FORT WORTH & DENVER CITY RAILWAY CO.

TIME TABLE

No. 46

EFFECTIVE AT 12:01 O'CLOCK A. M.

MONDAY, OCTOBER 15, 1923

CENTRAL STANDARD TIME FORT WORTH TO TEXLINE
MOUNTAIN STANDARD TIME TEXLINE TO SIXELA

SAFETY THE DENVER ROAD FIRST

SAFETY THE DENVER ROAD FIRST

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Rules of the operating department.

Wichita Falls and Fort Worth

CENTRAL TIME

FIRST DISTRICT — TIME TABLE No. 46 — EFFECTIVE OCTOBER 15, 1923

SOUTH BOUND — NORTH BOUND

SECOND CLASS Freight	FIRST CLASS Passenger							Coal, Oil, Water, Wye, Turntable and Scales	Capacity of Passing Tracks	Capacity of Other Tracks	Distances from Fort Worth	STATIONS	Telegraph Calls	Telegraph Stations	Office Closed	FIRST CLASS Passenger					SECOND CLASS Freight
50 DAILY	112 (ST. L. S. W.) Pass. No. 3 DAILY	2 DAILY		110 (St. L. S. W.) Pass. No. 1 DAILY	6 DAILY	8 DAILY										111 (ST. L. S. W.) Pass. No. 4. DAILY	1 DAILY	5 DAILY	109 (ST. L. S. W.) Pass. No. 2 DAILY	7 DAILY	19 DAILY
A.M. L 7.30		P.M. L 2.25			A.M. L 8.00	A.M. L **3.00**		WTOY F	Yard	798	114.0	WICHITA FALLS	WF-D	N			P.M. A 1.50	P.M. A10.55		A.M. A **3.00**	A.M. A 1.55
7.50		2.35			8.14	3.09			80	5	108.5	5.5 RAYMOND					1.38	10.43		2.48	1.40
8.05		f 2.43			s 8.20	3.15			65	40	105.4	3.1 JOLLY					f 1.30	s10.36		2.40	1.30
s		s			s	s					96.0	9.4 M. K. & T. CROSSING					s	s		s	s
8.40		s 3.05			s **8.40**	s 3.34		W	66	50	95.7	0.3 HENRIETTA	HA	N			s 1.10	s10.15		s 2.20	1.05
9.05		f 3.17			f 8.51	3.45			64		89.6	6.1 DICKWORSHAM					f12.57	f10.02		2.05	12.47
9.20		3.27			9.01	3.55			57	6	84.4	5.2 KOLA					12.46	9.51		1.53	12.30
9.35		s 3.38			s 9.13	4.05		W	65	26	79.5	4.9 BELLEVUE	V	N	5 a.m. to 8 a.m. 4 p.m. to 9 p.m.		s12.36	s 9.41		1.45	12.15
9.55		3.49			9.22	4.15			80	5	74.5	5.0 ELSER					12.24	9.29		1.35	A.M. 11.50
											69.2	5.3 C. R. I. & G. CROSSING									
10.18		s 4.00			s 9.38	s 4.27			53	117	68.5	0.7 BOWIE	BI	N			s12.10	s 9.16		s 1.22	11.30
10.35		f 4.12			f 9.47	4.40			65	4	63.3	5.2 FRUITLAND					P.M. f11.55	f 9.06		1.11	11.12
10.50		s 4.19			s 9.55	4.47		C	64	40	59.6	3.7 SUNSET	S	D	5:30 p. m. to 8:30 a.m.		s11.48	s 8.57		1.03	11.00
11.30		s 4.35			s10.10	f 5.03		YF	58	52	51.7	7.9 ALVORD	J	N	4 pm to 10 pm 6 am to 8 am		s**11.30**	s 8.42		f12.45	10.35
11.48 P.M.		f 4.46			f10.20	5.15			64		46.0	5.7 COWEN					f11.19	f 8.28		12.32	10.19
12.10		s 4.57			s10.30	s 5.26			63	90	40.2	5.8 DECATUR	CA	N			s11.08	s 8.16		s12.21	10.03
12.30		f 5.07			f10.40	5.35			65	4	34.7	5.6 HERMAN					f10.56	f 8.05		12.10 A.M.	9.43
12.47		f 5.16			f**10.48**	5.45			80	25	30.0	4.7 HOGSETT					f**10.48**	f 7.55		11.59	9.30
1.05		s 5.24			s11.00	5.55		Y	65	88	25.4	4.6 RHOME	RD	N	12 m to 8 a.m.		s10.40	s 7.45		11.50	9.17
1.30		f 5.36			f11.15	6.09			80	6	18.1	7.3 AVONDALE					f10.26	f 7.29		11.35	8.55
1.43		5.42			f11.23	6.16		W	65	4	14.6	3.5 HICKS					10.20	f 7.21		11.27	8.44
2.03		f 5.51			s11.34	6.26			65		9.3	5.3 SAGINAW--G. C. & S. F. CROSSING	GN	N			f10.10	s 7.10		11.17	8.25
2.17		5.56			11.40	6.33		FW	42	375	6.3	3.0 NORTH YARD	YD	N			10.05	7.05		11.10	8.15
2.27		P.M. L **6.11**			A.M. L 8.08	11.47		6.42			3.2	3.1 **ST. L. S. W. CROSSING-JCT.**				A.M. A 9.00	10.00	6.59	P.M. A 8.55	11.03	8.00
											3.1	0.1 ..Ft. Worth Belt--C. R. I. & G. Crossings..									
2.30		6.13			8.10	s11.48		6.45		9	48	2.9	0.2 NORTH FORT WORTH				8.59	9.59	s 6.58	8.54	11.01	7.55
2.33		6.15			8.12	11.50		6.47			2.5	0.4 NORTH END D. T. (Double Track)				8.57	9.57	6.56	8.52	10.59	7.38
2.41		6.22			8.19	11.56		6.52			0.9	1.6 SOUTH END D. T. (Double Track)				8.50	9.50	6.50	8.45	10.52	7.33
A2.45 P.M.									WOTF	Yard	668	0.2 **FORT WORTH FRT. YARDS**	FR	N							L 7.30 P.M.
		A **6.28** P.M.		A **6.18** P.M.	A 8.23 A.M	A11.59 A.M.		A 6.57 A.M.			0.4	F. W. & D. C. JCT. 0.4				L 8.47 A.M.	L 9.47 A.M	L 6.48 P.M.	L 8.42 P.M.	L10.48 P.M.	

The figures below are for information only. The G. C. & S. F. Time Table governs all train movemen s between F. W. & D. C. Jct. and Fort Worth U. D.

		6.30 P.M.	6.20 P.M.		8.25 A.M.	12.01 P.M.	7.00 A.M.				0.0	FORT WORTH U. D.	FT	N			8.45 A.M.	9.45 A.M.	6.45 P.M.	8.40 P.M.	10.45 P.M.		
DAILY		DAILY	DAILY		DAILY	DAILY	DAILY					114.0					DAILY	DAILY	DAILY	DAILY	DAILY		DAILY
7.15 15.7		0.19 10.1	3.55 29.1		0.17 11.3	4.01 28.5	4.00 28.5					SCHEDULE TIME / AVERAGE MILES PER HOUR				4.10 27.3	0.15 12.8	3.55 29.1	4.10 27.3	0.15 12.8	4.15 26.8		6.25 17.8

NORTHBOUND TRAINS ARE SUPERIOR TO SOUTHBOUND TRAINS OF THE SAME CLASS.

All trains will run under control in Wichita Falls Yard.

Passenger trains will not exceed 45 miles per hour and freight trains 25 miles per hour at any time.

Passenger trains will reduce speed to 15 miles per hour and freight trains to 10 miles per hour before reaching Trinity River bridge just south of North Fort Worth, and will not exceed above speed while any portion of the train is on the bridge.

Clearance Cards must be obtained by all trains before leaving Fort Worth and Wichita Falls.

Yard limits of Fort Worth and North Fort Worth and North Yard are continuous between Fort Worth Freight Yards, Fort Worth Union (G. C. & S. F.) Depot and Yard Limit board near Mile Post 7. All Trains and Engines, including First Class, must move under control. (See Special Instructions.)

Yard limits of Wichita Falls and Sunshine are continuous between Mile Post 112 and Mile Post 119.

St. L. S. W. trains while on tracks of the Ft. 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.

All St. L. S. W. trains must obtain clearance card before leaving St. L. S. W. Crossing-Jct.

Section houses are located on miles 1, 6, 9, 15, 26, 35, 40, 46, 52, 60, 69, 80, 90, 96, 105, 113.

Double track between M. P. 0.9 and 2.5. All trains will keep to the right.

Hicks water tank located M. P. 12.8; Elna water tank M. P. 31.8; Brushy water tank M. P. 54.0.

Train and Enginemen will be governed by Gulf, Colorado and Santa Fe Time Table and Book of Rules between F. W. & D. C. Jct. and Fort Worth Union Depot.

Van Zandt, Hudson, Elna, Francis and Edwards, Flag Stop for Trains 5 and 6. No. 8 will stop to let off passengers from points north of Childress. See page 6 for additional sidings and spurs.

Childress and Wichita Falls

CENTRAL TIME

SECOND DISTRICT — SOUTH BOUND

TIME TABLE No. 46

EFFECTIVE OCTOBER 15, 1923 — NORTH BOUND

SOUTH BOUND: THIRD CLASS Mixed	SOUTH BOUND: SECOND CLASS Freight	SOUTH BOUND: FIRST CLASS Passenger		Coal, Oil, Water, Wye, Turntable and Scales	Capacity of Passing Tracks	Capacity of Other Tracks	Distance from Fort Worth	STATIONS	Telegraph Calls	Telegraph Stations	Office Closed	NORTH BOUND: FIRST CLASS Passenger		NORTH BOUND: SECOND CLASS Freight	NORTH BOUND: THIRD CLASS Mixed
52 (Q. A. & P.) DAILY Except Sunday	50 DAILY	8 DAILY	2 DAILY									7 DAILY	1 DAILY	19 DAILY	51 (Q. A. & P.) DAILY Except Sunday
	P.M. L11.30	P.M. L10.45	A.M. L10.15	WT YFO	Yard	583	220.2	CHILDRESS	X-CD -DI	N		A.M. A 7.55	P.M. A 6.00	A.M. A10.00	
	A.M. 12.10	f11.05	s10.35		50	39	211.3	8.9 KIRKLAND	K	D	6.30 p m to 7 a m 12 n to 3.30 p m	f 7.30	s 5.42	9.10	
	12.35	11.20	f10.48		80	5	205.0	6.3 HERG				7.10	f 5.29	8.40	
	12.55	f11.30	s10.59		80	14	200.6	4.4 GOODLETT	GD	D	12.30 pm to 3 pm 5 pm to 6.30 am	f 6.58	s 5.19	8.23	
	s	s	s				197.0	3.6 Q. A. & P. JUNCTION				s	s	s	
P.M. L 5.45	1.10	f11.38	s11.08	Y	65	135	196.8	0.2 ACME	DE	D	6 p. m. to 9 a. m.	f 6.48	s 5.10	**8.10**	A.M. A **8.20**
							193.0	3.8 Q. A. & P. JUNCTION							
A 6.00 P.M.	1.30	s11.50	s11.20	WCY	70	228	191.8	1.2 QUANAH	Q	N		s 6.35	s 5.00	**7.50**	L **8.00** A.M.
							191.6	0.2 Q. A. & P. CROSSING							
	1.55	A. M. 12.02	f11.35		80	10	185.6	6.0 EVANS				6.15	f 4.45	7.25	
							179.0	6.6 K. C. M. & O. CROSSING							
	2.25	s12.18	s11.50	W	64	107	178.8	0.2 CHILLICOTHE	C	N		s 5.57	s 4.30	6.55	
	2.55	f12.35	P.M. s12.05		59	15	171.4	7.4 TOLBERT	B	D	5 p. m to 9 a. m.	f 5.40	s 4.15	6.25	
	3.25	s12.55	s12.25	WYF	66	187	163.4	8.0 VERNON	RN	N		s 5.20	s 3.55	5.55	
							163.1	0.3 ST. L. S. F. & T. CROSSING							
	3.55	f 1.15	s12.41		80	25	155.0	8.1 OKLAUNION	KN	D	4.30 p.m. to 8.30 a.m.	f 5.00	s 3.40	5.25	
	4.45	f 1.32	s12.57	W	64	58	147.8	7.2 HARROLD	HO	D	4 p. m. to 8 a m.	f **4.45**	s 3.25	**4.45**	
	5.12	s 1.51	s 1.12		64	216	140.4	7.4 ELECTRA	BR	N		s 4.30	s 3.10	4.15	
	5.28	2.01	f 1.21		80	16	135.8	4.6 FOWLKES				4.15	f 3.00	3.58	
	5.45	2.10	f 1.33		80	10	130.6	5.2 BURK				4.03	f 2.47	3.37	
	6.05	s 2.20	s 1.45	W	65	174	124.8	5.8 IOWA PARK	CS	N	5 pm to 12 mn 8 am to 9 am	s 3.50	s 2.35	3.20	
	6.30	2.37	1.58		Yard	615	117 0	7.8 SUNSHINE YARD				3.30	2.17	2.55	
	6.35	2.40	2.00				116.1	1.9 NORTH END D.T.				3.27	2.15	2.52	
	s	s	s				115.0	DOUBLE TRACK 1.1 W. F. & N. W. JUNCTION DOUBLE TRACK				s	s	s	
	A 6.45 A.M.	A **2.45** A.M.	A **2.05** P.M.	WFTOY	Yard	798	114.0	1.0 WICHITA FALLS	WF-D	N		L 3.20 A.M.	L **2.10** P.M.	L **2.45** A.M.	
DAILY EX. SUNDAY	DAILY	DAILY	DAILY					106.2				DAILY	DAILY	DAILY	DAILY EX. SUNDAY
0.15 20.0	7.15 14.6	4.00 26.5	3.50 27.7					SCHEDULE TIME / AVERAGE MILES PER HOUR				4.35 23.2	3.50 27.7	7.15 14.6	0.20 15.0

NORTHBOUND TRAINS ARE SUPERIOR TO SOUTHBOUND TRAINS OF THE SAME CLASS.

All trains will run under control in Wichita Falls Yard and Sunshine Yard.

Passenger trains will not exceed 45 miles per hour and freight trains 25 miles per hour at any time.

Passenger trains will reduce speed to 15 miles per hour and freight trains to 10 miles per hour before reaching Pease River Bridge, just north of Vernon, and will not exceed above speed while any portion of the train is on this bridge.

Yard limits Wichita Falls and Sunshine Yards are continuous M. P. 112 to M. P. 119.

Double track between Seventh Street, Wichita Falls, and M. P. 116.1. All trains will keep to the right.

M., K. & T. and Q., A. & P. trains, 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.

Q., A. & P. trains will register at Acme and Quanah.

All freight trains will get clearance cards at Childress Yard and Wichita Falls; all passenger trains will get clearance cards at Childress Depot and Wichita Falls.

Iowa Park water tank located M. P. 126.5; Harrold water tank located M. P. 146.9; Chillicothe water tank located M. P. 178.1.

Section houses located on miles 114, 118, 125, 135, 140, 147, 155, 164, 166, 178, 192, 200, 205 and 219.

No. 8 will stop to let off passengers from points north of Childress.

See page 6 for additional sidings and spurs.

Amarillo and Childress

THIRD DISTRICT — CENTRAL TIME — EFFECTIVE OCTOBER 15, 1923

SOUTH BOUND — TIME TABLE No. 46 — NORTH BOUND

SECOND CLASS Freight	FIRST CLASS Passenger		Coal, Oil, Water, Wye, Turntable and Scales	Capacity of Passing Tracks	Capacity of Other Tracks	Distance from Fort Worth	STATIONS	Telegraph Calls	Telegraph Stations	Office Closed	FIRST CLASS Passenger		SECOND CLASS Freight
50 DAILY	8 DAILY	2 DAILY									7 DAILY	1 DAILY	19 DAILY
P.M. L 2.20	P.M. L 6.15	A.M. L 6.00	TOW	Yard	658	335.7	AMARILLO	A R	N		P.M. A12.55	P.M. A10.30	P.M. A 7.00
						334.7	1.0 P. & S. F. CROSSING						
2.45	f **6.27**	6.12		45	22	328.8	5.9 PULLMAN				f12.35	10.16	**6.27**
3.20	s 6.40	s 6.24	W	40	61	321.1	7.7 WASHBURN	WA	D	7 pm to 9 am 1 pm to 3 pm.	s12.18	s10.03	6.00
3.45	f 6.50	6.37		65		314.6	6.5 KASOTA				f12.03	9.55	5.40
4.10	s 7.05	s 6.50		40	90	307.9	6.7 CLAUDE	MU	D	4 pm to 7 am	P.M. s11.50	s 9.40	5.20
4.55	f 7.15	7.00		69		302.5	5.4 MALDEN				f11.35	9.27	**4.55**
5.20	s 7.27	s 7.12	W	40	14	296.5	6.0 GOODNIGHT	GH	D	8 pm to 10 am 12 noon to 2 pm	s11.20	s 9.15	4.35
5.50	f 7.47	f 7.30		39	39	288.0	8.5 ASHTOLA				f11.00	f 8.55	4.00
6.25	s 8.05	s 7.47	F W.Y.	81	325	277.9	10.1 CLARENDON	CN	N		s10.40	s 8.35	3.20
6.50	s **8.20**	s 8.00		37	50	270.9	7.0 LELIA LAKE	CK	D	5 pm to 8 am	s10.20	s **8.20**	2.45
7.20	s 8.35	s 8.14		64	23	263.9	7.0 HEDLEY	HD	D	5 pm to 8 am	s10.05	s 8.02	2.20
7.45	f 8.50	f 8.28	W	54	23	258.2	5.7 GILES	GI	D	4 pm to 7 am	f 9.52	s **7.45**	1.50
8.15	s 9.15	s 8.45	W	60	196	250.8	7.4 MEMPHIS	SI	N		s 9.35	s 7.25	1.10
8.55	f 9.40	f **9.10**		40	18	240.2	10.6 NEWLIN	UN	D	6 pm to 8 am 12 noon to 2 pm	s **9.10**	f 7.00	12.20
9.15	s 9.50	s 9.20		58	64	236.7	3.5 ESTELLINE	NI	D	5 pm to 8 am	s 8.55	s 6.53	12.05
9.50	f10.10	f 9.40		39	28	228.0	8.7 CAREY	CR	D	6 pm to 8 am 12 noon to 2 pm	s 8.30	f 6.35	P.M. 11.35
A**10.25** P.M.	A**10.35** P.M.	A 9.55 A.M.	WFYTO	Yard	583	220.2	7.8 CHILDRESS	X-CD-DI	N		L 8.10 A.M.	L 6.20 P.M.	L11.00 A.M.
DAILY	DAILY	DAILY					115.5				DAILY	DAILY	DAILY
8.05 14.3	4.20 26.7	3.55 29.5					SCHEDULE TIME / AVERAGE MILES PER HOUR				4.45 24.3	4.10 27.7	8.00 14.4

NORTHBOUND TRAINS ARE SUPERIOR TO SOUTHBOUND TRAINS OF THE SAME CLASS.

Passenger trains will reduce speed to 15 miles per hour and freight trains to 10 miles per hour before reaching Red River Bridge, just north of Estelline, and will not exceed above speed while any portion of the train is on the bridge.

Passenger trains will not exceed 45 miles per hour and freight trains 25 miles per hour at any time.

All freight trains must get clearance cards at Childress Yard and Amarillo.

All passenger trains must get clearance cards at Childress Depot and Amarillo.

Section houses located on Miles 221, 228, 230, 238, 249, 259, 264, 271, 279, 289, 297, 302, 309, 314, 321, 329, 334.

See page 6 for additional sidings and spurs.

FOURTH DISTRICT

SOUTH BOUND

Texline and Amarillo

CENTRAL TIME

TIME TABLE No. 46

EFFECTIVE OCTOBER 15, 1923

NORTH BOUND

SECOND CLASS Freight 50 DAILY	FIRST CLASS Passenger 8 DAILY	Coal, Water, Wye, Turntable and Scales	Capacity of Passing Tracks	Capacity of Other Tracks	Distance from Fort Worth	STATIONS	Telegraph Calls	Telegraph Stations	Office Closed	FIRST CLASS Passenger 7 DAILY	SECOND CLASS Freight 19 DAILY
L 5.05 A.M.	L 1.50 P.M.	WCTY	Yard	750	452.9	TEXLINE	Z	N		A 6.00 P.M.	A 4.00 A.M.
						6.2					
5.30	f 2.02	.....	66	.....	446.7	CORLENA	.....	.....		f 5.43	3.25
						5.1					
5.55	f 2.15	W	60	7	441.6	PERICO	FA	D	6 pm to 9 am.	f 5.29	2.45
						10.7					
6.30	f 2.33	.....	58	8	430.9	WARE	.....	.....		f 5.04	2.00
						10.5					
7.05	f 2.50	.....	59	.....	420.4	MATLOCK	.....	.....		f 4.38	1.20
		.....	.....	.....	417.6	2.8 C., R. I. & G. CROSSING	.....	.....			
						0.2					
7.20	s 2.58	WCY	59	273	417.4	DALHART	JC	N		s 4.30	1.05
						4.8					
7.35	f 3.07	.....	59	.....	412.6	TWIST	.....	.....		f 4.20	12.47
						9.5					
8.05	s 3.25	.....	49	14	403.1	HARTLEY	HN	D	6 p. m. to 9 a. m.	s 3.57	12.20
						6.9					A.M.
8.25	f **3.40**	.....	59	8	396.2	DUNCAN	.....	.....		f **3.40**	11.55
						8.1					
8.55	s 4.00	CW	57	83	388.1	CHANNING	RV	D	12 m. n. to 8 a.m	s 3.16	11.30
						5.6					
9.15	f 4.12	.....	80	10	382.5	MURDO	.....	.....		f 2.57	11.05
						6.1					
9.40	f 4.25	W	64	19	376.4	MAGENTA	.....	.....		f 2.40	10.35
						4.1					
10.05	s 4.40	Y	81	218	372.3	TASCOSA	SA	N		s 2.25	9.50
						7.2					
10.35	f 4.55	.....	41	18	365.1	ADY	.....	.....		f 2.10	9.30
						6.9					
11.00	f 5.10	.....	40	.....	358.2	BODEN	.....	.....		f 1.56	9.10
						11.1					
11.40	f 5.35	.....	57	.....	347.1	GENTRY	GR	D	5 p.m. to 8 a.m.	f 1.35	8.35
						4.8					
11.59 P.M.	f 5.45	W	41	4	342.3	CLIFFSIDE	.....	.....		f 1.25	8.20
						6.6					
A 12.50 P.M.	A 6.00 P.M.	WFTO	Yard	658	335.7	AMARILLO	AR	N		L 1.10 P.M.	L 8.00 P.M.
DAILY	DAILY					117.2				DAILY	DAILY
7.45	4.10					SCHEDULE TIME				4.50	8.00
15.1	28.1					AVERAGE MILES PER HOUR				24.2	14.6

NORTHBOUND TRAINS ARE SUPERIOR TO SOUTHBOUND TRAINS OF THE SAME CLASS.

Passenger trains will reduce speed to 15 miles per hour and freight trains to 10 miles per hour before reaching Canadian River Bridge, between Tascosa and Magenta, and will not exceed above speed while any portion of the train is on this bridge.

All trains will approach first cut north of Canadian River Bridge under control, and know that track is safe before proceeding.

Passenger trains will not exceed 45 miles per hour and freight trains 25 miles per hour at any time.

Clearance cards must be obtained by all trains before leaving Amarillo and Texline.

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

Section houses located on miles 342, 347, 358, 368, 373, 376, 388, 396, 403, 413, 424, 431, 442, 447, 453.

See page 6 for additional sidings and spurs.

Sixela and Texline

MOUNTAIN TIME

FOURTH DISTRICT — SOUTH BOUND

TIME TABLE No. 46

EFFECTIVE OCTOBER 15, 1923 — NORTH BOUND

SECOND CLASS Freight	FIRST CLASS Passenger	Coal, Water, Wye, Turntable and Scales	Capacity of Passing Tracks	Capacity of Other Tracks	Distance from Fort Worth	STATIONS	Telegraph Calls	Telegraph Stations	Office Closed	FIRST CLASS Passenger	SECOND CLASS Freight
50 DAILY	8 DAILY									7 DAILY	19 DAILY
L A.M. 2.30	L P.M. 12.37	----	----	----	454.2	SIXELA	----	----		A P.M. 5.10	A A.M. 3.55
						1.2					
A 2.35 A.M.	A 12.40 P.M.	WCTY	Yard	750	452.9	TEXLINE	Z	N		L 5.07 P.M.	L 3.50 A.M
						1.2					
DAILY	DAILY									DAILY	DAILY
0.05 15.6	0.03 26.0					SCHEDULE TIME AVERAGE MILES PER HOUR				0.03 26.0	0.05 15.6

NOTE—Texline Yard Terminal extends to Sixela.

Yard Limit Board North Sixela is Located 5280 feet north of North Switch Texline Yard

LIST OF ADDITIONAL SIDINGS AND SPURS

FIRST DISTRICT			SECOND DISTRICT			THIRD DISTRICT			FOURTH DISTRICT		
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	51	123.1	* IOWA PARK P. & R. SPUR	11	238.4	† RED RIVER SAND SPUR	111	338.1	† U. S. ZINC & SMELTER CO.
7	11.3	† VAN ZANDT	13	137.1	GULF PIPE LINE				25	366.3	* GROSS SPUR
			32	138.1	* PIERCE OIL CORPORATION				23	368.0	† TASCOSA ROCK SPUR
4	20.3	† HUDSON	60	139.0	* GRISWOLD OIL CORPORATION				24	369.4	* TASCOSA STOCK PENS
8	32.9	† ELNA	11	139.1	† THE PETROLEUM CORPORATION				10	374.8	* B & B SPUR
11	55.8	* FRANCIS	47	142.5	WAGGONER REFINERY				83	378.3	† MAGENTA BALLAST PIT
25	96.3	† BEACON SPUR	19	143.4	* MAGNOLIA						
7	99.5	EDWARDS	13	175.1	* BARD						
			43	182.9	† NOYLE						
				196.9	† ACME TAP R. R.						

*Spur connected at north end. † Spur connected at south end

SPECIAL RULES AND INSTRUCTIONS

1. SPEED.—See footnote at bottom of pages containing schedules.

(a) Troop trains handling one or more freight cars must not exceed speed limit of 25 miles per hour.

(b) Engines backing up will not exceed 15 miles per hour.

(c) Trains must not exceed following speed through following stations: Alvord, 4 miles; Sunset, 6 miles; Henrietta, 7 miles; Chillicothe, 6 miles; Vernon, 6 miles; Childress Freight Yard, 15 miles; Memphis, 6 miles; and Dalhart, 6 miles per hour.

2. EXAMINATION OF TRAINS.—All Southbound freight trains must stop at Perico and Washburn and thoroughly inspect train.

3. Excepting parties in charge of Live Stock, no passengers will be carried on any freight train.

REGISTERING STATIONS

4. Fort Worth Passenger Station, Fort Worth Freight Yards, St. L. S. W. Crossing-Jct., Wichita Falls, Childress Depot, Childress Yard Office, Amarillo and Texline.

(a) Conductors of freight trains will fill out and leave at each open telegraph office O. S. Ticket, form 199.

STANDARD CLOCKS

5. Standard Clocks are located at Fort Worth Freight Yards, Wichita Falls, Acme, Childress Depot, Childress Yard, Amarillo and Texline.

YARD LIMITS

6. The following stations have yard limits, see Rule 98-A, General Rules:

Fort Worth, North Fort Worth, North Yard, Alvord, Bowie, Wichita Falls, Electra, Vernon, Chillicothe, Quanah, Acme, Childress, Memphis, Clarendon, Amarillo, Tascosa, Dalhart, Texline.

RAILROAD CROSSINGS

See General Rules 98 and 98-B to 98-E, inclusive.

7. FORT WORTH—Two Texas & Pacific crossings; Gulf, Colorado & Santa Fe and Houston & Texas Central crossing protected by standard interlocking system. When proper signals are clear, trains may cross at speed not to exceed 10 miles per hour.

8. NORTH FORT WORTH—Chicago, Rock Island & Gulf, Fort Worth Belt, St. Louis Southwestern, crossings protected by standard interlocking system. When proper signals are clear, trains may cross at a speed not to exceed 15 miles per hour.

9. SAGINAW—Gulf, Colorado & Santa Fe crossing protected by standard interlocking system. When proper signals are clear, trains may cross at speed not to exceed 15 miles per hour.

10. BOWIE—Chicago, Rock Island & Gulf crossing protected by standard interlocking system. When proper signals are clear, trains may cross at speed not to exceed 15 miles per hour.

11. HENRIETTA—M. K. & T. crossing not protected by interlocking or any other signal device.

12. VERNON—St. Louis, San Francisco & Texas crossing protected by standard interlocking system. When proper signals are clear, trains may cross at speed not to exceed 15 miles per hour.

13. CHILLICOTHE—K. C. M. & O. crossing protected by standard interlocking system. When proper signals are clear, trains may cross at speed not to exceed 15 miles per hour.

14. QUANAH—Q. A. & P. crossing protected by standard interlocking system. When proper signals are clear, trains may cross at speed not to exceed 15 miles per hour.

15. AMARILLO—P. & S. F. crossing protected by standard interlocking system. When proper signals are clear, trains may cross at speed not to exceed 15 miles per hour.

16. DALHART—Chicago, Rock Island & Gulf crossing protected by standard interlocking system. When the proper signals are clear, trains may cross at speed not to exceed 15 miles per hour.

17. Trainmen and Yardmen must, when cutting crossings, leave entire street clear, and when coupling up or switching over highway or railway crossing not protected by flagmen or gates, it is the duty of the trainman or yardman to protect the crossing in the same manner that it would be protected by a flagman located on the crossing.

WARNING OF DANGER TO EMPLOYES

There are coal chutes, viaducts, stock yards, sheds, roofs, water tank frames, telegraph poles, bridges, scales, mail cranes, switch stands, overhead wires, etc., located on main line and on sidings; also structures and platforms of private corporations and persons located on industrial sidings and spurs, that will not clear a man riding on side or top of cars.

Also, there are tracks at terminal stations constructed so closely together as to render it hazardous for a man to hang out from side of car.

THIS COMPANY DOES NOT BLOCK SWITCHES, FROGS OR GUARD RAILS

ALL EMPLOYES

are required to familiarize themselves with same, and TO PROTECT THEMSELVES FROM INJURY on account thereof.

EMPLOYES ARE ALSO WARNED

that it is dangerous to stand erect upon cars, or to hang out on the side of cars, while passing over, through or under bridges and viaducts, and necessary precaution must be used by ALL EMPLOYES TO PROTECT THEMSELVES FROM INJURY by reason of same.

The following mentioned bridges are especially low, and necessary precaution must be used by ALL EMPLOYES TO PROTECT THEMSELVES FROM INJURY on account of such structures, to-wit:

Bridge 3-B, Trinity River, between Mile Posts 2 and 3.

C., R. I. & G. Overhead Crossing, between Mile Posts 336 and 337.

All employes are hereby advised that in order to decrease the hazard account striking stock, this Company has found it necessary to extend its fences at a number of stations on the line, so as to include portions of the side tracks, and that surface or pit cattle guards have been or will be placed in the main and side tracks at various stations. All employes having to do switching or other work on such tracks will take notice hereof and from time to time advise themselves of the location of such cattle guards and use the necessary precaution to prevent being caught in same, as the Company will not be liable or responsible in damages to anyone injured by being caught in such cattle guards.

Extraordinary care should be taken to avoid the striking of stock, as it is liable to cause derailment, jeopardize the lives of the engine and train crew and destroy Company property.

Notice is hereby given to all concerned that derails are installed in side and passing tracks as requirements demand. Those whose duty has to do with movement of equipment must be on lookout for same at all times.

STATE LAWS GOVERNING RAILROAD EMPLOYES

Art. 4228.—Every Conductor, Baggagemaster, Brakeman or other servant of any such railroad corporation, employed in a passenger train or at a 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 their 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 at 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 corporations operating such railways shall be liable for all damages which shall be sustained by any person by reason of 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.

The attention of all employes is called to the extracts of law 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.

ACTS PRESCRIBING DUTIES OF RAILROAD AGENTS

Article 4560c—It shall be the duty of every agent who shall be authorized to sell tickets or parts of tickets or other evidence of the holders' right to travel over any railroad within this State, upon demand, to exhibit to any person desiring to purchase a ticket, or to any officer of the law who may request it, the certificate of his authority to sell, and to keep said certificate posted in a conspicuous place in his office for the information of travelers. It shall also be the duty of every such railway agent, at stations having telegraph communication with the train dispatcher of the road, to ascertain thirty minutes before the schedule time of the arrival of passenger trains, if such train is on time, and if on time, to bulletin that fact on a board provided by the Company and placed in some conspicuous place at the station. And if the train is late, he shall bulletin how late and from what cause the delay is due. If later than thirty minutes, said agent shall thereafter ascertain the latest news from such train dispatcher or some other reliable source every thirty minutes, and bulletin such information and the time of the probable arrival of such train. It shall also be the duty of such agent to keep waiting room provided by the Company for passengers lighted and heated, in accordance with the law of this State. If any such depot agent shall fail or refuse to perform the duties required of him by this article, he shall be deemed guilty of a misdemeanor, and upon conviction shall be punished as may be provided by law.

MISCELLANEOUS

In Texas a railroad company has a right to eject from its trains any passenger 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 employes; who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, 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 circumstances, to travel from the place of ejectment to a dwelling house or town, or in case of great distance, inclement weather, darkness or other condition or circumstance, rendering it unsafe, frightful or dangerous for such passenger or person to travel to the nearest dwelling or town; then in any such cases, such passenger or person should be expelled at a station where reasonably safe and comfortable accommodations can be secured.

Each conductor collecting a cash fare must issue a Duplex Cash Fare Receipt therefor, in the presence of, and deliver it to the passenger, at the time collection is made.

OPERATING LIMITS FOR ENGINES

WICHITA FALLS DIVISION

FIRST DISTRICT.

Fort Worth to Wichita Falls.

Engines—

Class 451.
Class 401.
150 T. Wrecker.

Must not exceed 20 miles per hour over Bridge

96.59—15 ft. Deck Pl. Gir.
100.89—28 ft. I-Beam.
100.95—28 ft. I-Beam.
107.77—15 ft. Deck Pl. Gir.

Must not exceed 10 miles per hour over Bridge

98.21—125 ft. O. D. P. T.
98.41—140 ft. O. D. P. T.

SECOND DISTRICT

Wichita Falls to Childress.

Engines—

Class 451.
Class 401.
150 T. Wrecker.

Must not exceed 20 miles per hour over Bridge

125.57—15 ft. Deck Pl. Gir.
127.54—28 ft. I-Beam.
128.61—28 ft. I-Beam.
131.45—28 ft. I-Beam.
131.70—28 ft. I-Beam.
136.66—15 ft. Deck Pl. Gir.
141.50—15 ft. Deck Pl. Gir.
216.52—28 ft. I-Beam.

Must not exceed 10 miles per hour over Bridge

171.62—47 ft. O. D. P. T.

AMARILLO DIVISION

THIRD DISTRICT.

Childress to Amarillo.

Engines—

Class 451.
Class 401.
150 T. Wrecker.

Must not exceed 20 miles per hour over Bridge

270.27—20 ft. I-Beam.
279.18—20 ft. I-Beam.
280.66—20 ft. I-Beam.

Must not exceed 10 miles per hour over Bridge

258.98—47 ft. Frame Tres.

FOURTH DISTRICT.

Amarillo to Texline.

Engines—

Class 451.
Class 401.
150 T. Wrecker.

Must not exceed 20 miles per hour over Bridge

354.40—28 ft. I-Beam.
357.40—28 ft. I-Beam.

Must not exceed 10 miles per hour over Bridge

375.13—Canadian River.

ENGINE RATING IN TONS OF 2,000 POUNDS

	E-4-A-2 451-465	E-4-A-1 401-410	B-4-R 301-309 B-4-R-1 310-314 F-3-A-1 551-557	C-3-H 150-155 C-3-H-1 156-157	B-4-O 201-211 B-4-Q 250-252 B-4-Q-1 253-267 F-3-A 501-505	C-3-F 101-105
NORTHBOUND	**Tons**	**Tons**	**Tons**	**Tons**	**Tons**	**Tons**
Fort Worth to Wichita Falls	1810	1550	1200	850	1000	800
Wichita Falls to Childress	2250	1750	1300	900	1100	850
Childress to Amarillo	2000	1550	1150	850	900	800
Amarillo to Texline	2000	1550	1150	850	900	800
SOUTHBOUND						
Texline to Tascosa			DOWNHILL—(See Special Instructions)			
Tascosa to Amarillo	2000	1550	1150	850	1000	800
Amarillo to Clarendon			DOWNHILL—(See Special Instructions)			
Clarendon to Childress	2000	1750	1250	850	1100	800
Childress to Wichita Falls	2500	2250	1450	1000	1350	950
Wichita Falls to Fort Worth	1810	1550	1150	850	1000	800

TONNAGE INSTRUCTIONS

Conductors will see that trains are filled out to full rated tonnage before leaving stations; and between stations where there is no grade, or where grade is less than maximum, will fill out to known capacity of locomotives. The safety limit will apply in moving tonnage on descending grades. Agents will see that cars are properly tagged with necessary gross tonnage cards showing in tons the total weight of car and contents, and will also insert such gross weight on the way bill. All weights will be reported in even tons, fractions of one-half or more to be considered as one ton, and fractions of less than one-half to be disregarded. When tonnage card is not used, weight will be computed from way-bill and stenciled weight of car, and when car is moved on card bill where weight is not shown, such weight will be estimated as closely as possible. When passenger equipment or empty freight cars are handled, the following tare weights will be used:

PASSENGER EQUIPMENT	Tons	PASSENGER EQUIPMENT	Tons	FREIGHT EQUIPMENT	Tons
Dining Cars:		Coaches:		Cabooses:	18
260, 261	65	60, 61, 63, 64, 65, 66, 67	42	**Box Cars:**	
263	85	82, 83	44	530, 598	16
Business Cars:		68, 69, 72, 75, 77, 79, 84, 85, 86, 87, 88	45	4000-5299	17
919	65	70, 71, 74, 78, 80, 81	51	6001-7200	19
920	60	201, 202, 203, 204, 205, 206	73	7201-7700	22
921	56			Refrigerators:	
Combination Cars:				20001-20100	28
26	36			Stock Cars:	
27, 28	53			1021-1065	16
29	55			3201-3300	16
30	54			3001-3200	15
31, 32, 33, 34	71			3301-3500	15
Baggage Cars:				3501-3800	18
36	25			Gondolas:	
39, 40, 41, 42	55			2001-2200	20
43, 44, 45, 46	35			Ballast:	
47, 48, 49, 50, 51, 52	40			10001-10144	17
53, 54	44			10145-10150	20
101, 102, 103, 104	71			Tanks:	
				15001-15100	20

LIST OF SURGEONS—HOSPITAL DEPARTMENT

DR. BACON SAUNDERS, Chief Surgeon, Office Ninth and Houston, Phone Lamar 153; Residence 426 Henderson, Phone Lamar 382.....Fort Worth, Texas
DR. ROY F. SAUNDERS, Assistant Chief Surgeon, Office Ninth and Houston, Phone Lamar 153; Residence, 927 Eighth Ave., Phone Rosedale 6898, Fort Worth, Texas
DR. T. C. TERRELL, Pathologist.....Fort Worth, Texas
DR. L. H. REEVES, Local Surgeon.....Fort Worth, Texas
DR. JOHN TUCKER, Local Surgeon.....Fort Worth, Texas
DR. GEORGE D. BOND and THOMAS B. BOND, Local Roentgenologists.....Fort Worth, Texas
DR. R. W. MOORE, DR. W. R. THOMPSON, Oculists, Office 714 Fort Worth National Bank Bldg., Phone Lamar 523.....Fort Worth, Texas
DR. G. W. EASTHAM, Local Surgeon.....North Fort Worth, Texas
DR. J. W. SHOEMAKER, Local Surgeon.....North Fort Worth, Texas
DR. W. L. RUSSELL, Local Surgeon.....Rhome, Texas
DR. S. J. PETTY, T. J. FULLINGIN and T. G. ROGERS, Surgeons.....Decatur, Texas
DR. D. N. SPEER and JOHN H. WALKER, Local Surgeons.....Alvord, Texas
DR. J. T. LAWSON, Local Surgeon.....Bowie, Texas
DR. W. R. POTTER, Local Surgeon.....Bowie, Texas
DR. L. S. CROOK, Local Surgeon.....Bellevue, Texas
DR. J. H. FERRISS and ALBERT GREER, Local Surgeons.....Henrietta, Texas
DRS. JONES, LEE, KEIL, PARKER & STEVENSON, Local Surgeons.....Wichita Falls, Texas
DR. W. L. RHODES, Oculist.....Wichita Falls, Texas
DRS. FRANK CLARK and J. FRANK CLARK, Local Surgeons.....Iowa Park, Texas
DR. T. H. PARMLEY, Local Surgeon.....Electra, Texas
DR. W. H. OGDEN, Local Surgeon.....Electra, Texas
DR. J. C. KING, Local Surgeon.....Harrold, Texas
DR. J. E. DODSON, Jr., and DR. H. J. REGER, Local Surgeons.....Vernon, Texas
DR. T. M. YOUNG, Local Surgeon.....Chillicothe, Texas
DR. T. D. FRIZZELL, Local Surgeon.....Quanah, Texas
DR. J. J. HANNA, Local Surgeon.....Quanah, Texas
DR. J. F. HARRELL, Local Surgeon.....Kirkland, Texas
DR. J. D. MICHIE, Local Surgeon.....Childress, Texas
DR. W. N. WARDLOW, Local Surgeon.....Childress, Texas
DR. W. G. JOHNSON, Oculist.....Childress, Texas
DR. H. D. BARNES.....Childress, Texas
DR. W. S. MILLER, Local Surgeon.....Estelline, Texas
DR. J. M. BALLEW, Local Surgeon.....Memphis, Texas
DR. WINIFRED WILSON, Local Surgeon.....Memphis, Texas
DR. J. W. WEBB, Local Surgeon.....Hedley, Texas
DR. B. L. JENKINS, Local Surgeon.....Clarendon, Texas
DR. O. JENKINS, Local Surgeon.....Carendon, Texas
DR. W. A. WARNER, Local Surgeon.....Claude, Texas
DR. W. A. CARROLL, Local Surgeon.....Claude, Texas
DR. J. J. CRUME, Oculist.....Amarillo, Texas
DR. R. S. KILLOUGH, Oculist.....Amarillo, Texas
DR. A. F. LUMPKIN, Local Surgeon.....Amarillo, Texas
DR. R. D. GIST, Local Surgeon.....Amarillo, Texas
DR. I. RASCO, Local Surgeon.....Amarillo, Texas
DR. GEO. THOMAS, Local Surgeon.....Amarillo, Texas
DR. R. L. McLEANS, Local Surgeon.....Amarillo, Texas
DR. R. P. BISHOP, Local Surgeon.....Channing, Texas
DR. G. W. DAWSON, Local Surgeon.....Dalhart, Texas
DR. A. J. LOVELL, Local Surgeon.....Dalhart, Texas
DR. E. L. MAXWELL, Local Oculist.....Dalhart, Texas

LIST OF WATCH INSPECTORS

G. W. HALTOM, General Watch Inspector.....Fort Worth, Texas
F. B. McCONNELL, Asst. Gen. Watch Inspector..Fort Worth, Texas

LOCAL INSPECTORS

G. W. HALTOM.....Fort Worth
HALTOM & FRIEDLY.....Wichita Falls
HEATH & THOMPSON.....Vernon
H. B. WARDE.....Quanah
REID B. SCOTT.....Childress
L. N. PITTMAN.....Amarillo

F. E. CLARITY, Vice-President and General Manager

S. A. COVINGTON, General Superintendent, Wichita Falls

R. L. MAY, Superintendent of Transportation, Fort Worth

WICHITA FALLS DIVISION

T. F. DURKIN, Trainmaster, Wichita Falls
J. A. MURPHY, Asst. Trainmaster, Fort Worth
F. E. ROSE, Chief Dispatcher, Wichita Falls

DISPATCHERS, WICHITA FALLS

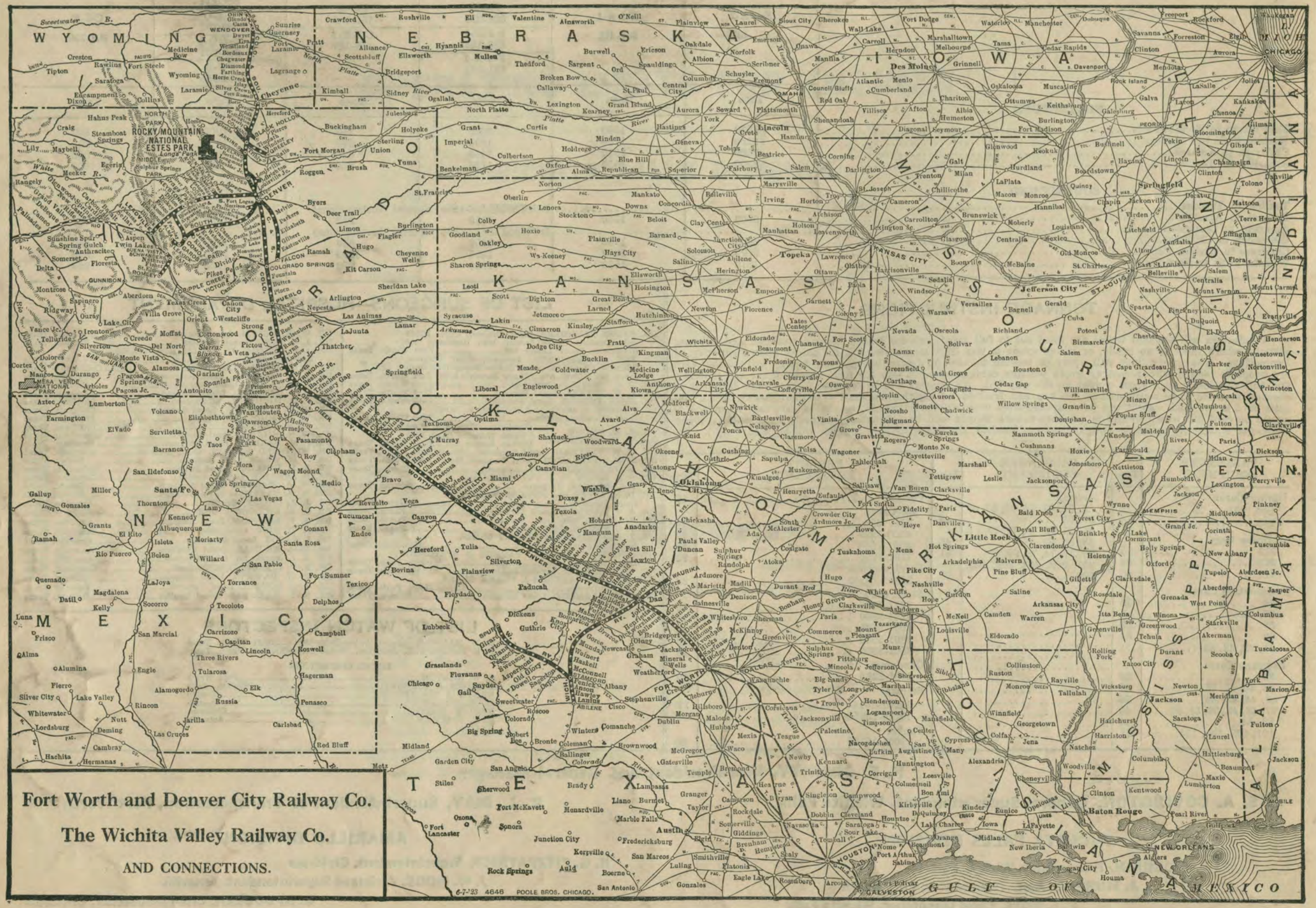
H. E. PYLE
C. R. SANDERS
J. B. McMAHON
C.E. BROWN

AMARILLO DIVISION

R. G. FITZPATRICK, Superintendent, Childress
J. W. MODE, Assistant Superintendent, Amarillo
O. R. BODEEN, Chief Dispatcher, Childress

DISPATCHERS, CHILDRESS

W. A. STEGALL
C. R. VARNES
F. T. HENDERSON
A. A. BUSH


WYOMING
NEBRASKA
IOWA
COLORADO
KANSAS
MISSOURI
ILLINOIS
INDIANA
NEW MEXICO
OKLAHOMA
TEXAS
ARKANSAS
LOUISIANA
MISSISSIPPI
TENNESSEE
ALABAMA
ROCKY MOUNTAIN NATIONAL ESTES PARK
Fort Worth and Denver City Railway Co.
The Wichita Valley Railway Co.
AND CONNECTIONS.
6-7-'23 4646 POOLE BROS. CHICAGO.