

MISSOURI, KANSAS & TEXAS RAILWAY OF TEXAS

C. E. SCHAFF, Receiver

WICHITA FALLS & NORTHWESTERN

CHARLES E. SCHAFF, Receiver

SAFETY

FIRST

WICHITA FALLS DISTRICT

EMPLOYEES TIME TABLE No. 1

Effective Sunday, May 2, 1920

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.

W. F. GRACE,
Superintendent

H. E. MCGEE,
General Manager

W. M. WHITENTON,
Assistant Chief Operating Officer

C. N. WHITEHEAD,
Chief Operating Officer

SOUTHWARD TRAINS

ALTUS DIVISION

NORTHWARD TRAINS

FOURTHCLASS	FIRST CLASS					Distance from Wichita Falls	STATIONS	Station Numbers	Register Station, Oil, Water, Telephone, Turn Table, Track Wye, Car Capacity	FIRST CLASS					FOURTHCLASS			
	83	11	13	9	3					1	4	2	10	14		12	84	
	Way Freight	Passenger	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Way Freight	
Tuesday, Thur. Saturday Only	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Monday, Wed. Friday, Only
							Time Table No. 1 Effective 12:01 A. M. May 2, 1920											
							STATIONS											
							N LEAVE ALTUS ARRIVE WN	76	OWRY	11.10AM	6.00PM							2.00PM
							St.L.&S.P. 7.9 Crossing	68	35	10.50	5.35							1.15
							HUMPHREYS											
							6.6											
							D TIPTON ON	61	40 W	10.35	5.15	3						12.45PM
							St.L.&S.P. 11.1 Crossing											
							NORTH FREDERICK JUNCT.			10.05	4.45							
							0.7											
							N FREDERICK PD	51	Yard PWOY	9.50	4.35				A 10.20PM			11.45
							0.7											
							SOUTH FREDERICK JUNCT.											
							4.0											
							KELL	46	80 P	9.30	4.15							9.58
							5.0											11.15
							D HOLLISTER HO	41	65 P	9.15	4.00							10.55
							6.7											
							D LOVELAND ND	34	86 P	8.57	3.42							10.05
							7.2											
							N GRANDFIELD G	27	45 PW	8.35	3.20							9.30
							CRI&P 6.2 Crossing											
							D DEVOL V	21	85 P	8.15	3.00							9.00
							2.3											
							NORTH BANK	19	0 PW	8.05	2.48							8.30
							4.6											
							N BURKBURNETT B	14	Yard PW	7.45	2.30	A 7.30AM	A 2.15PM	s 8.05	3			7.45
							6.5											7.15
							WINETT	8	80 P	7.25	2.10	83	7.10	1.57	83	7.43		6.40
							0.8											
							BACON	7	35 P	7.23	2.08	s 7.05	s 1.55	7.40				6.35
							2.7											
							OILDOM	4	55 P	7.17	2.00	6.59	1.45	7.35				6.25
							2.6											
							N NORTH YARD YD	1	Yard P	7.08	1.52	6.52	1.37	7.28				6.15AM
							0.5											
							DENVER JUNCT.			7.05	1.50	6.50	1.35	7.25				
							0.9											
							N WICHITA FALLS DI	0	PWCYTOR	7.00	1.45	6.45	1.30	7.20				
							ARRIVE		Yard									
							LEAVE											
							75.6											
							Average speed per hour.											
										4	2	10	14	12	84			
										18.1	18.0	18.0	18.0	17.0	9.6			

Northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified. Altus Division Passenger trains not exceed 35 miles and freight trains 20 miles per hour. Double track rules govern MP 12 to MP 16. Trains reduce speed to 15 miles per hour thru yard limit Burkburnett

Trains reduce speed Altus and Mangum City Limits to 8 miles an hour. Automatic block signals located between M. P. 16 and M. P. 21. Trains reduce speed to 10 miles an hour over Red River Bridge, Mile 18 and over North Fork Bridge, Mile 64.5 and over Salt Fork Bridge, Mile 80.7. F. W. & D. C. Rules govern between Wichita Falls and Denver Jct. W. F. & N. W. trains leaving Wichita Falls report to F. W. & D. C. Dispatcher for orders.

TONNAGE RATING TABLE.

Engine Percents	23	27	28	30	41
STATIONS	Rating	Rating	Rating	Rating	Rating
W. F. & N. W. DISTRICT					
O and 304.....	820	950	1000	1100	1550
304 and O.....	820	950	1000	1100	1550
P 76 and P 133	820	950	1000	1100	

SOUTHWARD TRAINS

ELK CITY DIVISION

NORTHWARD TRAINS

4TH CLASS		FIRST CLASS			Distance from Wichita Falls	Time Table No. 1 Effective 12:01 A. M. May 2, 1920		Station Numbers	Register Station, Oil, Water, Telephone, Turn Table, Wye, Car Capacity	FIRST CLASS			4TH CLASS	
95 Way Freight		7 Passenger	1 Passenger	3 Passenger		STATIONS				4 Passenger	2 Passenger	8 Passenger	96 Way Freight	
Monday, Wed. Friday Only		Daily	Daily	Daily	Leave N		ELK CITY	Arrive DK	WYRO Yard	Daily	Daily	Daily	Tuesday, Thur. Saturday Only	
8.00 AM			6.15 AM	1.35 PM	135.6		ELK CITY		1.39	2.15 PM	8.45 PM			1.30 PM
8.30			6.30 AM	1.55 PM	129.0		HOOKER		129	1.55 PM	8.30 PM			12.45
9.15			6.50 AM	2.16 PM	119.8		CARTER	CR	120	1.30 PM	8.10 PM			12.05 PM
10.00			7.05 AM	2.35 PM	112.7		MORAVIA		113	1.10 PM	7.52 PM			11.30
10.15			7.15 AM	2.45 PM	108.1		WILLOW	WI	108	1.01 PM	7.42 PM			11.15
10.30			7.21 AM	2.52 PM	105.2		BRINKMAN	BN	105	12.55 PM	7.35 PM			11.00
11.00 AM 12.30 PM			7.45 AM	3.15 PM	95.4		MANGUM	MA	96	12.30 PM	7.10 PM			10.00 AM 8.45 AM
1.15			8.00 AM	3.35 PM	89.3		HESTER		89	12.07 PM	6.50 PM			8.00 AM
1.45			8.15 AM	3.50 PM	83.3		MARTHA	MR	83	11.52 AM	6.35 PM			7.40
2.15			8.45 AM	4.05 PM	77.3		WELON		77	11.35 AM	6.20 PM			7.10
2.30 PM			8.50 AM	4.15 PM	75.6		ALTUS	WN	76	11.25 AM	6.15 PM			7.00 AM
95 9.1			7 12.0	3 2 1.			60.0 Average speed per hour.			4 21.2	2 24.0	8 12.0		96 9.1

Elk City Division Passenger trains not exceed 35 miles, Freight trains 20 miles per hour.

SOUTHWARD TRAINS

WOODWARD DIVISION

NORTHWARD TRAINS

4TH CLASS		SECOND CLASS		FIRST CLASS		Distance from Wichita Falls	Time Table No. 1 Effective 12:01 A. M. May 2, 1920		Station Numbers	Register Station, Oil, Water, Telephone, Turn Table, Wye, Car Capacity.	FIRST CLASS		SECOND CLASS		4TH CLASS	
85 Way Freight		51 C. & O. W. Mixed		3 Passenger			STATIONS				4 Passenger	52 C. & O. W. Mixed	86 Way Freight			
Monday, Wed. Friday Only		Daily		Daily		Leave N		WOODWARD	ARRIVE WD	OWYR Yard	Daily	Daily	Tuesday, Thur. Saturday Only			
8.00 AM				9.45 AM	219.6		WOODWARD		220	6.05 PM				2.15 PM		
8.50				10.20 AM	206.3		SHARON	S	206	5.35 PM				1.30		
9.35				10.48 AM	195.6		VICI	VI	196	5.05 PM				12.45		
10.30				11.15 AM	185.1		OAMARGO	CA	185	4.37 PM				11.45		
11.00				11.24 AM	181.0		TRAIL	J	181	4.25 PM				11.24 AM		
11.40				11.50 AM	171.4		LEEDEY	D	172	3.58 PM				10.50		
12.15 PM				12.15 PM	162.2		MOOREWOOD	MD	162	3.35 PM				10.15		
12.35				12.19 PM	160.5		FIMPLE		161	3.30 PM				10.00		
1.00				12.33 PM	154.2		HAMMON JUNCT.		153	3.16 PM				9.30		
1.05				12.35 PM	153.2		CITY JUNCT.		154	3.14 PM				9.20		
1.10				12.37 PM	152.7		HAMMON	HN	153	3.12 PM				9.15		
1.45				12.54 PM	145.0		CARPENTER		145	2.55 PM				8.30		
2.45 PM				1.15 PM	135.6		ELK CITY	Leave	136	2.30 PM				8.00 AM		
85 12.4			51	3 24.5			84.0 Average speed per hour.			4 23.4	52			86 13.0		

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

If less than 30 minutes behind their schedule No. 51, 52, may proceed between Hammon Junct. and City Junct. without clearance registering at Hammon.

Trains reduce speed Mangum and Woodward City Limits to 8 miles an hour. Trains reduce speed to 10 miles an hour over Elm Fork Bridge, Mile 99.2 and over North Fork Bridge, Mile 116.2, and over Canadian Bridge, Mile 183 and over High Bridges, Mile 186.2 and Mile 189.8. Woodward Division Passenger trains not exceed 40 miles, Freight trains 25 miles per hour.

SOUTHWARD TRAINS

FORGAN DIVISION

NORTHWARD TRAINS

THIRD CLASS			FIRST CLASS			Distance from Wichita Falls	Time Table No. 1		Station Numbers	Register Station, Oil, Water, Telephone, Turn Table, Wye, Car Capacity	FIRST CLASS			THIRD CLASS			
87 Way Freight			3 Passenger				Effective 12:01 A. M. May 2, 1920				4 Passenger			88 Way Freight			
Tues., Thurs., Saturday only			Daily			STATIONS		DAILY			Mon., Wed., Fridays only						
	AM	6.15		AM	6.00	303.7	LEAVE D	FORGAN	ARRIVE FO	304	71	WOYR	PM	10.00		PM	3.00
s		7.12		s	6.27	292.5		11.2		293	35	f	9.30		s	2.15	
s		7.55		s	6.52	281.8		10.7		282	68	s	9.02		s	1.15	
s		8.50		s	7.17	270.9	D	10.9	KN	271	64	W	s	8.36	s	12.10 PM	
s		9.30		s	7.35	263.4		7.5	GC	263	35	s	8.18		s	11.15	
s		11.05		s	7.55	255.8	D	7.6	NE	256	66	s	8.00		s	10.30	
s		11.55		s	8.20	245.7	D	10.1	MY	246	115	W	s	7.35	s	9.45	
s		12.15 PM		f	8.30	241.0		4.7		241	13	f	7.23		s	9.20	
s		1.00		s	8.44	235.0	D	6.0	SU	235	100	s	7.08		s	8.44	
f		1.45		f	9.02	226.0	AT&SP	5.4	Interlocker	226	21	f	6.47		f	7.55	
	PM	2.15			9.25	219.6	N	WOODWARD	WD	220	OWYR	Yard	6.30			7.30	
							ARRIVE		LEAVE				PM			AM	
		87			3											88	
		10.5			24.6			84.1								11.6	
						Average speed per hour.											

Northward trains are superior to trains of the same class in the opposite direction unless otherwise specified.
 Forgan Division Passenger trains not exceed 40 miles and freight trains 25 miles per hour.

Trains reduce speed Woodward City Limits to 8 miles an hour.

SOUTHWARD TRAINS

WELLINGTON BRANCH

NORTHWARD TRAINS

THIRD CLASS			FIRST CLASS			Distance from Wichita Falls	Time Table No. 1		Station Numbers	Register Station, Oil, Water, Telephone, Turn Table, Wye, Car Capacity	FIRST CLASS			THIRD CLASS			
89 Way Freight			7 Passenger				Effective 12:01 A. M. May 2, 1920				8 Passenger			90 Way Freight			
Tuesday, Thursday, Sat. only.			Daily			STATIONS		DAILY			Monday, Wed., Friday only.						
	AM	7.00		AM	6.00	132.7	LEAVE D	WELLINGTON	ARRIVE W	P 133	ROYW	Yard	PM	2.15		PM	2.45
		7.30		f	6.19	126.0		6.7		P 126	11	f	1.55				2.10
		8.00		s	6.37	119.6	D	6.4	SN	P 119	96	s	1.38	90		s	1.38
		8.40		s	7.02	110.7	D	8.9	Q	P 110	122	W	s	1.15			1.00
		9.10		s	7.27	102.5	D	8.2	GO	P 102	92	s	12.55				12.15 PM
		9.30		f	7.40	98.0		4.5		P 98	7	f	12.42				11.50
		10.00		s	8.02	90.5	D	7.5	DU	P 90	95	s	12.20 PM				11.10
		10.30		f	8.25	82.8		7.7		P 83	6	f	11.58				10.30
	AM	11.00			8.45	77.3	ARRIVE	5.5	LEAVE		OWYR	Yard	11.45				10.00
													AM				AM
		89			7												90
		13.8			20.1			55.4									13.0
						Average speed per hour.											

Northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.
 Wellington Branch Passenger trains not exceed 30 miles and freight trains 15 miles per hour.

SPECIAL INSTRUCTIONS

TEXAS STATE LAWS GOVERNING RAILROAD EMPLOYEES.

- 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 stopped; 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 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.

In Oklahoma a person can only be ejected at any usual stopping place or near any dwelling-house except drunken or disorderly persons or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, 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, who threatens to assault other passengers or train employees, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

Hospital Association W. F. & N. W.

DR. R. C. SMITH, Chief Surgeon, Wichita Falls, Texas.

- J. M. Sander Devol
- O. R. Jeter Brinkman
- W. A. Fuqua Grandfield
- Harper Wright Grandfield
- M. M. McKeller Loveland
- J. W. Jocner Hollister
- J. D. Osborne Frederick
- T. F. Spurgeon Frederick
- T. J. Webb Tipton
- W. E. Seba Leedy

- W. L. Rose Woodward
- D. Watts Laverne
- J. J. Barber Laverne
- W. E. Sanderson Altus
- J. W. McCray Martha
- G. F. Border Mangum
- T. J. Horsely Mangum
- F. H. McGregor Mangum
- W. I. Wimberly Hammon
- Lee Dorran Hammon

- C. L. Rogers Knowles
- J. C. Duncan Forgan
- A. J. Brace Sharon
- K. D. Rowe Elk City
- J. E. Jones Hollis
- W. C. Pendergraft Hollis
- R. L. Pendergraft Hollis
- C. E. Collins Gould
- W. T. Ray Gould
- R. H. May Duke
- W. O. Dodson Willow
- C. E. Houser Vici

Victory Spur MP 10.6 is flag station for Nos. 9, 10, 13 and 14.
Burt, mile 56, is flag station for Nos. 1, 2, 3 and 4. Asylum, mile 234, is flag station for Nos. 3 and 4. Overhead bridge at Rock Island crossing, just west of Elk City will not clear man on top covered car. During high winds a careful lookout must be kept through the sand districts between Vici and Woodward, and precautions taken to avoid running into sand drifts.
Zelma, mile 276.8, trains 3 and 4 receive U. S. Mail from mail crane.
Standard Clocks located in telegraph offices at Woodward, Mangum, Altus, Wichita Falls, Wichita Falls. Trains report for orders at Forgan, Woodward, Elk City, Frederick, Altus, Wellington, Wichita Falls.
Register stations shown in full face type.
Location of Bulletin Books: Wichita Falls, North Yard, Frederick, Altus, Elk City, Woodward, Forgan.
Trains handling loaded oil tanks will not exceed 15 miles per hour at any point.
Track scales located Wichita Falls, Altus, and Woodward.

LOCAL WATCH INSPECTORS
HOLTOM & FRIEDLY, Wichita Falls, Texas
WEBB C. BALL, General Time Inspector W. F. HAYES, Supt. Time Service
Railway Exchange Bldg., Chicago

B. H. Beatte Woodward
J. L. Ewing Mangum
E. E. Russell Altus
C. D. Neff Elk City
Webb C. Ball, Gen'l Time Inspector W. F. Hayes, Supt. Time Service

THE M. K. & T. RY. OF TEXAS
Dr. S. Webb, Jr., Chief Surgeon, Dallas, Texas.
Dr. M. E. Lott, Asst. Chief Surgeon, Dallas, Texas.

LOCAL SURGEONS

BURKBURNETT— W. B. Adams C. T. Stein I. D. Russell	WICHITA FALLS— R. L. Mackechney A. D. Patillo R. H. Graham	WELLINGTON— S. A. Street J. J. Pittman
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The following signs when placed before the figures of the schedule indicate.

- s Regular stop.
- f Flag stop to receive or discharge passengers or freight.
- ¶ Stop for meals.

Explanation of Symbols.

- N Day and Night Telegraph office.
- D Day Telegraph office.
- NO Night office only.
- P Telephone.
- W Water.
- C Coal.
- T Turn table.
- Y Wye.
- O Oil.
- R Register.

- | | | | |
|-------------------------------|---|---|---|
| G. C. BYERS,
Train Master. | J. H. VALLEE,
Road Foreman of Engines. | T. C. ALLEN,
Chief Train Dispatcher. | C. D. CROMER,
Night Chief Dispatcher. |
| | | G. C. PYLE,
Train Dispatcher. | W. P. WALKER, E. E. FRIEND, I. G. CLARK,
Train Dispatcher. Train Dispatcher. Train Dispatcher. |

**WICHITA FALLS
DISTRICT**

**TIME TABLE
NO. 1**

**Effective
May 2, 1920**