

MISSOURI, KANSAS & TEXAS RAILWAY OF TEXAS

C. E. SCHAFF, Receiver

SAFETY

FIRST

SHREVEPORT DISTRICT

EMPLOYEES TIME TABLE No. 1

Effective Sunday, May 2, 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

R. R. FARMER,
Superintendent

H. E. MCGEE,
General Manager

W. M. WHITENTON,
Assistant Chief Operating Officer

C. N. WHITEHEAD,
Chief Operating Officer

WESTWARD TRAINS

SHREVEPORT DIVISION

EASTWARD TRAINS

FOURTH CLASS			THIRD CLASS		FIRST CLASS		Sliding Capacity Cars Telephone Scales Water Turn Table Wye Fuel	Distance from St. Louis	Time Table No. 1 Effective 12:01 A. M. May 2, 1920	Station Numbers	FIRST CLASS		THIRD CLASS		FOURTH CLASS		
97 Way	95 Way	91 Way	83 Thru Freight	85 Thru Freight	31 Passenger	33 Passenger					34 Passenger	32 Passenger	86 Thru Freight	84 Thru Freight	92 Way	96 Way	98 Way
Tuesday, Thursday, Sat.	Monday, Wed., Friday	Daily Except Sunday	Daily	Daily	Daily	Daily	W. P. C. T. Y. O. R. Yard	Leave N	STATIONS	Arrive BU	Daily	Daily	Daily	Daily	Daily Except Sunday	Tuesday, Thursday, Sat.	Monday, Wed., Friday
AM 8.00			PM 11.30		AM	PM	883.1	N	SHREVEPORT YARDS		AM	PM	AM 9.40				PM 4.00
					7.50	9.30	882.6	N	SHREVEPORT UNION DEPOT UN	X 170	6.30	6.45					
8.40 ⁸⁶			11.50		f 8.00	f 9.45	879.1	N	JEWELLA	X 166	6.20	f 6.30	8.40 ⁹⁷				3.35
9.05			12.15 ^{AM}		f 8.14 ⁸⁶	f 10.01	873.8	N	NICHOLS	X 161	6.01	f 6.05	8.14 ³¹				2.50
9.30			12.35		s 8.28	s 10.20	868.2	N	CROSSING GREENWOOD	X 155	s 5.46	s 5.49	7.45				2.10
10.00			1.00		s 8.43	s 10.37	862.6	N	CROSSING WASKOM	X 150	s 5.29	s 5.33	7.15				1.30
10.25			1.25		f 9.00	10.56	856.7	N	LEMO	X 144	5.09	f 5.17	6.40				12.55
10.45			1.40		s 9.10	f 11.08	852.7	N	LEIGH	X 140	f 4.55	s 5.06	6.20				12.35
11.05			2.00		s 9.23	f 11.23	847.9	N	KARNAOK	X 135	f 4.38	s 4.53	5.55				12.05 ^{PM}
11.35			2.25		f 9.36	f 11.39	843.0	N	BALDWIN	X 130	f 4.21	f 4.37	5.30				11.35
12.15 ^{PM}			2.55		s 9.56	s 12.04 ^{AM}	835.4	N	JEFFERSON	X 122	s 3.56	s 4.18	4.50				10.50
12.45			3.15		f 10.11	12.21	830.2	N	VINA	X 117	3.37	f 4.01	4.27				10.18
12.50			3.32 ³⁴		f 10.14 ⁹⁸	12.24	829.2	N	NEWLINE	X 116	3.32 ⁸³	3.57	4.22				10.14 ³¹
1.25			4.00 ⁸⁶		s 10.29	s 12.41	823.4	N	LASSATER	X 110	f 3.19	s 3.41	4.00 ⁸³				9.40
2.00	AM		4.45	AM	s 10.47	s 12.56	817.0	N	AVINGER	X 104	s 2.58	s 3.23	3.20	AM		AM	9.10
A 2.45	L 8.00		A 5.20	L 5.40	s 11.10	s 1.18	808.1	N	HUGHES SPRINGS	X 95	s 2.30	s 2.58	L 2.45	A 2.15		A 11.00	L 8.30
PM	8.30		AM	6.20	s 11.27	s 1.33 ⁸⁴	801.8	N	DAINGERFIELD	X 89	s 2.10	s 2.42	AM	1.33 ³³		10.35	AM
	8.50			6.40	s 11.42	s 1.50 ³⁴	796.0	N	OASON	X 83	s 1.50 ³³	s 2.25		1.07		10.10	
	9.10			7.05	f 11.57	2.03	790.3	N	FAKER	X 77	1.40	f 2.10		12.40		9.45	
	9.30			7.20	s 12.08 ^{PM}	s 2.12	786.1	N	CROSSING PITTSBURG	X 73	s 1.32	s 2.00		12.20 ^{AM}		9.30	
	10.00			7.45	s 12.27	s 2.26	779.4	N	LEESBURG	X 66	s 1.16	s 1.43		11.50		9.00	
	10.15			8.00	s 12.37	s 2.33	776.0	N	NEWSOME	X 63	s 1.07	s 1.32		11.32		8.45	
	10.30			8.25 ⁹⁶	s 12.44	f 2.40	773.2	N	SOROGGINS	X 60	f 1.00	s 1.22		11.20		8.25 ⁸⁵	
	10.55	AM		8.45	1.00	2.53	767.8	N	ESER	X 55	12.44	1.10		10.55	AM	8.05	
	A 11.00	L 8.30		8.50	f 1.05 ³²	s 2.56	766.7	N	WINNSBORO	X 54	s 12.41	f 1.05 ³¹	12.45	10.50	A 11.30	L 8.00	
	AM	9.00		9.20	s 1.44	s 3.15	758.7	N	PICKTON	X 46	s 12.20	s 12.20		10.25	10.55	AM	
		9.30		9.45	s 1.58	s 3.27	753.5	N	COMO	X 40	s 12.08	s 12.05 ^{PM}		10.09	10.20		
		10.00 ⁹²⁻⁸⁵		10.00 ⁹²⁻⁹¹	f 2.06	3.34	750.4	N	CRUSH	X 37	12.01 ^{AM}	f 11.55		10.00	10.00 ⁸⁵⁻⁹¹		
		10.40		10.23	s 2.20	s 3.48	744.1	N	SULPHUR SPRINGS	X 31	s 11.56	s 11.38		9.40	9.35		
		11.20 ³²		10.45	s 2.40	s 4.06	738.3	N	BRASHEAR	X 23	s 11.29	s 11.20 ⁹¹		9.18	9.05		
		12.01 ^{PM}		11.05 ³²	s 2.55	s 4.20	730.1	N	CUMBY	X 17	s 11.15	s 11.05 ⁸⁵		9.00	8.45		
		12.35		11.30	s 3.10	s 4.35	723.4	N	CAMPBELL	X 10	s 11.00	s 10.50		8.40	8.15		
		1.00		11.50	3.22	4.47	718.7	N	HUSBANDS	X 6	10.47	10.44		8.25	7.55		
	A 1.30			12.15			714.0	N	HUNT	D 53				8.00	7.30		
	PM			PM	3.40 ^{PM}	5.05 ^{AM}	713.4	N	GREENVILLE	D 52	10.30 ^{PM}	10.25 ^{AM}		PM	AM		
97 11.1	95 13.8	91 10.8	83 14.0	85 13.2	31 21.6	33 22.1			169.7 Average Speed Per Hour		34 21.2	32 20	86 11.1	84 15.2	92 13.5	96 13.8	98 10.0

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

Trains handling loaded oil tanks will not exceed a speed of 10 miles per hour between Daingerfield and Shreveport, and 18 miles per hour between Greenville and Daingerfield.

WESTWARD TRAINS

McKINNEY BRANCH

EASTWARD TRAINS 3

THIRD CLASS	FIRST CLASS		Siding Capacity Cars Telephone Scales Water Turn Table Wye Fuel	Distance from St. Louis	Time Table No. 1 Effective 12:01 A. M. May 2, 1920	Station Numbers	FIRST CLASS		THIRD CLASS
	89 Way Freight	37 Passenger					38 Passenger	88 Way Freight	
Daily Ex. Sunday	Daily	Daily			STATIONS		Daily	Daily Ex. Sunday	
AM	AM	AM	Y. W. C. R. F. O. Yard	713.0	LEAVE N GREENVILLE ARRIVE A	D 52	PM	PM	
7.00	9.10	9.10	Yard	714.0	N 1.0 HUNT FS	D 53	3.45	3.50	
s 7.50	9.30	9.30	33	720.8	D 6.9 FLOYD FD	W 8	s 3.15 ⁸⁸	s 3.15 ³⁸	
s 9.00	s 10.00	s 10.00	33	728.1	D 6.9 FARMERSVILLE SA	W 15	s 2.50	s 2.30	
s 9.50	s 10.25	s 10.25	32	736.8	GC&SF 9.1 PRINCETON Crossing PN	W 24	s 2.25	s 1.30	
s 10.50 ³⁷ AM	s 10.50 ⁸⁹ AM	s 10.50 ⁸⁹ AM	T. O. R. Yard	744.5	D 7.8 McKINNEY NY ARRIVE LEAVE	W 32	2.00 PM	12.20 PM	
89 8.2	37 17.2	37 17.2			31.6 Average Speed Per Hour		38 17.2	88 9.5	

Trains handling loaded oil tanks will not exceed 8 miles per hour.
No. 89 is superior to No. 88.

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. 1 Effective 12:01 A. M. May 2, 1920	Station Numbers	FIRST CLASS		THIRD CLASS
	93 Way Freight	35 Passenger					36 Passenger	94 Way Freight	
Daily Ex. Sunday	Daily	Daily			STATIONS		Daily	Daily Ex. Sunday	
AM	PM	PM	W. O. P. T. R. Yard	714.0	LEAVE N HUNT ARRIVE FS	D 53	AM	PM	
6.30	4.25	4.25	Y. R. Yard	713.0	N 7.2 GREENVILLE A	D 52	8.45	1.45	
6.35	s 4.47	s 4.47	37	720.2	Tex. Mid. 7.3 DIXON Crossing	H 7	s 8.20	1.00	
7.15	s 5.10	s 5.10	43	727.5	D 6.0 LONE OAK NK	H 14	s 8.00 ⁹³	12.05 PM	
8.00 ³⁶	s 5.28	s 5.28	41	733.5	D 7.4 POINT NO	H 21	s 7.40	11.25	
9.00	s 5.50	s 5.50	29 W.	740.9	D 9.5 EMORY MY	H 28	s 7.15	10.15 ⁹³	
10.15 ⁹⁴	s 6.19	s 6.19	Y. 60	750.4	D T.S.L. 0.6 ALBA AB Crossing	H 37	s 6.52	8.30	
11.45	s 6.22	s 6.22		751.0	D 5.5 HOYT US	H 38	s 6.47	8.20	
12.50 PM	f 6.50	f 6.50	38	756.5	D 5.0 GOLDEN DI	H 44	s 6.33	7.50	
1.40	f 6.50	f 6.50	47	761.5	D 2.0 STORAGE	H 48	f 6.20	7.15	
2.00 PM	7.00 PM	7.00 PM	T. Y. R. O. Yard	763.5	N T. & P. Interlocker MINEOLA US Arrive Leave	H 50	6.15 AM	7.00 AM	
93 6.7	35 19.7	35 19.7			50.5 Average Speed Per Hour		36 20.2	94 7.2	

Northward trains are superior to trains of same class in opposite direction unless otherwise specified.
Trains handling loaded oil tanks will not exceed 12 miles 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.

Register Stations: Greenville Dispatchers Office, Hunt, Mineola, McKinney, Winnsboro, Hughes Springs, Shreveport Yard Office and Shreveport Union Depot.

Bulletin Books and Clocks regulated to Standard time are located as follows: Yard office, Hunt, Greenville Dispatchers Office, Hughes Springs Telegraph Office, Shreveport Yard Office and Shreveport Union Depot, William Faust, Watch Inspector, Greenville, Tex.

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

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

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. Lorraine, 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: Crush Brick Yard 750, Patman 813, Schuller 838, Haynes H722, Rains H738, Clearing H747, Craver H753, Bobs 748 1-2, Linnis 866, Wilsons Mile X810, Johnsons X794, Lorraine X863.5, Caddo Downs X879.7.

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

Husband Tank, 719.7; Cumby 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.

A, Oil; 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 will not exceed 6 miles per hour through city limits of Sulphur Springs.

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.

Night and Day Telegraph Office in interlocking tower: 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.

Passenger trains not exceed 30 and freight trains 15 miles per hour between Daingerfield and Shreveport.

Passenger trains not exceed and freight trains 25 miles per hour between Greenville and Daingerfield.

On the Mineola Division passenger trains not exceed 25 and freight trains 15 miles per hour.

On the McKinney Branch trains not exceed 12 miles per hour.

All freight trains handle excess tonnage unless otherwise instructed.

EXCESS TONNAGE

EASTWARD

WESTWARD

23 per cent engines handle 125 ton excess	D52 to X54	23 per cent engines handle 100 tons excess	X54 to D52
27 " " " " 200 " "	D52 " X54	" " " " 210 " "	X54 " D52
28 " " " " 225 " "	D52 " X54	" " " " 315 " "	X54 " D52
30 " " " " 250 " "	D52 " X54	" " " " 300 " "	X54 " D52
33 " " " " 300 " "	D52 " X54	" " " " 400 " "	X54 " D52
41 " " " " 300 " "	D52 " X54	" " " " 500 " "	X54 " D52

Dispatchers,
 P. CAIN,
 G. L. TOOLEY,
 B. N. SMITH,
 W. L. MONTGOMERY,

T. S. NIX,
 Train Master and Road Foreman of
 Engines.

M. G. TULL,
 Chief Train Dispatcher,

Dispatchers,

Missouri, Kansas & Texas Railroad of Texas Employees' Hospital Association DALLAS

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

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

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.
 Dr. B. Randolph.
LEESBURG—
 Dr. L. V. Clinton.
 Dr. J. B. Florence.
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.
 C. E. Scales.
HUGHES SPRINGS—
 Dr. A. E. Starnes.
 Dr. H. L. D. Jenkins.
GREENVILLE—
 Dr. Will Cantrell
 Dr. C. Kennedy.
 Dr. D. R. Waddle.
 Dr. I. D. Whitten.
 Dr. W. C. Morrow.

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. Ben Largent.
MINEOLA—
 Dr. A. P. Buchanan.
 Dr. T. H. Peterson.
 Dr. T. H. Peterson.
BRASHEAR—
 Dr. H. L. Duvall.
CUMBY—
 Dr. W. H. Ward.
LEIGH—
 Dr. E. M. Loach.
NEWSOME—
 Dr. W. J. Howell.

SPEED TABLE

Speed Per Hour	Time		Speed Per Hour	Time	
	1 Mile			1 Mile	
Miles	M	S	Miles	M.	S.
10	6	0	36	1	40
11	5	27	37	1	37
12	5	0	38	1	34
13	4	37	39	1	32
14	4	17	40	1	30
15	4	0	41	1	27
16	3	45	42	1	25
17	3	31	43	1	23
18	3	20	44	1	21
19	3	9	45	1	20
20	3	0	46	1	18
21	2	51	47	1	16
22	2	43	48	1	15
23	2	36	49	1	13
24	2	30	50	1	12
25	2	24	51	1	10
26	2	18	52	1	9
27	2	13	53	1	7
28	2	8	54	1	6
29	2	4	55	1	5
30	2	0	56	1	4
31	1	56	57	1	3
32	1	52	58	1	2
33	1	49	59	1	1
34	1	45	60	1	0
35	1	42			

TONNAGE RATING TABLE

Engine Percentages	2	23	27	28	30	33	41
GREENVILLE DIVISION							
EASTWARD							
D52 to X95	550	575	650	675	750	850	1100
X95 to X170	735	755	870	900	1000	1150	1400
WESTWARD							
X170 to X95	720	745	880	950	1025	1150	1400
X95 to X52	550	575	625	685	750	850	1100
MINEOLA DIVISION							
SOUTHWARD							
D52 to H37	725	750	850	900	950	1050	
H37 to H50	850	870	1015	1070	1150	1250	
NORTHWARD							
H50 to H37	880	900	1000	1085	1150	1250	
H37 to D52	750	780	900	940	1050	1150	
McKINNEY BRANCH							
WESTWARD							
D52 to W15	650	730	825	850	925		
W15 to W32	800	650	750	800	850		
EASTWARD							
W32 to W15	600	650	750	800	850		
W15 to D52	850	700	825	850	925		

**SHREVEPORT
DISTRICT**

**TIME TABLE
No. 1**

**Effective
May 2, 1920**