

TTT-2066

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

TEXAS & PACIFIC RAILROAD

FT. WORTH DIVISION

TIME TABLE NO. 1

Superseding Previous Time Tables

Effective 12:01 a. m., Sunday, November 17th, 1918

CENTRAL TIME

DESTROY TIME TABLES OF PREVIOUS DATE

This Time Table is for the information and guidance of employees only, and is not intended as an advertisement of the time or hours of train. Right is reserved to vary from it at pleasure.

J. L. LANCASTER,
Federal Manager.

PHIL CARROLL,
General Manager.

W. H. DeFRANCE,
Assistant General Manager.

R. M. SEALE,
Superintendent of Transportation.

W. M. KENT,
Superintendent.

FT. WORTH DIVISION

| Westward | | | | Time Table No. 1 Effective 12:01 A. M. November 17, 1918 Paris Sub-Division STATIONS | | Eastward | | | |
|-------------------------|----------------------|----------------------|-----------------|--|-----------------|----------------------|----------------------|-------------------------|------------------------|
| SECOND CLASS | | FIRST CLASS | | | | FIRST CLASS | | SECOND CLASS | |
| 51 | 33 | 31 | 32 | | | 34 | 50 | Red Ball Freight Daily | Red Ball Freight Daily |
| Red Ball Freight Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | | |
| L 8.00 ^{PM} 50 | L 4.00 ^{PM} | L 8.30 ^{PM} | RN | 0 | Yard | A 7.30 ^{PM} | A 1.05 ^{PM} | A 8.00 ^{PM} 51 | |
| 8.15 | 4.05 | 8.36 | 2.2 | A 2 | 38 | 7.20 | 12.51 | 7.30 | |
| 8.27 | 4.13 | 8.44 | JN 5.0 | D | 5 | 20 | 7.13 50 | 12.45 | |
| 8.57 | 4.36 | 9.10 | 14.0 | A 14 | 48 | 6.49 | 12.27 | 6.28 | |
| 9.02 | 4.38 | 9.13 | HK 15.0 | D | 15 | 18 | 6.47 | 12.25 | |
| 9.12 | 4.43 | 9.18 | 17.0 | A 17 | 35 | 6.42 | 12.20 | 6.00 | |
| 9.30 | 4.56 | 9.32 | NA 22.0 | D | 22 | 48 | 6.28 | 12.08 ^{PM} | |
| 9.55 | 5.11 50 | 9.48 | 28.1 | A 28 | 28 | 6.11 | 11.54 | 5.11 53 | |
| 10.15 | 5.28 | 10.05 | DE 34.2 | D | 34 | 32 | 5.55 | 11.40 | |
| 10.30 | 5.40 32 | 10.18 | 38.8 | A 39 | 35 | 5.40 33 | 11.28 | 4.15 | |
| 10.50 | 5.55 | 10.34 | DU 44.4 | D | 44 | 35 | 5.23 | 11.15 | |
| 11.15 | 6.15 | 10.57 34 | ON 52.5 | D | 53 | 43 | 5.03 | 10.57 31 | |
| 11.45 | 6.38 | 11.15 | KS 61.0 | N | 61 | Yard | 4.40 | 10.33 | |
| 12.15 ^{PM} | 6.56 | 11.33 | BG 68.1 | D | 68 | 40 | 4.20 | 10.14 | |
| 12.35 | 7.11 | 11.49 | SW 74.2 | D | 74 | 50 | 4.03 | 9.59 | |
| 1.00 | 7.29 | 12.07 ^{PM} | CA 80.9 | D | 81 | 35 | 3.45 | 9.42 | |
| 1.18 | 7.40 | 12.23 | 85.3 | A 85 | 40 | 3.32 | 9.30 | 1.10 | |
| 2.05 | 7.55 | 12.43 36 | CD 91.0 | N | 91 | Yard | 3.15 | 9.15 | |
| 2.45 | 8.16 | 1.05 | BO 99.5 | D | 100 | 38 | 2.50 | 8.50 | |
| 3.15 | 8.32 | 1.25 | TY 105.9 | D | 106 | 41 | 2.34 | 8.33 | |
| 3.45 | 8.48 | 1.43 | HO 111.9 | D | 112 | Yard | 2.17 | 8.18 | |
| 4.10 | 9.01 | 2.03 32 | WC 117.1 | D | 117 | 35 | 2.03 31 | 8.03 | |
| 4.35 | 9.12 | 2.16 | CH 121.6 | D | 122 | 40 | 1.45 | 7.50 | |
| A 5.10 ^{PM} | 9.30 ^{PM} | 2.35 ^{PM} | B 127.9 | N | 128 | Yard | 1.25 ^{PM} | 7.35 ^{PM} | |
| 51 Daily | 33 Daily | 31 Daily | | | | 32 Daily | 34 Daily | 50 Daily | |
| 9 10 | 5 30 | 6 05 | | | | 6 05 | 5 30 | 10 00 | |

Stations shown in heavy type are Register Stations.

SPECIAL INSTRUCTIONS.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.

ALL SANTA FE TRAINS USING T. & P. MAIN LINE WITHIN YARD LIMITS AT HONEY GROVE WILL CLEAR FIRST CLASS TRAINS
 SECOND AND INFERIOR CLASS TRAINS WILL LOOK OUT CAREFULLY FOR SANTA FE TRAINS OCCUPYING MAIN LINE WITHIN YARD LIMITS
 AT HONEY GROVE.

For further Special Instructions read page 7 in back of this Time Table.

FT. WORTH DIVISION

| Westward | | | | Telegraph Office Calls | Miles from Tearkanna | Time Table No. 1 Effective 12:01 A. M. November 17, 1918. | | Station Numbers | Car Capacity Passing Sidings | Eastward | | | |
|----------------------|------------------------------|-----------------------|----------------------|------------------------------|-------------------------|---|--------------------|--------------------|---------------------------------------|------------------------------------|------------------------------------|--------------|------------------------------|
| SECOND CLASS | | FIRST CLASS | | | | Sherman Sub-Division | | | | FIRST CLASS | | SECOND CLASS | |
| 51 | Red Ball Freight Daily | 33 | 31 | | | STATIONS | | | | 32 | 34 | 50 | Red Ball Freight Daily |
| | | Passenger Daily | Passenger Daily | | | Passenger Daily | Passenger Daily | | | | | | |
| L 6.00 ^{AM} | | L 9.45 ^{AM} | L 2.55 ^{PM} | B | 127.9 | N BONHAM | A 128 | Yard | A 1.05 ^{PM} | A 7.25 ^{AM} | A 9.00 ^{AM} | | |
| 6.20 | | * 9.59 | * 3.12 | MC | 132.5 | D ECTOR | A 134 | 42 | * 12.45 | * 7.10 | 8.25 | | |
| 6.40 | | * 10.12 | * 3.28 | VY | 139.0 | D SAVOY | A 139 | 40 | * 12.30 | * 6.57 | 8.00 | | |
| 6.50 ³⁴ | | * 10.20 | * 3.40 | X | 141.6 | N BELLS | A 142 | Yard | * 12.23 | * 6.50 ⁵¹ | 7.45 | | |
| 7.25 ⁵⁰ | | † 10.35 | † 3.55 | | 146.2 | 4.7 CROXTAW | A 146 | 25 | † 12.10 ^{PM} | † 6.36 | 7.25 ⁵¹ | | |
| 7.45 | | † 10.50 | * 4.15 | | 151.1 | SHERMAN JUNCTION | A 151 | Yard | † 11.55 | † 6.25 | 7.05 | | |
| 8.00 | | * 11.05 | * 4.35 | DO MS | 154.4 | N SHERMAN | A 154 | Yard | * 11.45 | * 6.15 | 6.45 | | |
| 8.30 | | † 11.24 | † 4.55 | | 161.2 | 6.8 MEADOW LAKE | A 161 | 21 | † 11.27 | † 5.45 | 6.12 | | |
| 8.45 | | * 11.35 | * 5.08 | MD | 164.7 | D SOUTHMAYDE | A 165 | 28 | * 11.17 | * 5.37 | 5.59 | | |
| A 9.15 ^{AM} | | † 12.05 ^{AM} | A 5.30 ^{PM} | WO | 172.9 | N WHITESBORO | A 173 | Yard | † 10.55 ^{AM} | L 5.20 ^{AM} ⁵⁰ | L 5.30 ^{AM} ³⁴ | | |
| | | | | | 179.3 | 6.4 COLLINSVILLE | A 179 | | | | | | |
| | | | | | 185.8 | 5.2 TIOGA | A 186 | | | | | | |
| | | | | | 191.2 | 5.4 PILOT POINT | A 191 | | | | | | |
| | | | | | 198.1 | 6.0 AUBREY | A 198 | | | | | | |
| | | | | | 203.9 | 5.8 MINGO | A 204 | | | | | | |
| | | | | | 208.8 | 4.0 DENTON | A 209 | | | | | | |
| | | | | | 216.1 | 7.0 ARGYLE | A 216 | | | | | | |
| | | | | | 225.1 | 9.0 ROANOKE | A 225 | | | | | | |
| | | | | | 230.0 | 4.0 KELLER | A 230 | | | | | | |
| | | | | | 235.2 | 5.2 WATAUGA | A 235 | | | | | | |
| | | | | | 240.3 | 5.1 HODGE | A 240 | | | | | | |
| A 3.35 ^{PM} | | | | | 244.4 | N FORT WORTH | 246 | | | | † 12.01 ^{AM} | | |
| 51 Daily | | 33 Daily | 31 Daily | | | | | | 32 Daily | 34 Daily | 50 Daily | | |
| 3.15 | | 2.20 | 2.35 | | | Time Over Sub-Division | | | 2.10 | 2.05 | 3.30 | | |

Stations shown in heavy type are register stations.

SPECIAL INSTRUCTIONS.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

For further Special Instructions read page 7 in back of this Time Table.

FT. WORTH DIVISION

Westward

| SECOND CLASS | | FIRST CLASS | | | | | | Telegraph Office Calls | Miles from Texarkana | Time Table No. 1 Effective 12.01 a.m. November 17, 1918 |
|------------------------------|------------------------------|--|--|-----------------------|----------------------|--------------------|------------------------------|------------------------------|---------------------------|---|
| 57 | 55 | 823 | 809 | 25 | 23 | 9 | 1 | | | |
| Red Ball Freight Daily | Red Ball Freight Daily | W. M. W. & N. W. Passenger Daily | W. M. W. & N. W. Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Sunshine Special Daily | | Ft. Worth Sub-Division | |
| | | | | | | | | D NY PN | FORT WORTH | |
| 12.30 ^M | 12.15 ^M | | | 9.30 ^M | 8.45 ^M 10 | 4.20 ^M | 4.00 ^M | | 3.1 245.7 | |
| 12.45 | 12.30 | | | 9.39 | 8.55 56 | 4.27 | 4.07 | | 3.1 248.8 | |
| 1.05 | 12.50 | | | 9.55 | 9.10 | 4.42 | 4.20 | NE | 5.8 254.6 | |
| 1.19 | 1.05 | | | 10.03 | 9.16 | 4.47 | 4.24 | | 7.4 257.0 | |
| 1.40 | 1.28 2 | | | 10.15 | 9.25 | 4.56 | 4.32 | NA | 3.1 260.1 | |
| 1.50 | 1.52 | | | 10.24 | 9.36 | 5.04 4 | 4.40 | M | 3.7 263.8 | |
| 2.10 | 2.17 | | | 10.36 | 9.48 | 5.17 | 4.50 4 | | 5.0 268.8 | |
| 2.30 76 | 2.34 | | | 10.46 | 10.00 | 5.27 | 4.58 | | 7.0 272.8 | |
| 3.00 | 2.50 | 10.44 ^M | 5.45 ^M | 11.03 | 10.19 | 5.40 ^M | 5.10 | WF | 3.9 276.7 | |
| 3.03 | 2.52 | 10.47 ^M | 5.48 ^M | | | | | | 0.7 277.4 | |
| 3.15 | 3.08 | | | 11.15 | 10.29 | | 5.18 | | 3.0 280.4 | |
| 3.30 | 3.20 | | | 11.23 | 10.37 | | 5.25 | | 2.8 283.2 | |
| 3.44 | 3.30 | | | 11.32 | 10.45 | | 5.32 | | 3.4 286.5 | |
| 4.00 | 3.48 4 | | | 11.43 | 10.57 | | 5.40 | HD | 4.0 290.7 | |
| 4.20 26 | 4.02 | | | 11.52 | 11.07 | | 5.47 | | 4.0 293.9 | |
| 4.50 56 | 4.31 | | | 12.10 ^M 76 | 11.26 | | 6.01 | BS | 6.3 300.7 | |
| 5.17 | 5.01 | | | 12.28 | 11.45 2 | | 6.17 | CS | 6.8 307.5 | |
| 5.44 | 5.26 | | | 12.41 | 11.58 | | 6.28 | | 5.8 313.3 | |
| 6.05 | 5.50 | | | 12.55 | 12.11 ^M | | 6.38 | GN | 5.7 318.5 | |
| 6.40 | 6.35 | | | 1.10 | 12.23 12.48 | | 6.52 | CM | 3.3 321.8 | |
| 7.02 | 7.05 1 | | | 1.25 | 1.05 | | 7.05 55 | RN | 4.5 326.3 | |
| 7.30 | 7.45 | | | 1.42 56 | 1.21 | | 7.19 | | 7.3 333.6 | |
| 8.00 | 8.07 | | | 1.56 | 1.35 4 | | 7.33 | | 4.5 338.1 | |
| 8.15 | 8.22 76 | | | 2.10 26 | 1.50 | | 7.44 | RO | 2.5 340.7 | |
| 8.40 | 8.50 | | | 2.29 | 2.03 | | 7.57 76 | | 6.4 347.1 | |
| 8.57 | 9.07 | | | 2.45 | 2.16 | | 8.08 | ND | 3.6 350.7 | |
| 9.15 | 9.25 | | | 2.56 | 2.27 | | 8.17 | | 1.6 355.3 | |
| 9.36 2 | 9.53 | | | 3.20 | 2.44 | | 8.30 | C | 5.3 360.6 | |
| 9.59 | 10.25 | | | 3.38 | 2.59 | | 8.46 | | 7.7 367.8 | |
| 10.45 | 10.55 56 | | | 3.54 | 3.14 | | 8.57 | SY | 6.0 373.8 | |
| 11.30 4 | 11.20 | | | 4.10 | 3.29 | | 9.09 | | 6.5 380.3 | |
| 11.55 ^M | 11.55 ^M | | | 4.30 ^M | 3.45 ^M | | 9.25 ^M | BD | 5.4 385.7 | |
| 57 Daily | 55 Daily | 823 Daily | 809 Daily | 25 Daily | 23 Daily | 9 Daily | 1 Daily | | | |
| 11.25 | 11.40 | 0.03 | 0.03 | 7.00 | 7.00 | 1.20 | 5.25 | | | |

Stations shown in heavy type are register stations.

Mineral Wells Jct. is register station for W. M. W. & N. W. trains only.

Ft. Worth passenger station for passenger trains.

West yard office for freight trains.

SPECIAL INSTRUCTIONS.

All eastward trains stop before passing over Canyon fill, and no part of train exceed six miles per hour over same.

All west bound trains reduce to six miles per hour while passing over Canyon fill.

All trains reduce speed to ten miles per hour over Brazos River bridge, and fifteen miles per hour on Red Bluff and Riverside curves and on reverse curves at Rock Crusher, Mile 336.7.

Passenger trains reduce speed to twenty miles per hour, and freight trains to fifteen miles per hour on Moss curve, Mile 345, and Reservoir curve, Mile 363.

Reduce speed on curve at Mile Post 286.

Train crews after stopping trains in Baird Yard, will set one-half of ALL the hand brakes on their train; one-half of the brakes thus set to be

on head end and the other half on rear end; and ob serve same rule with any cut-off cars left standing.

F. W. & R. G. trains operating within yard limits Ft. Worth between Frisco cut-off in west yard and passenger station will protect themselves against all trains.

For further Special Instructions read page 7 in back of this Time Table.

Time Over Sub-Division

FT. WORTH DIVISION

THE DENISON & PACIFIC SUBURBAN RAILROAD

| Southward | | | | | Telegraph Office Calls | Miles from Denison | Time Table No. 1 Effective 12:01 A. M. November 17, 1918. | | Station Numbers | Car Capacity Passing Sidings | Northward | | | | |
|-------------|--|--------------------------------------|--------------------------------------|--|------------------------------|-----------------------|---|-------|--------------------|---------------------------------------|--------------------------------------|--|------------|------------|--|
| FIRST CLASS | | | | | | | FIRST CLASS | | | | | | | | |
| | | 133 | 131 | | | | STATIONS | | | | | | 132 | 134 | |
| | | Passenger and Freight Daily | Passenger and Freight Daily | | | | | | | Passenger and Freight Daily | Passenger and Freight Daily | | | | |
| | | 11.10 ^{AM} | 1.30 ^{PM} | | DN | D | DENISON 7.3 | F 7 | Yard | 12.55 ^{PM} | 4.55 ^{PM} | | | | |
| | | 11.45 ^{AM} 132 | 4.05 ^{PM} 134 | | | 7.3 | SHERMAN JUNCTION | A 151 | 40 | 12.05 ^{PM} 132 | 4.15 ^{PM} 134 | | | | |
| | | 133 Daily | 131 Daily | | | | | | | 132 Daily | 134 Daily | | | | |
| | | 0.35 | 0.35 | | | | Time Over Division | | | 0.50 | 0.40 | | | | |

Stations shown in heavy type are register stations.

SPECIAL INSTRUCTIONS.

No. 132 will wait at Sherman Junction until No. 133 arrives.
 No. 134 will wait at Sherman Junction until No. 131 arrives.

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.

For further Special Instructions read page 7 in back of this Time Table.

FT. WORTH DIVISION

SPECIAL INSTRUCTIONS—Continued.

Every employee, whose duties are in any way prescribed by this Company's Book of Rules, must provide himself with a Copy, have same on hand when on duty, and be conversant therewith.

All persons are strictly forbidden to board engines or cars while they are in too rapid motion, or to stand on track and board engines or cars when same are approaching them, or to ride on pilots of engines.

Engines backing up will not exceed a speed of 12 miles per hour day time or 10 miles per hour night time. When necessary to back up a light engine, a car should be handled behind tender when practicable.

A speed of ten miles per hour must not be exceeded entering and leaving turnouts.

Movements over switches must not be made until switch locks are placed in hasp of lever. This does not apply to switch movements in train yards while making up trains.

A switch must not be closed for main track while a train, engine or car is outside of clearance point of the siding.

Two short blasts engine whistle three times in succession indicate defective train line, or bursted air hose.

SPEED LIMITS.

Ft. Worth Sub-Division.

A maximum speed of 50 miles per hour for passenger trains, 22 miles per hour for red ball trains, and 20 miles per hour for other freight trains.

Paris and Sherman Sub-Divisions.

A maximum speed of 40 miles per hour for passenger trains, 18 miles per hour for freight trains.

The D. & P. S. R. R.

A maximum speed of 20 miles per hour for passenger trains, 15 miles per hour for freight trains.

SPEED ORDINANCES.

Ft. Worth Sub-Division.

| | |
|-------------|--------------------|
| Ft. Worth | 18 miles per hour. |
| Weatherford | 6 miles per hour. |
| Gordon | 10 miles per hour. |
| Ranger | 10 miles per hour. |
| Eastland | 10 miles per hour. |
| Cisco | 8 miles per hour. |

Paris and Sherman Sub-Divisions.

| | |
|-------------|--------------------|
| Clarksville | 10 miles per hour. |
| Honey Grove | 10 miles per hour. |
| Bonham | 6 miles per hour. |
| Sherman | 6 miles per hour. |
| Ft. Worth | 18 miles per hour. |

RAILROAD GRADE CROSSINGS.

All trains must approach railroad crossings at grade under control, come to a full stop before passing over same, and know everything is clear before proceeding. When view is obstructed, a flagman will precede train to crossing and give signal to proceed after knowing everything is safe.

When crossings are protected by interlockers, Rules governing the use of Interlocking Plants will be observed.

YARD LIMIT STATIONS.

Texarkana, Clarksville, Paris, Honey Grove, Bonham, Sherman Jct., Sherman, Whitesboro, Denison.
Fort Worth, Weatherford, Mingue, Strawn, Ranger, Eastland, Cisco, Baird.

LOCATION OF RAILROAD GRADE CROSSINGS. Ft. Worth Sub-Division.

| | |
|---|-----------------------------------|
| Cisco | M. K. & T. R. R. (Gate) |
| Paris and Sherman Sub-Divisions. | |
| Texarkana | St. L. S. W. R. R. (Gate) |
| Texarkana | K. C. S. R. R. (Interlocked) |
| Mile 91.7 | G. C. & S. F. R. R. (Interlocked) |
| | Texas Midland R.R. (Interlocked) |
| Honey Grove | G. C. & S. F. R. R. (Gate) |
| Bells | M. K. & T. R. R. (Interlocked) |
| Sherman | H. & T. C. R. R. (Interlocked) |
| Sherman | M. K. & T. R. R. (Not protected) |
| | D. & P. S. R. R. |
| Denison | M. O. & G. R. R. (Not protected) |

INTERLOCKER WHISTLE SIGNAL CODE.

| | |
|---|--------------|
| Texarkana for Eastern Division, Main Line | 0000 |
| Texarkana for T. C. Division, East | 0000 |
| | West 00 0000 |
| Texarkana for T. S. & N. District, North | 0000 |
| | South 00 |
| Texarkana for Kansas City Southern | 000 |
| Paris for G. C. & S. F. and Texas Midland crossings | 0000 |
| Bells for M. K. & T. crossing | 0000 |
| Sherman H. & T. C. crossing for Main Line | 0000 |
| Sherman H. & T. C. crossing for passing track | 00 |

FIRE PROTECTION.

Opening ash-pan slides while engines are running, or cleaning fires on main track except at water stations, side tracks and other designated points is prohibited. When fire is cleaned all live fire must be extinguished before leaving it. Engineers must not work steam while passing exposed cotton on platforms.

STRUCTURES THAT WILL NOT CLEAR A MAN ON TOP OR SIDE OF CARS.

Ft. Worth Sub-Division.

Summit Avenue viaduct, which is first overhead bridge west of Ft. Worth.

Paris-Sherman Sub-Divisions.

Coal chute, Bonham.

D. & P. S. R. R.

Overhead bridges at Texas street, Hull street. M. K. & T. crossing and Munson street, Denison.

LOADING SPURS.

Paris-Sherman Sub-Divisions.

| Mile | Name of track | Car Capy. | Switch Connection |
|-------------------------------|---------------------|-----------|-------------------|
| 8.3 | Tipperary | 63 | East |
| 10.0 | Leary | 8 | West |
| 65.4 | Wilson | 10 | West |
| 102.3 | High | 21 | East |
| 147.7 | Smith Oaks | 8 | West |
| Ft. Worth Sub-Division | | | |
| 267.8 | Holland | 25 | East |
| 311.3 | Panama | 10 | West |
| 324.8 | Johnson's Mine | 125 | West |
| 329.4 | Marston | 11 | East |
| 330.3 | Benning | 9 | East |
| 336.7 | Rock Crusher | 40 | Both |
| 337.0 | Hayden | 15 | East |
| 338.0 | Gulf Prod. Spur | 15 | West |
| 338.0 | Gulf Prod. Oil Rack | 20 | West |
| 338.1 | Odessa | 5 | East |
| 338.2 | Jack | 7 | West |
| 342.0 | Maddern | 12 | West |
| 342.0 | T. P. Coal Co. | 28 | East |
| 342.0 | P. O. G. | 20 | East |

FLAG STOPS NOT SHOWN ON SCHEDULE.

| | |
|---------------------|---|
| Train | Stops on flag at |
| No. 23-4 | Gilbert. |
| No. 31-32-33-34 | Gravel Pit, Leary, High, Pink Hill, Smith Oaks, Sandborn. |
| No. 131-132-133-134 | Grayson. |

FUEL & WATER STATIONS, TURN TABLES AND WYES.

Fort Worth Sub-Division.

| | |
|-------------|------------------------------------|
| Ft. Worth | Coal, Oil, Water, Turn Table, Wye. |
| Mile 248.1 | Water. |
| Mile 265.5 | Water. |
| Weatherford | Turn Table. |
| Mile 281.0 | Water. |
| Mile 304.4 | Water. |
| Mile 305.9 | Water. |
| Mingus | Water, Coal, Wye. |
| Mile 325.2 | Water. |
| Mile 329.7 | Water. |
| Mile 344.1 | Water. |
| Cisco | Water, Wye. |
| Dothan | Water. |
| Baird | Turn Table, Coal, Water, Wye. |

Paris-Sherman Sub-Divisions.

| | |
|--------------|------------------------------------|
| Texarkana | Coal, Oil, Water, Turn Table, Wye. |
| Mile 24.1 | Water. |
| Mile 51.6 | Water. |
| Clarksville | Turn Table. |
| Mile 65.2 | Water. |
| Paris | Coal, Water, Turn Table. |
| Mile 93.9 | Water. |
| Bonham | Coal, Water, Turn Table. |
| Sherman Jct. | Wye. |
| Sherman | Water, Turn Table. |
| Whitesboro | Water, Wye, Coal. |

D. & P. S. R. R.

| | |
|--------------|-------------------|
| Denison | Coal, Water, Wye. |
| Sherman Jct. | Wye. |

TIME SERVICE.

National Time Service Company _____ Chicago

LOCAL INSPECTORS.

| | |
|--------------------|------------------|
| G. W. Haltom | Ft. Worth, Texas |
| J. E. Muchert | Sherman, Texas |
| C. E. Bowman | Bonham, Texas |
| Holmes Drug Co. | Baird, Texas |
| Arnold & DeGrazier | Texarkana, Texas |

LIST OF RAILROAD SURGEONS.

Dr. J. A. MOORE, Chief Surgeon _____ Marshall, Texas

LOCAL SURGEONS.

| | |
|----------------------|---------------------|
| Dr. J. A. Lightfoot | Texarkana, Texas |
| Dr. J. R. Dale | Texarkana, Texas |
| Dr. W. S. Tyson | New Boston, Texas |
| Dr. C. D. Scaff | Clarksville, Texas |
| Dr. James H. Caden | Detroit, Texas |
| Dr. J. M. Hooks | Paris, Texas |
| Dr. L. B. Palmer | Petty, Texas |
| Dr. A. B. Kennedy | Bonham, Texas |
| Dr. C. A. Gray | Bonham, Texas |
| Dr. I. P. Gundy | Sherman, Texas |
| Dr. W. R. Hoard | Sherman, Texas |
| Dr. T. J. Long | Denison, Texas |
| Dr. C. L. King | Whitesboro, Texas |
| Dr. E. C. Williams | Collinsville, Texas |
| Dr. W. E. Atkins | Pilot Point, Texas |
| Dr. J. R. Edwards | Denton, Texas |
| Dr. J. C. Kimbrough | Denton, Texas |
| Dr. Bacon Saunders | Fort Worth, Texas |
| Dr. Roy Saunders | Fort Worth, Texas |
| Dr. J. M. Givens | Fort Worth, Texas |
| Dr. J. H. McLain | Fort Worth, Texas |
| Dr. J. N. Chandler | Weatherford, Texas |
| Dr. D. H. Dorset | Thurber, Texas |
| Dr. W. S. Pedigo | Strawn, Texas |
| Dr. Caleb O. Ferrell | Ranger, Texas |
| Dr. J. L. Johnson | Eastland, Texas |
| Dr. W. P. Lee | Cisco, Texas |
| Dr. R. L. Griggs | Baird, Texas |

OCULISTS.

| | |
|--------------------|-------------------|
| Dr. Frank Gray | Fort Worth, Texas |
| Dr. W. R. Thompson | Fort Worth, Texas |

DIVISION OFFICERS

W. M. KENT,
Superintendent, Ft. Worth, Texas.

M. J. NASH,
Train Master, Texarkana, Texas

W. J. KLECK,
Train Master, Ft. Worth, Texas.

B. C. JAMES,
Chief Dispatcher, Ft. Worth, Texas.

W. F. STONE,
Night Chief Dispatcher, Ft. Worth, Texas.

“SAFETY FIRST”

Every employee should report promptly to his foreman, head of department, or other proper person, every unsafe condition.

“SAFETY FIRST”

