

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



## SHREVEPORT DISTRICT EMPLOYEES TIME TABLE No. 7

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

**J. W. BUTZ,**  
Superintendent







NORTH BOUND

GREENVILLE DIVISION

**Time Table No. 7**

Effective 12:01 A. M.  
November 1st, 1914



STATIONS	Station Numbers	FIRST CLASS			SECOND CLASS	THIRD CLASS			
		24	22	28	72	96	98		
		Passenger	Passenger	M. & E. T. Ry. Passenger	Fast Freight	Way Freight	Way Freight		
		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday		
N GREENVILLE ARRIVE FS	D 52	AM 6.00	PM 4.10		AM	PM			
N WEST YARD GE	D 53				10.30	5.00			
TexMidCrossing—5.7—St LSW Crossing HUSBANDS	X 6	5.36	3.50		10.00	4.30			
D CAMPBELL C	X 10	5.28	3.42		9.40	4.00			
D CUMBY BF	X 17	5.14	3.28 <sup>96</sup>		9.20	3.28 <sup>22</sup>			
D BRASHEAR BR	X 23	5.00	3.14		8.55 <sup>97</sup>	2.45			
N SULPHUR SPRINGS XN	X 31	4.42	2.55		8.30	2.10			
D CRUSH	X 37	4.22	2.38		8.00	1.40			
D COMO CO	X 40	4.07	2.30		7.45	1.27			
D PICKTON PK	X 46	3.53	2.15	PM	7.20	12.38 <sup>PM 23</sup>			
N WINNSBORO NS	X 54	3.30	1.55 1.35	12.30	6.40	11.55 <sup>AM 97</sup> 11.15			
D EAST WINNSBORO WN	X 55	3.20	1.30 <sup>23</sup>	12.20 <sup>97</sup>	6.25	11.00			
D SOROGGINS	X 60	3.05	1.16 <sup>97</sup>	PM	6.00	10.30			
D NEWSOME UM	X 63	2.55	1.09		5.45	10.10			
D LEESBURG BE	X 66	2.45	12.59		5.30	9.50			
N PITTSBURG H	X 73	2.27 <sup>73</sup>	12.42		4.55	9.10			
StL&SW Crossing FAKER	X 77	2.17	12.30		4.35	8.45			
D OASON CN	X 83	2.05 <sup>25</sup>	12.16		4.05	8.10			
D DAINGERFIELD DG	X 89	1.48	12.02 <sup>PM</sup>		3.27 <sup>73</sup>	7.40	PM		
N HUGHES SPRINGS HU	X 95	1.30	11.46 <sup>AM</sup>		2.40 <sup>25</sup>	7.00	3.15 <sup>23</sup>		
D AVINGER VC	X 104	1.05	11.21		1.18	AM 2.25			
D LASSATER FV	X 110	12.48 <sup>72</sup>	11.03		12.48 <sup>24</sup>	1.45			
D NEWLINE	X 116	12.33	10.46		12.01 <sup>AM</sup>	1.10			
D KELLEYVILLE	X 117	12.30	10.44		11.55 <sup>PM</sup>	1.00			
T&P Crossing N JEFFERSON JN	X 122	12.15 <sup>AM</sup>	10.32 <sup>99</sup>		11.30	12.30 <sup>PM</sup>			
D BALDWIN	X 130	11.52 <sup>PM</sup>	10.12		11.05	11.50 <sup>AM 99</sup>			
D KARNACK KC	X 135	11.38	9.58		10.45	11.05			
D LEIGH GH	X 140	11.26	9.45		10.25	10.35			
D ORCHARD PARK	X 144	11.15	9.35		10.05	10.10			
D WASKOM W	X 150	11.00	9.20		9.40	9.40			
T&P Crossing D GREENWOOD GN	X 155	10.45	9.05 <sup>73-98</sup>		9.15	9.05 <sup>22-73</sup>			
T&P Crossing N NICHOLS	X 161	10.30	8.50		8.50	8.25			
D JEWELLA	X 166	10.15	8.35		8.25	8.00			
T&P Crossing—3.6—KCSoCrossing N SHREVEPORT UNION DEPOT UN	X 170	10.00	8.20						
N SHREVEPORT YARD SR LEAVE		PM	AM		8.00 PM	7.30 AM			
169.7		24	22	28	72	96	98		

North bound trains are superior to trains of the same class in the opposite direction, unless otherwise specified.





**TEXAS STATE LAWS GOVERNING RAILROAD EMPLOYES.**

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.

SOUTH BOUND					McKINNEY BRANCH					NORTH BOUND		
THIRD CLASS	FIRST CLASS		Siding Capacity Cars Telephone Scales Water Turn Table Wye Fuel	Distance from St. Louis	Time Table No. 7 Effective 12:01 A. M. November 1st, 1914	Station Numbers	FIRST CLASS		THIRD CLASS			
	91	33					31	32		34	90	
Way Freight	Passenger	Passenger					Passenger	Passenger	Way Freight			
Daily Ex. Sunday	Daily	Daily					Daily	Daily	Daily Ex. Sunday			
AM	PM 4.20	AM 6.20	Y. W. C. R. F. O. Yard	713.0	LEAVE N GREENVILLE	ARRIVE FS D 52	AM 10.20	PM 8.20	PM			
7.30	4.30	6.30	Yard	714.0	N WEST YARD	GE D 53	10.10	8.10	5.30			
8.15	4.53	6.52	33	720.8	D FLOYD	FD W 8	9.48	7.48	4.53			
9.25	5.16	7.15	33	728.1	D FARMERSVILLE	SA W 15	9.25	7.25	4.05			
10.15	5.45	7.45	32 W	736.8	GC&SPRY PRINCETON	Crossing PN W 24	8.55	6.55	3.10			
11.00 AM	6.10 PM	8.10 AM	T. O. R. Yard	744.5	D McKINNEY	NY W 32	8.30 AM	6.30 PM	2.30 PM			
91	33	31			31.6		32	34	90			

SOUTH BOUND					MINEOLA DIVISION					NORTH BOUND		
THIRD CLASS	FIRST CLASS		Siding Capacity Cars Telephone Scales Water Turn Table Wye Fuel	Distance from St. Louis	Time Table No. 7 Effective 12:01 A. M. November 1st, 1914	Station Numbers	FIRST CLASS		THIRD CLASS			
	99	13					11	12		14	98	
Way Freight	Passenger	Passenger					Passenger	Passenger	Way Freight			
Daily Ex. Sunday	Daily	Daily					Daily	Daily	Daily Ex. Sunday			
AM 7.15	PM 4.45	AM 10.35	W. O. P. T. R. Yard	714.0	LEAVE N WEST YARD	ARRIVE GE D 53	AM 9.50	PM 4.05	PM 4.45			
7.55	5.09	10.59	37	720.2	N GREENVILLE	FS D 52	9.50	4.05				
9.00	5.30	11.18	43	727.5	Tex. Mid. DIXON	Crossing H 7	9.22	3.37	4.15			
9.40	5.47	11.38 AM	41	733.5	D LONE OAK	NK H 14	9.00	3.12	3.50			
10.25	6.09	12.01 PM	29 W.	740.9	D POINT	NO H 21	8.40	2.59	3.20			
11.10	6.34	12.25	C. Y. 60	750.4	D EMORY	MY H 28	8.20	2.38	2.50			
11.12	6.36	12.27	O.	750.8	D ALBA	AB H 37	7.53	2.13	2.13			
11.13	6.37	12.28	O.	751.0	TEX. SHORT LINE JUNCTION	Crossing H 38	7.51	2.11	2.01			
11.35 AM	6.52	12.43	38	756.5	I.S.L. HOYT	H 38	7.50	2.10	2.00			
12.01 PM	7.05	12.58	47	761.5	D GOLDEN	DI H 44	7.35	1.55	1.40			
12.20 PM	7.15 PM	1.05 PM	T. Y. R. O. Yard	763.5	STORAGE	H 48	7.20	1.40	1.20			
99	13	11			50.5		12	14	98			

NORTH BOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.  
 No. 33 is superior to No. 34. No. 31 is superior to No. 32. No. 91 is superior to No. 90.  
 No. 11 is superior to No. 14. No. 99 is superior to No. 98.





## SPECIAL INSTRUCTIONS

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

No. 73 IS SUPERIOR TO No. 72 GREENVILLE TO SHREVEPORT.  
No. 33 IS SUPERIOR TO No. 34, GREENVILLE TO MCKINNEY.  
No. 31 IS SUPERIOR TO No. 32, GREENVILLE TO MCKINNEY.  
No. 91 IS SUPERIOR TO No. 90, WEST YARD TO MCKINNEY.  
No. 99 IS SUPERIOR TO No. 98, WEST YARD TO MINEOLA.  
No. 11 IS SUPERIOR TO No. 14, GREENVILLE TO MINEOLA.

**ON GREENVILLE DIVISION PASSENGER TRAINS MUST NOT EXCEED 30 MILES AND FREIGHT TRAINS 15 MILES PER HOUR.**

**ON MINEOLA DIVISION AND MCKINNEY BRANCH PASSENGER TRAINS MUST NOT EXCEED 24 MILES AND FREIGHT TRAINS 12 MILES PER HOUR.**

**ALL TRAINS MUST APPROACH JUNCTIONS AND CROSS-OVERS, GREENVILLE AND WEST YARD, UNDER CONTROL, EXPECTING TO FIND CROSS-OVERS OCCUPIED.**

**NOTE—DALLAS DIVISION TRAINS 1 AND 2 WILL MEET ON DOUBLE TRACK BETWEEN GREENVILLE AND WEST YARD.**

Dallas Division trains in both directions between West Yard and Greenville will use track West of Coal Chute between Crossover Switch South of Texas Street and Crossover South of Washington Street, which track was formally used for South bound movement.

Shreveport and McKinney passenger trains in both directions between West Yard and Greenville will use track East of Coal Chute between Crossover Switch South of Texas Street and Crossover South of Washington Street, which track was formerly used for North bound movement. This track will also be used for passing track by Dallas Division trains clearing Shreveport and McKinney passenger trains.

All trains must run under control between Outer Switch and Freight Depot, Shreveport and must stop and send flagman ahead before crossing Southern Ave. and Carey Streets; also Electric Railway at Jordan and Louisiana Streets, Shreveport Yard. Engineer must not sound whistle inside City Limits of Shreveport.

Conductors and Engineers must provide themselves with copy Shreveport Terminal and Denison District time tables.

All trains approach Jefferson under control expecting to find main line occupied by J. & N. W. trains.

Clocks regulated to Standard time are located as follows: Greenville Dispatcher's office, West Yard, Hughes Springs Telegraph Office, Shreveport Yard Office and Shreveport Union Depot.

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

Orrs, 822, Sarber, 826.4, and Fitzpatrick, 849.9, are flag stations for Nos. 22 and 23. Lotta, Mile 855.1, and Flournoy, 872.4, are flag stations for Nos. 22, 23, 24 and 25. Wurtzbaugh, Mile 844.3, is flag station for Nos. 22, 23 and 24. Ginger, Mile 743.9, is regular stop for Nos. 11, 12, 13 and 14.

Industrial Spurs: Crush Brick Yard 750, Watelsky Wye 754.3, Hopkins 765, Musgrove 769-7, Patman 813, Patingell 814, Schluter 838, Clarks 840, Haynes H 722, Rains H 733, Clearing H 747, Craver H 753.

Orr 822, passing track, capacity 25. Veal 803, passing track, capacity 10 cars.

Husband Tank, 719.7, Cumby Tank, 726.8, Crush Tank, 751, Pittsburg Tank, 786, Sarber Tank, 826, Blocker Tank, 858.5, Mineola Tank, 762.5, Ginger Tank, 744.9.

Explanation of Symbols: 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.

Each time table, from the time 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 divisions. But when a schedule of a preceding time table corresponds in number, class, day of leaving, direction and Initial and Terminal station 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.

**F. RUTLEDGE**

Train Master and Road Foreman of Engines

**E. E. HARLOW**

Chief Train Dispatcher



# SHREVEPORT DISTRICT

## TIME TABLE No. 7

**Effective  
Nov. 1st, 1914**