

# MISSOURI, KANSAS & TEXAS RAILWAY OF TEXAS

C. E. SCHAFF, Receiver

**SAFETY**

**FIRST**

**TEXAS CENTRAL 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**

**J. W. EVENS,**  
Superintendent

**H. E. MCGEE,**  
General Manager

**W. M. WHITENTON,**  
Assistant Chief Operating Officer

**C. N. WHITEHEAD,**  
Chief Operating Officer

WESTWARD TRAINS

DELEON DIVISION

EASTWARD TRAINS

FOURTH CLASS		THIRD CLASS	FIRST CLASS		Passing Track Car Capacity	Capacity Other Tracks	Coal Oil Water Wye Scales Turn Table	Distance from Waco	Time Table No. 1		Station Numbers	FIRST CLASS		THIRD CLASS	FOURTH CLASS	
95	93	61	35	37					Effective 12:01 A. M.			STATIONS		38		62
Way Freight	Way Freight	Through Freight	Passenger	Passenger				LEAVE	ARRIVE		Passenger	Passenger	Through Freight	Way Freight	Way Freight	
Daily Ex. Sunday	Monday, Wed., Friday Only	Daily	Daily	Daily			0	WACO	WC	846	Daily	Daily	Daily	Tuesday, Thur., Saturday Only	Daily Ex. Sunday	
			8.30 PM	8.00 AM		Yard	WSR				3.40 PM	7.30 AM				
			8.35	8.05		Yard					3.30	7.20				
	8.15 AM	8.45 PM	Via Texas Central Old Main Line			Yard	OWSCTR	2.8		843	Via Texas Central Old Main Line		4.30 AM	2.20 PM		
	8.30	9.00	8.45	8.15			R	5.9		4	3.15	7.10	4.15	2.00		
	9.00	9.30	9.00	8.35				13.1		13	2.59	6.55	3.40	1.30		
	9.20	9.45	9.10	8.43				17.0		17	2.51	6.45	3.20	1.10		
			9.18	8.50				20.2		20	2.43	6.35				
	10.15	10.15	9.31	9.00		47	34	24.2		24	2.34	6.25	2.40	12.30 PM		
	12.15 PM	10.55	9.56	9.25		50	67	34.4		34	2.10	6.00	1.45	10.55		
			10.07	9.37				40.4		40	1.54	5.43				
	1.41 AM	11.40	10.20	9.50				45.7		46	1.41	5.30	12.45	9.50	37	
	2.05	12.01 AM	10.30	10.05		30	31	51.9		52	1.25	5.12	12.20	9.10		
	2.45 AM	12.10	10.40	10.31		58	59	54.5		55	1.20	5.05	12.10 AM	9.00	PM	
	7.00	3.30	11.10	10.58			Yard	63.9		64	1.00	4.38	11.10	8.00	2.00	
	7.45	PM	11.30	11.20			Yard	73.9		74	12.32	4.08	10.15	AM	1.00	
	9.45		11.59	11.45			Yard	85.2		85	12.10 PM	3.40	9.40		12.10 PM	
	10.20		12.14 AM	12.22			Yard	92.5		93	11.35	3.20	9.10		11.05	
	10.45		12.25	12.32				97.7		98	11.25	3.07	8.50		10.45	
	11.25		12.57	1.05			Yard	106.5		107	11.02	2.43	8.15		10.00	
	12.20 PM		1.08	1.17		48	0	110.5		111	10.47	2.28	7.50		7.50	
	12.45		1.19	1.25		48	43	114.8		115	10.37	2.15	7.20		7.30	
	1.05		1.40	1.37			Yard	119.7		120	10.25 AM	2.00 AM	7.00 PM		7.00 AM	
	1.30 PM															
	95	93	61	35	37						38	36	62	94	96	
8.4	8.4	12.8	23.2	20.6							22.8	21.3	12.3	9.7	7.0	

Nos. 37 and 38 stop on flag at Elm Mott M. P. 9.8.

Passing track at Ross, Aquilla, Morgan and Iredell is west of telegraph office.

"Water" shown at Aquilla is at Aquilla Creek M. P. 20.8. Steiner is at East Steel's Creek M. P. 43.9. Additional water tank at Leon River M. P. 116.5.

First-class trains run under control through De Leon yard limits.

Maximum speed between Waco and De Leon: Passenger trains 45 and freight trains 25 miles per hour.

44 per cent engines will not exceed a speed of 10 miles per hour over East Steel Creek bridge M. P. 43.8, Duffau Creek Bridge M. P. 74.4, East Greens Creek Bridge M. P. 91.9, Leon River Bridge M. P. 116.5.

44 per cent engines will not be double-headed with any class of engines. No class of engines will be double-headed over East Greens Creek Bridge M. P. 91.9 and Leon River Bridge M. P. 116.5.

Trains reduce speed to 8 miles per hour through city limits Waco and Aquilla, 6 miles Dublin and Whitney and 10 miles Hico.

Trains handling loaded oil cars not exceed 18 miles per hour.

First-class trains and passenger extras, register and get clearance Waco, Walnut Springs and De Leon. Third and fourth class and extra trains (except passenger extras) register and get clearance Bellmead, Walnut Springs and De Leon. Passenger trains register at Bem.

Double Track Hewitt to the switch 3000 feet north of Cotton Belt crossing, Bellmead, (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 under control, without orders against overdue superior trains. Trains and switch engines may run between Waco and Bellmead ahead of overdue superior trains without orders.

Trains and yard engines will move under control through the double track limits, Waco to Bellmead expecting to find main line and cross-overs occupied.

Trains and yard engines passing through Waco will move under entire control expecting to find both main tracks occupied.

Train register stations shown in full face type.

Industrial tracks: Weisman Spur M. P. 37.5. Barry Spur M. P. 67.4. Pullman Oil & Refining Co. Spur M. P. 104.6. Dublin Oil & Refining Co. Spur M. P. 104.9. Humble Oil & Refining Co.'s Skimming Plant Spur M. P. 113.4. Independent Torpedo Co. Spur M. P. 117.1.

WESTWARD TRAINS

STAMFORD DIVISION

EASTWARD TRAINS

FOURTH CLASS			FIRST CLASS		Passing Track Car Capacity.	Other Tracks Car Capacity.	Coal, Oil, Water, Wye Turn Table, Scallops.	Distance from Waco	Time Table No. 1 Effective 12:01 A. M. May 2, 1920		Station Numbers	FIRST CLASS		FOURTH CLASS				
101 Way Freight	99 Way Freight	97 Way Freight	35 Passenger	37 Passenger					38 Passenger	36 Passenger		98 Way Freight	100 Way Freight	102 Way Freight				
Monday Wednesday Friday Only	Tuesday Thursday, Saturday Only	Daily Except Sunday	Daily	Daily						Daily	Daily	Daily Ex. Sunday	Tuesday Thursday, Saturday Only	Monday Wednesday Friday Only				
		AM 7.30	AM 1.50 <sup>36</sup>	PM 1.45		Yard	CO YWR	119.7	LEAVE N	DELEON	ARRIVE DN	120	AM 10.10	AM 1.50 <sup>35</sup>		PM 3.15		
		7.55	2.05	s 2.00		56		125.2		RUOKER		125	s 9.53	1.36		2.50		
		8.25	s 2.20	s 2.20 <sup>98</sup>		Yard	W	130.5	N	GORMAN	G	131	s 9.40	s 1.22		2.20 <sup>37</sup>		
		9.10 <sup>38</sup>	s 2.50	s 2.45		50	23	140.8	D	CARBON	Z	141	s 9.10 <sup>97</sup>	s 12.53		12.40		
		9.40	s 3.02	s 2.55		57	14	144.9	D	MANGUM	A	145	s 8.59	s 12.42		12.10PM		
		10.10	3.21	3.09		50	0	152.0		HILLSIDE		152	8.37	12.24		11.30		
		11.10 <sup>98</sup>	s 3.40	s 3.35			Yard	155.2	N	CISCO	D	155	s 8.28	12.15AM 11.58		11.10 <sup>97</sup>		
			4.05	4.00		8	CWYS	162.6	T&P	BATTLE HILL	Crossing	163	f 7.54	11.36				
		12.10PM	f 4.25	s 4.15		40		168.1		PUEBLO		168	s 7.41	f 11.20		9.50		
		1.30	s 4.40	s 4.30		50	52	173.2	D	MORAN	RN	173	s 7.29	s 11.05		9.20		
	AM	2.00	f 4.55	f 4.45		29	W	177.9		SEDWICK		178	f 7.13	f 10.50		8.20	AM	
	L 11.20	A 3.00	s 5.25	s 5.10		Yard	WY	188.6	N	ALBANY	AB	195	s 6.47	s 10.20		L 7.30	A 10.20	
	12.20PM	PM	f 5.55	f 5.35		15	W	199.0		ACAMPO		199	f 6.22	f 9.48		AM	9.35	
	12.40		f 6.09 <sup>38</sup>	f 5.48		30		203.0		BUDMATTHEWS		203	f 6.09 <sup>35</sup>	f 9.35		9.15		
	1.15		6.30	6.08		10	W	211.7		CLEAR FORK		212	5.45	9.13		8.45		
	1.40		s 6.35	s 6.13		97		212.8	D	LUEDERS	RD	213	s 5.42	s 9.10		8.35		
AM	2.15		s 6.55	s 6.33		22		219.8		AVOCA		220	s 5.22	s 8.50		8.00	PM	
L 8.30	A 3.00		7.15 <sup>100</sup> 7.30	A 6.55		Yard	OWYRS	227.3	WV	STAMFORD	Crossing SM	227	L 5.00	s 8.30		L 7.30 <sup>35</sup>	A 3.45	
9.10	PM		s 7.56	PM		24		236.1	N	TUXEDO	Crossing XO	236	AM	s 7.57		AM	3.00	
10.20			s 8.27			Yard	W	246.9	D	HAMLIN	Crossing HB	247		s 7.30			2.10	
11.00			s 9.00			34		258.3		ROYSTON		258		s 7.00			1.10	
11.20			s 9.15			9		263.5	D	NORTH ROBY	RO	264		s 6.45			12.50	
11.45 AM			9.30 AM			Yard	YWR	269.1	D	ROTAN	NA LEAVE	269		6.30 PM			12.30 PM	
101 12.9	99 10.7	97 9.2	35 19.5	37 20.8									38 20.8	36 19.5		98 9.2	100 13.6	102 12.9

NO. 101 IS SUPERIOR TO NO. 102

Passing track Carbon and Albany is west of telegraph office.

Passing track Moran is east of telegraph office.

"Water" shown at Sedwick is at South Hubbard Creek M. P. 179.4. Albany is at North Hubbard Creek M. P. 1865. Acampo is located at reservoir M. P. 197.6.

Maximum speed between De Leon and Rotan: Passenger trains 35 and freight trains 20 miles per hour.

All trains register and get clearance De Leon, Albany, Stamford and Rotan.

Freight trains handling loaded oil cars not exceed 15 miles per hour.

Nos. 37 and 38 stop on flag at Coghill.

First-class trains run under control through Cisco and De Leon yard limits.

Industrial Tracks: Prairie Oil & Gas Co. Spur M. P. 129.9. Brelsford Spur M. P. 149.4. Illinois Torpedo Co. Spur M. P. 155.4. Texas Co. Spur M. P. 174.5. Coghill Spur M. P. 193.1. Central Quarry Spur M. P. 195.8. Sand Spur M. P. 260.7.

WESTWARD TRAINS				CROSS PLAINS BRANCH				EASTWARD TRAINS			
FOURTH CLASS		FIRST CLASS	Passing Tracks Car Capacity	Car Capacity Other Tracks	Coal, Oil, Water, Turn Table, Wye, Track Stations	Time Table No. 1 Effective 12:01 A. M. May 2, 1920		Station Numbers	FIRST CLASS	FOURTH CLASS	
55 Way Freight	53 Passenger	52 Passenger				54 Way Freight					
Daily Except Sunday	Daily	Daily	Daily Except Sunday	STATIONS		DELEON	CROSS PLAINS				
AM 7.30	PM 2.15 <sup>54</sup>	Yard	COYWR	LEAVE N	ARRIVE DN	120	AM 10.10	PM 2.00 <sup>53</sup>			
8.10	* 3.00	0	19			B 129	* 9.25	1.00			
9.01 <sup>52</sup>	* 3.27	50	118	W	D	B 136	* 9.01 <sup>55</sup>	12.15 PM			
10.40 <sup>54</sup>	* 4.12	0	101	W	D	B 147	* 8.17	10.40 <sup>55</sup>			
12.30 PM	* 4.45	0	15			B 155	* 7.47	9.00			
1.00 PM	5.15 PM	Yard	YR	D ARRIVE	CX LEAVE	B 160	7.30 AM	8.30 AM			
55 7.2	53 13.3			40.2 Average Speed Per Hour			52 14	54 7.2			

"Water" shown at Sipe Springs is at the reservoir M. P. B19.1.

**INDUSTRIAL TRACKS:**

Sabanna Spur M. P. B4.7.

Fisher and Gilliland Spur M. P. B20.5.

Moorman City Spur M. P. B20.8.

All trains register and get clearance at De Leon and Cross Plains.

Maximum Speed: Passenger trains 25 and freights 15 miles per hour.

Freight trains handling loaded oil cars not exceed 10 miles per hour.

# SPECIAL INSTRUCTIONS

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

Each time table from the moment 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 division. But when a schedule of a preceding time table corresponds in number, class, date of leaving, direction and initial and terminal stations 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.

Third and Fourth class and extra trains are required to approach and pass all water tanks, coal chutes, yard and stations completely under control. Speed must be reduced and enginemen and trainmen must commence to get their train "in hand" in ample time so that under no circumstances whatever shall it be possible for it to strike any train, car or

engine which may be occupying the track, responsibility for safety rests with the approaching third and fourth class or extra train. The distance approaching train must be under control is where yard limit boards are placed at stations, and in the absence of yard limit boards you will be under control at the station whistling board, and in the absence of station whistling boards you will have your train absolutely under control one-half mile from the farthestmost switch east or west of the station, whichever the case may be, so there will be no possibility whatever of the approaching train striking another train, car or engine occupying main track unprotected.

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; all employees must **PROTECT** themselves from injury in passing such structures. Persons are particularly cautioned against standing upright on top of covered cars while passing through bridges.

**TONNAGE RATING TABLE.**

ENGINE PERCENTS	27	28	30	44
STATIONS	Rating	Rating	Rating	Rating
<b>WEST BOUND</b>				
843 to 193.....	740	800	900	1320
193 to 227.....	575	625	700	.....
227 to 269.....	850	950	1100	.....
120 to B160.....	700	725	800	.....
<b>EAST BOUND</b>				
269 to 227.....	1800	1900	2000	.....
227 to 120.....	740	800	900	.....
120 to 843.....	740	800	900	1320
B160 to 120.....	700	725	800	.....

When tonnage is available excess will be handled  
141 to 120, 107 to 46, 17 to 843, 199 to 227, 236 to 269.

**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	26
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	46	60	1	0
35	1	42			

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

**LIST OF SURGEONS**

DR. S. WEBB, JR., Chief Surgeon, Dallas, Texas.

DR. M. E. LOTT, Asst. Chief Surgeon, Dallas, Texas.

**AQUILLA—**  
Dr. C. L. Montgomery  
Dr. J. D. Hunt

**ALBANY—**  
Dr. Gregg Murrie

**CARBON—**  
Dr. T. G. Jackson

**CISCO—**  
Dr. J. W. Howell  
Dr. G. W. Griswald  
Dr. K. J. Scott

**CLAIRETTE—**  
Dr. J. T. Plemmons

**CROSS PLAINS—**  
Dr. John Tyson

**DUBLIN—**  
Dr. J. R. Sessums.  
Dr. T. F. Bryan  
Dr. O. C. Gain

**DE LEON—**  
Dr. J. E. Self  
Dr. Earl Langston

**GORMAN—**  
Dr. R. H. Rush  
Dr. E. W. Kimble  
Dr. E. C. Blackwell  
Dr. G. T. Blackwell

**HAMLIN**  
Dr. L. S. Magee

**HICO—**  
Dr. Chas. M. Hall  
Dr. J. D. Currie

**IREDELL—**  
Dr. A. L. Breeding  
Dr. A. N. Pike

**LUEDERS—**  
Dr. I. Z. Brown

**MORGAN—**  
Dr. L. E. Maples

**MANGUM—**  
Dr. C. H. Carter

**ROTAN—**  
Dr. B. F. Reaves  
Dr. W. W. Callan

**SIFE SPRINGS—**  
Dr. W. J. Westbrook

**RISING STAR—**  
Dr. Tom Patterson

**STAMFORD—**  
Dr. E. P. Bunkley  
Dr. J. E. Montgomery  
Dr. Dallas Southard

**WACO—**  
Dr. H. T. Aynesworth  
Dr. K. H. Aynesworth  
Drs. Colgin & Colgin  
Dr. J. F. Bailey  
Dr. J. R. Ferrell

**WALNUT SPRINGS—**  
Dr. W. C. Murray  
Dr. J. A. Murray

**WHITNEY—**  
Dr. S. A. Faulkner  
Dr. W. T. Treat

**EXPLANATION OF SYMBOLS.**

O Fuel Oil Station  
S Track Scales  
N Day and Night Telegraph office.  
D Day Telegraph office.  
NO Night Telegraph office only.  
P Telephone.  
W Water station.  
C Coal.

T Turn table.  
Y Wye.  
R Register.  
s Regular stop.  
f Flag stop to receive or discharge passengers or freight.  
¶ Stop for meals.  
Train register stations shown in FULL FACE type.

**LOCATION STANDARD CLOCKS**

Waco  
Bell Mead  
DeLeon  
Stamford  
Rotan.

**LOCATION BULLETIN BOOKS**

Waco  
Bellmead  
Walnut Springs  
DeLeon  
Cisco  
Rotan

**OFFICIAL TIME INSPECTORS.**

C. H. Anderson, Waco  
Anderson Bros., DeLeon  
Webb C. Ball, Gen'l Time Inspector  
Railway Exchange Bldg., Chicago, Ill.  
W. F. Hayes, Sup't Time Service  
Railway Exchange Bldg., Chicago, Ill.

H. G. ODELL, Trainmaster.  
J. E. CALLAHAN, Trainmaster.  
G. B. HALLMAN, Road Foreman of Engines

E. S. WALSH, Chief Train Dispatcher.  
F. L. CARROLL, Assistant Chief Dispatcher.

F. S. LEWIS, 1st Trick Dispatcher  
M. C. NEWKIRK, 2nd Trick Dispatcher

J. G. SCHMIDT, 3rd Trick Dispatcher  
J. W. ELLSWORTH, Relief Trick Dispatcher

# TEXAS CENTRAL DISTRICT

## TIME TABLE No. 1

Effective  
May 2, 1920