

Fort Worth & Denver City Railway Co.

TIMETABLE

OF THE

WICHITA FALLS AND AMARILLO DIVISIONS

No. 5

EFFECTIVE AT 12:01 A. M.

SUNDAY, JUNE 20, 1937

DESTROY ALL TIME TABLES OF PREVIOUS DATE

CENTRAL STANDARD TIME
EXCEPT MOUNTAIN STANDARD TIME TEXLINE TO SIXELA



This Time Table is for the exclusive use and guidance of the employees concerned, who must carry in addition thereto the book of rules of the operating department.

SOUTHWARD

TIME TABLE No. 5

NORTHWARD

SECOND CLASS			FIRST CLASS			Signs	Capacity Siding	Other Tracks	Distance from Fort Worth (T. & P. Junction)	STATIONS	Distance from Wichita Falls	Office Closed	FIRST CLASS		SECOND CLASS	
FREIGHT			PASSENGER										PASSENGER		FREIGHT	
	75		1	7									2	8	72	
	P.M. L12.50		P.M. L 4.45	A.M. L 3.30	CWYT RKOB Yd.	Yard	784	114.0	..... WICHITA FALLS	0.0		P.M. A12.50	A.M. A 2.05		A.M. A 4.10	
			4.48	3.33	Yd.			113.1	..... W. F. & O. JUNCTION	0.9	No office	12.47	2.01			
	1.03		4.54	3.39	F	80	5	108.5	..... RAYMOND	5.5	No office	12.41	1.55		3.52	
	1.17		4.58	3.43	F	65	40	105.4	..... JOLLY	8.6	No office	12.37	1.51		3.43	
	s		s	s				96.0	..... M-K-T CROSSING (Grade)	18.0	No office	s	s		s	
	1.36		s 5.15	s 3.58	W	66	68	95.7	..... HENRIETTA	18.3	6pm to 9pm 5am to 10am	s12.24	s 1.39		3.15	
	1.45		5.23	4.06	F	64		89.6	..... DICKWORSHAM	24.4	No office	12.13	1.29		2.59	
	1.53		5.30	4.13	F	57	6	84.4	..... KOLA	29.6	No office	12.07	1.22		2.50	
	2.01		f 5.37	4.20	W	80	26	79.4	..... BELLEVUE	34.6	6.30 pm to 9.30 am	f12.01	1.16		2.41	
	2.09		5.43	4.26	F	80	3	74.6	..... ELSER	39.4	No office	P.M. 11.53	1.10		2.26	
								69.2	..... C. R. I. & G. CROSSING (Interlocked) ..	44.8	No office					
	2.19		s 5.55	s 4.35	Yd.	62	117	68.4	..... BOWIE	45.6	6.30 p. m. to 11.30 p. m.	s11.44	s 1.01		2.16	
	2.27		6.03	4.42	F	65	4	63.3	..... FRUITLAND	50.7	No office	11.34	12.51		1.57	
	2.32		f 6.09	4.47	F	64	30	59.6	..... SUNSET	54.4	No. Office	f11.29	12.46		1.47	
	2.52		s 6.22	4.57		80	23	51.7	..... ALVORD	62.3	7.15 pm to 10.15 am	s11.17	12.36		1.29	
	3.01		6.30	5.05	F	64	21	46.1	..... COWEN	68.9	No office	11.09	12.29		1.20	
	3.15		s 6.41	s 5.15	Yd.	100	90	40.2	..... DECATUR	73.8	2.30 p.m. to 10.30 p.m.	s11.01	s12.21		1.10	
	3.24		6.49	5.22	F	65	4	34.8	..... HERMAN	79.2	No office	10.51	12.12		12.59	
	3.33		6.56	5.29	F	80	16	30.0	..... HOGSETT	84.0	No office	10.43	12.05		12.48	
	3.42		f 7.04	5.36	Y	89	88	25.4	..... RHOME	88.6	7.05 p.m. to 10.05 a.m.	f10.36	A.M. 11.59		12.38	
	3.54		7.14	5.46	F	80	6	18.1	..... AVONDALE	95.9	No office	10.25	11.51		12.18	
	4.00		7.19	5.50	F	65	4	14.8	..... HICKS	99.2	No office	10.20	11.47		12.10	
	4.10		7.26	5.57		97	2	9.3	..... Saginaw—G. C. & S. F. Crossing (Interlocked)	104.7		10.12	11.40		A.M. 11.59	
	4.16		7.31	6.03	CWO Yd.	69	738	5.8	..... NORTH YARD	108.2	No office	10.01	11.35		11.52	
	4.28		7.36	6.07				3.2	..... St. L. S. W. Crossing—Jct. (Interlocked) ..	110.8	No office	9.56	11.31		11.43	
								3.1	..... Ft Worth Belt—C. R. I. & G. Crossing (Interlocked)	110.9	No office					
	4.44		7.37	6.08	Yd.		49	2.9	..... NORTH FORT WORTH	111.1	No office	9.55	11.30		11.40	
	4.50		7.38	6.09	Yd.			2.5	..... RIO	111.5	No office	9.54	11.29		11.37	
	4.54		7.42	6.14	Yd.			0.9	..... HAMPTON	113.1	No office	9.51	11.26		11.33	
	A 5.00 P.M.				CWTR KOB Yd.	Yard	668	0.5	..... NINTH STREET	113.5					L11.30 P.M.	
			A 7.45 P.M.	A 6.17 A.M.	Yd.			0.0	..... T. & P. JCT.	114.0	No office	L 9.48 A.M.	L11.23 P.M.			
	4.10 27.2		3.00 38.0	2.47 40.9					SCHEDULE TIME AVERAGE MILES PER HOUR			3.02 37.6	2.42 42.2		4.40 24.3	

The figures below are for information only. The T. & P., C. R. I. & G. and U. T. Co. time tables govern all train movements between T. & P. Junction and Fort Worth and Dallas

		FORT WORTH		DALLAS	
	A 7.50	A 6.25	L 9.45	L11.20	
	L 8.05	L 6.40	A 9.25	A10.57	
	P.M.	A.M.	A.M.	P.M.	
	A 9.05	A 7.40	L 8.30	L10.05	
	P.M.	A.M.	A.M.	P.M.	
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS SOUTHWARD.

Passenger trains must not exceed 55 miles an hour on tangent track and 50 miles on curves.

Freight engines, except Santa Fe type (2-10-2), handling passenger trains must not exceed speed of 45 miles an hour on tangent track and 35 miles an hour on curves.

Santa Fe type (2-10-2) engines handling passenger trains must not exceed speed of 35 miles an hour.

Freight trains, 35 miles an hour on tangent track and 30 miles an hour on curves except time freight and stock trains 40 miles an hour on tangent track and 35 miles an hour on curves.

Passenger trains must not exceed 15 miles an hour and freight trains 10 miles an hour between ST. L.-S. W. CROSSING-JCT. and RIO.

Double track between RIO and HAMPTON.

Automatic Block between HAMPTON and HENRIETTA.

No train order signal at FORT WORTH, NINTH STREET or WICHITA FALLS. Conductors and Enginemen must have clearance, Form A.

Yard limits of Fort Worth and North Fort Worth and North Yard are continuous between T. & P. Junction and Yard Limit board near

Mile Post 8. All Trains and Engines must move at restricted speed between T. & P. JUNCTION and HAMPTON.

Yard limits of Wichita Falls and Sunshine Yard are continuous between Mile Post 112 and Mile Post 119. All Trains and Engines must move at restricted speed between W. F. & O. Junction and W. F. & N. W. Junction.

M. K. T., W. F. & S., Wichita Valley, Joint Texas Division and St. L.-S. W. trains and engines while on tracks of the Fort Worth & Denver City Railway Co. will be under the jurisdiction of the officers and conform to the rules and regulations of the Fort Worth & Denver City Railway Co.

Train and Enginemen will be governed by the T. & P. Rules, Time Tables and Special Instructions between T. & P. Jct. and Fort Worth, and by C. R. I. & G. Time Table and Book of Rules between Fort Worth and Dallas.

The normal position of switches at Rio will be for southward trains; at Hampton for northward trains on northward main track and for F. W. & D. C. on southward main track.

Elna water tank M. P. 31.8; Brushy water tank M. P. 54.0.

See page 8 for additional sidings and spurs.

See page 8 for special instructions.

WICHITA FALLS DIVISION

Childress and Wichita Falls Sub-Division
TIME TABLE No. 5

EFFECTIVE JUNE 20, 1937

SOUTHWARD

NORTHWARD

SECOND CLASS				FIRST CLASS				Signs	Capacity Siding	Other Tracks	Distance from Fort Worth	STATIONS	Distance from Childress	Office Closed	FIRST CLASS			SECOND CLASS	
FREIGHT		PASSENGER		PASSENGER			PASSENGER								FREIGHT				
75		1	7	8	2	72													
DAILY		DAILY	DAILY	DAILY	DAILY	DAILY													
A.M. L 8.50		P.M. L 2.00	A.M. L 12.45				CWYT RKOB Yd.	Yard	733	220.2	CHILDRESS	0.0			A.M. A 5.00	P.M. A 3.45	A.M. A 11.00		
9.10		s 2.13	12.57					80	39	211.3	KIRKLAND	8.9	5.30 p.m. to 8.30 a.m.	4.47	s 3.32	10.35			
9.20		2.21	1.04				F	80	5	205.0	HERG	15.2	No office	4.38	3.23	10.15			
9.27		f 2.27	1.10				F	80	14	200.5	GOODLETT	19.7	No office	4.32	f 3.17	10.05			
										196.9	Q. & A. P. Crossing (Interlocked)	23.3	No office						
9.34		f 2.33	1.15				FY	65	135	196.7	ACME	23.5	No office	4.27	f 3.11	9.55			
9.44		s 2.44	s 1.25				WYK Yd.	80	228	191.8	QUANAH	28.4		s 4.20	s 3.05	9.44			
										191.6	Q. A. & P. Crossing (Interlocked)	28.6	No office						
9.54		2.52	1.34				F	80	10	185.6	EVANS	34.6	No office	4.03	2.52	8.50			
										179.0	P. & S. F. Crossing (Interlocked)	41.2	No office						
10.05		s 3.01	s 1.45				WY Yd.	80	113	178.8	CHILlicothe	41.4	4 p.m. to 12 m.	s 3.54	s 2.41	8.35			
10.20		3.11	1.54				F	80	15	171.4	TOLBERT	48.8	No office	3.43	2.30	8.15			
10.45		s 3.23	s 2.07				WC O Yd.	90	212	163.3	VERNON	56.9	4 p.m. to 12 m.	s 3.30	s 2.18	7.55			
										163.1	St.L.S.F.&T.Crossing (Interlocked)	57.1	No office						
11.02		f 3.35	2.19							155.0	OKLAUNION	65.2	5.30 p.m. to 8.30 a.m.	3.15	f 2.03	7.15			
11.15		f 3.46	2.29				FW	80	58	147.8	HARROLD	72.4	No office	3.06	f 1.54	6.55			
11.30		s 3.59	s 2.41				WYd.	80	204	140.3	ELECTRA	79.9	5 p.m. to 1 a.m.	s 2.57	s 1.44	6.35			
11.38		4.05	2.49				F	80		135.8	FOWLKES	84.4	No office	2.49	1.36	6.15			
11.46		4.11	2.56				F	80	10	130.7	TOMBURNETT	89.5	No office	2.43	1.30	6.05			
11.55		s 4.19	3.03				W	85	83	124.8	IOWA PARK	95.4	5.30 p.m. to 8.00 a.m.	2.35	s 1.22	5.50			
12.08		4.28	3.12				FYd.	Yard	546	117.7	SUNSHINE YARD	102.5	No office	2.26	1.12	5.25			
12.10		4.30	3.14				FYd.			116.1	ORIENT	104.1	No office	2.24	1.09	5.20			
		4.32	3.16				Yd.			115.0	W. F. & N. W. JUNCTION	105.2	No office	2.22	1.07				
A 12.20		A 4.35	A 3.19				CR KB W TOY Yd.	Yard	784	114.0	WICHITA FALLS	106.2		L 2.20	L 1.05	L 5.10			
DAILY		DAILY	DAILY											DAILY	DAILY	DAILY			
3.30		2.35	2.34											2.40	2.40	5.50			
30.3		41.1	41.4											39.8	39.8	18.2			

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

Passenger trains must not exceed 55 miles an hour on tangent track and 50 miles on curves.
 Freight engines, except Santa Fe type (2-10-2), handling passenger trains must not exceed speed of 45 miles an hour on tangent track and 35 miles an hour on curves.
 Santa Fe type (2-10-2) engines handling passenger trains must not exceed speed of 35 miles an hour.
 Freight trains, 35 miles an hour on tangent track and 30 miles an hour on curves except time freight and stock trains 40 miles an hour on tangent track and 35 miles an hour on curves.
 Passenger trains must not exceed 30 miles an hour and freight trains 20 miles an hour while any portion of train is on Pease River Bridge, just north of Vernon.
 Double track between Wichita Falls (Seventh Street) and Orient.
 No train order signal at WICHITA FALLS or CHILDRESS. Conductors and Enginemen must have clearance, Form A.

Yard limits of WICHITA FALLS and SUNSHINE YARD are continuous between Mile Post 112 and Mile Post 119. All trains and engines must move at restricted speed between W. F. & N. W. Junction and W. F. & O. Junction.
 Way freight extra leaves Childress 6:30 a. m. Daily, except Sunday for Wichita Falls.
 Way freight extra leaves Wichita Falls 7:30 a. m. Daily except Sunday for Childress.
 Wichita Valley and M. K. T. trains and engines, while on tracks of the Fort Worth & Denver City Railway Company, will be under the jurisdiction of the officers and conform to the rules and regulations of the Fort Worth & Denver City Railway Co.
 Iowa Park water tank located M. P. 126.5; Harrold water tank located M. P. 146.9.
 See page 8 for additional sidings and spurs.
 See page 8 for Special Instructions.

AMARILLO DIVISION

Texline and Amarillo Sub-Division
TIME TABLE No. 5

EFFECTIVE JUNE 20, 1937

SOUTHWARD

NORTHWARD

SECOND CLASS		FIRST CLASS		Signs	Capacity of Siding	Other Tracks	Distance from Fort Worth	STATIONS	Distance from Texline	Office Closed	FIRST CLASS		SECOND CLASS	
FREIGHT		PASSENGER									PASSENGER		FREIGHT	
75		7	1								8	2	72	
DAILY		DAILY	DAILY	DAILY	DAILY	DAILY		DAILY			DAILY	DAILY	DAILY	
A.M.		P.M.	A.M.	RKB WCT Yd	Yard			TEXLINE	0.0	No office	A.M.	P.M.	P.M.	
L 12.20		L 6.45	L 7.55	F	90	8	446.7	CORLENA	6.2	No office	11.13	10.10		11.20
12.35		6.54	8.04	FW	99	23	441.6	PERICO	5.1	No office	f 11.05	10.03		11.05
12.45		7.01	f 8.11	F	97	8	430.9	WARE	10.7	No office	10.51	9.49		10.35
1.03		7.14	8.24					MATLOCK	10.5	No office	10.38	9.36		
		7.26	8.36			6	420.4	C. R. I. & G. CROSSING (Interlocked)	2.8					
							417.6	DALHART	0.2	No office	s 10.33	s 9.32		10.05
1.35		s 7.35	s 8.45	WCY Yd	95	315	417.4	TWIST	4.5	No office	10.21	9.21		9.36
1.43		7.41	8.51	F	59	8	412.9	HARTLEY	9.8	No office	s 10.08	f 9.08		9.08
1.58		f 7.53	f 9.03	F	99	43	403.1	DUNCAN	7.0	No office	9.58	8.58		8.35
2.09		8.01	9.12	F	59	8	396.1	CHANNING	8.0	12:00 mn. to 8:00 am.	s 9.45	s 8.46		8.11
2.23		s 8.11	s 9.23	CW	97	70	388.1	MURDO	5.6	No office	9.33	8.35		7.45
2.33		8.19	9.33	F	80	10	382.5	MAGENTA	6.1	No office	f 9.24	8.27		7.25
2.43		8.27	9.42	FW	64	20	376.4	TASCOSA	4.1	11:00 pm. to 7:00 am.	s 9.18	8.19		7.15
2.50		8.33	f 9.48	Yd.	81	218	372.3	ADY	7.2	No office	9.07	8.08		6.57
3.02		8.43	9.59	F	80	20	365.1	BODEN	6.9	No office	8.59	7.59		6.43
3.14		8.51	10.09	F	40		358.2	FITZ	6.1	No office	8.50	7.49		6.31
3.24		8.59	10.17	F	80	6	352.1	GENTRY	5.0	No office	8.43	7.40		6.19
3.33		9.07	10.23	F	57	8	347.1	CLIFFSIDE	4.8	No office	8.36	7.32		6.08
3.41		9.14	10.29	FW	58	7	342.3	AMARILLO	6.6		L 8.24	L 7.20		L 5.50
A 4.10		A 9.30	A 10.40	WBTO CRK Yd.	Yard	808	335.7				A.M.	P.M.		P.M.
DAILY		DAILY	DAILY						117.2		DAILY	DAILY		DAILY
3.50		2.45	2.45					SCHEDULE TIME			2.59	3.00		5.55
30.6		42.6	42.6					AVERAGE MILES PER HOUR			39.3	39.0		19.8

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS SOUTHWARD.

Passenger trains must not exceed 55 miles an hour on tangent track and 50 miles an hour on curves.

Passenger trains must not exceed 40 miles an hour and freight trains 25 miles an hour around 6 degree curve located Mile Post 367.54.

Freight engines, except Santa Fe type (2-10-2), handling passenger trains must not exceed speed of 45 miles an hour on tangent track and 35 miles an hour on curves.

Santa Fe type (2-10-2) engines handling passenger trains must not exceed speed of 35 miles an hour.

Freight trains, 35 miles an hour on tangent track and 30 miles an hour on curves except time freight and stock trains 40 miles an hour on tangent track and 35 miles an hour on curves.

Santa Fe type engines must not exceed 15 miles an hour over bridge 377.00 just north of Magenta.

No train order signal at Texline or Amarillo. Conductors and Enginemen must have clearance, Form A.

Derailing switch on main track south of south lead switch Texline, after using it is to be set to derail.

See page 8 for additional sidings and spurs and special instructions.

AMARILLO DIVISION

Sixela and Texline Sub-Division
TIME TABLE No. 5

EFFECTIVE JUNE 20, 1937

SOUTHWARD

NORTHWARD

SECOND CLASS		FIRST CLASS		Signs	Capacity of Siding	Other Tracks	Distance from Fort Worth	STATIONS	Distance from Sixela	Office Closed	FIRST CLASS		SECOND CLASS	
Freight		Passenger									Passenger		Freight	
75		7	1								8	2	72	
DAILY		DAILY	DAILY	DAILY	DAILY	DAILY		DAILY			DAILY	DAILY	DAILY	
P.M.		P.M.	A.M.	Yd.				SIXELA	0.0	No office	A.M.	P.M.	P.M.	
L 10.55		L 5.37	L 6.42				454.2	TEXLINE	1.3		L 10.35	L 9.23		L 11.35
A 11.00		A 5.40	A 6.45	RKB WCT Yd.	Yard	750	452.9				A.M.	P.M.		P.M.
DAILY		DAILY	DAILY						1.3		DAILY	DAILY		DAILY
0.05		0.03	0.03					SCHEDULE TIME			0.03	0.13		0.05
15.6		26.0	26.0					AVERAGE MILES PER HOUR			26.0	6.0		15.6

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS SOUTHWARD.

Yard Limit Board North of Sixela is located 5280 feet north of North Switch Texline Yard. No train order signal at Sixela or Texline but Conductors and Enginemen of Northward trains must have clearance, Form A, before leaving Texline.

Clearance Form A not required at Sixela.

Texline Yard Terminal extends to Sixela.

See page 8 for special instructions.

AMARILLO DIVISION
Childress and Pampa Sub-Division
TIME TABLE No. 5

SOUTHWARD										NORTHWARD									
SECOND CLASS										SECOND CLASS									
MIXED										MIXED									
91										92									
DAILY EX. SUNDAY										DAILY EX. SUNDAY									
P. M. L 4.30										A. M. A 5.30									
f 4.45										f 5.10									
s 5.30										s 4.40									
f 5.50										f 4.15									
f 6.30										f 3.50									
s 6.50										s 3.30									
s 7.15										s 3.05									
s 8.15										s 2.20									
s										s									
f 8.45										f 1.20									
s										s									
s 10.01										s 12.30									
f 10.25										f 11.30									
f 11.00										f 11.00									
f 11.15										f 10.42									
s										s									
A. M. A 12.15										L 10.00									
A. M. DAILY EX. MONDAY										P. M. DAILY EX. SATURDAY									
7.45 14.3										7.30 14.8									
SCHEDULE TIME										SCHEDULE TIME									
AVERAGE MILES PER HOUR										AVERAGE MILES PER HOUR									

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS SOUTHWARD.

Rule 907 is in effect.

Passenger trains must not exceed 35 miles an hour.

Freight trains must not exceed 25 miles an hour.

Passenger trains must not exceed 25 miles an hour and freight trains 20 miles an hour while any portion of train is on Red River Bridge N-232.26, Buck Creek Bridge N-242.68, Salt Fork Bridge N-262.20, Elm Creek Bridge N-272.23, McClelland Creek Bridge N-302.79 and North Fork Bridge N-312.92.

No train order signal at Childress and Pampa.

Conductors and Enginemen must have Clearance, Form A.

At Denver Northern Junction, near M. P. 222, trains are controlled by automatic block signal system protecting the F. W. & D. N. and parallel main track, and Rules 505 to 513, inclusive, are in effect.

See page 8 for additional sidings and spurs.

See page 8 for special instructions.

AMARILLO DIVISION
Plains Junction and Lubbock Sub-Division
TIME TABLE No. 5

EASTWARD										WESTWARD									
FIRST CLASS										FIRST CLASS									
PASSENGER										PASSENGER									
102										101									
DAILY										DAILY									
A. M. L 8.50										P. M. A 9.00									
f 9.07										f 8.41									
f 9.21										f 8.28									
s 9.34										s 8.17									
f 9.49										f 8.03									
s 10.07										s 7.45									
A 10.20 L 11.22										L 7.32 A 6.30									
f 11.30										f 6.20									
f 11.40										f 6.07									
f 11.57										f 5.47									
P. M. s 12.08										s 5.39									
s 12.24										s 5.21									
f 12.40										f 5.03									
f 12.56										f 4.46									
A 1.10 P. M.										L 4.30 P. M.									
3.18 37.4										3.28 35.6									
SCHEDULE TIME										SCHEDULE TIME									
AVERAGE MILES PER HOUR										AVERAGE MILES PER HOUR									

The figures below are for information only. Page 4 of time table governs all train movements between Plains Junction and Estelline

A 1.11 P. M. DAILY	RYd	58	98	236.7	ESTELLINE	123.7	L 4.29 P. M. DAILY
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TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

Rule 907 is in effect.

Passenger trains must not exceed 45 miles an hour on tangent track and 35 miles an hour on curves. Freight engines handling passenger trains, 35 miles an hour; freight trains 25 miles an hour.

Passenger trains must not exceed 25 miles an hour and freight trains 15 miles an hour through tunnels between Edgin and Johnfarris.

Way freight extra leaves Childress 9:50 p. m., Estelline 10:40 p. m. daily except Saturday for Lubbock.

Way freight extra leaves Lubbock 4:00 p. m. daily except Sunday for Estelline and Childress.

Parnell water tank located Mile Post P-242.1.

No train order signal at Sterley and Lubbock. Conductors and Enginemen must have clearance, Form A. Westward trains must have clearance, Form "A," before leaving Estelline.

Conductors or Enginemen of trains from the Plains Junction and Lubbock Sub-Division must communicate with Dispatcher over telephone located at Plains Junction before coming onto Amarillo and Childress Sub-Division.

See page 8 for additional sidings and spurs.

See page 8 for special instructions.

AMARILLO DIVISION

Silverton and Dimmitt Sub-Division
TIME TABLE No. 5

EFFECTIVE JUNE 20, 1937

EASTWARD

WESTWARD

SECOND CLASS				FIRST CLASS		Signs	Capacity of Siding	Other Tracks	Distance from Fort Worth	STATIONS	Distance from Dimmitt	Office Closed	FIRST CLASS		SECOND CLASS			
MIXED				PASSENGER									PASSENGER		MIXED			
402 TUES. THURS. SAT.	376 MON. WED. FRI.			204 DAILY	202 DAILY								203 DAILY	201 DAILY		375 MON. WED. FRI.	401 TUES. THURS. SAT.	
	A. M. L 11.20						WY RBYd	Yard	86	P 367.6	0.0	5.00 p. m. to 8.00 a. m.				A. M. A 10.20		
	P. M. s 12.05						W	60	72	P 351.6	16.0	5.00 p. m. to 8.00 a. m.				s 9.35		
	f 12.45						F	60	17	P 337.6	30.0	No office				f 8.50		
	A 1.30 L 2.30			P. M. L 7.01	A. M. L 10.51		CWYR KBYd	Yard	421	P 324.3	43.3	7.15 p. m. to 10.15 a. m.	A 10.49	P. M. A 6.59		L 8.15 A 7.15		
										P 323.7	43.9	No office						
										P 321.7	45.9	No office	s	s		s		
	f 2.53			f 7.18	f 11.08		F	60	18	P 314.0	53.6	No office	f 10.32	f 6.42		f 6.50		
	A. M. L 10.15	A 3.15		A 7.32	A 11.22		CWYO RKBYd	Yard	255	P 306.4	61.2	2.00 am-6.15 am 2.15 pm-8.00 pm	L 10.20	L 6.30		L 6.30	P. M. A 1.15	
	f 10.50	P. M.		P. M.	A. M.				33	S 316.8	71.6	No office	A. M.	P. M.		f 12.40		
	A 11.15						WY RBYd	Yard	68	S 325.6	80.4	5.00 p. m. to 8.00 a. m.					L 12.15	
	A. M.																P. M.	
	T. T. S.	M. W. F.		DAILY	DAILY								DAILY	DAILY		M. W. F.	T. T. S.	
	1.00 19.2	3.55 15.6		0.31 34.6	0.31 34.6								0.29 37.0	0.29 37.0		3.50 16.0	1.00 19.2	
SCHEDULE TIME																		
AVERAGE MILES PER HOUR																		

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD, Except No. 402 Is Superior to No. 401. Rule 907 is in effect. Trains must not exceed 25 miles an hour, except passenger trains must not exceed 45 miles an hour, and freight engines handling passenger trains 35 miles an hour, between Sterley and Plainview. Way freight extra leaves Sterley 6:30 a. m. Tuesdays, Thursdays and Saturdays for Plainview. Way freight extra leaves Plainview 8:30 a. m. Tuesdays, Thursdays and Saturdays for Sterley.

No train order signal at Silverton, Sterley, Plainview and Dimmitt. Conductors and Enginemen must have clearance, Form A.

See page 8 for additional sidings and spurs.

See page 8 for special instructions.

TIME FREIGHT LEAVES DAILY FOR HOUSTON—

Texline 4:40 p. m.
Amarillo 10:00 p. m.
Childress 4:40 a. m.
Wichita Falls 10:00 a. m.

TIME FREIGHT LEAVES DAILY FOR DENVER—

Fort Worth 11:00 a. m.
Wichita Falls 4:30 p. m.
Childress 11:00 p. m.
Amarillo 7:00 a. m.

LIST OF ADDITIONAL SIDINGS AND SPURS

WICHITA FALLS AND FORT WORTH SUB-DIVISION CHILDRESS AND WICHITA FALLS SUB-DIVISION			AMARILLO AND CHILDRESS SUB-DIVISION TEXLINE AND AMARILLO SUB-DIVISION			PLAINS JUNCTION AND LUBBOCK SUB-DIVISION SILVERTON AND DIMMITT SUB-DIVISION			CHILDRESS AND PAMPA SUB-DIVISION		
Capacity of Tracks	Distance from Fort Worth	STATIONS	Capacity of Tracks	Distance from Fort Worth	STATIONS	Capacity of Tracks	Distance from Fort Worth	STATIONS	Capacity of Tracks	Distance from Fort Worth	STATIONS
86	4.8	HODGE	11	238.4	† RED RIVER SAND SPUR	16	P 282-80	* KINDER SPUR	5	N259-41	† LILLY SPUR
21	123.1	* IOWA PARK P. & R. SPUR	111	338.1	† U. S. ZINC & SMELTER CO.	12	P 286-76	† GRAVEL SPUR	5	N328-1	† ELFCO (Three Mile Spur)
50	138.1	GULF REFINING CO.	24	369.4	* TASCOSA STOCK PENS	12	P 331-42	* REINKEN SPUR			
60	139.0	* Dale Oil and Refining Co.				12	P 345	* GRISHAM SPUR			
50	142.5	† WAGGONER REFINING CO.									
19	143.4	* MAGNOLIA									
	187.93	* PAULINE									
	196.9	† ACME TAP R. R.									

*Spur connected at north or east end. †Spur connected at south or west end.

SPECIAL INSTRUCTIONS

1. SPEED.—See footnote at bottom of pages containing schedules.
 (a) Trains must not exceed following speed through following stations: Fort Worth, 18 miles; Alvord, 15 miles; Henrietta, 20 miles; Wichita Falls, 15 miles, except over Seventh Street, 8 miles; Iowa Park, passenger trains, 18 miles, freight trains, 15 miles; Vernon, 20 miles; Chillicothe, 20 miles; Childress Freight Yards, 15 miles; Memphis 20 miles, and Dalhart, 15 miles an hour.
 (b) Trains handling Childress 150 T. Derrick must not exceed speed of 30 miles an hour on tangent track and 25 miles an hour on curves. When handling Pile Drivers, Clam Shells, Steam Shovels, Ditchers and Spreaders must not exceed 20 miles an hour.
 Clam Shells moving in trains must have booms taken down and trailing.
 (c) Trains handling battleship type coal cars loaded or short scale test cars, must not exceed speed of 25 miles an hour on tangent track or 20 miles an hour on curves.
 (d) Passenger trains must not exceed 40 miles an hour and freight trains 20 miles an hour over crossings that are protected by standard interlocking. Passenger and freight trains must not exceed 20 miles an hour between home signals at crossings that are protected by automatic interlocking.
 Passenger and freight trains at Cabin Type Interlocking must approach home signals prepared to stop, and pass home signal and over crossing at a speed not in excess of 15 miles an hour.
 (e) Trains must not exceed 15 miles an hour on sidings and through cross-overs at end of double track and 10 miles an hour through other turnouts, unless otherwise specified.
 (f) Trains will approach all junctions at restricted speed. If main track is clear and switches properly set they may proceed at speed not exceeding 15 miles an hour while passing over junction switches.
 (g) In automatic signal or automatic interlocker territory following rule will govern:
 "Trains approaching a distant signal at a restricting indication must at once reduce speed and move at restricted speed until home signal can be seen at proceed."
 2. TRAIN REGISTERING TICKETS.—Conductors of freight trains, when consist of train is changed, will fill out and leave at first available office Train Registering Report.
 3. SPRING SWITCHES.—
 North end double track, Rio. Normal position for Southward trains.
 North end double track Orient. Normal position for Southward trains.
 North end parallel track, Childress. Normal position for main track.

South end Texline yard. Normal position for derail. Southward trains must open and close switch by hand.
 Spring switches are designated by round target, bearing the letter "S."
 Facing point movements over spring switches are protected by automatic protection or home block signals, except derailing switch south end Texline Yard. When signal indicates "Stop," trains may proceed on hand signal after switch has been examined and points found to fit properly.
 Trains trailing through switch may do so without opening or closing it.
 When sand or snow is blowing the switch points must be cleared before trailing move is made through switch.
 When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand.
 Trains must not exceed 25 miles per hour over spring switches in facing point movement when switches are protected by signals and signal gives clear indication. For trailing point moves through spring switches involving movement through turnouts, trains will be governed by Special Instruction 1 (e) of time table. For trailing point main line movements, which do not involve the movement of the point, trains may proceed at the maximum speed permitted. For trailing movements through spring switches at Rio and south end Texline yard, trains must reduce speed to 15 miles per hour.
 Sand must not be used over spring switches.
 Drop switch will not be made over spring switches unless specifically authorized.
 4. RAILROAD CROSSINGS.—
 Protected by Standard Interlocking:
 Fort Worth, North Fort Worth, Saginaw, Bowie, Quanah, Amarillo, and Dalhart.
 Protected by Automatic Interlocking:
 Chillicothe, Acme, Lubbock, Plainview and Shamrock.
 Protected by Cabin Type Interlocking:
 Vernon.
 Protected by manual thrown gates, normal position; set across F. W. & D. C. tracks.
 Mile Post L-314.0 Lockney, L-350.2 Kitalou, P-321.7 east of Plainview, and N-252 Wellington.
 Not protected by Standard Interlocking or any other signal device:
 Henrietta.—All trains must come to a full stop and ascertain if track is clear before crossing.

5. Rules 1, 2, 91 and 959 of the Operating Department dated December 1, 1929, are modified as follows:
 Rule 1. It is amended to read:
 "At 11:00 a. m. daily" instead of "at 1:00 p. m. Daily."
 Rule 2. It is added:
 "In addition to the semi-annual inspection, train, engine and yard service employes must have the performance of their watches recorded semi-monthly on Form 201."
 Rule 91. Is changed to read:
 "Unless some form of block signals is used, trains in the same direction must keep at least 10 minutes apart, except in closing up at stations."
 Rule 959. In addition to the red lamp, etc., enginemen will also be required to have a white lamp, lighted, and in good burning order.
 6. Switches, frogs or guard rails are not always blocked.
 7. Do not go between cars while they are moving, nor attempt to adjust drawbars with foot or hand when cars are moving or about to couple together.
 8. When switching occupied passenger equipment, know that air is coupled and working and that vestibule curtains are unhooked.
 9. No baggage or freight cars shall be placed in the rear of passenger cars in making up a passenger train.
 10. Enginemen handling light engines must approach all hazardous road crossings where view is obscured, prepared to stop.
 Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.
 Operators handling switches under Rule 951 are responsible for the position of the switches and the return to normal position after having been used.
 11. Necessary precautions must be taken by ALL EMPLOYEES TO PROTECT THEMSELVES FROM INJURY, on account of structures, to-wit:
 Bridge 2.71, Trinity River.
 C., R. I. & G. Overhead Crossing, between Mile Posts 336 and 337. Tunnels between Gravel and Johnfarris.
 Highway Overhead Crossings between Plains Junction and Mile Post P-238 and Mile Posts L-339 and L-340.
 Highway Overhead Crossings between Mile Posts N-222 and N-223, Mile Posts N-280 and N-281, Miles Posts N-316 and N-317 and Mile Posts N-325 and N-326.

ENGINE RATING IN TONS OF 2,000 POUNDS

	E-4-A-2 456-465	E-4-A-2 451-455	E-4-A-1 401-410	F-3-A-1 551-557	B-4-R 301-309	F-3-A 501-505	B-4-O 201-211	C-3-H 150-155	C-3-F 101-105
					B-4-R-1 310-314		B-4-Q 250-252 B-4-Q-1 253-267	C-3-H-1 156-157	
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
NORTHBOUND									
Fort Worth to North Yards.....	2120	2000	1760	1415	1220	1160	1010	890	800
North Yards to Rhome.....	2220	2100	1860	1475	1270	1210	1050	940	850
Rhome to Wichita Falls.....	2120	2000	1760	1415	1220	1160	1010	890	800
Wichita Falls to Iowa Park.....	2775	2635	2330	1800	1550	1475	1280	1125	1010
Iowa Park to Childress.....	2500	2350	2165	1650	1440	1415	1200	1055	950
Childress to Amarillo.....	2240	2100	1940	1600	1385	1315	1145	930	835
Amarillo to Texline.....	2240	2100	1940	1600	1385	1315	1145	930	835
SOUTHBOUND									
Texline to Tascosa.....	2330	2200	2000	1600	1385	1315	1145	930	835
Tascosa to Amarillo.....	2420	2300	2050	1625	1425	1330	1160	950	865
Amarillo to Clarendon.....	3050	2875	2665	1800	1550	1475	1280	1125	1010
Clarendon to Childress.....	3330	3165	3050	2320	2000	1900	1650	1475	1325
Childress to Quanah.....	3050	2875	2665	1800	1550	1475	1280	1125	1010
Quanah to Chillicothe.....	2010	1900	1760	1415	1220	1160	1010	890	800
Chillicothe to Harrold.....									
Harrold to Wichita Falls.....									
Wichita Falls to Decatur.....									
Decatur to Fort Worth.....									
Plains Junction and Lubbock, Silvertown and Dimmitt, and Childress and Pampa Sub-Divisions.....									

NOTE:—Handle 100 tons additional Bowie to Wichita Falls when instructed

See Bulletin Instructions.

SPEED OF TRAINS

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5.....	12	0	35.....	1	43
10.....	6	0	40.....	1	30
15.....	4	0	45.....	1	20
20.....	3	0	50.....	1	12
25.....	2	24	55.....	1	5
30.....	2	0			

Trainmaster, Wichita Falls Division, R. H. Spicer, Fort Worth.
 Master Mechanic, J. L. Roach, Childress.
 Road Foreman and Asst. Trainmaster, J. H. Harmon, Childress.
 Asst. Trainmaster, North and South Plains Dist., Amarillo Div., J. M. Aydelott, Childress.
 Chief Train Dispatcher, O. R. Bodeen, Childress.
 Train Dispatchers:
 W. A. Stegall,
 F. T. Henderson,
 A. A. Bush,
 J. B. McMahan.

LIST OF WATCH INSPECTORS

G. W. Haltom, General Time Inspector, Fort Worth.
 F. B. McConnell, Asst. General Time Inspector, Fort Worth.

LOCAL INSPECTORS

Dallas Watch Co., Santa Fe Bldg., Dallas.
 G. W. Haltom, Fort Worth.
 G. W. Haltom, Wichita Falls.
 H. B. Warde, Quanah.
 Reid B. Scott, Childress.
 F. F. Wagner, Amarillo.
 Ell McCorley, Pampa.
 Anderson Bros., Lubbock.
 Wilbur Peterson, Plainview.

LIST OF SURGEONS—HOSPITAL DEPARTMENT

DR. CLAY JOHNSON, Chief Surgeon.....	Fort Worth	DR. J. H. JERNIGAN, Local Surgeon.....	Childress
DR. R. J. WHITE, Assistant Chief Surgeon.....	Fort Worth	DR. G. C. FOX, Local Surgeon.....	Childress
DR. N. L. DUNN, Local Surgeon.....	Fort Worth	DR. F. A. WHITE, Local Surgeon.....	Childress
DR. FRANK SANDERS, Local Surgeon.....	Fort Worth	DR. W. S. MILLER, Local Surgeon.....	Estelline
DR. J. W. SHOEMAKER, Local Surgeon.....	Fort Worth	DR. J. M. BALLEW, Local Surgeon.....	Memphis
DR. T. C. TERRELL, Local Pathologist.....	Fort Worth	DR. WINFRED WILSON, Local Surgeon.....	Memphis
DR. THOMAS B. BOND, Local Roentgenologist.....	Fort Worth	DR. J. W. WEBB, Local Surgeon.....	Hedley
DR. FRANK SCHOONOVER, Local Urologist.....	Fort Worth	DR. B. L. JENKINS, Local Surgeon.....	Clarendon
DR. WEBB WALKER, Division Oculist.....	Fort Worth	DR. OSCAR L. JENKINS, Local Surgeon.....	Clarendon
DR. GATLIN MITCHELL, Local Oculist.....	Fort Worth	DR. T. H. ELLIS, Local Surgeon.....	Clarendon
DR. R. W. BAIRD, Local Surgeon.....	Dallas	DR. J. R. CARROLL, Local Surgeon.....	Claude
DR. S. J. PETTY, Local Surgeon.....	Decatur	DR. WM. A. CARROLL, Local Surgeon.....	Claude
DR. D. C. RILEY, Local Surgeon.....	Alvord	DR. J. J. CRUME, Local Oculist.....	Amarillo
DR. T. H. CLARK, Local Surgeon.....	Bowie	DR. A. F. LUMPKIN, Local Surgeon.....	Amarillo
DR. A. C. IRBY, Local Surgeon.....	Bowie	DR. DON S. MARSALIS, Local Surgeon.....	Amarillo
DR. L. F. CROOK, Local Surgeon.....	Belleveue	DR. R. S. KILLOUGH, Local Oculist.....	Amarillo
DR. ALBERT GREER, Local Surgeon.....	Henrietta	DR. G. W. DAWSON, Local Surgeon.....	Dalhart
DR. EVERETT JONES, Division Surgeon.....	Wichita Falls	DR. W. A. DAWSON, Local Surgeon.....	Dalhart
DR. Q. B. LEE, Division Surgeon.....	Wichita Falls	DR. K. W. PIERATT, Local Surgeon.....	Dalhart
DR. J. B. NAIL, Local Oculist.....	Wichita Falls	DR. J. L. GUEST, Local Surgeon.....	Plainview
DR. O. B. KEIL, Local Surgeon.....	Wichita Falls	DR. SAM DUNN, Local Surgeon.....	Lubbock
DR. W. L. PARKER, Local Surgeon.....	Wichita Falls	DR. E. C. PRICE, Local Surgeon.....	Quitaque
DR. GORDON CLARK, Local Surgeon.....	Iowa Park	DR. MAYES MILLER, Local Surgeon.....	Dimmitt
DR. W. H. OGDEN, Local Surgeon.....	Electra	DR. N. E. GREER, Local Surgeon.....	Lockney
DR. T. H. PARMLEY, Local Surgeon.....	Electra	DR. H. GILMORE, Local Surgeon.....	Turkey
DR. J. C. KING, Local Surgeon.....	Harrold	DR. O. T. BUNDY, Local Surgeon.....	Silvertown
DR. J. E. DODSON, Local Surgeon.....	Vernon	DR. E. W. JONES, Local Surgeon.....	Wellington
DR. H. J. REGER, Local Surgeon.....	Vernon	DR. J. W. GOOCH, Local Surgeon.....	Shamrock
DR. T. M. YOUNG, Local Surgeon.....	Chillicothe	DR. WALTER PURVIANCE, Local Surgeon.....	Pampa
DR. T. D. FRIZZELL, Local Surgeon.....	Quanah		

PERSONAL INJURIES

If practicable, injured persons should be placed under the care of the nearest Local Surgeon. In case of death from accident, leave body in charge of a public officer or a company agent. When an accident occurs to a trespasser he should be turned over to the county authorities. When a person is killed outright the body must not be removed from the county in which the accident occurred.

C. D. PECKENPAUGH, General Manager, Fort Worth

WICHITA FALLS DIVISION

S. A. COVINGTON, Superintendent, Wichita Falls

AMARILLO DIVISION

J. W. MODE, Superintendent, Amarillo

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