

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



WICHITA FALLS DISTRICT EMPLOYEES TIME TABLE No. 8

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

R. J. SULLIVAN,
Superintendent

WESTBOUND

HENRIETTA DIVISION

EASTBOUND

THIRD CLASS			FIRST CLASS			Distance from St. Louis	Time Table No. 8 Effective 12:01 A. M. Nov. 1, 1914	STATIONS	Station Numbers	Register Station, Coal, Water, Telephone, Turn Table, Track Scales, Wye, Car Capacity	FIRST CLASS			THIRD CLASS		
81 Through Freight	97 Way Freight	77 Through Freight	51 Mixed	17 Passenger	11 Passenger						14 Passenger	12 Passenger	50 Mixed	96 Way Freight	80 Through Freight	78 Through Freight
Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
12.05PM	7.45AM	12.05AM	11.00AM	6.50PM ⁸⁰	7.30AM	685.7	LEAVE N WHITESBORO	686	RCWOY Yard	10.30AM ⁵⁰	5.20PM	10.30AM ¹⁴	4.45PM	6.50PM ¹⁷	7.00AM	
12.35	8.15	12.35	s11.20	s 7.10	s 7.50	693.1	ARRIVE WO WOODBINE	G 7	13	s10.10	s 5.00	s10.00	4.15	6.15	6.15	
1.20	8.55	1.30	11.45AM	s 7.40	s 8.18	701.1	N GAINESVILLE GV	G 15	137 RWY	s 9.50	s 4.40	9.30AM	3.45	5.40	5.30	
1.45	9.32 ¹⁴	2.00		s 7.54	s 8.35	706.5	GC&SF LINDSAY	G 21	64	s 9.32 ⁹⁷	s 4.13		2.35	4.30	4.40	
2.10 ⁹⁶	9.55	2.30		s 8.09	s 8.51	712.4	D MYRA MR	G 27	85	s 9.17	s 3.59 ⁸⁰		2.10 ⁸¹	3.59 ¹²	4.15	
2.30	10.25	2.52		s 8.19	s 9.05 ¹⁴	716.3	D MUENSTER MN	G 31	107 W	s 9.05 ¹¹	s 3.49		1.45	3.30	3.55	
3.00 ⁸⁰	10.55	3.25 ⁷⁸		f 8.32	f 9.17	722.5	COPPERS	G 37	41	f 8.52	f 3.33		1.15	3.00 ⁸¹	3.25 ⁷⁷	
3.23 ¹²	11.30AM	3.50		s 8.45	s 9.29	726.3	D ST. JO JO	G 41	77	s 8.42	s 3.23 ⁸¹		1.00	2.45	3.05	
3.55	12.10PM ⁹⁶	4.25		s 9.05	s 9.48	733.8	D BONITA B	G 48	37 W	s 8.22	s 3.03		12.10PM ⁹⁷	2.15	2.30	
4.35	1.30 ⁸⁰	5.10		s 9.28	s10.11	742.3	N NOCONA NA	G 57	90 C	s 8.02	s 2.43		11.30AM	1.30 ⁹⁷	1.55	
5.05	2.21 ¹²	5.40		s 9.47	s10.28 ⁹⁶	749.1	BELOCHVILLE	G 63	104 W	s 7.45	s 2.21 ⁹⁷		10.28 ¹¹	1.00	1.25	
5.35	3.05	6.20		s10.05	s10.49	756.2	D RINGGOLD RD	G 71	41	s 7.28	s 2.05		9.35	12.30PM	12.55	
6.15	3.45	7.06 ¹⁴		f10.27	f11.09	765.3	CRI&T WALTON	G 80	45	f 7.06 ⁷⁷	f 1.43		8.45	11.50AM	12.15AM	
6.45	4.30	7.50 ⁹⁶		s10.44	s11.26 ⁸⁰	771.7	D HENRIETTA HE	G 86	140 W	s 6.51	s 1.29		8.15 ⁷⁷	11.26 ¹¹	11.50PM	
				f10.54	f11.35	775.6	FtW&DC EDWARDS	G 90		f 6.39	f 1.17					
7.25	5.15	8.30		f11.08 ⁷⁸	s11.49AM	781.5	D JOLLY CY	G 96	85	f 6.27	s 1.04		7.12	10.40	11.08 ¹⁷	
8.00PM	6.00PM	9.00AM			11.30PM	790.2	WV Crossing DI WICHITA FALLS FS	G 105	RCWTOY Yard	6.10AM	12.45PM		6.45AM	10.00AM	10.00PM	
81	97	77	51	17	11		104.5			14	12	50	96	80	78	

East Bound Trains are superior to Trains of the same class in the opposite direction, unless otherwise specified.

WEST BOUND

WICHITA FALLS DIVISION

EAST BOUND

THIRD CLASS		FIRST CLASS		Distance from Wichita Falls	Time Table No. 8 Effective 12:01 A. M. November 1st, 1914	STATIONS	Station Numbers	Register Station, Coal, Water, Telephone, Turn Table, Track Scales, Wye, Car Capacity	FIRST CLASS		THIRD CLASS	
45 Through Freight	25 Way Freight	1 Passenger	3 Passenger						2 Passenger	4 Passenger	44 Through Freight	26 Way Freight
Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
10.00PM	7.00AM	2.15PM	4.15AM	0.0	LEAVE N WICHITA FALLS	ARRIVE DI	0	WCYTOR Yard	11.30AM	8.15PM	1.35AM	5.15PM
10.05	7.05	2.20	4.20	0.9	DENVER JUNCT.				11.24	8.10	1.30	5.10
10.10	7.10	f 2.21	f 4.21	1.4	NORTH YARD		1	Yard	f11.22	f 8.09	1.25	5.05
10.45	s 7.30	s 2.34	f 4.34	6.7	BACON		7	15	s11.09	f 7.55	1.05	s 4.45
11.35PM	s 8.30AM	s 2.51PM	s 4.51AM	14.0	D BURKBURNETT	B	14	117	s10.51AM	s 7.36PM	12.40AM	s 4.20PM
				18.0	SOUTH BANK	LEAVE	18					
45	25	1	3		18.0				2	4	44	26



WEST BOUND

WELLINGTON BRANCH

EAST BOUND

THIRD CLASS		FIRST CLASS		Distance from Wichita Falls	STATIONS		Station Number	Register Station Coal, Water, Telephone, Turn Table, Track Scales, Wye, Car Capacity.	FIRST CLASS		THIRD CLASS	
31	Way Freight	5	Passenger		Time Table No. 8	Effective 12:01 A. M.			6	Passenger	32	Way Freight
Daily Ex. Sunday		Daily			November 1st, 1914				Daily Ex. Sunday			
AM		PM			LEAVE	ARRIVE			PM		AM	
				118.4		OTEX	P 118					
s 11.00		s 12.30		119.6	D	DODSONVILLE SN	P 119	96	s 2.47		s 9.20	
11.20		12.49		126.0		KESSLER	P 126	11	2.28		8.25	
11.59 AM		1.10 PM		132.7	D	WELLINGTON W	P 133	RCYW Yard	2.10 PM		8.00 AM	
					ARRIVE							
31		5				14.3			6		32	

WEST BOUND

NEW CASTLE BRANCH

EAST BOUND

THIRD CLASS		FIRST CLASS		Distance from Wichita Falls	STATIONS		Station Numbers	Register Station, Coal, Water, Telephone, Turn Table, Track Scales, Wye, Car Capacity	FIRST CLASS		THIRD CLASS	
55	Way Freight	7	Passenger		Time Table No. 8	Effective 12:01 A. M.			8	Passenger	56	Way Freight
Daily Ex. Sunday		Daily			November 1st, 1914				Daily Ex. Sunday			
AM		PM			LEAVE	ARRIVE			AM		PM	
6.45		2.30		0.0	N	WICHITA FALLS FS DI	S 0	CWYOTR Yard	11.35		4.45	
s 7.00		s 2.43		3.9		SOUTHERN JUNCT.	S 4	R	s 11.22		s 4.20	
f 7.05		f 2.45		4.2		MAPLES	S 4		f 11.20		f 4.15	
f 7.15		f 2.53		6.9		LAKE WICHITA	S 7	28	f 11.12		f 4.00	
f 7.35		f 3.10		12.6		HUFF	S 13	8	f 10.55		f 3.35	
f 7.48		s 3.20	56	15.7		LUKE WILSON	S 16	38	s 10.45		f 3.20	
s 8.55		s 3.48		25.5	D	ARCHER CITY AC	S 26	105 W	s 10.17		s 2.20	
s 9.53	s	s 4.12		33.5		ANNARENE	S 34	50	s 9.53	55	s 1.50	
f 10.05		f 4.21		36.7		BELLCAMP	S 37	5	f 9.44		f 1.40	
s 10.40		s 4.40		43.4	D	OLNEY NY	S 44	87	s 9.25		s 1.15	
				43.6		G. T. & W. Crossing						
s 11.05		s 5.00		49.0		ORTH	S 49	30	s 9.05		s 12.40	
11.35 AM		5.20 PM		55.9	D	NEW CASTLE NC	S 56	CWYR Yard	8.45 AM		12.15 PM	
ARRIVE					ARRIVE							
55		7				55.9			8		56	

East bound trains are superior to trains of the same class in the opposite direction, unless otherwise specified.
 NO. 55 IS SUPERIOR TO NO. 56. NO. 5 IS SUPERIOR TO NO. 6.

SPECIAL INSTRUCTIONS

**EAST BOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
NO. 55 IS SUPERIOR TO NO. 56. NO. 5 IS SUPERIOR TO NO. 6.**

**PASSENGER TRAINS MUST NOT EXCEED 30 MILES AND FREIGHT TRAINS 18 MILES PER HOUR BETWEEN WHITESBORO AND BURKBURNETT.
PASSENGER TRAINS MUST NOT EXCEED 25 MILES AND FREIGHT TRAINS 15 MILES PER HOUR ON WELLINGTON AND NEW CASTLE BRANCHES.**

Nos. 31, 32, 55 and 56 will carry Passengers.

All trains must report for orders at New Castle, Wichita Falls, Wellington, Gainesville and Whitesboro. Standard Clocks located Dispatchers office Wichita Falls and Telegraph office Whitesboro. Register stations New Castle, Southern Jct., Wichita Falls, Wellington, Gainesville and Whitesboro.

W. V. Ry. Rules govern between Wichita Falls and Southern Jct. W. F. & S. trains leaving Wichita Falls register and report to W. V. Ry. Dispatcher for orders.

F. W. & D. C. Rules govern between Wichita Falls and Denver Jct. W. F. & N. W. trains leaving Wichita Falls report to F. W. & D. C. Dispatcher for orders.

Rosson mile 761.4 is flag station for Nos. 11 and 12. No passing track at Edwards. Industrial spurs Teco mile 773.

Each Time Table from the moment its 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, day 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.

TEXAS STATE LAWS GOVERNING RAILROAD EMPLOYEES.

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 street; 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 for 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 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 employees, who uses 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.

THE M. K. & T. RY. OF TEXAS, EMPLOYEES HOSPITAL ASSOCIATION

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

LOCAL SURGEONS

DALLAS—

Dr. E. Dunlap, Division Surgeon
Dr. L. M. Nance, Local Surgeon
Dr. Homer Donald, Local Surgeon
Dr. I. A. Estes, Local Surgeon
Dr. M. M. Carrick, Local Surgeon
Dr. R. 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

BURKBURNETT—

Dr. J. L. McGehee, Local Surgeon

ARCHER CITY—

Dr. C. D. Lindley, Local Surgeon

OLNEY—

Dr. H. C. McKinney, Local Surgeon
Dr. G. B. Hamilton, Local Surgeon

NEW CASTLE—

Dr. J. B. Mars, Local Surgeon

DODSONVILLE—

Dr. W. L. Fletcher, Local Surgeon

WELLINGTON—

Dr. S. A. Street, Local Surgeon

GAINESVILLE—

Drs. D. M. Higgins, J. E. Gilcreest and
Dr. Roy Hughes, Local Surgeon

WHITESBORO—

Dr. J. W. Carey, Local Surgeon
Dr. C. D. Price, Local Surgeon

ST. JO—

Dr. J. B. Carmichael, Local Surgeon

BELCHERVILLE—

Dr. A. G. Collins, Local Surgeon
Dr. J. C. Collins, Local Surgeon

HENRIETTA—

Dr. J. H. Ferriss, Local Surgeon

RINGGOLD—

Dr. E. E. Carlton, Local Surgeon

MYRA—

Dr. C. L. Maxwell, Local Surgeon

NACONA—

Dr. S. T. Humphreys, Local Surgeon

WICHITA FALLS—

Dr. J. C. A. Guest, Local Surgeon
Dr. R. L. Mackecheny, Local Surgeon

LOCAL WATCH INSPECTORS

HERRINGTON JEWELRY CO., Wichita Falls, Texas
W. B. CLINE, Gainesville, Texas.

WEBB C. BALL, General Time Inspector W. F. HAYES, Supt. Time Service
Railway Exchange Bldg., Chicago



W. P. DANFORTH,

Train Master and Road Foreman of Engines.

Explanation of Symbols.

N Day and Night Telegraph office.
D Day Telegraph office.
NO Night office only.
P Telephone.
W Water.
C Coal.
T Turn table.
Y Wye.
O Track scales.
R Register.

The following signs when placed before the figures of the schedule indicate.

s Regular stop.
f Flag stop to receive or discharge passengers or freight.
† Stop for meals.

T. F. PATTERSON, Jr.,

Chief Train Dispatcher.

**WICHITA FALLS
DISTRICT**

**TIME TABLE
No. 8**

**Effective
Nov. 1st, 1914**