

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

TEXAS & PACIFIC RAILROAD

JOINT TRACK TIME TABLE NO. 1

Superseding Previous Time Tables

Effective 12:01 A. M. SUNDAY, NOVEMBER 17th, 1918

CENTRAL TIME

DESTROY TIME TABLES OF PREVIOUS DATE

This Time Table is for the Guidance of the Employees only, and is not intended as an advertisement of the time or hours of any train. Right is reserved to vary from it at pleasure.

J. L. LANCASTER,
Federal Manager

PHIL CARROLL,
General Manager

W. H. DeFRANCE,
Ass't General Manager

R. M. SEALE,
Superintendent of Transportation

W. M. KENT,
Superintendent

FORT WORTH DIVISION

Freight Trains—Southward						Telegraph Office Calls	Miles from Texarkana	Time Table No. 1			Station Number	Car Capacity Passing Sidings	Passenger Trains—Southward					
SECOND CLASS								Effective 12:01 A. M.					FIRST CLASS					
M. K. & T.	T. & P.	St. L. S. W.	November 17, 1918					St. L. S. W.	St. L. S. W.	M. K. & T.			M. K. & T.	M. K. & T.	M. K. & T.			
371	51	15	Joint Track Sub-Division					301	303	311			315	323	343			
Fast Freight Daily	Red Ball Freight Daily	Fast Freight Daily	STATIONS			Passenger Daily	Passenger Daily	Texas Special Daily	Flyer Daily	Limited Daily	Passenger Daily							
L 11.45AM	L 10.25AM ³¹⁶		WO	173.0	N	WHITESBORO	a 173	Yard			L 12.10PM	L 6.00PM ³¹²	L 6.50AM	L 9.40AM				
12.10PM	10.50		CI	179.3	D	COLLINSVILLE	a 179	56			12.25	s 6.20	s 7.04	s 10.03 ³¹⁶				
12.42 ³¹¹	11.16		GA	185.9	N	TIOGA	a 186	69			12.42 ³⁷¹	s 6.41	s 7.20	s 10.20				
1.05	11.38		PN	191.3	D	PILOT POINT	a 191	Yard			s 12.55	s 7.01 ³⁴⁴	s 7.34	s 10.37				
1.33	12.08PM		AU	198.2	N	AUBREY	a 198	90			1.14	s 7.19	s 7.50	s 10.55				
2.00	12.33		MN	204.0	N	MINGO	a 204	97			1.21	f 7.32	f 8.03	f 11.10				
2.25	12.53		CN	208.9	N	DENTON	a 209	Yard			s 1.35	s 7.46	s 8.16	A 11.25AM				
2.55	1.22		AY	216.1	N	ARGYLE	a 216	67			1.50	s 8.05 ³⁷²	s 8.33 ³¹⁶					
3.15	1.38			220.0		SMOOTS	a 220	80			2.00	8.15	8.47					
3.30	1.53			222.9		GRAVEL PIT	a 223	51			2.05	8.21 ³²⁴	8.56					
3.57 ³¹²	2.11 ³¹¹		RO	225.2	N	ROANOKE	a 225	79			2.11 ⁵¹	s 8.28	s 9.04					
4.18	2.35		K	230.1	D	KELLER	a 230	127			2.22	s 8.40	s 9.19					
4.40	2.55		WA	235.3	D	WATAUGA	a 235	68			2.35	s 8.54	s 9.33					
4.51	3.05	L 1.55AM	J	237.9	N	St. LSW CROSSING	a 237				L 9.30AM	L 8.50PM	2.41	9.01	9.40			
4.59	3.21 ³¹²	2.10		240.4		HODGE	a 240	150			9.38	8.57	2.47	f 9.07	f 9.46			
5.00	3.25	2.15	BN	241.0	N	BELT JCT.	a 241				9.39	8.58	2.48	9.08	9.47			
A 5.15PM ³⁷²	A 3.40PM	A 2.45AM	FC P NY	244.4	N	FORT WORTH	246	Yard			A 9.50AM	A 9.10PM ³¹⁵	A 3.00PM ³¹²	A 9.20PM ³⁰³	A 10.00AM			
371 Daily	51 Daily	15 Daily									301 Daily	303 Daily	311 Daily	315 Daily	323 Daily	343 Daily		
5.30	5.15	.50									20	.20	2.50	3.20	3.10	1.45		

Stations shown in heavy type are Register Stations.

Special Instructions

Northward trains are superior to trains of the same class in opposite direction
 Time of arrival and departure of passenger trains at Fort Worth is at Texas & Pacific Passenger Station.
 Departing time of train No. 343 Whitesboro, is from Passenger Station on G. H. & W. Side.

For further Special Instructions read page 4.

FORT WORTH DIVISION

Passenger Trains—Northward							Telegraph Office Calls	Miles from Texasiana	Time Table No. 1			Station Number	Car Capacity Passing Siding	Freight Trains—Northward		
FIRST CLASS									Effective 12:01 A. M.					SECOND CLASS		
M. K. & T.	M. K. & T.	M. K. & T.	M. K. & T.	St. L. S. W.	St. L. S. W.	November 17, 1918			St. L. S. W.	T. & P.	M. K. & T.					
344	324	316	312	304	302	Joint Track Sub-Division			18	50	372					
Passenger Daily	Limited Daily	Flyer Daily	Texas Special Daily	Passenger Daily	Passenger Daily	STATIONS			Fast Freight Daily	Red Ball Freight Daily	Meat and Stock Daily					
A 7.45PM	A 10.25PM	A 10.20AM 51	A 6.00PM 315			WO	173.0	N	WHITESBORO	a 173	Yard	A 4.50AM	A 11.45PM			
s 7.30	s 10.10	s 10.03 343	s 5.45			CI	179.3	D	6.3 COLLINSVILLE	a 179	56	4.20	11.10			
s 7.13	s 9.55	s 9.49	s 5.29			GA	185.9	N	6.6 TIOGA	a 186	69	3.55	10.38			
s 7.01 315	s 9.42	s 9.34	s 5.17			PN	191.3	D	5.4 PILOT POINT	a 191	Yard	3.35	10.12			
s 6.42	s 9.22	s 9.17	s 5.01			AU	198.2	N	6.9 AUBREY	a 198	90	3.06	9.40			
f 6.28	f 9.07 372	f 9.02	f 4.48			MN	204.0	N	5.8 MINGO	a 205	97	2.45	9.07 372			
L 6.15PM	s 8.55	s 8.50	s 4.36			CN	208.9	N	4.9 DENTON	a 209	Yard	2.25	8.40			
	s 8.38	s 8.33 323	s 4.18			AY	216.1	N	7.1 ARGYLE	a 216	67	1.55	8.05 315			
	8.29	8.21	4.08			.....	220.0		3.9 SMOOTS	a 220	80	1.42	7.35		
	8.21 315	8.10	4.02			.....	222.9		2.9 GRAVEL PIT	a 223	51	1.30	7.20		
	s 8.12	s 8.02	3.57 371			RO	235.2	N	3 ROANOKE	a 225	79	1.17	7.05			
	s 7.57	s 7.47	3.45			K	230.1	D	4.9 KELLER	a 230	127	12.58	6.48			
	f 7.42	s 7.30	3.33			WA	235.3	D	5.2 WATAUGA	a 235	68	12.38	6.08			
	7.34	7.21	3.26	A 7.30AM	A 7.20PM	J	237.9	N	2.6 St. LSW CROSSING	a 237	10.30PM	12.27	5.52		
	7.28	f 7.13	3.21 51	7.23	7.13	240.4		2.5 HODGE	a 240	150	10.20	12.20	5.40		
	7.27	7.12	3.20	7.22	7.12	BN	241.0	N	0.6 BELT JCT.	a 241		10.18	12.15	5.35		
	L 7.15PM	L 7.00AM	L 3.10PM 311	L 7.10AM	L 7.00PM	FC F NY	244.4	N	3.4 FORT WORTH	a 246	Yard	10.00PM	12.01AM	L 5.15PM 371		
344 Daily	324 Daily	316 Daily	312 Daily	304 Daily	302 Daily							18 Daily	50 Daily	372 Daily		
1.30	3.10	3.20	2.50	.20	.20				Time Over Sub-Division			.30	4.49	6.30		

Stations shown in heavy type are Register Stations.

Special Instructions

Arriving time of train No. 344, Whitesboro, is at South Passing Track Switch.
 First class trains northward will not be required to stop at St. L. S. W. Crossing, but conductor will throw off register ticket properly filled out.
 All northward M. K. & T. freight trains going into Whitesboro will head in long passing track.

Special Instructions---Continued

Every employee, whose duties are in any way prescribed by this Company's Book of Rules, must provide himself with a Copy, have same on hand when on duty, and be conversant therewith.

All persons are strictly forbidden to board engines or cars while they are in too rapid motion, or to stand on track and board engines or cars when same are approaching them, or to ride on pilots of engines.

Engines backing up will not exceed a speed of 12 miles per hour day time or 10 miles per hour night time. When necessary to back up a light engine, a car should be handled behind tender when practicable.

A speed of ten miles per hour must not be exceeded entering and leaving turnouts.

Movements over switches must not be made until switch locks are placed in hasp of lever. This does not apply to switch movements in train yards while making up trains.

A switch must not be closed for main track while a train, engine or car is outside of clearance point of the siding.

Two short blasts engine whistle three times in succession indicate defective train line, or bursted air hose.

SPEED LIMITS.

A maximum speed of 35 miles per hour for passenger trains and 18 miles per hour for freight trains must not be exceeded without proper authority.

M. K. & T. 40% and 53% engines must not exceed 15 miles per hour.

M. K. & T. 32% engines on passenger trains must not exceed 30 miles per hour and 36% engines 25 miles per hour.

SPEED ORDINANCES.

Pilot Point	8 miles per hour
Denton	10 miles per hour
Ft. Worth	18 miles per hour

RAILROAD GRADE CROSSINGS.

All trains must approach Railroad crossings at grade under control, come to a full stop before passing over same, and know everything is clear before proceeding. When view is obstructed, a flagman will precede train to crossing and give signal to proceed after knowing that everything is safe.

When crossings are protected by Interlockers, Rules governing the use of Interlocking Plants will be observed.

LOCATION OF RAILROAD GRADE CROSSINGS.

St. L. & S. W. Crossing.....	St. L. S. W. R. R.....	(Interlocked)
Fort Worth Yard.....	T. & P. (Main Line).....	(Interlocked)
	M. K. & T. R. R.....	
	H. & T. C. R. R.....	
	G. C. & S. F. R. R.....	

INTERLOCKER WHISTLE SIGNAL CODE.

0000	for Main Track.
00 00	for Passing Siding.
00 0	for House Track.
0 00	for Transfer Track.

FIRE PROTECTION.

Opening ash-pan slides while engines are running, or cleaning fires on main track except at water stations, side tracks and other designated points is prohibited. When fire is cleaned all live fire must be extinguished before leaving it. Engineers must not work steam while passing exposed cotton on platforms.

YARD LIMIT STATIONS.

Whitesboro	Pilot Point	Denton	Fort Worth
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STRUCTURES THAT WILL NOT CLEAR A MAN ON SIDE OF CARS.

All employees are cautioned when switching cotton platforms, station platforms and industry tracks, as a number of platforms and buildings at various places will not clear a man on side of car.

THE TEXAS and PACIFIC RAILROAD

Joint Track Time Table No. 1

EFFECTIVE 12:01 A. M.

Sunday, Nov. 17, 1918

MANUAL BLOCK SYSTEM RULES.

Manual Block System Rules are effective on Joint Track Sub-Division between Whitesboro and Ninth Street, Fort Worth. Special attention is directed to General Notice and Rules Nos. 302, 3137-D and 365-A.

All day telegraph offices and such night telegraph offices as are open on Joint Track Sub-Division are Manual Block stations; all other sidings and spurs, also block stations which are closed, are intermediate stations.

All employees, Joint Track Sub-Division, whose duties are in any way affected by Manual Block System Rules must provide themselves with copies of these rules, as issued by the Texas & Pacific Railroad, keep same on hand while on duty, and be conversant therewith. Also read and familiarize themselves with Bulletins 1, 2, 3, 4 and other Bulletins and Circulars, dated July 17th, 1916, and August 1st, 1916, pertaining to Manual Block Rules.

LOADING SPURS.

Mile	Name of Track	Car Capacity	Switch Connection
174.05	Fruit Spur	15	South
191.46	Pilot Point Roller Mill Spur.....	11	North
208.20	Stock Pen Spur (in Denton Yard Limit)	23	North
210.39	Brick Spur (in Denton Yard Limit).....	23	North
222.25	New Gravel Spur	99	South
242.92	Compress Spur (in Ft. Worth Yd. Limit)	35	South

FUEL AND WATER STATIONS, TURN-TABLE, WYE.

Whitesboro	Water, wye, coal.
Collinsville	Mile 179.23 Water.
Pilot Point	Mile 191.15 Water.
Mingo	Mile 203.93 Water.
Denton	Mile 208.9 Water, wye (coal M K & T only)
Gravel Pit	Mile 222.57 Water.
Ft. Worth	Coal, oil, water, turntable, wye.

TIME SERVICE.

National Railway Time Service.....Chicago, Ill.

LOCAL INSPECTOR.

G. W. Haltom.....Ft. Worth, Texas

LIST OF RAILROAD SURGEONS.

DR. J. A. MOORE, Chief Surgeon.....Marshall, Texas

LOCAL SURGEONS.

Dr. C. L. King.....	Whitesboro, Texas
Dr. E. C. Williams.....	Collinsville, Texas
Dr. W. E. Atkins.....	Pilot Point, Texas
Dr. J. R. Edwards.....	Denton, Texas
Dr. J. C. Kimbrough.....	Denton, Texas
Dr. Bacon Saunders.....	Fort Worth, Texas
Dr. Roy Saunders.....	Fort Worth, Texas
Dr. J. M. Givens.....	Fort Worth, Texas
Dr. J. H. McLain.....	Fort Worth, Texas

OCULISTS.

Dr. Frank Gray.....	Fort Worth, Texas
Dr. W. R. Thompson.....	Fort Worth, Texas

Switch engines working between Fort Worth, Belt Junction and Hodge, will not be required to display markers, but man must be on rear car, or rear end of engine when handling no cars, with green flag by day and red light by night in addition to white light to indicate rear of train.

DIVISION OFFICERS

W. M. KENT,
Superintendent

D. E. CURTIS,
Train Master

B. C. JAMES,
Chief Dispatcher

W. F. STONE,
Night Chief Dispatcher