

MISSOURI, KANSAS & TEXAS RAILWAY OF TEXAS

C. E. SCHAFF, Receiver

SAFETY

FIRST

DENISON DISTRICT

EMPLOYEES TIME TABLE No. 1-A

Effective Sunday, January 2, 1921

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

E. E. HANNA,
Superintendent

H. E. McGEE,
General Manager

W. M. WHITENTON,
Assistant Chief Operating Officer

C. N. WHITEHEAD,
Chief Operating Officer

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

FOURTH CLASS				THIRD CLASS		Stiding Capacity Cars, Telephone, Scales, Water, Turn Table, Wye, Fuel	Distance from St. Louis	Time Table No. 1-A Effective 12:01 A. M. January 2, 1921		FIRST CLASS				SECOND CLASS			
95 Way	59 Mixed	93 Way	97 Way	77 Fast	79 Fast			STATIONS	3 Limited	1 Texas Special	5 Flyer	7 Passenger	9 Passenger	17 Passenger	103 H. & T. C. Pass.	39 Passenger	
Tues. Thurs., Saturdays	Daily Ex. Sunday	Mon., Wed., Fridays	Mon., Wed., Fridays	Daily	Daily	Leave N	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	AM	AM			PM	OWPCT WPYS	RAY	AM	PM		AM	PM		PM			
	L 7.00	7.00			7.10	Yard	RAY	4.55	11.12	4.20	3.30	2.00		4.05			
		7.03	7.15		7.25	P	DENISON	4.57	11.14	4.23	3.33	2.03		4.08			
	A 7.20	7.30			7.42	65 P	LAMAR	5.05	11.21	4.30	3.41	2.11		4.20			
	AM	7.40			7.51	80 P	BONA	5.10	11.25	4.34	3.46	2.16		PM			
					8.10	53 P	TERRACE	5.20	11.33	4.43	3.58	2.30		39			
					8.35	63 WP	BELLS	5.32	11.44	4.54	4.14	2.47		20.0			
		9.00			8.55	38 P	WHITEWRIGHT	5.43	11.53	5.03	4.28	3.01					
		10.56			9.20	50 WP	TRENTON	5.54	12.03	5.12	4.43	3.16					
		11.53			9.47	83 YP	LEONARD	6.05	12.12	5.21	4.58	3.30					
		1.00 PM			10.15	34 P	OELESTE	6.10	12.16	5.26	5.04	3.38					
					10.33	51 P	KINGSTON	6.16	12.21	5.31	5.09	3.45					
					11.00	WYTPOC Yard S	KELLOGG	6.30	12.31	5.45	5.25	4.00					
	L 7.40	A 3.00			11.15	Yard	GREENVILLE	6.37	12.36	6.00	5.35	4.08					
	7.55	PM			11.25	59 P	HUNT	6.40	12.39	6.03	5.40	4.11					
	8.49				11.50	67 P	ACHESON	6.49	12.47	6.13	5.53	4.22		49			
	9.26				12.20 AM	60 P	OADDO MILLS	7.03	12.58	6.26	6.13	4.43		41			
	9.55				12.35	40 P	ROYSE CITY	7.09	1.02	6.32	6.23	5.04		Oil Field Special Daily			
	10.45				12.50	38 P	FATE	7.15	1.09	6.38	6.33	5.20		Wichita Falls Passenger Daily			
	11.30				1.25	75 WP	ROCKWALL	7.27	1.20	6.51	6.52	5.37					
	12.01 PM				1.45	50 P	ROWLETT	7.35	1.26	6.58	7.02	5.47					
	12.15				1.58	60 P	GARLAND	7.40	1.31	7.03	7.08	5.55					
	1.00				2.30	103 P	BETHARD	7.51	1.43	7.15	7.20	6.10					
	1.04				2.34	P	URBAN	7.53	1.46	7.17	7.23	6.13					
	1.25		AM	PM	2.50	P	HILAND	8.01	1.54	7.25	7.33	6.23					
	A 1.30		L 8.40	L 8.45	A 3.00	WPTC YOS	DENY	8.03	1.57	7.27	7.33	6.25					
	PM		8.42		AM		DALLAS YARD	8.05	2.05	7.30	7.40	6.30					
			8.55				DALLAS UNION STATION	8.30	2.10	8.00	7.45	6.30					
			9.08				END OF DOUBLE TRACK	8.33	2.13	8.04	9.48						
			9.20				SARGENT	8.36	2.16	8.07	9.51						
			10.20			32 P	HONEY SPRINGS	8.43	2.21	8.14	9.55						
			10.40			59 WP	LANCASTER	9.02	2.34	8.29	10.10						
			10.50			104 P	ELVA	9.13	2.41	8.37	10.19						
			11.10			83 P	RED OAK	9.16	2.43	8.39	10.21						
			11.25			20 P	STERRETT	9.22	2.47	8.44	10.27						
			11.40			96 P	SOLOM	9.29	2.52	8.49	10.33						
			1.10 PM			80 P	WAXAHACHIE	9.40	2.57	9.00	10.40						
			1.30			67 WP	KIPLING	9.49	3.04	9.08	10.48						
			2.15			38 P	FORRESTON	9.57	3.09	9.15	10.56						
			2.46			50 WP	ITALY	10.08	3.16	9.24	11.07						
			3.16			54 P	MILFORD	10.19	3.23	9.34	11.17						
			4.00			60 P	LAKENON	10.30	3.34	9.45	11.30						
			4.20			38 P	HILLSBORO	10.45	3.45	10.00	11.45						
			4.40			35 CSWY											
			12.21 AM														
			12.45 AM														
95	59	93	97	77	79			3	1	5	7	9	17	103	49	41	
8.0	15.0	6.2	8.2	16.5	13.5			35.0	37.8	30.3	33.0	25.5	23.6	18.8	12.0	12.0	

NOTE
On Dallas Division No. 39, No. 40, No. 103 and No. 104 more than one hour behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train orders. (See rules 82 and 220.)

SECOND CLASS

FIRST CLASS

Time Table No. 1-A
Effective 12:01 A. M.
January 2, 1921

THIRD CLASS

FOURTH CLASS

	40 Passenger	104 H. & T. C. Pass	10 Passenger	18 Passenger	4 Limited	2 Texas Special	6 Flyer	8 Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	PM		PM	AM	PM	PM	AM	
	A 6.45		A 11.20	A 11.05	A 11.59	A 7.00	A 11.40	
	6.40		11.15	11.02	11.56	6.57	11.36	
	L 6.30		11.05	10.52	11.46	6.49	11.30	
	PM		f 11.01	f 10.45	11.41	6.45	11.25	
	40 20.0		s 10.51	s 10.33	s 11.31	6.38	s 11.08	
			s 10.35	s 10.17	11.17	6.28	10.56	
			s 10.19	s 10.04	11.05	6.19	10.45	
			s 10.03	s 9.51	10.54	6.10	10.34	
			s 9.47	s 9.36	10.43	6.02	10.23	
			s 9.38	s 9.29	10.38	5.57	10.18	
			f 9.30	f 9.23	10.33	5.52	10.13	
			s 9.20	s 9.15	s 10.25	s 5.45	s 10.05	
			9.06	9.02	10.08	5.33	9.51	
			9.02	8.58	10.05	5.30	9.48	
			s 8.53	s 8.49	9.55	5.22	9.38	
			s 8.35	s 8.32	9.40	5.10	9.26	
			s 8.25	s 8.24	9.33	5.04	9.20	
			s 8.15	s 8.15	9.26	4.57	s 9.13	
			s 7.50	s 7.58	9.12	4.45	8.59	
			s 7.43	s 7.48	9.04	4.38	8.52	
			7.35	7.40	8.58	4.33	8.47	
			AM	7.15	7.20	8.46	4.22	8.37
	PM	PM	A 8.15	f 7.07	f 7.13	8.44	4.20	8.34
	A 10.34	A 2.34	8.08	7.00	7.05	8.34	4.13	8.25
	10.32	2.32	8.07	6.57	7.03	8.32	4.12	8.22
	L 10.30	L 2.30	L 8.05	L 6.55	L 7.00	s 8.30 8.00	s 4.10 4.05	s 8.20 7.50
	PM	PM	AM	PM	AM	7.55	4.00	7.45
						7.51	3.56	7.41
						7.47	3.52	7.37
						7.31	3.37	7.17
						7.19	3.28	7.07
						7.16	3.26	7.05
						7.09	3.21	6.59
						7.02	3.15	6.51
						s 6.55	3.10	s 6.45
						6.43	3.04	6.32
						6.37	2.54	6.22
						6.28	2.46	6.11
						6.19	2.38	6.01
						6.07	2.27	5.49
						5.55	2.15	5.35
						PM	PM	AM
						4.55	AM	AM
	50 15.0	42 15.0	104 18.9	10 23.1	18 25.9	4 26.6	2 36.9	6 26.6
								8 25.9

STATIONS

Arrive N	RAY	Arrive RA
N	DENISON	DN
H&TC	LAMAR	Interlocker
D	BONA	BO
T&P	TERRACE	Interlocker
N	BELLS	X
N	WHITEWRIGHT	WH
StL&SW	TRENTON	K
D	LEONARD	NR
N	CELESTE	RD
GC&SF	KINGSTON	Interlocker
	KELOGG	
N	GREENVILLE	FS
N	HUNT	GE
StL&SW	ACHESON	Interlocker
D	CADDO MILLS	CM
D	ROYSE CITY	RY
N	ROCKWALL	RK
D	ROWLETT	VY
GC&SF	GARLAND	Interlocker
N	BETHARD	BE
H&TC	URBAN	Interlocker
N	HILAND	HY
	DENY	Auto Block Signals
N	DALLAS YARD	D
T&P	DALLAS UNION STATION	UT
GC&SF	SARGENT	Interlocker
H&TC	HONEY SPRINGS	Crossing
D	LANCASTER	CA
	ELVA	
	RED OAK	
	STERRETT	
H&TC	SOLO	Interlocker
N	WAXAHACHIE	WA
D	FORRESTON	SN
N	ITALY	BG
D	MILFORD	M
StL&SW	LAKENON	Interlocker
Leave	HILLSBORO	Leave

Station Numbers	76 Fast	78 Fast	96 Way	92 Way	94 Way	58 Mixed
	Daily	Daily	Tues., Thurs., Saturdays	Tues. Thurs., Saturdays	Mon., Wed., Fridays	Daily Ex. Sunday
	AM 4.30			PM 1.30		PM
661						A 1.45
D 1	4.20			1.15		1.40
D 5	4.00			1.00		L 1.20
D 7	3.46			12.50		PM
D 13	3.15			12.30 PM		
D 20	2.45			11.44		
D 27	2.20			10.45		
D 34	2.00			9.51		
D 40	1.35			8.45		
D 43	1.20			8.10		
D 47	1.05			7.45		
D 52	12.40			7.20		PM
D 53	12.30			L 7.15		A 3.30
D 55	12.07 AM			AM		3.10
D 61	11.50					2.40
D 69	11.25					12.58 PM
D 73	11.10					11.50
D 78	10.55					11.30
D 85	10.23					10.40
D 90	10.10					10.15
D 93	9.58					9.50
D 101	9.35					9.15
	9.30					9.10
	9.03	AM				8.47
L 106	9.00	A 6.20	A 1.00			L 8.45
						AM
D 110		6.14	12.45			
D 112		6.08	12.38			
D 121		6.02	12.30 PM			
D 126		5.35	11.50			
D 127		5.20	11.20			
D 130		5.15	11.15			
D 134		5.02	11.00			
D 137		4.49	10.45			
D 142		4.45	10.45			
D 146		4.35	9.40			
D 152		4.13	9.05			
D 157		4.00	8.45			
D 165		3.40	8.25			
		3.28	8.00			
		3.00	7.30			
		2.35	7.00			
		AM	AM			
	76 14.1	78 16.8	96 11.	92 8.8	94 7.9	58 15.3

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

172.3
Average Speed per Hour

FOURTH CLASS				THIRD CLASS			Sliding Capacity Cars, Telephone, Scales, Fuel, Water, Turn Table, Wye, Yards	Distance from St. Louis	Time Table No. 1-A		FIRST CLASS						
97	99	91	83	271	71	77			Effective 12:01 A. M.	STATIONS	23	43	3	11	1	5	25
Way	Way	Way	Way	Fast	Fast	Fast	January 2, 1921	Leave N	Leave DN	Limited	Passenger	Limited	Texas Special	Texas Special	Flyer	Flyer	Passenger
Mondays Wednesdays Fridays	Daily Ex. Sunday	Mondays Wednesdays Fridays	Mondays Wednesdays Fridays	Daily	Daily	Daily		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
							660.9	N	DENISON	4.50 AM	5.25 AM		11.20 AM				4.15 PM
							661.8		DALY	4.53	5.29		11.23				4.18
							662.5		SUN	4.55	5.32		11.25				4.20
			AM	AM	AM		664.1	N	RAY	4.58	5.36		11.28				4.23
			L 7.00	L 11.45	L 9.45		669.6	N	POTTSBORO	5.06	5.52		11.36				4.31
			7.30	12.10 PM	10.12		674.7	D	HAGERMAN	5.15	6.05		11.45				4.40
			8.00	12.30	10.35		676.6	D	DEAVER	5.18	6.10		11.48				4.43
			8.10	12.38	10.52	26	681.9	D	SADLER	5.27	6.23		11.57				4.52
			8.30	1.00	11.25		685.7	N	WHITESBORO	5.35 AM	6.35 AM		12.05 PM				5.00 PM
			A 8.50 AM	A 1.15 PM	11.45 AM			N	DENTON								
VIA JOINT TRACK								VIA JOINT TRACK									
							757	N	FORT WORTH	8.10 AM			2.20 PM				7.45 PM
			L 7.15 AM		6.00 PM		759	T & P	NEY	8.30 AM							8.10 PM
			7.25		10.10		760.7	N	DOLARD	8.45							8.25
			7.35		10.25		764.6		BETHEL	8.48							8.28
			8.15		10.55		771.2	D	BURLESON	8.53							8.34
			9.16	23	11.20		777.6	D	EGAN	9.04							8.45
			10.20		11.50		784.0	GC&SF	ALVARADO	9.16	91						8.57
			10.40		12.10 AM		788.1	N	COONLEY	9.30							9.10
			11.30		12.35		793.2	D	GRANDVIEW	9.38							9.18
			12.50 PM		1.35	70	801.3		ITASOA	9.50	90						9.30
			1.10		1.50		805.8		SCHOFIELD	10.06							9.46
							806.4		LOVELACE	10.14							9.54
							811.9	St.LSW&T&BV	HILLSBORO	10.16							9.56
L 4.40 PM	L 11.55 AM	1.35		2.10	L 12.45 AM		818.0	N	HILLO	10.35		L 10.45 AM		L 3.45 PM	L 10.00 PM	s 10.10	L 11.45 PM
A 4.55 PM	12.05 PM	A 1.45		2.30	78	1.45	818.0	N	DAVY	10.43		10.53		3.50	10.08	10.18	11.53
	12.15	PM		2.40	78	2.00	815.3		ABBOTT	10.48		10.57		3.54	10.13	10.23	11.57
	12.40			3.00	90	2.20	821.5	N	WEST	11.00		11.08		4.03	10.25	10.35	12.09
	1.48	2		3.20	110	2.41	827.4		DREW	11.12		11.18		4.12	s 10.37	f 10.47	12.18
	2.10			3.48	80	3.05	833.6		ELM MOTT	11.21		11.27		4.21	10.47	10.57	12.27
	2.20			3.55	58	3.15	836.4		POWERS	11.25		11.31		4.25	10.51	70	11.01
	2.33			4.45	26-6	3.30	840.0		BELLMead	11.30		11.36		4.30	10.56	11.06	12.36
	A 2.45			4.55	75	3.30	842.7	N	WACO	11.35		11.40		4.35	4-24	11.00	11.10
	PM			5.00	A 3.40	AM	845.5	St.L&SW	Interlocker	11.45 AM		11.50 AM		4.45	4-24	11.10 PM	11.20 PM
97	99	91	83	271	71	77				23	43	3	11	1	5	25	7
4.0	10.9	8.3	12.0	14.6	12.1	10.0		184.6	Average Speed per Hour	26.5	21.2	28.2	32.0	34.1	28.3	26.5	30.5

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

NORTHWARD TRAINS

FORT WORTH DIVISION

NORTHWARD TRAINS

FIRST CLASS

Time Table No. 1-A

Effective 12:01 A. M.

January 2, 1921

STATIONS

Station Numbers

THIRD CLASS

FOURTH CLASS

4 Limited	24 Limited	44 Passenger	12 Texas Special	2 Texas Special	6 Flyer	26 Flyer	8 Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	PM	PM	PM			AM	
	11.30	11.15	6.55			11.30 11	
	11.25	11.10	6.50			11.23	
	11.22	11.07	6.47			11.19	
	11.20	11.05	6.45			11.16 11	
	11.09	10.52	6.36			11.06	
	10.59	10.38	6.27			10.55	
	10.55 72	10.34	6.24			10.52 71	
	10.47	10.20	6.16			10.43	
	10.40 PM	10.10 PM	6.10 PM			10.35 AM	

Arrive N	DENISON	Arrive DN	661
0.9	DALY		662
0.7	SUN		663
0.5	RAY	RA	664
5.5	POTTSBORO	PS	670
5.1	HAGERMAN	HG	675
1.9	DEAVEB		677
5.3	SADLER	SD	682
3.8	WHITESBORO	WO	686
35.9	DENTON	CN	722
35.5	FORT WORTH	FC	757
2.0	NEY	ST	759
1.7	DOLARD		761
3.9	BETHEL		765
6.6	BURLESON	BN	771
6.4	EGAN	FN	778
6.4	ALVARADO	VD	784
4.1	CONLEY		788
5.1	GRANDVIEW	GW	793
8.1	ITASCA	SK	801
4.5	SCHOFIELD		806
0.6	LOVELACE		807
5.5	HILLSBORO		812
1.1	HILO	HB	813
2.3	DAVY		815
6.2	ABBOTT		822
5.9	WEST	WS	827
6.2	DREW		834
2.8	ELM MOTT		836
3.6	POWERS		840
2.7	BELLMEAD	BJ	843
1.8	WACO	WC	846

272 Fast	70 Fast	72 Fast	78 Fast	84 Way	90 Way	98 Way	96 Way
Daily	Daily	Daily		Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays	Daily Ex. Sunday	Tuesdays Thursdays Saturdays
				PM			
10.30	5.00	11.45		4.10			
10.00	4.36 25	11.25		3.40			
9.40	4.00	11.10		3.05			
9.35	3.45	10.55 24		2.45			
9.15	3.30	10.35		2.25			
9.00 PM	3.15 PM	10.20 PM		2.00 PM			

VIA JOINT TRACK

VIA JOINT TRACK

8.00	4.00 PM	8.10	4.55 AM
7.40 PM 25		7.40 AM 23	
7.22		7.15	
7.19		7.12	
7.14		7.05	
f 7.04		s 6.54	
s 6.54		s 6.41	
s 6.42		s 6.28	
f 6.32		6.17	
s 6.22		s 6.07	
s 6.05		s 5.50	
5.53		5.37	
f 5.51		5.35	
sA 5.55 PM	s 5.40	A 2.15 PM	sA 5.35 AM
5.45	5.35	2.10	5.30
5.37	5.27	2.03	5.22
5.25	5.15	1.55	5.12
s 5.15	s 5.05	1.48 99	5.01
5.01	4.51	1.38	4.49
4.56	4.46	1.34	4.45 71
4.50	4.40	1.29	4.39
4.46	4.35	1.25	4.35
4.35	4.25	1.15	4.25
			4.15

184.6
Average Speed per Hour

				PM			
	10.00 AM	6.00		1.00			
	5.00 AM	PM		12.45			
				12.30			
				12.10 PM			
				11.40			
				11.00			
				10.15			
				9.50 23			
				9.00			
				8.00			
				7.35	A 10.10 AM	A 7.00 AM	
	1.05			7.30 AM	10.00	6.45 AM	
	12.55 77						
	12.25			9.50			
	12.09 AM 7			9.25			
	11.30			9.00			
	11.12			7.50			
	11.01 5-25			7.30			
	10.15			7.15			
	10.00			7.00			
	PM			AM			

4 27.2	24 27.7	44 23.0	12 33.2	2 34.0	6 27.2	26 29.5	8 27.2
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272 17.6	70 15.5	72 17.4	78 9.0	84 13.2	90 9.9	98 11.6	96 4.0
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No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2. No. 11 is superior to No. 26.

WESTWARD TRAINS

HENRIETTA DIVISION

EASTWARD TRAINS

FOURTH CLASS		THIRD CLASS	FIRST CLASS			Distance from St. Louis	Time Table No. 1-A Effective 12:01 A. M. January 2, 1921	STATIONS	Station Numbers	Yards Coal, Oil Water, Telephone, Turn Table, Track Scales, Wye, Car Capacity	FIRST CLASS			THIRD CLASS	FOURTH CLASS	
81 W..y	83 Way	271 Fast	45 Dallas Passenger	43 Denison Passenger	47 Oil Field Special						46 Dallas Passenger	44 Denison Passenger	48 Oil Field Special	272 Fast	84 Way	82 Way
Monday, Wednesday, Friday	Monday, Wednesday, Friday	Daily	Daily	Daily	Daily	685.7	LEAVE N WHITESBORO	686	PCWSY Yard	s 10.20	s 10.00	s 3.50	PH 8.30	AM 10.45		
	PM 12.10	1.45	f 6.05	s 6.45	1.55	693.1	7.4 D WOODBINE WB	G 7	65	P s 10.00	s 9.45	s 3.30	8.10	s 10.20	PM	
	AM 12.40	2.15	f 6.20	s 7.05	2.12	701.1	8.0 N GAINESVILLE GV	G 15	City 45 East 55 CPW YO	s 9.35	s 9.25	s 3.10	7.45	L 9.50	A 2.50 271	
	L 8.00	A 1.10	s 6.40	f 7.25 f 7.50	s 2.30	706.5	5.4 D LINDSAY ND	G 21	55	P s 9.12	s 8.58	2.50 47	7.25	AM	2.20	
	8.25	PM	s 6.52	s 8.10	2.50	712.4	5.9 D MYRA MR	G 27	40	P s 8.56 81	s 8.41	2.34	7.05 45		1.55	
	8.56 46		s 7.05 272	s 8.27	3.04	716.3	3.9 D MUENSTER MN	G 31	50	PW s 8.45 43	s 8.32	f 2.23	6.35		1.40	
	9.20		s 7.13	s 8.45 46	f 3.14	722.5	6.2 COPPERS	G 37	41	P f 8.29	f 8.17	2.05	6.05		1.15	
	9.35		f 7.27	f 9.00	3.30	726.3	3.8 N ST. JO JO	G 41	East 40 West 55 P	s 8.20	s 8.08	s 1.55	5.50		1.00	
	10.00		s 7.35	s 9.10	s 3.40	733.8	7.5 D BONITA B	G 48	37	PW s 8.00	s 7.50 45	1.33	5.08 272		12.25 PM	
	10.40		f 7.50 44	s 9.28	4.00	742.3	8.5 N NOCONA NA	G 57	52	P s 7.40	s 7.25	s 1.10	4.20		11.45	
	11.30		s 8.15	s 9.45	s 4.23	749.1	6.8 D BELCHERVILLE BR	G 63	40	PW s 7.22	s 7.05	12.50	3.40		10.50	
	12.05 PM		s 8.40	s 10.00	4.40	756.2	7.1 N RINGGOLD RD	G 71	60	P s 7.04	s 6.45 271	s 12.30	3.05		10.18 43	
	12.40		s 9.00	s 10.18 82	s 5.00	765.3	9.1 CRI&G WALTON	G 80	60	P f 6.42	f 6.18	12.05 AM	2.25		9.30	
	1.15		f 9.23	f 10.40	5.22	771.7	6.4 N HENRIETTA HE	G 86	39	PW s 6.25	s 5.58	s 11.47	2.00 81		8.50	
	2.00 272		s 9.38	s 10.55	s 5.37	775.6	3.9 PtW&DC EDWARDS	G 90		f 6.14	f 5.48	11.36				
			f 9.48	f 11.05	5.45	781.5	5.9 N JOLLY CY	G 96	50	P f 6.00 47	s 5.35	11.23	1.10		7.45	
	2.50		s 10.03	s 11.20	6.00 46	790.2	8.7 WV Crossing Arrive N WICHITA FALLS WF	G 105	PSWY Yard	5.30 AM	5.15 PM	11.00 PM	12.35 PM		7.05 AM	
	3.15 PM		9.20 PM	10.25 PM	11.45 AM	791.1	0.9 DENVER JUNCT.									
	3.30 PM		9.55 PM			791.6	0.5 N NORTH YARD YD	G 106	PSWTO Yard				12.15 PM		6.45 AM	
	81 12.3	83 14.8	271 13.2	45 23.2	43 21.8		105.9 Average speed per hour.			46 21.2	44 22.1	48 20.5	272 13.1	84 15.0	82 12.3	

SOUTHWARD TRAINS				DENTON DIVISION				NORTHWARD TRAINS			SOUTHWARD TRAINS				SHERMAN BRANCH			NORTHWARD TRAINS 7		
THIRD CLASS		FIRST CLASS		Siding Capacity Cars, Telephone, Fuel Scales, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 1-A Effective 12:01 A. M. January 2, 1921		Station Numbers	FIRST CLASS		THIRD CL S	THIRD CLASS		Siding Capacity Cars, Telephone, Fuel Scales, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 1-A Effective 12:01 A. M. January 2, 1921		Station Numbers	THIRD CLASS	
87 Way	41 Wichita Falls Passenger	49 Oil Field Special	42 Wichita Falls Passenger			50 Oil Field Special	88 Way		55 Way	56 Way										
Daily Ex. Sunday	Daily	Daily	Daily			DAILY	DAILY		DAILY	DAILY	Daily Ex. Sunday	Daily Ex. Sunday						Daily Except Sunday		
PM 12.35	PM 12.10	AM 6.05	AM 6.05	Yard WPCYSR	721.6	Leave DENTON Arrive CN	722	PM 4.10	AM 12.15	AM 10.30	AM 8.00	AM 8.00	WCPTYO R Yard S	660.9	N DENISON DN	661	PM	4.00		
1.05	s 12.35	f 6.30	f 6.30	15 P	730.9	9.3 GARZA	K 9	s 3.47	11.48	9.55	8.00	8.00	WPOYR Yard S		N RAY RA					
1.30	s 12.48	s 6.45	s 6.45	83 P	736.8	5.9 LEWISVILLE VI	K15	s 3.32	s 11.33	9.30		8.10	0	662.5	Leave SUN Arrive			3.55		
1.50	s 1.03	7.02	7.02	25 PWY	742.7	5.9 TRINITY MILLS MS	K21	s 3.17	11.17	9.10		8.25	11	666.1	ELLSWORTH	P 5		3.40		
1.57	s 1.09	s 7.09	s 7.09	18 P	744.8	SL&SF 2.1 StLSW	K23	s 3.10	f 11.10	9.00		8.35		668.1	SCHENCK	P 7		3.30		
2.05	s 1.16	f 7.16	f 7.16	26 P	746.9	N CARROLLTON HF	K25	s 3.04	f 11.03	8.50		8.50 AM	RWST Yard	671.6	T&P 3.5 Crossing SN Leave	P 11		3.15 PM		
2.54	42 f 1.26	7.26	7.26	23 P	751.0	4.1 FARMERS BRANCH	K29	f 2.54 87	10.53	8.30		55 12.8			10.7 Average Speed Per Hour			56 14.2		
3.30 PM	1.45 PM	7.45 AM	7.45 AM		758.3	7.3 LETOTS		2.34 PM	10.34 PM	8.00 AM										
87 12.5	41 24.4	49 22.0				36.7 Average Speed Per Hour		42 25.5	50 23.2	88 14.6										

No. 41 Is Superior to No. 42.

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. 1-A Effective 12:01 A. M. January 2, 1921		Station Number	SECOND CLASS		FOURTH CLASS	SECOND CLASS		Siding Capacity Cars, Telephone, Fuel Scales, Wye, Water, Turn Table	Distance from St. Louis	Time Table No. 1-A Effective 12:01 A. M. January 2, 1921		Station Numbers	SECOND CLASS		FOURTH CLASS	
53 Mixed Daily	51 Mixed Daily			52 Mixed Daily	54 Mixed Daily		59 Mixed Daily Ex. Sunday	39 Passenger Daily	40 Passenger Daily	58 Mixed Daily Ex. Sunday										
AM 9.35	AM 7.05	RY P	777.6	Leave EGAN Arrive FN	778	AM 6.35	AM 9.05	AM 7.20	PM 4.20	65 P	666.0	Leave D BONA Arrive BO	D 5	PM 6.30		PM 1.20				
s 9.55	s 7.20	P	782.5	D KEENE KN	Y 5	s 6.20	s 8.45	7.30	f 4.26	6	668.4	4.1 GOVER	AC 2	f 6.24		1.10				
10.10 AM	7.40 AM	CWRY P	787.4	D Arrive CLEBURNE CB Leave	Y10	6.05 AM	8.30 AM	7.55	s 4.36	10	672.5	8.7 AMBROSE RO	AC 7	s 6.14		12.40				
53 12.5	51 19.5					9.8 Average Speed Per Hour		8.25	s 4.59	39	681.2	8.3 RAVENNA VA	AC 15	s 5.51		12.01 PM				
								9.15 AM	5.20 PM	RYWS Yard	689.5	D Arrive BONHAM BN Leave	AC 24	5.30 PM		11.30 AM				
								59 11.7	39 24			24.0 Average Speed Per Hour		40 24		58 11.7				

No. 51 Is Superior to No. 54.

No. 59 Is Superior to No. 58.

No. 39 is Superior to No. 40.

SPECIAL INSTRUCTIONS

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

- 1(A). No. 2 is superior to all trains
No. 1 is superior to all trains except No. 2.
No. 11 is superior to No. 26.
- 1(B). On Denton Division No. 41 is superior to No. 42.
On Cleburne Branch No. 51 is superior to No. 54.
On Bonham Branch No. 59 is superior to No. 58 and No. 39 is superior to No. 40.
- 1(C). Third and fourth class and extra trains and yard engines will clear first class trains at least ten minutes.
- 1(D). On Dallas Division No. 39 and No. 40, No. 103 and No. 104, more than one hour behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order. (See Rules 82 and 220.)
2. All passenger trains (first and second class and passenger extras) report for orders before leaving Denison, Dallas Union Terminal, Whitesboro, Fort Worth, Hilo, Waco and Wichita Falls.
- 2(A). All freight trains (third, fourth class and extras, except passenger extras) report for orders before leaving Ray, Whitesboro, Denton, Ney, Hunt, Hilo, Bellmead, North Yard—Wichita Falls, Dallas Yard, Dallas General Office when no operator on duty Dallas Yard.
- 2(B). Branch trains report for orders before leaving Bonham, Sherman, Bona, Cleburne and Egan.
- 2(C). First and second class trains and passenger extras register at Ray, Dallas Yard, Hunt and Ney by form 68, except when displaying signals for following sections, stop and register or get operator's written acknowledgment for signals displayed. No. 1 and No. 2 register by form 68 at Hilo.
3. Trains and engines and yard engines run under control between Ray and Denison and approach cross overs Ray, Sun and Daly expecting to find cross overs occupied.
- 3(A). Trains and engines will run under control between Dallas Union Station and Deny expecting to find trains and engines occupying main track.
- 3(B). Trains move under control between Interlocking plant north of Hillsboro and Junction of freight and passenger main line just south of Hillsboro and freight trains move under control between Hillsboro and Hilo.
- 3(C). Trains approach Whitesboro under control expecting to find Ft. Worth and Henrietta Division main track occupied.
- 3(D). Trains and engines run under control between H&TC crossing south of Ney and North end double track Ft. Worth.
- 3(E). Trains and engines must run under control through Greenville and Hunt yards expecting to find main track occupied. This applies to track east of coal chute, Shreveport, Mineola and McKinney division main tracks and other tracks within yard limit, as well as Dallas Division main track. The moving train or engine will be held responsible. Trains or engines standing or moving under obscure conditions unprotected by flagman, ample distance for safety, when superior trains overdue, will be held equally responsible.
- 3(F). Trains and engines not exceed fifteen miles an hour over puzzle switch Denison.
- 3(G). Cleburne Branch trains turning on wye at Egan protect against main line trains.
- 3(H). Maximum Speed (Miles per Hour).

Division—	Passenger trains.	Freight trains
Dallas	60	30
Fort Worth—Between Ray and Whitesboro	50	25
Between Fort Worth and Bellmead	60	30
Henrietta—Between Whitesboro and Gainesville	50	25
Between Gainesville and Wichita Falls	40	20
Bonham Branch	25	15
Cleburne Branch	20	15
Sherman Branch	20	15
Denton Division	40	20
- 3(J). Maximum speed engines backing up, with or without cars, fifteen miles per hour.
- 3(K). Maximum speed entering or leaving Main Line turnouts, passenger trains twenty miles per hour, freight trains fifteen miles per hour.
- 3(L). Maximum speed freight engines on passenger trains, or running light, forty-five miles per hour.
- 3(M). Switch engines, with or without cars, fifteen miles per hour.
- 3(N). Maximum speed of trains handling loaded or empty oil tanks twenty-five miles per hour on Dallas and Fort Worth Divisions, and twenty miles per hour on Henrietta Division, fifteen miles per hour on Denton Division and on Bonham, Cleburne and Sherman Branches.
- 3(O). City ordinance speed restrictions:

Station—	Station—
Burleson15 miles per hour	Rockwall10 miles per hour
Cleburne 6 " " "	Royse City12 " " "
Dallas 6 " " "	Sherman 8 " " "
Denison12 " " "	Trenton20 " " "
Grandview10 " " "	West 6 " " "
Hillsboro 8 " " "	Whitewright10 " " "
Italy12 " " "	Greenville10 " " "
Itasca12 " " "	Garland12 " " "
Lancaster12 " " "	Fort Worth10 " " "
Milford15 " " "	Waco10 " " "
4. Time table and train order meet, time or restrictions at Ray apply at south end of double track.
- 4(A). At Bellmead the North end of Double Track is the point at which time on time table, time orders and train order meeting point applies.

4(B). Stations, tracks and spurs not shown on schedule page.

Station—	End at which track is connected to Main Track.	Car Capacity
Canaan (MP-D678.6)	South end	20
Peniel (MP-D711.3)	North end	7
Burrow (MP-D727.2)	Both ends	38
Cheisa (MP-D742.8)	South end	18
Armo (MP-D762.4)	North end	8
White Rock (MP-D762.6)	South end	281
Hamel (MP-822.0)	South end	16
Chatt (MP-S17.3)	North end	10
Hope (MP-G697.6)	West end	16
Wilber (MP-719)	West end	6
Rossin (MP-761.3)	Both ends	7
Huggins (MP-763.8)	West end	3
Teco (MP-773.3)	East end	14
Edwards (MP-775.6)	East end	12
Corinth (MP-K727.6)	Both ends	15
McGee (MP-K735.6)	South end	9
Thatcher (MP-K753)	South end	95
Hawes (MP-K755.7)	South end	13
Hudnall (MP-K756.7)	South end	14

4(C). Trains cannot meet or pass at Lovelace, Edwards or Lamar.

4(D). Water tanks, other than those at stations shown on Schedule page:

Name	Mile Post	Name	Mile Post
East Fork	D-741	Island Creek	795
East Tank—Muenster			

4(E). Following yards are protected by Yard Limit Boards:
Denison, Ray, Greenville, Hunt, Dallas, Hillsboro, Hilo, Bellmead, Waco, Ney, Ft. Worth, Whitesboro, Gainesville, Wichita Falls, Denton.

4(F). Car capacities of tracks are exclusive of engine and caboose and based on average of 45 foot per car.

5. Bulletin books located at:
Telegraph Offices: Passenger Station—Denison, Passenger Union Terminal—Dallas, Passenger Station—Waco, Union Station—Fort Worth, Dispatcher's Office—Wichita Falls.

Denison Caller's Office, Denison Yard Office, Ray Yard Office, Ney Yard Office, Bellmead Yard Office, Waco Agent's Office, Cleburne, Dallas Yard Office, Gainesville Agent's Office, Wichita Falls—North Yard.
Roundhouses—Denison, Dallas, Ney, Bellmead, Wichita Falls.

6. Standard Clocks located at:
Denison Dispatcher's office and round house office, Hunt, Dallas Union Terminal, yard office and general office, Ray telegraph office, Hilo telegraph office, Fort Worth telegraph office, Bellmead yard office, Ney telegraph office, Waco telegraph office, Greenville Dispatcher's office, Wichita Falls train dispatcher's office.

7. Watch Inspectors:

Name.	Address.	Name.	Address.
J. B. Rockwell.....	Denison, Texas	Haltom & Friedley.....	Wichita Falls, Tex.
T. B. Bond.....	Hillsboro, Texas	W. E. Kline.....	Gainesville, Texas
C. H. Anderson.....	Waco, Texas	C. F. Haltom.....	Fort Worth, Texas

8. Automatic block signals in service:
Between Denison 661.6 and Ray 663.4. Between Hilo 813.5 and Waco 843.6.
Between Hiland 762.5 and Dallas 766.2. At Greenville 712.1 and 712.8.

8(A). 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 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.

8(B). All trains and engines may use crossovers or run ahead of overdue superior trains between Ray and Denison without train order, provided automatic block indicator or signals show "Proceed," but must comply with rule 343 when signals indicate "Stop."

9. Interlockers and railroad crossings at grade, not shown on schedule page:
Kind of Crossing. Mile Post. Name of Road.
Semaphore Signals Italy Texas Electric Interurban
Semaphore Signals North of Hillsboro Texas Electric Interurban

10. Flag stops, not shown on schedule page:

Train.	Station.	Train.	Station.
3, 10, 7, 8	Peniel	43, 44	Hope
3, 10, 7, 8	Cheisa	41, 42	Corinth
3, 10, 7, 8	Burrow	41, 42	McGee
3, 10, 7, 8	Hiland	41, 42	Tatcher
43, 44	Rossin	41, 42	Hudnall
43, 44	Huggins		

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

Nos. 3, 4, 6 and 23 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, Haggerman 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.

11. Engines larger than 54% must not be run over Henrietta Division west of Gainesville.

11(A). Engines larger than 38% in passenger service must not be run on

Henrietta Division west of Gainesville.

11(B). Engines larger than 30% freight and 26% passenger service must not be run over Bonham, Sherman and Cleburne Branches and Denton Division.

12. Abbreviations: "W," water; "C," coal; "O," oil; "T," turntable; "S," track scales; "Y," wye; "P," telephone; "D," day telegraph office; "N," day and night telegraph office; "NO," night telegraph office only.

13. Double track between Denison and Ray; between Waco and Bellmead; and between Ft. Worth Elizabeth Street and crossover north of standpipe Ney. Trains and engines use LEFT hand track between Ft. Worth Elizabeth Street and crossover north of standpipe Ney and northbound trains and engines stop to clear north end double track at Elizabeth Street and not proceed until interlocker signal indicates proceed.

13(A). Between Hillsboro and Hilo passenger trains regular and extra use west track, freight trains regular and extra use east track.

14. Normal position of switch at north end double track Elizabeth Street Ft. Worth and at crossover south end double track Ney are for southward trains.

14(A). Normal position switch end of double track Ray for northward trains.

14(B). Switches each end double track north of I&GN crossing Bellmead are automatic, when any part of train or engine stops on either of these switches it must not be moved in opposite direction in such manner as to cause derailment.

14(C). Normal position switches at Hillsboro and Hilo for west track.

14(D). 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 for Dallas Division trains clearing Shreveport and McKinney passenger trains.

15. Engine whistle signal code:

At points other than H&TC Interlocker Waco:

Main track to main track, _____ O _____
 Main track to passing track, _____ O _____
 Main track to tracks other than passing track, _____ OO _____
 Passing track to main track, OO _____ O _____
 Other tracks than passing tracks to main track, OO _____ O _____
 Other tracks than main track to tracks other than main or passing tracks, O _____

Enginemen notifying signalmen that he cannot accept signals, O O O O O
 On double track, above signals govern with current of traffic:
 On double track, main track against current of traffic O _____ O _____

At Waco H&TC Interlocker.

Main track to main track: _____
 Southward trains irregular route: _____
 Main track to compress: O O
 Main track to Texas L&P Company: _____ O _____
 Compress or Texas L&P Company to main track: _____
 Main track to Cotton Belt: _____ O _____
 Main track to Texas-Central main track: _____ O O O O
 Texas-Central main to main track: _____ O O O

16. Fort Worth and Denver Time Table governs between Wichita Falls and North Yard. T&P Time Table governs between Whitesboro and Fort Worth. Dallas Union Terminal Time Table governs between Dallas Yard and south end double track Mile Post 768.9.

STATIONS	TONNAGE RATING TABLE.			
	20% Eng.	23% Eng.	27% Eng.	30% Eng.
Dallas to Denton.....	590	650	735	855
Denton to Dallas.....	590	650	735	855
Ray to Sherman.....	700	800	900	1000
Sherman to Ray.....	700	800	900	1000
Ray to Bonham.....	695	765	870	1000
Bonham to Ray.....	695	765	870	1000
Egan to Cleburne.....	600	670	905	1070
Cleburne to Egan.....	600	670	905	1070
	30% Engs.	44% Engs.	54% Engs.	60% Engs.
Ray to Ney.....	870	1200	1560	1740
Ney to Ray.....	800	1100	1350	1550
Ney to Bellmead.....	1045	1550	1800	2050
Bellmead to Ney.....	1045	1550	1800	2050
Ray to Hillsboro via Dallas.....	900	1400	1700	1900
Hillsboro to Ray via Dallas.....	900	1400	1700	1900
Whitesboro to Wichita Falls.....	890	1300	1500	1850
Wichita Falls to Whitesboro.....	890	1300	1500	1850

EXCESS TONNAGE TO BE HANDLED WHEN AVAILABLE.

Dallas	EXCESS TONNAGE TO BE HANDLED WHEN AVAILABLE.			
	20% Engs.	23% Engs.	27% Engs.	30% Engs.
Lewisville to Dallas.....	150	150	170	170
	30% Engs.	44% Engs.	54% Engs.	60% Engs.
Ray to Whitesboro.....	200	350	450	450
Whitesboro to Ray.....	200	350	450	450
Hilo to Bellmead.....	280	350	850	850
Hunt to Ray.....	315	600	850	850

**DENISON
DISTRICT**

**TIME TABLE
No. 1-A**

**Effective
Jan. 2, 1921**