

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



TEXAS CENTRAL DISTRICT EMPLOYEES TIME TABLE No. 6

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

A. A. MATTHEWS
Superintendent

WEST BOUND

DELEON DIVISION

EAST BOUND

WEST

CROSS PLAINS DIVISION

EAST

THIRD CLASS			FIRST CLASS			Car Capacity Passing Tracks Coal Water Wye Track Scales Turn Table	Distance from Waco	Time Table No. 6 Effective 12:01 A. M. November 1st, 1914			Station Numbers	FIRST CLASS		THIRD CLASS
93 Way Freight	21 Passenger	23 Passenger	24 Passenger	22 Passenger	94 Way Freight									
Daily Ex. Sunday	Daily	Daily			Daily Ex. Sunday			STATIONS						
	8.30PM	8.10AM	Yard WOR	0	LEAVE N	WACO	ARRIVE WC	846	4.30PM	6.30AM				
	8.33	8.14	Yard W		N	EAST WACO			Via Bellmead Cut-off					
7.30AM	Via Texas Central Old Main Line		OWCTR Yard	2.8	N	BELLMead	BJ	843	4.08	6.20	6.30PM			
7.40	8.42	8.20	R	5.9	H&TC	BELLMead JUNCTION	Crossing	4	4.01	6.15	6.20			
8.00	9.00	8.40	62	13.1		ROSS		13	3.47	5.58	5.50			
8.15	9.08	8.48	59	17.0		TOKIO		17	3.40	5.50	5.35			
8.30	9.15	8.56	24	20.2		SHALE SPUR		20	3.33	5.40	5.20			
9.10	9.28	9.10	46	24.2	D	AQUILLA	AQ	24	3.25	5.30	5.00			
9.55	9.50	9.35	75	34.4	D	WHITNEY	NY	34	3.00	5.07	4.25			
10.30	10.02	9.48	13	40.4		ALLEN		40	2.46	4.52	3.50			
10.45	10.15	10.05	30	45.7	D	FOWLER	FO	46	2.35	4.40	3.30			
11.01	10.26	10.18	50	51.9		GRAVEL PIT		52	2.22	4.25	3.10			
11.30AM	10.35	10.31	126	54.5	GC&SF	MORGAN	Crossing MO-MN	55	2.18	4.20	3.00			
12.50PM	11.05	11.00	Yard	63.9	N	WALNUT SPRINGS	JS	64	1.58	3.57	2.30			
1.28	11.25	11.20	35	73.9	D	IREDELL	CD	74	1.28	3.30	1.28PM	24	9.3	
2.15	11.50PM	11.45AM	225	85.2	D	HICO	HN	85	1.05	3.05	11.45AM	23		
2.45	12.05AM	12.26	24	92.5	D	CLAIRETTE	CA	93	12.26	2.42	10.15			
3.15	12.15	12.36	35	97.7	D	ALEXANDER	AX	98	12.15PM	2.33	9.45			
4.30	12.40	1.02	236	106.5	SN&T&PW&RG	DUBLIN	Crossing DU	107	11.55AM	2.10	9.15			
4.45	12.50	1.12	10	110.5	N	MT. AIRY		111	11.40	1.55	7.30			
5.00	1.00	1.22	24	114.8		OOMY	KN	115	11.30	1.45	7.15			
5.30PM	1.30AM	1.32PM	155	119.7	N	DELEON	DN LEAVE	120	11.20AM	1.30AM	7.00AM			
93	21	23							24	22	94			

THIRD CLASS			FIRST CLASS			Distance from Waco	Time Table No. 6 Effective 12:01 A. M. November 1st, 1914			Station Numbers	FIRST CLASS		THIRD CLASS
53 Mixed	25 Passenger		26 Passenger	52 Mixed									
Daily Ex. Sunday	Sunday only		Sunday only	Daily Ex. Sunday			STATIONS						
1.50PM	1.40PM	119.7	LEAVE N	DELEON	ARRIVE DN	120	10.35AM	10.00AM					
2.20	2.10	129.3		DUSTER		B 129	10.00	9.35					
2.40	2.35	136.0	D	SIPE SPRINGS	SI	B 136	9.33	9.10					
3.20	3.20	147.3	D	RISING STAR	RS	B 147	8.48	8.25					
3.45	3.45	155.2		PIONEER		B 155	8.18	7.50					
4.15PM	4.05PM	159.9	D	CROSS PLAINS	CX LEAVE	B 160	8.00AM	7.30AM					
53	25						26	52					

- LIST OF SURGEONS.
- DR. S. WEBB, JR., Chief Surgeon, Dallas, Texas.
DR. M. E. LOTT, Asst. Chief Surgeon, Dallas, Texas.
- DALLAS—
Dr. E. Dunlap, Division Surgeon.
Dr. L. N. Nance, Local Surgeon.
Dr. Homer Donald, Local Surgeon.
Dr. I. A. Estes, Local Surgeon.
Dr. H. M. Carrick, Local Surgeon.
Dr. R. B. McBride, Local Surgeon.
Dr. E. H. McCary, Division Oculist.
Dr. D. L. Bettison, Division Oculist.
Dr. R. S. Yancy, Oculist.
Dr. H. B. Duhart, Oculist.
Dr. M. E. Taber, Oculist.
Dr. R. H. Willies, Radiographer.
- AQUILLA—
Dr. C. L. Montgomery, Local Surgeon.
- ALBANY—
Dr. Gregg Murray, Local Surgeon.
- ALEXANDRIA—
Dr. Otis Kins, Local Surgeon.
- CARBON—
Dr. B. F. Wilson, Local Surgeon.
- CISCO—
Dr. O. S. Vance, Local Surgeon.
Dr. J. W. Gregory, Local Surgeon.
Dr. J. H. Britton, Oculist.
- CLAIRETTE—
Dr. J. T. Plemmens, Local Surgeon.
- CROSS PLAINS—
Dr. John Tyson, Local Surgeon.
- DUBLIN—
Dr. T. F. Bryan, Local Surgeon.
Dr. J. G. O'Brien, Local Surgeon.
- GORMAN—
Dr. S. R. Carlton, Local Surgeon.
- HAMLIN—
Dr. David White, Local Surgeon.
- HICO—
Dr. C. E. Durham, Local Surgeon.
- IREDELL—
Dr. A. N. Pike, Local Surgeon.
- MORGAN—
Dr. L. E. Maples, Local Surgeon.
- ROTAN—
Dr. E. R. Sartor, Local Surgeon.
Dr. Callum, Local Surgeon.
- RISING STAR—
Dr. J. E. Montgomery, Local Surgeon.
- SIPE SPRINGS—
Dr. W. J. Westbrook, Local Surgeon.
- STAMFORD—
Dr. E. P. Bunkley, Local Surgeon.
Dr. D. Southard, Local Surgeon.
- WACO—
Dr. K. H. Ayresworth, Division Surgeon.
Dr. M. W. Colgin, Division Surgeon.
Dr. L. E. Colgin, Division Surgeon.
Dr. H. R. Dudgeon, Local Surgeon.
Dr. J. R. Alexander, Local Surgeon.
Dr. H. C. Black, Consulting Surgeon.
Dr. J. W. Hale, Consulting Surgeon.
Dr. H. T. Ayresworth, Oculist.
Dr. B. L. Scott, Oculist.
- WALNUT SPRINGS—
Dr. J. A. Murrah, Local Surgeon.
- WHITNEY—
Dr. W. T. Treat, Local Surgeon.

SPECIAL INSTRUCTIONS

East bound trains are superior to trains of the same class in the opposite direction.

Maximum speed between Waco and M. P. 122; passenger trains 35 and freight trains 26 miles per hour; between M. P. 122 and Rotan passenger trains 30 and freight trains 20 miles per hour.

Standard clocks located Waco, Bellmead, Walnut Spring, Stamford, Rotan and DeLeon. Switch at Bellmead Junction set for cut off. First class trains and passenger extras register and get clearance Waco, De Leon, Stamford and Rotan. Third class trains and extras (except passenger extras) register and get clearance Bellmead, DeLeon, Stamford and Rotan. All trains register at DeLeon.

Track from first switch just south of depot at Hewitt to the switch 3000 feet north of Cotton Belt crossing, East Waco, will be operated as double track (double track rules to govern). All 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 S. A. & A. P. crossing and the double track switch north of I. & G. N. crossing under control, without orders against overdue superior trains. All trains and switch engines may run between Waco and Bellmead ahead of overdue superior trains without orders.

All 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.

All trains and yard engines passing through Waco between the hours 11:30 p.m. and 1:00 a.m. and 4:30 a.m. and 6:00 a.m. will move under entire control expecting to find both main tracks occupied by passenger trains switching at passenger station.

D—Indicates day telegraph office. N—Indicates day and night telegraph office. Nos. 97 and 98 will carry passengers. 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.

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 pro-

WEST BOUND

STAMFORD DIVISION

EAST BOUND

THIRD CLASS		FIRST CLASS		Car Capacity Coal, Water, Turn Table, Track Scales, Wye	Distance from Waco	Time Table No. 6 Effective 12:01 A. M. November 1st, 1914			Station Numbers	FIRST CLASS		THIRD CLASS	
97 Mixed	95 Way Freight	21 Passenger	23 Passenger			24 Passenger	22 Passenger	96 Way Freight		98 Mixed			
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily			LEAVE N	ARRIVE DN		Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
	6.00AM	1.30AM	1.40PM	155 CYWR	119.7			120	11.10AM	1.30AM	6.30PM		
	6.20	1.45	1.53	8	125.2			125	10.57	1.15	5.45		
	7.25	2.05	2.05	85 W	130.5	D	G	131	10.45	1.05	5.15		
	8.10	2.30	2.30	29	140.8	D	Z	141	10.15	12.40	4.15		
	8.30	2.42	2.40	17	144.9	D	A	145	10.05	12.30	3.50		
	9.40	3.10	3.05	OYWC	155.2	T&P N	Crossing D	155	9.40	12.05AM 11.55PM	3.05	23	
	11.10	3.40	3.40	10	162.6			163	9.10	11.30	1.20		
	11.40AM	3.55	3.57	45	168.1			168	8.55	11.15	12.55		
	12.30PM	4.10	4.10	30	173.2	D	RN	173	8.40	11.00	12.30PM	95	
	12.50	4.25	4.22	30	177.9			178	8.25	10.45	11.35AM		
	2.15	4.55	4.52	100 Y	188.6	D	AB	189	7.50	10.15	10.50		
	2.50	5.20	5.15	30	195.2			195	7.28	9.50	9.45		
	3.10	5.30	5.25	20	199.0			199	7.20	9.40	9.25		
	3.35	5.40	5.40	20	203.0			203	7.10	9.25	9.05		
	4.00	6.05	6.05	12 W	211.7			212	6.47	9.00	8.30		
	4.35	6.08	6.10	24	212.8	D	RD	213	6.45	8.55	8.25		
	5.10	6.30	6.27	28	219.8	D	VD	220	6.30	8.37	7.50		
10.00AM	5.30PM	6.50 7.10	6.45PM	210 OWYR	227.3	WV D	Crossing SM	227	6.15AM	8.20	7.30AM	5.55AM	
10.35	7.35			28	236.1	D	X	236	7.50	7.50	5.20		
11.35AM	8.10			75 W	246.9	KCMO D	Crossing HB	247	7.20	7.20	4.40		
12.15PM	8.40			36	258.3			258	6.45	6.45	3.35		
12.35	8.57			10	263.5	D	RO	264	6.25	6.25	3.15		
1.00PM	9.10AM			120 YCWR	269.1	D	NA LEAVE	269	6.10PM	6.10PM	3.00AM		
97	95	21	23						24	22	96	98	

East bound trains are superior to trains of the same class in the opposite direction.

- Aquila tank, mile 19.4.
- East Steels Creek tank, mile 42.4.
- Deep Creek tank, mile 171.9.
- North Hubbard tank, mile 185.2.
- Coghill Spur, Mile Post 193.1
- Acampo tank, mile 196.1.
- Clear Fork tank, mile 209.8

- Y-Indicates Wye
- W " Water
- O " Track Scales
- C " Coal
- T " Turntable
- ¶ " Stop for meals
- R Register

- Coghill Spur, Mile Post 193.1.
- Clear Fork Quarry Spur Milepost 211.1
- Lueders Quarry, Spur Milepost 212.1
- Sand Spur Milepost 260.7

CROSS PLAINS BRANCH

- Sabaro Spur, Milepost 124.1

Official Time Inspectors

- Haffner Anderson, Waco 5.20
- Webb C. Ball, General Inspector, Railway Exchange Bldg. Chicago, Ill. 4.40
- W. F. Hayes, Supt Time Service, Railway Exchange Bldg. Chicago, Ill. 3.35
- 3.15
- 3.00AM

TEXAS STATE LAWS GOVERNING RAILROAD EMPLOYES.—Concluded.

visions 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 subterfuge 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.

M. B. HOOPER, Trainmaster and Road Foreman of Engines.

S. B. MOORE, Chief Train Dispatcher.

**TEXAS CENTRAL
DISTRICT**

**TIME TABLE
No. 6**

**Effective
Nov. 1st, 1914**