		THIRD CLASS			Siding Capacity Cars, Telephone, Scales, Fuel, Water, Turn Table, Wye, Yards	Distance from St. Louis	Time Table No. 5		FIRST CLASS										SECOND CLASS
57 Way	91 Way	77 Fast Freight	75 Fast Freight	71 Fast Freight			Effective 12:01 A. M. January 11, 1920	STATIONS		3 Limited	23 Limited	21 Limited	11 Texas Special	1 Texas Special	25 Flyer	15 Flyer	5 Flyer	7 Passenger	41 Passenger
Daily Ex. Sunday	Mondays Wednesdays Fridays	Daily	Daily	Daily		Leave N	Leave DN	3 Daily	23 Daily	21 Daily	11 Daily	1 Daily	25 Daily	15 Daily	5 Daily	7 Daily	41 Daily		
						660.9	DENISON 0.9												
						661.8	DALY 0.7												
AM						662.5	SUN 0.5												
L 7.15				L 9.45	Yards	664.1	RAY 5.5												
7.40				10.12	120 P	669.6	POTTSBORO 5.1												
8.00				10.35	90 P	674.7	HAGERMAN 1.9												
8.10				10.52	97 P	676.6	DEAYER 5.9												
8.30				11.25	49 P	681.9	SADLER 3.8												
A 8.50AM				11.45AM	WYOC Yards	685.7	WHITESBORO 35.9												
VIA JOINT TRACK							DENTON 35.5		VIA JOINT TRACK										
57	AM	PM		PM	RW	757	FORT WORTH 2.0												
	L 6.50	10.00		5.30	ROCWT	759	NEY 1.7												
	7.00	10.07		6.22	100 P	760.7	DOLARD 8.4												
	7.15	10.22		6.37	45 P	764.6	BETHEL 6.6												
	7.55	10.50		7.07	22 60 P	771.2	BURLESON 6.4												
	8.30	11.15		7.35	110 PY	777.6	EGAN 8.4												
99	9.05	11.40		8.05	112 W	784.0	ALVARADO 4.1												
Way	9.35	11.55		8.20	55 P	788.1	CONLEY 5.1												
Daily Ex. Sunday	10.32	12.15AM		8.45	93 PW	793.2	GRANDVIEW 8.1												
	11.25	12.50		9.15	70 PY	801.3	ITASCA 0.6												
	11.55	1.10		9.35	40 P	805.8	SCHOFIELD 5.5												
					16	806.4	LOVELACE 1.1												
L 11.55AM	12.35PM	1.35	L 1.20	10.05	WYR	811.9	HILLSBORO 2.9												
12.05PM	12.45	1.45	A 1.30	10.30	15 YardTCWO	813.0	HILLO 6.2												
12.15	PM	1.55	AM	11.00	5 60 P	815.3	DAVY 5.0												
12.40		2.20	70	11.33	90 P	821.5	ABBOTT 8.2												
1.05		2.45		11.59	131 P	827.4	WEST 4.5												
1.37	2	3.10		12.34AM	91 WP	833.6	DREW 2.8												
2.00		3.20		12.54	78	836.4	ELM MOTT 3.6												
2.25		3.35		1.20	70 P	836.4	POWERS 2.7												
2.45		3.55	16	1.40	81 P	840.0	BELLMEAD 1.8												
PM		AM		2.00	TCWO	842.7	WACO 1.8												
						845.5	Arrive												
99	91	77	75	71															
10.9	9.0	14.1	6.6	12.1															
Average Speed per Hour							184.6												
							31.0	24.0	24.7	23.4	36.0	19.5	23.6	28.8	31.0	21.2			

No. 2 is Superior to All Trains. No. 1 is superior to all trains except No. 2. No. 11 is superior to No. 26.



6 SOUTHWARD TRAINS DENTON DIVISION NORTHWARD TRAINS SOUTHWARD TRAINS SHERMAN BRANCH NORTHWARD TRAINS

THIRD CLASS			FIRST CLASS			Siding Capacity Cars, Telephone, Fuel, Scales, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 5 Effective 12:01 A. M. January 11, 1920			Station Numbers	FIRST CLASS			THIRD CLASS		
81 Way	43 Wichita Falls Passenger	49 Oil Field Special	44 Wichita Falls Passenger	48 Oil Field Special	82 Way			83 Way	84 Way								
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Except Sunday										
12.35 PM	12.25 PM	6.10 AM	3.40 PM	12.01 AM	10.30 AM	WCPTYO R Yard	660.9	661	661	661	661	661					
1.05	12.47	6.30	3.17	11.40	9.55	WPOYR Yard	662.5	661	661	661	661	661					
1.30	1.02	6.45	3.02	11.24	9.30	0	666.1	661	661	661	661	661					
1.50	1.17	6.57	2.47	11.11	9.10	11	668.1	661	661	661	661	661					
1.57	1.22	7.03	2.41	11.06	9.00	11	671.6	661	661	661	661	661					
2.05	1.28	7.08	2.35	11.01	8.50	RWOT Yard	671.6	661	661	661	661	661					
2.25	1.37	7.17	2.25	10.51	8.30			661	661	661	661	661					
2.55	1.52	7.35	2.04	10.34	8.00			661	661	661	661	661					
81 14.6	43 22.3	49 24.8	44 22.3	48 24.8	82 14.6			83 12.8									
Average Speed Per Hour			36.7			10.7			Average Speed Per Hour								

No. 43 is Superior to No. 44 on Denton and Dallas Division. Denton Division trains be governed by Dallas Division Time Table pages 2 and 3, between Deny and Dallas Union Station.

SOUTHWARD TRAINS CLEBURNE BRANCH NORTHWARD TRAINS WESTWARD TRAINS BONHAM BRANCH EASTWARD TRAINS

SECOND CLASS			Fuel, Water, Turn Table, Track Scales, Telephone, Wye	Distance from St. Louis	Time Table No. 5 Effective 12:01 A. M. January 11, 1920			Station Number	SECOND CLASS			THIRD CLASS			
55 Mixed Daily	51 Mixed Daily	50 Mixed Daily			56 Mixed Daily	59 Mixed Ex. Sunday	39 Passenger Daily		105 M. O. & G. Pass Daily	59 Mixed Ex. Sunday	39 Passenger Daily	105 M. O. & G. Pass Daily			
10.10 AM	6.30 AM	RY P	777.6	778	6.00 AM	9.35 AM	778	6.00 AM	9.35 AM	778	6.00 AM	9.35 AM	778	6.00 AM	9.35 AM
10.30	6.45	P	782.5	Y	5.45	9.15	Y	5.45	9.15	Y	5.45	9.15	Y	5.45	9.15
10.45 AM	7.05 AM	CWRY P	787.4	Y10	5.30 AM	9.00 AM	Y10	5.30 AM	9.00 AM	Y10	5.30 AM	9.00 AM	Y10	5.30 AM	9.00 AM
55 19.5	51 19.5		9.8	50 19.5	56 19.5		50 19.5	56 19.5	50 19.5	56 19.5		50 19.5	56 19.5	50 19.5	56 19.5
Average Speed Per Hour			9.8			11.7			14.5			24.0			

No. 51 Is Superior to No. 56.

No. 59 Is Superior to No. 58.

No. 39 is Superior to No. 40.

TEXAS STATE LAW GOVERNING RAILROAD EMPLOYES.

- ART. 228. Every conductor, baggage master, engineer, brakeman or other servant of any such railroad corporation, employe, 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 be fore 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 passenger 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 employe 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 for pay or a subterfuge 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 to 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 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 \$5,000.00 for each violation of the Act and any employe 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 \$2,000.00, and may in addition thereto 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 its trains 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 employes, or who uses vile or profane language in the car or who threatens to assault any passengers or train employes, 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 that 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; and 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 employes 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.

**SPEED RESTRICTIONS, VARIOUS TOWNS.**

Burleson	15 miles per hour
Cleburne	6 miles per hour
Dallas	6 miles per hour
Denison	12 miles per hour
Grandview	10 miles per hour
Hillsboro	8 miles per hour
Italy	12 miles per hour
Itasca	12 miles per hour
Lancaster	12 miles per hour
Milford	15 miles per hour
Rockwall	10 miles per hour
Royse City	12 miles per hour
Sherman	8 miles per hour
Trenton	20 miles per hour
West	6 miles per hour
Whitewright	10 miles per hour
Greenville	12 miles per hour
Garland	12 miles per hour
Ft. Worth	10 miles per hour
Waco	10 miles per hour

WESTWARD TRAINS

GREENVILLE DIVISION

EASTWARD TRAINS

Time Table No. 5

Effective 12:01 A. M.  
January 11, 1920

STATIONS

Leave	Arrive	Station
N	BU	SHREVEPORT YARDS
N	UN	SHREVEPORT UNION DEPOT
T&P Crossing	KCS Crossing	JEWELLA
		NICHOLS
T&P	Crossing	GREENWOOD
T&P	Crossing	WASKOM
		LEMO
D	OH	LEIGH
D	KC	KARNACK
		BALDWIN
D	JN	JEFFERSON
T&P	Interlocker	VINA
		NEWLINE
D	FY	LASSATER
D	VC	AVINGER
N	HU	HUGHES SPRINGS
D	DG	DAINGERFIELD
D	CN	OASON
StL&SW	Crossing	FAKER
D	H	PITTSBURG
D	BE	LEESBURG
D	UM	NEWSOME
		SOROGGINS
D		ESER
N	NS	WINNSBORO
D	PK	PIKTON
D	CO	COMO
		ORUSH
D	XN	SULPHUR SPRINGS
D	BR	BRASHEAR
D	BF	CUMBY
D	C	OAMPBELL
		HUSBANDS
TexMidCrossing	St LSW Crossing	HUNT
N	PS	GREENVILLE
	Leave	

FOURTH CLASS		THIRD CLASS	FIRST CLASS		Stading Capacity Cars Telephone Scales Water Turn Table Wye Fuel	Distance from St. Louis
97 Way	95 Way	85 Fast Freight	31 Passenger	33 Passenger		
Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	W. P. C. T. Y. O. R. Yard	883.1
AM 8.00		PM 11.30	AM 7.50	PM 8.50	R. Yard	882.6
			f 8.00	f 9.05	41	879.1
8.20		11.50	f 8.14	f 9.21	25	873.8
8.50 <sup>80</sup>		12.15 <sup>AM</sup>	s 8.28 <sup>80</sup>	s 9.40	65	868.2
9.15		12.35	s 8.43	s 9.57	31	862.6
9.45		1.00	f 9.00	f 10.16	31	856.7
10.15		1.25	s 9.10	f 10.28	39	852.7
10.40		1.40	s 9.23	f 10.43	31	847.9
11.05		2.00	f 9.38	f 10.59	30	843.0
11.30 <sup>98</sup>		2.30	s 9.56	s 11.24	126 T. O. W.	835.4
12.10 <sup>PM</sup>		3.15 <sup>34</sup>	f 10.11	f 11.41	18	830.2
12.35		3.45	f 10.14 <sup>98</sup>	f 11.44	50 W.	829.2
12.40		3.50	s 10.29	s 12.01 <sup>AM</sup>	43	823.4
1.10		4.20 <sup>80</sup>	s 10.47	s 12.16	51 O.	817.0
1.45	AM	4.45	s 11.10	s 12.38	T. W. C. P. R. Yard	808.1
A 2.30	L 7.15	5.20	s 11.27	s 12.53	30 P.	801.8
PM	7.45	5.45	s 11.42	s 1.07	25	796.0
	8.15	6.10	f 11.57	f 1.20 <sup>34-86</sup>	39	790.3
	8.40	6.35	s 12.08 <sup>PM</sup>	s 1.32	65 W. P.	786.1
	9.00	6.50	s 12.27	s 1.46	21	779.4
	9.30	7.15	s 12.37 <sup>96</sup>	s 1.53	32	776.0
	9.45	7.30	s 12.44	f 2.00	30	773.2
	10.00	7.40	1.00	2.13	101 Y. C. T.	767.8
	10.25	8.05	f 1.05 <sup>32</sup>	f 2.16	147 W. O. P. R.	766.7
	10.30	8.15	s 1.44	s 2.35	32	758.7
	11.15 <sup>90</sup>	8.55	s 1.58	s 2.47	77 P.	753.5
	11.35	9.20	f 2.06	2.54	30	750.4
	11.55 <sup>32</sup>	9.35	s 2.20	s 3.08	110 P. W.	744.1
	12.30 <sup>PM</sup>	10.05 <sup>96</sup>	s 2.40	s 3.26	31	736.3
	1.10	10.35	s 2.55	s 3.40	59 P.	730.1
	1.46	11.05 <sup>32</sup>	s 3.10	s 3.55	56	723.4
	2.20	11.43	s 3.22	4.07	25 P.	718.7
	2.45	12.05 <sup>PM</sup>			Yard	714.0
	3.15	12.30	3.40 <sup>PM</sup>	4.25 <sup>AM</sup>	W. P. C. T. Y. O. R. Yard	713.4
97	95	85	31	33		
11.6	11.7	13.1	21.6	22.1		

FIRST CLASS		THIRD CLASS	FOURTH CLASS	
34 Passenger	32 Passenger	86 Fast Freight	96 Way	98 Way
Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
AM 5.25	PM 6.20	AM 9.30		PM 4.00
X 170				
X 166	f 6.05	9.10		3.30
X 161	f 5.50	8.50 <sup>97</sup>		2.55
X 155	s 4.41	8.28 <sup>31</sup>		2.20
X 150	s 4.26	7.35		1.45
X 144	f 5.05	7.05		1.05
X 140	f 4.00	6.45		12.40
X 135	s 4.43	6.20		12.10 <sup>PM</sup>
X 130	f 4.28	5.55		11.30 <sup>97</sup>
X 122	s 3.15 <sup>85</sup>	5.20		10.45
X 117	f 3.55	4.55		10.20
X 116	2.59	4.50		10.14 <sup>31</sup>
X 110	f 2.45	4.20 <sup>85</sup>		9.30
X 104	s 2.28	3.45	PM	8.50
X 95	s 2.05	3.00	A 2.45	L 8.00
X 89	s 1.50	2.30	2.20	AM
X 83	s 1.36	2.00	1.55	
X 77	f 1.20 <sup>33-86</sup>	1.20 <sup>33-34</sup>	1.32	
X 73	s 1.08	12.42 <sup>AM</sup>	1.15	
X 66	s 12.51	11.50	12.50	
X 63	s 12.42	11.32	12.37 <sup>31</sup>	
X 60	f 12.35	11.20	12.18 <sup>PM</sup>	
X 55	12.19	10.55	11.55	
X 54	f 12.16 <sup>AM</sup>	10.50	11.50	
X 46	s 11.55	10.25	11.15 <sup>95</sup>	
X 40	s 11.43	10.09	10.55	
X 37	11.36	10.00	10.35	
X 31	f 11.21	9.40	10.05 <sup>85</sup>	
X 23	f 11.04	9.18	9.20	
X 17	f 10.50	9.00	8.45	
X 10	f 10.35	8.40	8.05	
X 6	10.23	8.25	7.35	
D 53		8.00	7.00	
D 52	10.05 <sup>PM</sup>	PM	AM	
	10.15 <sup>AM</sup>			
	34	86	96	98
	23.0	12.5	12.2	9.3
	32			
	20.9			

169.7  
Average Speed Per Hour

Eastward trains are superior to trains of the same class in the opposite direction unless otherwise specified.

Missouri, Kansas & Texas Railroad of Texas Employes' Hospital Association

DALLAS

Dr. S. Webb, Jr., Chief Surgeon, Dallas, Texas.

**DALLAS**—  
Dr. C. M. Grigsby, Asst. Chief Physician.  
Dr. E. Dunlap, Division Surgeon.  
Dr. R. J. Glass  
Dr. Homer Donald.  
Dr. I. A. Estes, Local Surgeon.  
Dr. M. M. Carrick, Consulting Surgeon  
Dr. E. H. Cary, Division Oculist  
Dr. R. S. Yancey, Oculist.  
Drs. Decherd & Jones, Division Oculists.  
Dr. D. L. Bettison, Oculist.  
Dr. R. H. Milwee, Radiographer.  
Dr. M. E. Taber, Oculist.  
Dr. E. H. McCoy, Dental Surgeon.  
Dr. C. W. Baynham

**DENISON**—  
Drs. E. L. Seay and W. A. Lee, Division Surgeons, 112 N. Rusk ave.  
Dr. D. D. Crawford.  
Dr. L. C. Ellis  
Dr. A. A. Blasingame, Oculist.  
Rooms 421-423 Security Building, 827 W. Woodward St.

**BELLS**—Dr. E. V. Fulton.

**LEONARD**—Dr. J. J. Pendergrass.

**SHERMAN**—  
Dr. E. J. Neathery.

**ROYSE CITY**—  
Dr. C. C. Sorrells.  
Dr. W. Williamson.

**FT. WORTH**—  
Dr. Ross Trigg, Local Surgeon.  
Dr. Frank Mullins, Oculist, 406 First National Bank Bldg.  
Dr. T. M. Jeter.  
Dr. H. O. Brannon.  
Dr. L. A. Barber, Local Surgeon.

**BONHAM**—  
Dr. C. A. Gray, over Saunders Drug Store, 609 W. 6th St.  
Dr. J. C. Carleton.

**ROWLETT**—  
Dr. J. H. Maupin.  
Dr. W. A. Maupin.

**WHITEWRIGHT**—  
Dr. Ross May.  
Dr. E. L. Sears.  
Dr. R. May.

**TRENTON**—  
Dr. J. E. Norman and Dr. W. C. Morrow, S. Main St., W. Pearl Street.

**CELESTE**—  
Dr. G. B. Norros and Dr. J. E. Cannon.

**ROCKWALL**—  
Dr. J. L. Austin  
Dr. C. M. Jackson

**GARLAND**—  
Dr. L. O. Godley.

**WHITESBORO**—  
Dr. C. L. King.  
Dr. J. W. Carey, over Parrish & Smith's Drug Store, west corner Broadway and Main.  
Dr. C. D. Price.

**AUBREY**—  
Dr. H. C. Amos.  
Dr. J. E. Copenhagen.

**LOVELACE**—  
Dr. A. B. McPherson.

Dr. M. E. Lott, Asst. Chief Surgeon, Dallas, Texas.

**MILFORD**—  
Dr. J. E. Killian.

**DENTON**—  
Drs. W. C. & W. G. Kimbrough.  
Dr. M. D. Fullingame.

**GARZA**—  
Dr. D. G. Taylor.

**CADDO MILLS**—  
Dr. W. C. Welch.

**GREENVILLE**—  
Drs. Cantrell & Cantrell, Division Surgeons.  
Dr. C. T. Kennedy, Consulting Surgeon.  
Dr. D. R. Waddle, Oculist.  
Dr. S. D. Whitten.

**LANCASTER**—  
Dr. C. C. Parks.  
Dr. B. F. Lyon.

**WAXAHACHIE**—  
Dr. C. W. Simpson, Local Surgeon.  
Dr. D. G. Thompson, Local Surgeon.  
Dr. T. H. Cheatham, Local Surgeon.

**FORRESTON**—  
Dr. Z. N. Thornton, Local Surgeon.

**ITALY**—  
Drs. F. H. & C. P. Carlisle, Local Surgeons.  
Dr. R. L. Hall.

**BURLESON**—  
Dr. S. P. McNairn, Local Surgeon.

**ALVARADO**—  
Dr. C. A. Schultz.

**GRANDVIEW**—  
Dr. A. F. Garner, Local Surgeon.

**ITASCA**—  
Dr. J. T. Holland, Local Surgeon.

**HILLSBORO**—  
Dr. Edwin Vaughn, Local Surgeon.  
Dr. H. A. McHaffey.

**WEST**—  
Dr. A. L. Willie, Local Surgeon.  
Dr. J. H. Thomas.

**WACO**—  
Dr. K. H. Aynesworth, Division Surgeon.  
Dr. M. W. Colgin, Division Surgeon.  
Dr. I. E. Colgin, Division Surgeon.

**POINT**—  
Dr. J. B. McAlester, Local Surgeon.  
Dr. H. R. Dudgeon, Local Surgeon.

**CELESTE**—  
Dr. H. T. Aynesworth, Oculist.  
Dr. J. F. Bailey, Osteopath.  
Dr. H. E. Conally, Local Surgeon.

**LEWISVILLE**—  
Dr. D. F. Kirkpatrick, Local Surgeon.  
Dr. C. W. Archer, Local Surgeon.

**PILOT POINT**—  
Dr. T. M. Harris, Local Surgeon.  
Dr. W. E. Atkins.

**CLEBURNE**—  
Dr. J. D. Osborne, Local Surgeon.

**COLLINSVILLE**—  
Dr. E. C. Williams, Local Surgeon.

**ARGYLE**—  
Dr. David Hinkson.

**KINGSTON**—  
Dr. N. C. Proffitt.

**TIOGA**—  
Dr. E. E. Ledbetter.

**ELM MOTT**—  
Dr. O. C. Elliott.

**SADLER**—  
Dr. J. H. Carraway.

**ABBOTT**—  
Dr. Foster Sims.

**CARROLLTON**—  
Dr. W. E. Burnett.

**LONE OAK**—  
Dr. J. C. Hennen  
Dr. J. H. Hall

**EMORY**—  
Dr. P. W. Pearson.  
Dr. L. T. Waller.

**ALBA**—  
Dr. F. V. McKnight.

**FARMERSVILLE**—  
Dr. J. D. Burt.

**SULPHUR SPRINGS**—  
Drs. W. C. and E. Sterling.  
Dr. T. C. Bedwell.

**COMO**—  
Dr. T. E. Garrity.

**LEESBURG**—  
Dr. L. V. Clinton.

**PITTSBURG**—  
Dr. R. Y. Lacy,  
Dr. C. T. Henderson.  
Dr. P. M. Payne.

**CASON**—  
Dr. T. A. Russell.

**PICKTON**—  
Dr. A. F. Payne.

**DAINGERFIELD**—  
Dr. D. J. Jenkins.

**HUGHES SPRINGS**—  
Dr. A. E. Starnes.  
Dr. H. L. D. Jenkins.

**AVINGER**—  
Dr. J. W. Peebles.

**JEFFERSON**—  
Dr. J. A. R. Moseley.  
Dr. T. H. Stallcup.

**WASKOM**—  
Dr. H. H. Vaughan.

**POINT**—  
Dr. J. G. Davis.  
Dr. H. L. Stewart.

**SHREVEPORT**—  
Dr. Louis Abramson.  
Dr. D. H. Smith.  
Dr. Oscar Dowling, Oculist.  
Dr. J. L. Scales.

**WINNSBORO**—  
Dr. W. L. Baber.  
Dr. R. A. Harris.  
Dr. J. H. Wylie.

**CAMPBELL**—  
Dr. C. G. Allen.

**McKINNEY**—  
Dr. J. E. Hunter.

**MINEOLA**—  
Dr. A. P. Buchanan.  
Dr. T. H. Peterson.

**BRASHEAR**—  
Dr. H. L. Duvall.

WESTWARD TRAINS

McKINNEY BRANCH

EASTWARD TRAINS

THIRD CLASS		FIRST CLASS		Siding Capacity Cars Telephone Scales Water Turn Table Wye Fuel	Distance from St. Louis	Time Table No. 5 Effective 12:01 A. M. January 11, 1920			Station Numbers	FIRST CLASS		THIRD CLASS	
89	Way Freight	37	Passenger			38	88						
Daily	Ex. Sunday	Daily	Daily										
AM		AM	10.15	Y. W. C. R. F. O. Yard	713.0	LEAVE N	GREENVILLE	ARRIVE A	D 52	2.55 PM		PM	
7.00		10.25		Yard	714.0	N	HUNT	FS	D 53	2.45		3.50	
7.50		10.45		33	720.8	D	FLOYD	FD	W 8	2.20		3.15	
9.00		11.15		33	728.1	D	FARMERSVILLE	PV	W 15	1.55		2.30	
9.50		11.40		32	736.8	GC&SF	PRINCEOTON	Crossing PN	W 24	1.30 88		1.30 88	
10.50 AM		12.05 PM		T. O. R. Yard	744.5	D	McKINNEY	MK LEAVE	W 32	1.05 PM		12.20 PM	
89	8.2	37	17.2							38	17.2	88	9.5
						31.6 Average Speed Per Hour							

No. 89 is superior to No. 88.

No. 37 IS SUPERIOR TO No. 38

SOUTHWARD TRAINS

MINEOLA DIVISION

NORTHWARD TRAINS

THIRD CLASS		FIRST CLASS		Siding Capacity Cars Telephone Scales Water Turn Table Wye Fuel	Distance from St. Louis	Time Table No. 5 Effective 12:01 A. M. January 11, 1920			Station Numbers	FIRST CLASS		THIRD CLASS	
93	Way Freight	35	Passenger			36	94						
Daily	Ex. Sunday	Daily	Daily										
6.30 AM		PM		W. O. P. T. R. Yard	714.0	LEAVE N	HUNT	ARRIVE PS	D 53	AM		2.00	
6.35		4.10		W. O. P. T. Y. R. Yard	713.0	N	GREENVILLE	A	D 52	8.45		1.45	
7.15		4.32		37	720.2	Tex. Mid.	DIXON	Crossing	H 7	8.20		1.00	
8.00 36		4.55		43	727.5	D	LONE OAK	NK	H 14	8.00 93		12.05 PM	
9.00		5.13		41	733.5	D	POINT	NO	H 21	7.40		11.25	
10.15 94		5.35		29 W.	740.9	D	EMORY	MY	H 28	7.15		10.15 93	
11.45		6.04		Y.	750.4	D	ALBA	AB	H 37	6.52		8.30	
11.50		6.07		60	751.0	T.S.L.	HOYT	Crossing	H 38	6.47		8.20	
12.50 PM		6.23		38	756.5	D	GOLDEN	DI	H 44	6.33		7.50	
1.40		6.40		47	761.5	D	STORAGE		H 48	6.20		7.15	
2.00 PM		6.45 PM		T. Y. R. O. Yard	763.5	N	T. & P. Interlocker MINEOLA	US LEAVE	H 50	6.15 AM		7.00 AM	
93	6.7	35	19.7							36	20.2	94	7.2
						50.5 Average Speed Per Hour							



## SPECIAL INSTRUCTIONS

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

TRAINS MUST APPROACH JUNCTIONS AND CROSS-OVERS, GREENVILLE AND HUNT, UNDER CONTROL, EXPECTING TO FIND CROSS-OVERS OCCUPIED.

Cleburne Branch trains turning on wye at Egan protect against main line trains.

Trains and yard engines run under control between Ray and Denison and approach cross-overs Ray, Sun and Daly, expecting to find cross-overs occupied.

Normal position of switch at End of Double track North End Ray Yard is for North Bound track. Trains and engines approach end of double track under control, expecting to find cross-over occupied.

Trains and yard engines use cross-over between Ray and Denison and between Sun and Daly, without train orders against overdue superior trains, provided automatic block indicator or signals show clear, otherwise under flag protection.

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

Between Hillsboro and Hilo passenger trains regular and extra use West track. Freight trains regular and extra use East track. Normal position switches Hillsboro and Hilo for West track. Freight trains move under control between Hillsboro and Hilo expecting to find track occupied. Trains move under control between interlocking plant north of Hillsboro and junction of freight and passenger main line just South of Hillsboro.

Trains run under control between Deny and Dallas Union Station.

Trains approach Whitesboro under control expecting to find Ft. Worth and Henrietta Division main tracks occupied.

Trains will be governed by Dallas Union Terminal Time Table between Dallas Yard and South end Double Track M. P. 768.9.

Double track thru Waco and Bellmead to switch 3000 feet North of Cotton Belt Crossing (Double track rules to govern). 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 and the double track switch North of I. & G. N. crossing and under control without orders against overdue superior trains.

Freight trains and yard engines may run between Waco and Bellmead ahead of overdue superior trains without orders.

Double track North End Ray Yard to Denison passenger station, 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.

At Ray the South end of Double Track is the point at which time on time table, time orders and train orders meeting points applies.

Double track Ft. Worth between Elizabeth Street and cross-over North of stand pipe Ney, trains and engines use LEFT hand track and leave North switch set for South Bound track, and cross-over switch for South Bound track. North Bound trains and engines stop to clear North end of Double Track and not proceed until interlocking signal is given.

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.

Trains can not meet at Hamel, or Lovelace.

Lamar can not be used as a meeting or passing point. In meeting or passing Daly be governed by Double Track Rules.

Ray is shown on Dallas Division for Dallas Division freight trains only, and does not affect Dallas Division first and second class trains or passenger extras. Dallas Division third and fourth class trains and extras (except passenger extras) run between Lamar and Daly via the cut off, and between Daly and Ray via double track.

Register stations are shown in full face type.

First and second class trains register at Ray, Hunt, Dallas Yard and Ney by slip, except when displaying signals, stop and register.

Dallas Division passenger trains will register at Denison and Dallas Union Terminal. Bonham Branch trains only will register at Bona.

Conductors Cleburne Branch report for orders before leaving Cleburne and Egan.

Conductors of first and second class trains and passenger extras report for orders before leaving Denison, Dallas, Whitesboro, Ft. Worth, Hillsboro and Waco. Conductors of third and fourth class trains and extras (except passenger extras) report for orders before leaving Ray, Whitesboro, Denton, Ney, Hunt, Dallas, Hillsboro, Bellmead. Branch trains report for orders before leaving Bonham and Sherman. If no orders, operators will furnish clearance cards.

Clocks regulated to Standard time are located as follows: Denison Dispatcher's office; and Roundhouse office; Hunt, Dispatcher's Office; Dallas telegraph office; Ray telegraph office; Hillsboro telegraph office; Ft. Worth telegraph office; Bellmead Yard office; Ney telegraph office and Roundhouse; Waco telegraph office; Greenville Passenger Station; Hughes Springs telegraph office; Shreveport telegraph office and Shreveport Union Depot.

Trains run under full control between Winnsboro depot and Eser, expecting to find main line occupied.

Nos. 3, 4 and 5 stop Lancaster, Red Oak, Sterrett, Forreston, Italy and Milford for passengers to or from south of Waco or north of Dallas; No. 6 stops as these stations to discharge sleeping car passengers only, from south of Austin.

Nos. 3, 4, 5 and 6 stop on flag at stations between Dallas and Denison to discharge passengers from South of Dallas and North of Denison.

No. 23 stops at Pottsboro, Hagerman and Sadler to pick up passengers for south of Whitesboro.

No. 24 stops at points between Whitesboro and Denison to let off passengers from south of Whitesboro.

Peniel, Mile D711.3; Cheisa, Mile D743.8; Burrow, Mile D727.2, Fisher, M. P. D760. and Hiland, Mile D762.5 are flag stations for Nos. 9, 10, 17 and 18.

Corinth, Mile K727.6; McGee, Mile K735.6; Thatcher, Mile K753; Hudnall, Mile K756.7, are flag stations for Nos. 43 and 44.

Musgrove, 769-7, Orrs, 822, and Fitzpatrick, 849.9, Lotta, Mile 855.1, Flournoy, 872.4, and Patman 813 are flag stations for No. 31 and 32... Ginger, Mile 743.9, is regular stop for Nos. 35 and 36. Clearing H747 flag for Nos. 35 and 36. Loraine, M. P. 863.5, Flag for Nos. 31, 32, 33 and 34.

Sarber, 826.4 is flag for Nos. 34, 33, 32 and 31. Lotta 855.1 is flag stop for Nos. 33 and 34.

Industrial Spurs: Hawes, Mile K755.7; Crush Brick Yard 750, Patman 813, Schluter 838, Haynes H722, Rains H738, Clearing H747, Craver H753, Bobs 748 1-2, Linnis 866. Wilsons Mile X810, Johnsons X794, Loraine X863.5.

Orr 822, passing track, capacity 25, Veal 806, passing track, capacity 10 cars.

East Fork Tank, Mile D741; North Tank, Greenville, Mile D711.4; Island Creek, Mile 795.

Husband Tank, 719.7; Cumbly Tank, 726.8; Pittsburg Tank, 746; Sarber Tank, 826; Blocker Tank, 858.5; Mineola Tank, 762.5; Ginger Tank, 744.9; Emory Tank, 740.9; Sulphur Springs Tank, 744.1; East Fork Tank, 741.5.

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.

Dallas Division trains, in both directions, between Hunt and Greenville, use track WEST of Coal Chute.

Shreveport and McKinney passenger trains, in both directions, between Hunt and Greenville, use track EAST of Coal Chute. This track will also be used for passing track by Dallas Division trains clearing Shreveport and McKinney passenger trains.

Trains run under control between Outer Switch and Freight Depot, Shreveport. Engineer must not sound whistle inside City Limits of Shreveport.

Conductors and Engineers must provide themselves with copy Shreveport Terminal time tables.

Trains approach Jefferson under control expecting to find main line occupied by J. & N. W. trains.

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.

Night and Day Telegraph Office in interlocking tower, Celeste, Bells, Garland, Hiland, Waxahachie, Alvarado and Nth. Jefferson.

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 employes 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.

**SPEED TABLE**

Speed Per Hour	Time of Performance			Speed Per Hour	Time of Performance		
	Miles				Miles		
	1/4 Mile	1/2 Mile	1 Mile		1/4 Mile	1/2 Mile	1 Mile
Miles	M.	S.	M. S.	Miles	M.	S.	M. S.
10	1	30	3 0	6	0	25	0 50
11	1	21	2 43	5	27	37	0 24
12	1	15	2 30	5	0	38	0 23
13	1	9	2 18	4	37	39	0 23
14	1	4	2 8	4	17	40	0 22
15	1	0	2 0	4	0	41	0 21
16	0	56	1 52	3	45	42	0 21
17	0	52	1 46	3	31	43	0 20
18	0	50	1 40	3	20	44	0 20
19	0	47	1 34	3	9	45	0 20
20	0	45	1 30	3	0	46	0 19
21	0	42	1 25	2	51	47	0 19
22	0	40	1 21	2	43	48	0 18
23	0	39	1 18	2	36	49	0 18
24	0	37	1 15	2	30	50	0 18
25	0	36	1 12	2	24	51	0 17
26	0	34	1 9	2	18	52	0 17
27	0	33	1 6	2	13	53	0 17
28	0	32	1 4	2	8	54	0 16
29	0	31	1 2	2	4	55	0 16
30	0	30	1 0	2	0	56	0 16
31	0	29	0 58	1	56	57	0 16
32	0	28	0 56	1	52	58	0 16
33	0	27	0 54	1	49	59	0 16
34	0	26	0 53	1	45	60	0 16
35	0	25	0 51	1	42		

**SPEED RESTRICTIONS**

	MAXIMUM SPEED FOR PASSENGER TRAINS	MAXIMUM SPEED FOR FREIGHT TRAINS
Between Ray and Whitesboro.....	60 miles per hour	25 miles per hour
Between Lamar and Dallas.....	60 " " "	25 " " "
Between Dallas and Hillsboro.....	60 " " "	25 " " "
Between Ft. Worth and Bellmead..	60 " " "	25 " " "
Bonham Branch.....	24 " " "	15 " " "
Cleburne Branch.....	20 " " "	18 " " "
Sherman Branch.....	30 " " "	18 " " "
Denton Division.....	40 " " "	20 " " "

ON GREENVILLE DIVISION PASSENGER TRAINS NOT EXCEED 30 MILES AND FREIGHT TRAINS 15 MILES PER HOUR, EXCEPT ON BALLAST TRACK, PASSENGER TRAINS MAY RUN 45 MILES PER HOUR, AND FREIGHT TRAINS 25 MILES PER HOUR.

ON THE MINEOLA DIVISION PASSENGER TRAINS NOT EXCEED 24 MILES PER HOUR.

ON THE MINEOLA DIVISION FREIGHT TRAINS NOT EXCEED 15 MILES PER HOUR.

ON THE MCKINNEY BRANCH FREIGHT TRAINS NOT EXCEED 12 MILES PER HOUR.

PASSENGER TRAINS MUST NOT EXCEED 50 MILES PER HOUR ON CURVES.

**K. C. MARSHALL,**  
Train Master

**A. HALLMAN,**  
Train Master.

**F. RUTLEDGE,**  
Train Master and Road Foreman of Engines,

Greenville-Mineola  
Divisions and  
McKinney Branch

**C. E. STANTON,**  
Road Foreman of Engines.

**M. G. TULL,**  
Chief Train Dispatcher

**CLAUDE MANSFIELD,**  
Chief Train Dispatcher

Hunt

Denison

**TONNAGE RATING TABLE**

Engine Percents	27	30	44	54			
<b>STATIONS</b>	Rating	Rating	Rating	Rating			
<b>FT. WORTH DIVISION</b>							
664 to 686.....	900	1040	1550	1850			
686 to 759.....	740	870	1300	1500			
886 to 664.....	900	800	1550	1850			
759 to 686.....	700	1045	1200	1350			
759 to 813.....	875	1325	1550	1850			
813 to 843.....	1150	960	1900	2700			
843 to 759.....	875		1550	1850			
When tonnage is available, handle excess tonnage 793 to 813; 822 to 843; 822 to 793.							
<b>DALLAS DIVISION</b>							
664 to D53.....	910	1020	1550	1800			
D53 and D106.....	840	985	1525	1800			
D53 to 664.....	1040	1215	2000	2600			
D106 and 812.....	770	900	1400	1800			
<b>Engine Percents</b>	<b>20</b>	<b>23</b>	<b>27</b>	<b>30</b>			
<b>STATIONS</b>	Rating	Rating	Rating	Rating			
When tonnage is available, handle excess tonnage D20 to D53; D53 and D106.							
<b>CLEBURN BRANCH.</b>							
778 and Y10.....	695	765	1000	1165			
<b>SHERMAN BRANCH.</b>							
664 and P11.....	700	800	900	1000			
<b>DENTON DISTRICT.</b>							
D106 and K15.....	740	815	925	1040			
K15 and 722.....	690	650	735	855			
<b>BONHAM BRANCH.</b>							
664 and AC24.....	695	765	870	1000			
<b>Engine Percentages</b>	<b>22</b>	<b>23</b>	<b>27</b>	<b>28</b>	<b>30</b>	<b>33</b>	<b>41</b>
<b>STATIONS</b>	<b>GREENVILLE DIVISION</b>						
<b>EASTWARD</b>							
D52 to X54.....	675	700	850	900	1000	1150	1500
X54 to X95.....	650	575	650	675	750	850	1100
X95 to X170.....	735	755	870	900	1000	1150	1400
<b>WESTWARD</b>							
X170 to X95.....	720	745	880	950	1025	1150	1400
X95 to X54.....	650	575	635	685	750	850	1100
X54 to D52.....	650	680	835	1000	1050	1250	1600
<b>MINEOLA DIVISION</b>							
<b>SOUTHWARD</b>							
D52 to H37.....	725	750	850	900	950	1050	
H37 to H50.....	850	870	1015	1070	1150	1250	
<b>NORTHWARD</b>							
H50 to H37.....	880	900	1000	1085	1150	1250	
H37 to D52.....	750	780	900	940	1050	1150	
<b>MCKINNEY DIVISION</b>							
<b>WESTWARD</b>							
D52 to W15.....	650	730	825	850	925		
W15 to W32.....	600	650	750	800	850		
<b>EASTWARD</b>							
W32 to W15.....	600	650	750	800	850		
W15 to D52.....	650	700	825	850	925		

W. N. STEVENS,  
Night Chief Train Dispatcher.

E. V. JOHNSON,  
Asst. Chief Train Dispatcher.

C. W. WRIGHT,  
J. E. LAISURE,  
O. W. WALWORTH,  
Dispatchers, Ft. Worth Div.

E. O'CONNELL,  
F. MOORE,  
J. B. GLASGOW,  
Dispatchers, Dallas Div.

G. W. WALL,  
R. C. JOHNSON,  
Dispatchers,  
—DENISON.

P. CAIN,  
G. L. TOOLEY,  
D. N. SMITH,  
W. L. MONTGOMERY,  
Dispatchers,  
—HUNT.

**DENISON  
DISTRICT**

**TIME TABLE  
No. 5**

**Effective  
January 11, 1920**

