

General Manager	R. H. Paschal, Fort Worth
Superintendent	H. E. Moyer, Fort Worth
Assistant Superintendent	J. P. Nelson, Amarillo
General Road Foreman-Trainmaster	R. E. Visney, Fort Worth
Superintendent of Transportation	E. E. Kenney, Fort Worth
Mechanical Superintendent	W. J. Vogel, Childress
Trainmaster	E. A. Butler, Wichita Falls
Terminal Trainmaster	W. T. Reilly, Fort Worth
Chief Train Dispatcher	W. J. Hamilton, Wichita Falls
Night Chief Train Dispatcher	F. R. Brady, Wichita Falls
Train Dispatchers	M. A. Davis, J. H. Lowder, P. R. Armstrong, C. N. Parker, B. G. Gilbert, O. A. Lindhorst, R. H. Moore

SURGEONS—HOSPITAL DEPARTMENT

Amarillo	DR. P. R. GARRE	Division Surgeon
Amarillo	DR. DON S. MARSALIS	Consulting Surgeon
Amarillo	DR. I. DRAVIN	Local Surgeon
Amarillo	DR. RALPH B. PAYNE	Local Oculist
Amarillo	DR. T. P. CHURCHILL	Local Pathologist
Amarillo	DR. LOUIS R. DEVANNEY	Local Urologist
Abilene	DR. VIRGINIA BOYD	Local Oculist
Abilene	DR. TRAVIS SMITH	Local Surgeon
Anson	DR. KNOX PITTARD	Local Surgeon
Bowie	DR. HULEN C. CRUMPLER	Local Surgeon
Chillicothe	DR. WADE NICOLAS	Local Surgeon
Childress	DR. LOUIS B. BARKLEY, JR.	Local Surgeon
Childress	DR. G. C. FOX	Local Surgeon
Childress	DR. JACK FOX	Division Surgeon
Childress	DR. J. J. WESTENBURG	Local Surgeon
Clarendon	DR. RICHARD L. GILKEY	Local Surgeon
Clarendon	DR. GEORGE W. SMITH	Local Surgeon
Clayton	DR. D. C. DANIEL	Local Surgeon
Clayton	DR. A. E. DRAPER	Local Surgeon
Dallas	DR. T. A. MARTIN JR.	Local Surgeon
Dalhart	DR. VICTOR MOORE	Local Surgeon
Dalhart	DR. DONALD A. FRANK	Local Surgeon
Decatur	DR. W. T. INABNETT	Local Surgeon
Dimmitt	DR. MAYES MILLER	Chief Surgeon
Electra	DR. W. H. OGDEN	Local Surgeon
Fort Worth	DR. W. F. HIGGINS	Local Surgeon
Fort Worth	DR. JOHN H. RICHARDS	Chief Surgeon
Fort Worth	DR. J. E. WINTERRINGER	Asst. Chief Surgeon
Fort Worth	DR. J. W. SHOEMAKER	Division Urologist
Fort Worth	DR. T. C. TERRELL	Local Surgeon
Fort Worth	DR. THOMAS B. BOND	Pathologist
Fort Worth	DR. GATLIN MITCHELL	Local Roentgenologist
Fort Worth	DR. O. J. EMERY	Division Oculist
Fort Worth	DR. C. M. AUSTIN	Local Surgeon
Fort Worth	DR. W. E. FLOOD	Local Surgeon
Henrietta	DR. ROBERT E. HURN	Local Dermatologist
Haskell	DR. T. W. WILLIAMS	Local Surgeon
Iowa Park	DR. GORDON CLARK	Local Surgeon
Lockney	DR. W. J. MANGOLD	Local Surgeon
Lockney	DR. T. L. GLENN	Local Surgeon
Lubbock	DR. SAM DUNN	Local Surgeon
Memphis	DR. O. R. GOODALL	Local Surgeon
Memphis	DR. ROBERT E. CLARK	Local Surgeon
Memphis	DR. H. R. STEVENSON	Local Surgeon
Munday	DR. R. L. NEWSOM	Local Surgeon
Pampa	DR. JULIAN M. KEY	Local Surgeon
Pampa	DR. MAC FIELD McDANIEL	Local Surgeon
Plainview	DR. EUGENE McCARTHY	Local Surgeon
Plainview	DR. T. COE BRANCH	Local Surgeon
Plainview	DR. RALPH THOMAS	Local Surgeon
Quannah	DR. WALTER A. BROOKS	Local Surgeon
Seymour	DR. E. H. BALCH	Local Surgeon
Shamrock	DR. DONALD E. BLACKKETER	Local Surgeon
Shamrock	DR. CURTIS R. CHAFFIN	Local Surgeon
Stamford	DR. I. F. HUDSON	Local Surgeon
Stamford	DR. G. E. PRYOR	Local Surgeon
Stamford	DR. T. A. BUNKLEY	Local Surgeon
Vernon	DR. JOHN B. HARDIN	Local Surgeon
Wellington	DR. C. B. JONES	Local Surgeon
Wichita Falls	DR. JAMES T. LEE	Division Surgeon
Wichita Falls	DR. W. L. PARKER	Local Surgeon
Wichita Falls	DR. P. K. SMITH	Local Surgeon
Wichita Falls	DR. J. A. JOHNSON	Local Oculist
Wichita Falls	DR. W. E. CRUMP	Local Surgeon
Wichita Falls	DR. R. F. KNOX	Local Surgeon
Wichita Falls	DR. JACK E. MAXFIELD	Local Surgeon
Wichita Falls	DR. WALTER B. WHITING	Local Surgeon
Wichita Falls	DR. PRESTON McCALL	Local Surgeon
Wichita Falls	DR. I. J. HUMPHREY	Local Surgeon

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present.

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

FORT WORTH AND DENVER RAILWAY COMPANY

TIME TABLE

OF THE

WICHITA FALLS DIVISION

No.

5

EFFECTIVE AT 12:01 A. M.

CENTRAL STANDARD TIME

THURSDAY, JUNE 1, 1967

DESTROY ALL TIME TABLES OF PREVIOUS DATE

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.

Childress and Fort Worth Subdivision - Main Line

SOUTHWARD		Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD		
FIRST CLASS						Daily Passenger	Stings		Other Tracks	FIRST CLASS	
	7								2		
	A.M. 10:57	Continuous	BCFK RTWZ	220.26	CHILDRESS 6.5		Yard	Continuous	A P.M. 6:47		
		No Office	P	211.71	KIRKLAND 11.19	125	38	No Office			
		No Office	P	200.52	GOODLETT 3.01	125	38	No Office			
		No Office	AP	198.91	Q. A. & P. CROSSING 5.07			No Office			
	s 11:24	No Office	OT	191.84	QUANAH 0.18	125	125	No Office	s 6:21		
		No Office	AP	191.68	Q. A. & P. CROSSING 12.84			No Office			
		No Office	IP	179.02	P. & S. F. CROSSING 0.24			No Office			
	s 11:38	No Office	OP	178.78	CHILlicoTHE 15.42	125	132	No Office	f 6:07		
	s 11:53	No Office	O	183.36	VERNON 15.28	150	328	No Office	s 5:52		
		No Office	P	148.14	HARROLD 7.78	125	38	No Office			
	P.M. s 12:15	No Office	O	140.36	ELECTRA 4.44		308	No Office	f 5:28		
		No Office	P	135.92	FOWLKES 11.09	125		No Office			
	f	No Office	P	124.83	IOWA PARK 9.87	125	54	No Office			
		No Office	JPY	114.96	W. F. & N. W. JCT. 0.91			No Office			
	s 1:02	5:00 a.m. to 9:00 p.m.	BFJK ORTU WYZ	114.05	WICHITA FALLS 8.57		Yard	5:00 a.m. to 9:00 p.m.	s 4:58		
	1:15	No Office	P	105.48	JOLLY 9.46	120		No Office	4:31		
		No Office	AP	98.02	M-K-T CROSSING 0.27			No Office			
	s 1:26	9:00 a.m. to 6:00 p.m.	O	95.75	HENRIETTA 5.60	55	33	Closed	f 4:22		
	1:32	No Office	P	90.16	DICKWORSHAM 10.73	125		No Office	4:16		
	1:43	No Office	P	79.42	BELLEVUE 10.21	125	15	No Office	4:07		
		No Office	AP	69.21	C. R. I. & P. CROSSING 0.78			No Office			
	s 1:55	8:00 a.m. to 5:00 p.m.	O	68.48	BOWIE 4.74	49	67	1:30 p.m. to 4:30 p.m.	f 3:57		
	2:00	No Office	P	63.74	FRUITLAND 12.09	125		No Office	3:52		
	2:12	No Office	P	51.85	ALVORD 11.38	125	30	No Office	3:40		
	s 2:25	8:00 a.m. to 5:00 p.m.	O	40.27	DECATUR 5.71	120	59	2:00 p.m. to 5:00 p.m.	f 3:28		
	2:31	No Office	P	34.56	HERMAN 15.69	125	7	No Office	3:21		
	2:46	No Office	P	18.97	AVONDALE 9.86	125		No Office	3:06		
	2 2:55	Continuous	CIY	9.11	SAGINAW—G.C.&S.F. CROSSING 2.99	125	Yard	Continuous	7 2:55		
	2:59	No Office	PY	6.12	NORTH YARD 2.91		Yard	No Office	2:45		
	3:02	No Office	CIY	3.21	St. L. S. W. CROSSING—JCT. 0.07			No Office	2:41		
		No Office	CIY	3.14	FT. W. BELT—C.R.I.&P. CROSSING 0.22			No Office			
		No Office	CIY	2.82	St. L. S. F. & T. CROSSING 0.29			No Office			
	3:04	No Office	PY	2.63	RIO 0.45			No Office	2:39		
		No Office	PY	2.08	MILE POST 2 1.14			No Office			
	3:07	No Office	Y	0.94	HAMPTON 0.44			No Office	2:36		
		Continuous	BCFKQ RTWYZ	0.50	NINTH STREET 0.60		Yard	Continuous			
	3:10 P.M.	No Office	Y	0.00	T. & P. JCT. 220.25			No Office	2:33 P.M.		

Trains between T. & P. Jct. and Fort Worth are governed by rules and time table of T. & P. Ry.

3:20 3:40	Continuous	CKR	FORT WORTH	Continuous	2:30 2:05
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Trains between Fort Worth and Dallas are governed by rules and time tables of T. & P. Ry., C. R. I. & P. Ry. and U. T. Co.

A 4:30 P.M.	B	DALLAS	1:15 P.M.
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Childress and Fort Worth Subdivision - Footnotes

CTC IN EFFECT BETWEEN CHILDRESS AND W. F. & N. W. JCT DOUBLE TRACK BETWEEN M.P. 116.15 and W. F. & N. W. JCT SIGNALLED FOR BOTH DIRECTIONS.

Controlled sidings at Kirkland, Goodlett, Quanah, Chillicothe, Vernon, Harrold, Fowlkes and Iowa Park.

Dual Control Switches:

South end of yard Childress M.P. 219.91.
South end of siding Kirkland, Goodlett, Chillicothe, Vernon, Iowa Park and Saginaw.
North end of siding Quanah, Chillicothe, Vernon, Harrold and Fowlkes. End of double track M.P. 116.15.

Spring Switches:

North end of siding Kirkland, Goodlett, Iowa Park and Saginaw. South end of siding Quanah, Harrold, Fowlkes and Dickworsham. End of double track Rio and Hampton.

Electric switch locks on all hand operated main track switches within CTC limits except at M.P. 164.56. Spur track switch M.P. 164.56 at Vernon not equipped with electric or mechanical lock; Rule 268(A) in effect.

BETWEEN W. F. & N. W. JCT. AND M.P. 113.00 TRAINS HAVE NO TIMETABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

Double track between Seventh Street, Wichita Falls and M.P. 116.15.

Between Seventh Street, Wichita Falls and W. F. & N. W. Jct. movements of trains or engines against the current of traffic, wholly within yard limits, will be made at Reduced Speed on authority of yardmaster.

Look out for close side and overhead clearance at Berend Bros. Elevator just north of Wichita River, Wichita Falls, and at Hawes spur team track, Fort Worth.

At Vernon, because of close clearances, employees must not ride the side or top of cars or engines while switching former StL&SF team tracks, former StL&SF house track and tracks serving Waples-Platter Company.

National Tank Company shed at Electra will not clear man on top or side of car.

BETWEEN WICHITA FALLS AND T&P JCT. TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

ABS IN EFFECT BETWEEN SIGNAL AT M.P. 113.00, WICHITA FALLS, AND SIGNAL AT M.P. 0.69, HAMPTON.

BETWEEN M.P. 5.90, NORTH YARD, AND T&P JCT. TRAINS HAVE NO TIME TABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

Double track between Rio and Hampton.

Between Rio and Hampton movements of trains or engines against the current of traffic, wholly within yard limits, will be made at Reduced Speed on authority of Yardmaster.

Spring switch deraill on tail track at Hampton. Normal position for southward trains.

Trains or engines passing over North Beverly Drive crossing, Wichita Falls, M.P. 116.91 on Sunshine Yard lead must flag the crossing as the signal will not operate except when engines or cars are upon highway crossing.

No train order signal at Wichita Falls; Conductors and Engineers must have Clearance Form A.

Engines must not be moved over Fourth Street Subway on Team Track No. 5 M.P. 114.41 Wichita Falls.

Other Tracks:

Acme	M.P. 196.76 capacity 45 cars
Vernon Grain, Inc.	M.P. 160.10 capacity 35 cars
Oklaunion	M.P. 154.93 capacity 20 cars
McDonald	M.P. 66.58 capacity 16 cars
Sunset	M.P. 59.57 capacity 7 cars
Rhome	M.P. 25.39 capacity 61 cars
Hicks	M.P. 13.92 capacity 8 cars

Wichita Falls and Stamford Subdivision - Branch Line

WESTWARD			STATIONS	EASTWARD		
SECOND CLASS				Sidelings	Other Tracks	SECOND CLASS
Sunday Tuesday Thursday Freight	Signs	Mile Post Location				Monday Wednesday Friday Freight
79			Sidelings	Other Tracks	80	
P.M. 5:30	BFTK ORTU WYZ	0.00		Yard	A 3:15	
		W 6.46		10		
6:10		W 14.31	38	27	2:40	
6:25		W 20.68		10	2:15	
6:40		W 27.28	30		2:00	
6:55		W 35.44	26		1:40	
7:30	O	W 61.90	55	107	1:05	
7:55		W 68.36	36	37	12:25	
8:10		W 70.52		39	12:10	
8:30	O	W 75.81	38	97	12:01 P.M.	
8:45		W 85.00		28	11:35	
9:05	O	W 96.88	42	77	11:15	
A 9:45 P.M.	BFKOR TUWY	W112.65		Yard	10:30 A.M.	

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

Rule 91 in effect.

No train order signal at Haskell; Conductors and Engineers must have Clearance Form A when operator on duty.

Other Tracks: Hartex loading rack M.P. W13.24.

OFFICES OPEN MONDAY THROUGH FRIDAY:

Wichita Falls	5:00 A.M. to 9:00 P.M.
Seymour	8:00 A.M. to 5:00 P.M.
Munday	8:00 A.M. to 5:00 P.M.
Haskell	8:00 A.M. to 5:00 P.M.
Stamford	12:01 A.M. to 4:00 P.M.

OFFICES OPEN SATURDAY:

Wichita Falls	5:00 A.M. to 9:00 P.M.
Stamford	8:00 A.M. to 4:00 P.M.

OFFICES OPEN SUNDAY:

Wichita Falls	5:00 A.M. to 9:00 P.M.
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Texline and Childress Subdivision - Main Line

SOUTHWARD			Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD				
FIRST CLASS							Daily Passenger	7		Sidings	Other Tracks	FIRST CLASS		
												Daily Passenger		
	A.M.	5.40	Continuous	BCFK RWY	452.02	TEXLINE 11.10		Yard	Continuous	A.M.	12.06			
		5.52	No Office	P	441.82	PERICO 10.22	82	20	No Office		11.53			
		6.03	No Office	P	431.60	WARE 14.01	84	17	No Office		11.42			
		6.17	No Office	I	417.59	C. R. I. & P. CROSSING 0.15			No Office		11.25			
	s	6.39	6:00 a.m. to 2:00 p.m. 1:30 p.m. to 12:30 a.m.	OTYZ	417.44	DALHART 14.37	81	317	6:00 a.m. to 2:00 p.m. 4:30 p.m. to 12:30 a.m.	s	11.09			
	f	6.54	No Office	OP	403.07	HARTLEY 14.99	82	45	No Office		10.54			
	s	7.10	No Office	P	388.08	CHANNING 5.41	84	88	No Office		10.38			
		7.16	No Office	P	382.87	MURDO 6.40	77	8	No Office		10.31			
		7.23	No Office	P	378.27	BOYS RANCH 8.97	80	4	No Office		10.24			
		7.27	No Office	P	372.30	TASCOSA 14.15	72	157	No Office		10.19			
		7.42	No Office	P	358.15	BODEN 10.97	81		No Office		10.03			
		7.54	No Office	P	347.18	GENTRY 4.84	48	4	No Office		9.51			
		7.59	No Office	P	342.34	CLIFFSIDE 6.61	52	8	No Office		9.46			
	s	8.40	Continuous	BCFKR TWYZ	336.73	AMARILLO 1.05		Yard	Continuous	s	9.38			
		8.42	No Office	I	334.70	P. & S. F. CROSSING 5.81			No Office		9.05			
		8.48	No Office	P	328.89	PULLMAN 8.35	71	24	No Office		8.59			
		8.57	No Office	P	320.54	WASHBURN 12.63	71	25	No Office		8.50			
	s	9.12	8:00 a.m. to 5:00 p.m.	O	307.91	CLAUDE 11.60	82	104	Closed	f	8.36			
	f	9.25	No Office	P	296.31	GOODNIGHT 8.10	71	8	No Office		8.23			
		9.34	No Office	P	288.21	ASHTOLA 10.30	71	30	No Office		8.14			
	s	9.46	7:00 a.m. to 4:00 p.m.	O	277.91	CLARENDON 6.75	72	102	Closed	f	8.00			
		9.54	No Office	P	271.18	LELIA LAKE 7.21	72	12	No Office		7.53			
	f	10.02	No Office	P	263.95	HEDLEY 13.11	71	58	No Office		7.45			
	s	10.18	9:30 a.m. to 6:30 p.m.	O	250.84	MEMPHIS 18.80	70	201	Sat. 9:30 a.m. to 11:30 a.m. Sun. Closed	s	7.28			
		10.32	No Office	JP	237.04	PLAINS JCT. 0.32			No Office		7.12			
	f		No Office	P	236.72	ESTELLINE 8.91	116	85	No Office					
	f		No Office	P	227.81	CAREY 7.56	125		No Office					
	A10.50 A.M.		Continuous	BCFK RTWZ	220.25	CHILDRESS 232.67		Yard	Continuous		6.54 P.M.			

RULE 91 IN EFFECT BETWEEN TEXLINE AND PLAINS JCT.

BETWEEN TEXLINE AND PLAINS JCT. TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

BETWEEN SOUTH SWITCH TO SOUTH YARD TEXLINE, FW&D M.P. 452.41 AND NORTH YARD LIMIT SIGN, C&S M.P. 346.90, TRAINS HAVE NO TIMETABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

BETWEEN M.P. 334.70 NEAR P&SF CROSSING AND M.P. 336.80, HUGHES STREET, AT AMARILLO, TRAINS HAVE NO TIMETABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

No train order signal at Amarillo; Conductors and Engineers must have Clearance Form A.

Conductors and Enginemen of southward trains off Plains Junction and Lubbock Subdivision will not require Clearance Form A at Plains Jct.

CTC IN EFFECT BETWEEN PLAINS JCT. AND CHILDRESS.

Controlled sidings at Carey and Estelline.

Dual-Control Switches:

Plains Jct.; North end of siding Estelline; South end of siding Carey; and Childress M.P. 222.20.

Spring Switches:

South end of siding Estelline and North end of siding Carey.

Electric Switch Locks on all hand operated main track switches within CTC limits.

OTHER TRACKS:

Moyer	-----	M.P. 224.13 capacity	90 cars
Industry Track	-----	M.P. 362.00 capacity	40 cars
Ady	-----	M.P. 365.20 capacity	128 cars
Jude	-----	M.P. 380.46 capacity	52 cars
Bolin	-----	M.P. 425.73 capacity	15 cars

Plains Junction and Lubbock Subdivision - Branch Line

EASTWARD			STATIONS	WESTWARD		
SECOND CLASS				SECOND CLASS		
Daily Freight	Signs	Mile Post Location		Sidelings	Other Tracks	Daily Freight
77						78
P.M. 5:30	BKOR TYZ	L360.05		Yard	A.M. 6:15	
	I	L358.45				
	M	L350.16				
6:00	P	L349.69		50 185	5:30	
		L341.92		14		
6:15	P	L340.29		17	5:15	
6:30	O	L332.74		50 62	5:00	
6:50	P	L323.43		43	4:40	
	A	L313.98				
7:15	OP	L318.00		50 27	4:15	
7:50	BFJOR TUWY	P306.40		Yard	4:05	
8:00		P301.29		53	3:35	
8:45	P	P285.21		9	2:45	
8:55	O	P279.26	132	56	2:35	
9:20	O	P268.93		77	2:10	
9:45	P	P258.69	132		1:45	
A10:30 P.M.	JPY	P237.04			1:00 A.M.	
		L23.01				

RULE 91 IN EFFECT.

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD. CTC IN EFFECT AT PLAINS JCT.

No train order signal at Sterley; Conductors and Engineers must have Clearance Form A when operator on duty.

Conductors and Engineers of westward trains will not require Clearance Form A at Plains Jct.

Normal position of gate at P.&S.F. Crossing M.P. L-350.16 is against F.W.&D. trains.

No portion of train should be stopped on highway just west of P&SF Crossing M.P. L-350.16. After westward trains have been brought to a stop and the gate has been opened train will then move entirely over highway before being brought to a stop. Eastward trains will stop before reaching the highway, remain there until trainman goes ahead and opens the gate, trains will then move entirely over the highway and P&SF Railway before again being brought to a stop.

At Sterley, normal position of the switch at each end of the cross-over west of the depot will be for movement through the cross-over and all trains to and from Lubbock will leave and enter Plainview main track through this cross-over.

Utility poles in north and south alley tracks at Lubbock will not clear man on side of car.

OFFICES OPEN MONDAY THROUGH FRIDAY:

Lubbock	8:00 a.m. to 12:00 MN
Petersburg	9:30 a.m. to 6:30 p.m.
Sterley	6:00 a.m. to 3:00 p.m.
Quitaque	1:30 p.m. to 4:00 p.m.
Turkey	9:00 a.m. to 12:00 Noon
	4:30 p.m. to 6:00 p.m.

OFFICES OPEN SATURDAY:

Sterley	6:00 a.m. to 3:00 p.m.
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Sterley and Dimmitt Subdivision - Branch Line

EASTWARD			STATIONS	WESTWARD		
SECOND CLASS				SECOND CLASS		
Monday Wednesday Friday Freight	Signs	Mile Post Location		Sidelings	Other Tracks	Monday Wednesday Friday Freight
177						178
A.M. 11:30	OR TY	P367.60		Yard	A.M. 10:15	
P.M. 12:30	O	P351.62		52 167	9:20	
1:05	P	P337.59		46 56	8:20	
2:30	OTY	P324.81		Yard	7:45	
	AY	P323.69				
	AY	P321.61				
2:55	P	P313.97		50 16	6:50	
A 3:15 P.M.	BFJOR TUWY	P306.40		Yard	6:30 A.M.	
		61.20				

RULE 91 IN EFFECT.

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

No train order signal at Sterley, Plainview and Dimmitt. Conductors and Engineers must have Clearance Form A when operator on duty.

Look out for close overhead and side clearances elevator track Edmonson.

Other Tracks:

Industry Track	M.P. P327.97	capacity 23 cars
Wasson	M.P. P328.08	capacity 15 cars
Boone	M.P. P331.67	capacity 4 cars
Wright	M.P. P332.70	capacity 12 cars
Industry Track	M.P. P336.49	capacity 2 cars
Grisham	M.P. P344.82	capacity 14 cars
Hilburn	M.P. P349.68	capacity 20 cars
Roy	M.P. P359.51	capacity 12 cars
Industry Track	M.P. P362.42	capacity 4 cars
Industry Track	M.P. P365.38	capacity 18 cars

OFFICES OPEN MONDAY THROUGH FRIDAY:

Dimmitt	9:30 a.m. to 6:30 p.m.
Hart	8:00 a.m. to 5:00 p.m.
Plainview	8:00 a.m. to 5:00 p.m.
Sterley	6:00 a.m. to 3:00 p.m.

OFFICES OPEN SATURDAY:

Sterley	6:00 a.m. to 3:00 p.m.
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SPEED OF TRAINS:

Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	45	1	20
10	6	0	50	1	12
15	4	0	55	1	5
20	3	0	60	1	0
25	2	24	65	0	55
30	2	0	70	0	51
35	1	43	75	0	48
40	1	30			

TIME FREIGHT TRAINS (Information Only)

SOUTHWARD—DAILY			NORTHWARD—DAILY		
75	STATIONS	76			
A	8:00 p.m.	Texline	L	8:30 p.m.	
L	9:50 p.m.	Texline	L	8:30 p.m.	
A	1:30 a.m.	Amarillo	L	4:30 p.m.	
L	2:30 a.m.	Amarillo	A	3:00 p.m.	
A	6:15 a.m.	Childress	L	11:30 a.m.	
L	6:45 a.m.	Childress	A	10:30 a.m.	
A	9:40 a.m.	Wichita Falls	L	7:30 a.m.	
L	10:20 a.m.	Wichita Falls	A	6:30 a.m.	
A	1:30 p.m.	Fort Worth	L	2:30 a.m.	

Spur Tracks are Within Yard Limits.

SILVERTON SPUR

Mile Post Location	STATIONS	Other Tracks
P808.40	STERLEY 10.34	Yard
8316.74	WHITELEY 8.91	27
8326.65	SILVERTON	192

Conductors and Engineers must have Clearance Form A at Sterley when operator is on duty.

Maximum Speed 15 M.P.H.

Track car operator line-up will not be issued to cover local extra which will not leave Sterley before 6:00 A.M. on Tuesdays, Thursdays and Saturdays for Silverton and return.

PAMPA SPUR

Mile Post Location	STATIONS	Other Tracks
220.25	CHILDRESS 1.66	Yard
N221.91	DENVER NORTHERN JCT. 12.30	Yard
N234.21	SMITHDALE 17.38	26
N262.09	WELLINGTON 15.05	348
N267.14	SAMNORWOOD 11.68	16
N278.82	CRI&P CROSSING (AUTO. INTERL.) 0.35	
N279.17	SHAMROCK 20.80	40
N289.97	BELLCO 15.53	52
N315.50	WESCO 2.85	6
N318.35	LEFORS 12.95	75
N331.30	PAMPA	Yard

Conductors and Engineers must have Clearance Form A at Childress.

Maximum Speed 30 M.P.H.

Parallel Track, Childress Reduced Speed

Red River Bridge M.P. N-232.26 20 M.P.H.

Buck Creek Bridge M.P. N-242.68 20 M.P.H.

Salt Fork Bridge M.P. N-262.22 20 M.P.H.

Elm Creek Bridge M.P. N-272.23 20 M.P.H.

CRI&P Crossing M.P. N-278.82 20 M.P.H.

McClelland Creek Bridge M.P. N-302.79 20 M.P.H.

North Fork Bridge M.P. N-312.92 20 M.P.H.

Track car operator line-up will not be issued to cover local extra which will not leave Childress before 6:00 a.m. on Tuesdays and Fridays for Pampa and return.

SPUR SPUR

Mile Post Location	STATIONS	Other Tracks
W112.65	STAMFORD M-K-T CROSSING (Grade) 2.70	Yard
B115.85	M-K-T CROSSING (Grade) 11.29	
B128.64	P. & S. F. CROSSING (Grade) 0.46	
B127.10	SAGERTON 6.65	20
B133.75	OLD GLORY 10.38	19
B144.08	ASPERMONT 13.28	98
B157.36	PEACOCK 13.67	25
B171.08	JAYTON 10.12	82
B181.15	QIRARD 18.72	15
B194.87	SPUR	145

Conductors and Engineers must have Clearance Form A at Stamford when operator is on duty.

Maximum Speed 25 M.P.H.

Double Mountain Fork Bridge, M.P. B129.28, entire train 10 M.P.H.

Salt Fork Bridge, M.P. B160.47, entire train 10 M.P.H.

Track car operator line-up will not be issued to cover local extra which will not leave Stamford before 12:01 A.M. Saturdays for Spur and return.

ABILENE SPUR

Mile Post Location	STATIONS	Other Tracks
W112.65	STAMFORD M-K-T CROSSING (Grade) 13.91	Yard
W126.56	ANSON 11.00	43
W187.56	HAWLEY 7.74	19
W145.30	LANIUS 5.94	19
W151.24	ABILENE	Yard

Conductors and Engineers must have Clearance Form A at Stamford and at Abilene when operator is on duty.

Maximum Speed 35 M.P.H.

Through city limits, Anson 20 M.P.H.

Through city limits, Abilene 15 M.P.H.

Abilene, before moving over 13th Street Stop

Track car operator line-up will not be issued to cover local extra which will not leave Stamford before 12:01 A.M. Mondays through Fridays, inclusive, for Abilene and return to Stamford.

Look out for close clearance Market Poultry and Egg Company Buildings on old A&S spur, Anson.

Cars that may be on T&P industry tracks will not clear man on side of car spotted at extreme west end of spur track serving Abilene Plumbing Company at Abilene.

Ben E. Keith Company building on utility track, Abilene, will not clear man on side of car.

SPECIAL INSTRUCTIONS

I. Between Fort Worth and Wichita Falls, and between Plains Jct. and Texline, extra trains and yard engines must clear the time of first class trains not less than 10 minutes.

II. USE OF TRACK.

MKT, JTD and StLSW trains and engines while on FW&D trackage will be governed by FW&D rules and timetable.

RAILROAD CROSSINGS.

P. & S. F. CROSSING MP L-358.45 Lubbock, Centralized Traffic Controlled by Santa Fe dispatchers. Trains stopped by home signal will be governed by instructions posted in telephone and release boxes.

Quanah, MP 191.66 and Acme, MP 196.91 are automatic interlocking and signals are a part of Centralized Traffic Control system. Rules 269, 605(A) and 613 are in effect.

Chillicothe, MP 179.02 Interlocking is remotely controlled from Wichita Falls and signals are a part of Centralized Traffic Control system. Rules 269, 275 and 605(A) are in effect.

Industry track leads off main track at MP 331.07, north of Pullman. CRI&P crossing on this track protected by automatic electrically locked gate, normally set against FW&D movements. Trains and engines using this track must remain clear of "STOP" signs and operate the crossing gate in accordance with instructions posted in the case located at the crossing.

The following RAILROAD CROSSINGS are not protected by Standard interlocking or any other signal device; ALL TRAINS must come to a full stop:

M-K-T CROSSING AT WICHITA FALLS.

M-K-T CROSSING AT STAMFORD.

M-K-T CROSSING AT MP B115.35.

P. & S. F. CROSSING AT MP B126.64.

III. RULES OF THE CONSOLIDATED CODE ARE MODIFIED AS FOLLOWS:

RULE 6. (New)

c. Conditional stop as provided in footnotes.

RULE 16 (k).

One long sound—shut off train heat.

RULE 107 will not apply on Burlington Lines. The following rule governs:

When a passenger train is receiving or discharging traffic on the side toward a station, a train or engine must not pass between it and the station unless proper safeguards are provided.

Where trains operate by signal indication and the approaching train has no knowledge of a passenger train at station, trainmen in charge of passenger train at station must provide proper safeguards for passengers.

RULE 816 will not apply on Burlington Lines.

RULE 901 will not apply on Burlington Lines.

AIR BRAKE RULES AND INSTRUCTIONS

The following rules and instructions are for trainmen and engineers whose duties are connected with the operation of the air brake equipment.

1. Conductors and trainmen must familiarize themselves with the operation of the brakes on all cars in their charge and with the rules pertaining to the handling of trains with air brakes.

2. Each train must have the air brakes on all cars in effective operating condition, except in case of emergency, but at no time shall the number of operative air brakes be less than 85% of the total.

3. All trains must be given an initial terminal road train air brake inspection and test at points: (1) Where train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and the train brake system remains charged; (3) Where train is received in interchange.

INITIAL TERMINAL ROAD TRAIN AIR BRAKE TESTS

5(a). Train air brake system must be charged to required air pressure, angle cocks and cut-out cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves must be inspected and known to be in condition for service.

5(b). After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

6. When the engine used to haul the train is provided with means of maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cutout during train air brake tests.

7. Brake pipe leakage must not exceed 5 pounds per minute.

PISTON TRAVEL

8(a). At initial terminal, piston travel of body mounted brake cylinders which is less than 7 inches or more than 9 inches must be adjusted to nominally 7 inches.

8(b). Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.

8(c). Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

9. During standing test, brakes must not be applied or released until proper signal is given.

10. When train air brake system has been tested from a yard test plant as prescribed and air brake system remains charged until road motive power is coupled to train, the air brake test required is an automatic brake application and release of air brakes on rear car.

INTERMEDIATE TERMINAL ROAD TRAIN AIR BRAKE TESTS

11(a). Passenger train: Before motive power is detached or angle cocks closed, except when closing angle cock for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from the locomotive in automatic brake operation.

11(b). Freight trains: Before motive power is detached or angle cocks are closed, brakes must be applied with a full service brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose gauge and that brakes on rear car are released. In the absence of a caboose gauge, air brake test must be made as prescribed by paragraph (a).

12. At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

13. At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on a passenger train to not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release.

14. At a terminal where cars which have been previously charged and tested are added to a train, test must be made to determine that brakes on the rear car of train apply and release.

At terminals where cars which have not been previously charged and tested are added to a train, such cars must receive initial terminal road-train air brake test and it must be determined that the brakes on the rear car of the train apply and release.

15. Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

16. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes. On all other motive power units in the train the brake pipe cutout cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. In case it becomes necessary for the leading engine to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the engine taking control of the train.

RUNNING TEST

17. When motive power, engine crew or train crew has been changed, angle cocks have been closed except for cutting off one or more cars from the rear end of train, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake. Power must not be shut off unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

BACK UP MOVEMENTS

18. When back up movement is to be controlled with a standard hose or valve, the brakes must be applied from the back up hose or valve and released from the engine before movement is started.

When backing a train, the engine brake valve must be in running position. Movement must not be started until proper signal is given. A running

SPECIAL INSTRUCTIONS-Concluded

test must be made with the back up hose or valve before the train has moved 300 feet; if the running test is not made within 300 feet, the engineer must stop the train and ascertain the cause.

19. If the brake pipe on a passenger car is broken, pass brake pipe air through signal line on car by use of emergency hose at each end. The communicating signal will be inoperative behind this car. Engineer must be notified of this condition.

20. Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

The emergency air brake valve located in all passenger, baggage and express cars and brake valve in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

21. If it is necessary to stop a train due to inability to transmit signal to the engineer, open the brake valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep the brakes applied to the stop.

22. Hand brakes must be released on cars before leaving terminals and on cars added to the train enroute. It must be ascertained that brakes are released on both trucks before moving the car.

23. Unless otherwise specified by special instructions, the feed valve on engines will be adjusted to regulate brake pipe pressure as follows:

Passenger110 pounds

All engines in freight service will operate with brake pipe pressure of 90 pounds.

The use of retainers on trains descending grades will be left to the judgment of conductor and engineman.

IV. Within CTC Limits, trains finding a permissive indication displayed by signal, which governs facing point movement over a spring switch, will comply with Rule 104(H), and in addition a member of the crew will contact train dispatcher by telephone, located adjacent to the spring switch, when such communication is available.

In CTC territory whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits and notification to engineer.

V. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:

- (a) Close throttle to idle.
- (b) Move the reversing handle to reverse position.
- (c) Open throttle to No. 1 position.

VI. Air brakes must be used on occupied passenger carrying equipment when switching.

VII. To insure against fire damage, do not permit engines to stand over or near any open flame.

VIII. Maximum gross weight of cars handled must not exceed 263,000 pounds except between following points must not exceed weights shown:

M.P. W-82.00 and Stamford.....177,000 pounds
Stamford and Abilene.....177,000 pounds

Cars with gross weight in excess of weights in above exceptions may be handled not exceeding 25 MPH and must be separated from the engine by one car and must not be handled in tandem with other excess weight cars.

IX. Cars having gross weight exceeding 165,000 pounds must not be handled on Spur Spur.

X. SD type or heavier engines must not be operated on following tracks:

Wichita Falls: Old WF&S freight house tracks beyond inside switch.
Moore Richolt Spur beyond 13th Street.
Old Mansion Track beyond clearance points.
Wichita Ice Company track.

Ft. Worth: Riverside Lumber Company—Hodge.
Spur Spur.

XI. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

SPEED RESTRICTIONS

1. Troop trains consisting of passenger cars only will be governed by speed authorized for passenger trains.

Troop trains consisting of passenger cars only (including caboose) will be governed by speed authorized for trains handling standard cars, except must not exceed 60 MPH.

Troop trains handling freight cars will be governed by speed authorized for freight trains.

Freight cars equipped for handling in passenger trains will be considered same as standard passenger equipment.

2. Engines running light and engines with caboose only must not exceed speed authorized for freight trains, except must not exceed 35 MPH unless otherwise provided.

3. Passenger trains handling freight equipment must not exceed speed authorized for freight trains unless otherwise provided.

4. Diesel engines in FW&D 800, C&S 800 and CB&Q 200, 300 and 400 series must not exceed 65 MPH.

5. Diesel engines in FW&D 600 series must not exceed 40 MPH.

6. To prevent damage to traction motors, when handling electrically operated power units dead in train maximum speed must not exceed:

Diesel-electric passenger engines75 M.P.H.

Diesel-electric freight engines60 M.P.H.

Diesel-electric switch engines40 M.P.H.

When subdivision maximum speeds are less, they will govern.

7. Where maximum speed for steam engines is not shown, movement of steam engines will be governed by train order.

8. Trains making back-up movement must not exceed 20 miles per hour, unless otherwise provided.

LOCATION	Passenger Trains	Freight Trains
	M. P. H.	M. P. H.
ALL SUBDIVISIONS—MAXIMUM SPEED		
On Sidings	Reduced Speed	Reduced Speed
All Crossovers, turnouts and spring switches not otherwise specified	10	10
Short scale test cars:		
Main Lines		25
Branch Lines		20
Clamshells, pile drivers and similar equipment:		
Main Lines		25
Branch Lines		20
Jordan Spreader:		
Main Lines		25
Branch Lines		25
Steam Wrecking derricks:		
Between Fort Worth and Texline:		
On straight track		35
Around curves		30
Between Plains Junction, Plainview and Lubbock:		
On straight track		25
Around curves		20
Between Sterley and Silverton		10
Between Plainview and Dimmitt		10
Between Childress and Pampa:		
On straight track		25
Around curves		20
Between Wichita Falls and Abilene		20
Between Stamford and Spur		10
Rotary snow plows:		
Main Lines		25
Branch Lines		15
Dead steam engines		20
Loaded 20 yard air dump cars, in rear of train when possible main track		25
Loaded 30 yard air dumps, main track		35

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
	M. P. H.	M. P. H.		M.P.H.	M.P.H.
CHILDRESS AND FORT WORTH SUBDIVISION			TEXLINE AND CHILDRESS SUBDIVISION		
Maximum speed between Childress and Fort Worth	75	50	Maximum speed between Texline and Murdo. Between C&S M.P. 346.90 and FW&D M.P. 452.41	59	49
Maximum speed through dual control switch turnouts of controlled sidings, end of two main tracks M.P. 116.15 and at Childress M.P. 219.91	30	30	Reduced Speed	Reduced Speed	Reduced Speed
Childress—Commerce and Main Streets	20	20	Between C&S M.P. 346.90 and FW&D M.P. 452.03		Yd
Quanah—Main Street	30	30	Between M.P. 419.18 and M.P. 416.05		Yd
Chillicothe—Passing Depot	45	45	C.R.I.&P. Crossing M.P. 417.59	20	20
Pease River Bridge and Curve M.P. 166.37	60		Maximum speed between Murdo and Amarillo	59	45
Vernon—North Main Street	30	30	Curves, M.P. 381.04, M.P. 379.16 and M.P. 359.86	55	
Electra—City Limits	30	30	Curves, M.P. 360.95 and M.P. 339.22	50	
Iowa Park—Between M.P. 125.05 and M.P. 124.20	35	35	Between M.P. 349.75 and M.P. 336.00	55	
Wichita Falls—City Limits, between M.P. 117.56 and M.P. 111.31	15	15	Between M.P. 338.45 and M.P. 331.71		Yd
Between W.F.&N.W. Jct. and M.P. 113.00	Reduced Speed	Reduced Speed	Engine or leading car over McMasters Crossing M.P. 338.00	45	45
Between M.P. 114.96 and M.P. 111.35		Yd	Amarillo—Hughes Street	30	30
Wichita Falls—Seventh Street	8	8	Amarillo—Between Tyler Street and Passenger Depot	15	15
Wichita Falls—Southward train and engine movements on old freight main track approaching Park Street	5	5	Between M.P. 336.80 and M.P. 334.70	Reduced Speed	Reduced Speed
Curve, M.P. 96.11	60		Maximum speed between Amarillo and Plains Jct.	59	49
Henrietta—Passing Depot	45	45	P.&S.F. Crossing M.P. 334.70	40	20
Curves, M.P. 70.26 and M.P. 69.88	60	45	Engine or leading car over Western Stockyard Crossing M.P. 334.11	30	30
C.R.I.&P. Crossing, M.P. 69.21	60	40	Bridge M.P. 238.08	45	35
Bowie—Mason Street	30	30	Maximum speed between Plains Jct. and Childress	75	50
Between M.P. 48.00 and M.P. 43.50	65		Between M.P. 232.10 and M.P. 228.50	65	50
Curve, M.P. 46.41	55	45	Maximum speed through dual control switch turnouts of controlled sidings and turnout Parallel Track, Childress, M.P. 222.20	30	30
Curve, M.P. 43.60	60		Parallel Track, Childress	Reduced Speed	Reduced Speed
Between M.P. 32.30 and M.P. 28.45	60		All Trains		
Curve, M.P. 30.89	55	45	M. P. H.		
Curve, M.P. 25.30	65		-----		
Between M.P. 11.00 and M.P. 0.00		Yd	-----		
Between M.P. 11.00 and M.P. 7.00	45	45	-----		
Between MP. 7.00 and St.L.S.W. Crossing Jct	40	Yd	-----		
Between St.L.S.W. Crossing Jct. and Hampton	20	20	-----		
Rio—Spring Switch			PLAINS JUNCTION AND LUBBOCK SUBDIVISION		
Trailing movement	15	15	Controlled turnout Plains Jct.		30
Facing point movement	25	25	Maximum speed between Plains Jct. and M.P. P-299.00:		
Hampton—Spring Switch:			On straight track	35	
Trailing movement	10	10	Around Curves	25	
Facing point movement	25	25	Turkey—Industry track	5	
Between Hampton and T&P Jct.	Reduced Speed	Reduced Speed	Through tunnel, M.P. P-288.70	15	
			Maximum speed between M.P. P 299.00 and Lubbock	40	
			P.&S.F. Crossing M.P. L-313.98	20	
			P.&S.F. Crossing M.P. L-358.45	20	
			STERLEY AND DIMMITT SUBDIVISION		
			Maximum Speed:		
			Between Sterley and Plainview		30
			P.&S.F. Crossing M.P. P-321.61		20
			P.&S.F. Crossing M.P. P-323.69		20
			Between Plainview and Dimmitt		25
			WICHITA FALLS AND STAMFORD SUBDIVISION		
			Maximum Speed:		35
			Through city limits, Wichita Falls		15
			Seymour, over street and highway crossings		10
			Seymour over west siding switch M.P. W-51.90		10