

## LIST OF SURGEONS—HOSPITAL DEPARTMENT

Fort Worth.....	DR. R. J. WHITE.....	Chief Surgeon
Fort Worth.....	DR. TED LACE.....	Assist. Chief Surgeon
Fort Worth.....	DR. N. L. DUNN.....	Local Surgeon
Fort Worth.....	DR. FRANK SANDERS.....	Local Surgeon
Fort Worth.....	DR. FRANK SCHOONOVER.....	Local Urologist
Fort Worth.....	DR. J. W. SHOEMAKER.....	Local Surgeon
Fort Worth.....	DR. T. C. TERRELL.....	Local Surgeon
Fort Worth.....	DR. THOMAS B. BOND.....	Local Roentgenologist
Fort Worth.....	DR. WEBB WALKER.....	Division Oculist
Fort Worth.....	DR. BURKE BREWSTER.....	Local Oculist
Fort Worth.....	DR. PORTER BROWN.....	Local Dermatologist
Fort Worth.....	DR. W. P. HIGGINS.....	Local Surgeon
Fort Worth.....	DR. CHAS. H. McCOLLUM.....	Local Surgeon
Dallas.....	DR. C. B. CARTER.....	Local Surgeon
Dallas.....	DR. J. O. S. HOLT.....	Local Surgeon
Dallas.....	DR. J. L. DAWSON.....	Local Surgeon
Decatur.....	DR. W. T. INABNETT.....	Local Surgeon
Alvord.....	DR. D. C. RILEY.....	Local Surgeon
Bowie.....	DR. HULEN P. CRUMPLER.....	Local Surgeon
Henrietta.....	DR. ALBERT GREER.....	Local Surgeon
Wichita Falls.....	DR. O. B. KIEL.....	Division Surgeon
Wichita Falls.....	DR. W. L. PARKER.....	Local Surgeon
Wichita Falls.....	DR. P. K. SMITH.....	Local Surgeon
Wichita Falls.....	DR. J. B. NAIL.....	Local Oculist
Wichita Falls.....	DR. A. F. LEACH.....	Local Surgeon
Wichita Falls.....	DR. W. E. CRUMP.....	Local Surgeon
Wichita Falls.....	DR. JAMES T. LEE.....	Local Surgeon
Wichita Falls.....	DR. J. H. ARRINGTON.....	Local Oculist
Iowa Park.....	DR. GORDON CLARK.....	Local Surgeon
Electra.....	DR. W. H. OGDEN.....	Local Surgeon
Vernon.....	DR. A. L. BORCHARDT.....	Local Surgeon
Chillicothe.....	DR. R. E. SITTA.....	Local Surgeon
Quanah.....	DR. T. D. FRIZZELL.....	Local Surgeon
Quanah.....	DR. R. R. McDANIEL.....	Local Surgeon
Childress.....	DR. J. H. JERNIGAN.....	Division Surgeon
Childress.....	DR. G. C. FOX.....	Local Surgeon
Childress.....	DR. ROBERT HEADLEE.....	Local Surgeon
Estelline.....	DR. P. L. VARDY.....	Local Surgeon
Memphis.....	DR. R. E. CLARK.....	Local Surgeon
Memphis.....	DR. O. R. GOODALL.....	Local Surgeon
Clarendon.....	DR. B. L. JENKINS.....	Local Surgeon
Clarendon.....	DR. T. H. ELLIS.....	Local Surgeon
Clarendon.....	DR. PAUL C. LAIRD.....	Local Surgeon
Claude.....	DR. W. A. CARROLL.....	Local Surgeon
Amarillo.....	DR. DON S. MARSALIS.....	Division Surgeon
Amarillo.....	DR. J. H. ROBBERSON.....	Local Surgeon
Amarillo.....	DR. P. R. GARRE.....	Local Surgeon
Amarillo.....	DR. J. J. CRUME.....	Local Oculist
Amarillo.....	DR. F. J. CRUMLEY.....	Local Oculist
Amarillo.....	DR. T. P. CHURCHILL.....	Local Pathologist
Dalhart.....	DR. VICTOR MOORE.....	Local Surgeon
Plainview.....	DR. J. L. GUEST.....	Local Surgeon
Plainview.....	DR. D. P. JONES.....	Local Surgeon
Lubbock.....	DR. SAM DUNN.....	Local Surgeon
Dimmitt.....	DR. MAYES MILLER.....	Local Surgeon
Dimmitt.....	DR. R. E. COGSWELL.....	Local Surgeon
Lockney.....	DR. N. E. GREER.....	Local Surgeon
Lockney.....	DR. G. A. McCLELLAND.....	Local Surgeon
Wellington.....	DR. E. W. JONES.....	Local Surgeon
Shamrock.....	DR. J. W. GOOCH.....	Local Surgeon
Pampa.....	DR. WALTER PURVIANCE.....	Local Surgeon
Pampa.....	DR. JULIAN KEY.....	Local Surgeon

## PERSONAL INJURIES

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

W. O. FRAME,  
General Manager, Fort Worth

M. G. MONAGHAN,  
Asst. General Manager, Amarillo

Wichita Falls Division

H. E. MOYER,  
Superintendent, Wichita Falls

Amarillo Division

J. M. AYDELOTT,  
Superintendent, Amarillo

E. O. WALKER,  
Superintendent of Transportation, Fort Worth

# Fort Worth & Denver City Railway Company

# TIME TABLE OF THE WICHITA FALLS AND AMARILLO DIVISIONS No. 18

EFFECTIVE AT 12:01 A. M.  
CENTRAL STANDARD TIME  
EXCEPT MOUNTAIN STANDARD TIME  
TEXLINE TO SIXELA

## Sunday, June 26, 1949

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.

## Sixela and Texline Sub-Division

TIME TABLE No. 18

AMARILLO DIVISION

EFFECTIVE JUNE 26, 1949

SOUTHWARD				Office Open Week Days	Signs	Distance from Fort Worth	STATIONS	Distance from Sixela	Capacity of		Office Open Sundays	NORTHWARD							
FIRST CLASS		1	7						8	2		Daily Passenger	Daily Passenger	Siding	Other Tracks	Daily Passenger	Daily Passenger	8	2
Daily Passenger	Daily Passenger																		
	P.M. 7:46	A.M. 5:17	No Office	Yd.	454.0	SIXELA	0.0			No Office	P.M. 12:12	P.M. 11:35							
	A 7:48	A 5:20	Continuous	RKB WCTYd.	452.7	TEXLINE	1.3	Yard	Yard	Continuous	L 12:10	L 11:33							
	Daily 8:02	Daily 6:05					1.3				Daily 8:02	Daily 6:02							
											39.0	39.0							
SCHEDULE TIME AVERAGE MILES AN HOUR																			

**MOUNTAIN STANDARD TIME.**  
**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.**  
 No train order signal at Sixela and Texline; Conductors and Enginemen of north-

ward trains must have Clearance Form A before leaving Texline. Clearance Form A not required at Sixela.  
 Yard limit board north of Sixela is located one mile north of north switch of Texline yard. Texline yard terminal extends to Sixela.

## Texline and Amarillo Sub-Division

TIME TABLE No. 18

AMARILLO DIVISION

EFFECTIVE JUNE 26, 1949

SOUTHWARD				Office Open Week Days	Signs	Distance from Fort Worth	STATIONS	Distance from Texline	Capacity of		Office Open Sundays	NORTHWARD							
FIRST CLASS		1	7						8	2		Daily Passenger	Daily Passenger	Siding	Other Tracks	Daily Passenger	Daily Passenger	8	2
Daily Passenger	Daily Passenger																		
	P.M. 8:51	A.M. 6:30	Continuous	RKB WCT Yd.	452.7	TEXLINE	0.0	Yard	Yard	Continuous	P.M. 1:00	A.M. 12:30							
	8:57	6:38	No Office	F	440.5	CORLENA	6.2	82	6	No Office	12:49	12:21							
	9:02	6:45	No Office	FW	441.4	PERICO	11.3	82	20	No Office	12:40	12:14							
	9:12	6:57	No Office	F	431.7	WARE	21.0	84	17	No Office	12:25	12:03 A.M.							
			No Office		417.4	C. R. I. & P. CROSSING (Interlocked)	35.3			No Office									
	9:28	7:12	Continuous	WCYO Yd.	417.2	DALHART	35.5	81	317	Continuous	12:07 P.M.	11:47							
	9:33	7:34	No Office	F	412.7	TWIST	40.0	51	6	No Office	11:52	11:47							
	9:42	7:47	No Office	F	402.9	HARTLEY	49.8	82	45	No Office	11:31	11:24							
	9:49	7:56	No Office	F	395.9	DUNCAN	58.8	50	6	No Office	11:20	11:17							
	9:57	8:09	Continuous	W	387.9	CHANNING	64.8	84	75	Continuous	11:07	11:08							
	10:03	8:17	No Office	F	382.3	MURDO	70.4	77	8	No Office	10:53	11:00							
	10:09	8:25	No Office	FW	376.4	BOYS RANCH	76.3	54	19	No Office	10:43	10:53							
	10:13	8:31	8:00 a.m. to 4:00 p.m. 5:00 p.m. to 1:00 a.m.	Y	372.3	TASCOSA	80.4	72	161	8:00 a.m. to 4:00 p.m. 5:00 p.m. to 1:00 a.m.	10:37	10:48							
	10:21	8:41	No Office	F	365.1	ADY	87.6	71	57	No Office	10:27	10:39							
	10:30	8:51	No Office	F	358.2	BODEN	94.5	81	5	No Office	10:18	10:30							
	10:37	8:59	No Office	F	352.1	FITZ	100.6	72	9	No Office	10:10	10:21							
	10:43	9:06	No Office	FW	347.1	GENTRY	105.6	48	4	No Office	10:03	10:15							
	10:49	9:13	No Office	F	342.3	CLIFFSIDE	110.4	52	6	No Office	9:56	10:09							
	A 11:00	A 9:25	Continuous	WBTO CRK Yd.	335.7	AMARILLO	117.0	Yard	Yard	Continuous	L 9:45	L 10:00							
	Daily 2:09	Daily 2:55									Daily 3:15	Daily 2:30							
	54.4	40.1									36.0	46.8							
SCHEDULE TIME AVERAGE MILES AN HOUR																			

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.**  
 No train order signal at Texline and Amarillo; Conductors and Enginemen must have Clearance Form A.

No. 1 will stop at Channing to discharge revenue passengers from Trinidad and beyond and to receive revenue passengers for Fort Worth and beyond.  
 No. 2 will stop at Channing to discharge revenue passengers from Amarillo and beyond and to receive revenue passengers for Trinidad and beyond.

# Amarillo and Childress Sub-Division

**AMARILLO DIVISION**

**TIME TABLE No. 18**

**EFFECTIVE JUNE 26, 1949**

SOUTHWARD						NORTHWARD							
FIRST CLASS			Office Open Week Days	Signs	Distance from Fort Worth	STATIONS	Distance from Amarillo	Capacity of		Office Open Sundays	FIRST CLASS		
Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger						Sidings	Other Tracks		Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger
1	101	7								8	102	2	
P.M. 11-20		A.M. 9-50	Continuous	ORK BTOW Yd.	335.7	..... AMARILLO .....	0.0	Yard	Yard	Continuous	A 9-20		A 9-40
11-22		9-52	No Office	.....	334.7	..... 1.0 .....	1.0	.....	.....	No Office	9-17		9-37
11-29		9-59	No Office	F	328.9	..... P. & S. F. CROSSING (Interlocked) .....	5.8	.....	.....	No Office	9-04		9-29
11-37		10-09	No Office	FW	321.1	..... PULLMAN .....	6.8	71	14	No Office			
11-44		10-18	No Office	F	314.4	..... 7.8 .....	7.8			No Office	8-53		9-21
11-51		10-28	7:15 a.m. to 3:15 p.m. 8:30 p.m. to 4:30 a.m.	W	307.9	..... WASHBURN .....	14.6	71	25	No Office			
11-57		10-36	No Office	F	302.5	..... 6.7 .....	6.7	55	6	No Office	8-43		9-14
A.M. 12-03		10-44	No Office	F	296.5	..... KASOTA .....	6.5			No Office			
12-11		10-55	No Office	F	288.0	..... CLAUDE .....	27.8	82	101	7:15 a.m. to 3:15 p.m. 8:30 p.m. to 4:30 a.m.	8-33		9-07
12-22		11-10	Continuous	W	277.9	..... 5.4 .....	5.4	60	9	No Office	8-21		9-01
12-30		11-20	No Office	F	270.9	..... MALDEN .....	8.0			No Office			
12-37		11-30	6:00 a.m. to 2:00 p.m.	.....	263.9	..... GOODNIGHT .....	39.2	71	16	No Office	8-10		8-55
12-44		11-37	No Office	FW	268.1	..... 9.5 .....	9.5	71	54	No Office	7-56		8-46
12-53		11-50	10:30 a.m. to 2:30 a.m.	W Yd.	250.8	..... ASHTOLA .....	47.7	71	54	No Office	7-31		8-34
1-04		P.M. 12-04	No Office	F	239.7	..... 10.1 .....	10.1	72	90	Continuous	7-21		8-27
1-07	P.M. 6-30	12-08	No Office	F Y Yd.	237.0	..... CLARENDON .....	7.0	72	12	No Office	7-09		8-20
1-08	6-31	12-09	Continuous	Yd.	236.7	..... LELIA LAKE .....	7.0	71	39	6:00 a.m. to 2:00 p.m.	7-09		8-20
1-17	6-44	12-20	No Office	F	228.0	..... HEDLEY .....	71.8	71	39	No Office	6-55		8-13
		12-29	No Office	F Yd.	222.2	..... 5.8 .....	5.8	46	3	No Office	6-40		8-03
1-26	6-59	12-44	No Office	Yd.	220.5	..... GILES .....	77.6	46	3	No Office	6-16		7-49
A 1-27	A 7-00 P.M.	A 12-45 P.M.	Continuous	CRKB WYTO Yd.	220.2	..... MEMPHIS .....	84.9	51	208	10:30 a.m. to 2:30 a.m.	6-11	A.M. 6-22	7-46
Daily	Daily Ex. Sunday	Daily				..... NEWLIN .....	96.0	71	16	No Office	6-10	6-21	7-45
2-07	0-30	2-55				..... 2.7 .....	2.7			No Office	5-57	6-09	7-36
54.6	33.6	39.6				..... PLAINS JCT. ....	98.7			No Office	5-49	6-00	7-30
						..... 0.3 .....	0.3			No Office			
						..... ESTELLINE .....	99.0	50	91	Continuous			
						..... 8.7 .....	8.7	71	24	No Office			
						..... CAREY .....	107.7	71	24	No Office			
						..... 5.8 .....	5.8			No Office			
						..... NORTH CHILDRESS .....	113.5			No Office			
						..... 1.7 .....	1.7			No Office			
						..... ROACH .....	115.2			No Office			
						..... 0.3 .....	0.3			No Office			
						..... CHILDRESS .....	115.5	Yard	Yard	Continuous	L 5-45 A.M.	L 5-55 A.M.	L 7-27 P.M.
						..... 115.5 .....	115.5			Daily	Daily Ex. Sunday	Daily	
						..... SCHEDULE TIME .....					3-35	0-27	2-13
						..... AVERAGE MILES AN HOUR .....					32.2	37.3	32.1

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.**

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

Plains Jct. and Lubbock Sub-division trains must register at Estelline; Conductors and Enginemen must have Clearance Form A.

Spring switch located at north end of parallel track, Childress.

All trains and engines must move at restricted speed between Childress passenger station and south end of freight yard.

No. 1 will stop at Clarendon to discharge revenue passengers from Amarillo and beyond and to receive revenue passengers for Fort Worth and beyond; and will stop at Claude to discharge revenue passengers from Trinidad and beyond and to receive revenue passengers for Fort Worth and beyond.

No. 2 will stop at Clarendon to discharge revenue passengers from Wichita Falls and beyond and to receive revenue passengers for Amarillo and beyond; and will stop at Claude to discharge revenue passengers from Wichita Falls and beyond and to receive revenue passengers for Trinidad and beyond.



# Wichita Falls and Fort Worth Sub-Division

**WICHITA FALLS DIVISION**

**TIME TABLE No. 18**

**EFFECTIVE JUNE 26, 1949**

SOUTHWARD				Office Open Week Days	Signs	Distance from Fort Worth (T. & P. Jct.)	STATIONS	Distance from Wichita Falls	Capacity of		Office Open Sundays	NORTHWARD		
FIRST CLASS		Daily Passenger	Daily Passenger						Sundays	Sundays		FIRST CLASS		
P.M.	A.M.											P.M.	A.M.	
	<b>7</b>	<b>1</b>					<b>WICHITA FALLS</b>	0.0	Yard	Yard	Continuous	<b>2</b>	<b>8</b>	
	P.M. 3:50	A.M. 3:42		Continuous	CW Y T RKOB Yd.	114.0						P.M. 5:10	A.M. 1:49	
	3:58	3:50		No Office	F	108.5	5.5	5.5	80	8	No Office	5:03	1:38	
	4:01	3:53		No Office	F	105.4	3.1	8.6	62	11	No Office	5:00	1:34	
				No Office		96.0	9.4	18.0			No Office			
				11:30 p.m. to 7:30 a.m. 10:00 a.m. to 6:00 p.m.		95.7	0.8				No Office			
	4:18	4:05			W			18.3	65	66	11:30 p.m. to 7:30 a.m. 3:00 p.m. to 6:00 p.m.	4:50	1:21	
	4:26	4:11		No Office	F	89.6	6.1	24.4	55		No Office	4:43	1:07	
	4:38	4:16		No Office	F	84.4	5.2	29.8	48	7	No Office	4:38	1:01	
	4:45	4:21		9:30 a.m. to 6:30 p.m.	W	79.4	5.0	34.8	71	19	Closed	4:33	12:55	
	4:50	4:26		No Office	F	74.6	4.8	39.4	72	2	No Office	4:28	12:45	
				No Office		69.2	5.4	44.8			No Office			
	5:03	4:34		7:30 a.m. to 10:00 p.m. 10:45 p.m. to 6:45 a.m.	W	68.4	0.8	45.6	49	67	7:30 a.m. to 10:00 p.m. 10:45 p.m. to 6:45 a.m.	4:23	12:37	
	5:10	4:40		No Office	F	63.3	5.1	60.7	56	4	No Office	4:17	12:22	
	5:15	4:44		No Office	F	59.6	3.7	64.4	55	7	No Office	4:13	12:17	
	5:26	4:52		9:00 a.m. to 6:00 p.m.		51.7	7.9	62.3	71	20	Closed	4:05	12:07 A.M.	
	5:33	4:58		No Office	F	49.1	5.6	67.9	57	3	No Office	3:59	11:57	
				10:30 a.m. to 6:30 p.m. 11:00 p.m. to 7:00 a.m.		40.2	5.9	73.8	82	59	10:30 a.m. to 6:30 p.m. 11:00 p.m. to 7:00 a.m.	3:53	11:50	
	5:44	5:06		No Office	F	34.8	5.4	79.2	56	7	No Office	3:48	11:37	
	5:51	5:12		No Office	F	30.0	4.8	84.0	73		No Office	3:44	11:26	
	5:59	5:17		No Office	F	30.0	4.8	88.6	86	61	No Office	3:39	11:19	
	6:07	5:23		No Office	FY	25.4	6.7	95.4	71		No Office	3:32	11:08	
	6:16	5:30		No Office	F	18.7	3.9	99.2	56	6	No Office	3:29	11:03	
	6:21	5:34		No Office	F	14.8	5.5	104.7	83	2	Continuous	3:23	10:56	
	6:28	5:40		Continuous		9.3	3.5	108.2	61	524	No Office	3:19	10:51	
	6:33	5:44		No Office	FW Yd.	5.8	2.6	110.8			No Office	3:15	10:45	
	6:37	5:48		No Office		3.2	0.1	110.9			No Office			
				No Office		3.1	0.2	111.1		116	No Office			
				No Office	Yd.	2.9	0.4	111.5			No Office	3:13	10:43	
	6:40	5:50		No Office	F Yd.	2.5	0.4	111.9			No Office	3:12	10:42	
				No Office		2.1	0.4	113.1			No Office	3:10	10:40	
	6:44	5:53		No Office	F Yd.	0.9	1.2	113.5	Yard	Yard	Continuous			
				Continuous	CWTR KOB Yd.	0.5	0.4	114.0			No Office			
	A 6:50	A 5:56		No Office	Yd.	0.0	0.5				No Office	L 3:08	L 10:38	
	P.M.	A.M.										P.M.	P.M.	

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

A 6:55	A 6:00	RK	..... FORT WORTH .....	3:00	10:35
7:15	6:20			2:45	10:10

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 8:10	A 7:15	..... DALLAS .....	L 2:00	L 9:15
P.M. Daily	A.M. Daily		P.M. Daily	P.M. Daily
3:00	2:14	..... SCHEDULE TIME .....	2:02	3:11
38.0	51.0	..... AVERAGE MILES AN HOUR .....	56.1	35.8

Footnotes on Page 6.

WICHITA FALLS AND FORT WORTH SUB-DIVISION FOOTNOTES

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Automatic Block System In effect between Henrietta and Hampton.

No train order signal at Fort Worth, Ninth Street and Wichita Falls; Conductors and Enginemen must have Clearance Form A.

Double track between Rio and Hampton.

Spring switch located at south end of double track at Hampton.

Spring switch located at north end of double track, Rio.

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

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

Yard limits of Fort Worth and North Fort Worth and North Yard are continuous between T. & P. Jct. and yard limit board near M.P. 8. All trains and engines must move at restricted speed between T. & P. Jct. and Hampton.

Yard limits of Wichita Falls and Sunshine Yard are continuous between M.P. 112 and M.P. 119. All trains and engines must move at restricted speed between M. P. 113 and W. F. & N. W. Jct.

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

No. 1 Will stop at Decatur, Bowie and Henrietta to discharge revenue passengers from Amarillo and beyond and to receive revenue passengers for Fort Worth and beyond.

No. 2 will stop at Decatur, Bowie and Henrietta to discharge revenue passengers from Fort Worth and beyond and to receive revenue passengers for Amarillo and beyond.

Passengers leaving or boarding No. 2 at Henrietta will do so at point where train makes stop for M-K-T Crossing and not at depot.

Childress and Pampa Sub-Division

AMARILLO DIVISION

TIME TABLE No. 18

EFFECTIVE JUNE 26, 1949

SOUTHWARD				NORTHWARD							
SECOND CLASS		Office Open Week Days	Signs	Distance from Fort Worth	STATIONS	Distance from Pampa	Capacity of		Office Open Sundays	SECOND CLASS	
	Daily Ex. Sunday MIXED						Sidings	Other Tracks		Daily Ex. Sunday MIXED	
	91									92	
	P.M. 5:30	9:00 a.m. to 6:00 p.m.	WCYRK BYd.	N 331.3	PAMPA	0.0	Yard	142	Closed	A.M. 6:30	
	5:45	No Office	F	N 328.1	ELFCO	3.2			No Office	6:15	
	6:20	No Office	FW	N 318.1	LEFORS	13.3	49	34	No Office	5:45	
		No Office		N 315.6	WESCO	15.7		2	No Office		
	7:05	No Office	F	N 305.8	DENWORTH	25.5	9		No Office	4:55	
	7:25	No Office	F	N 300.0	BELLCO	31.3	13	18	No Office	4:30	
	7:50	No Office	F	N 291.9	MAGIC CITY	39.4		16	No Office	4:05	
	8:35	8:00 a.m. to 5:00 p.m.	W	N 279.1	SHAMROCK	53.2	49	40	Closed	3:25	
		No Office		N 279.0	C. R. I. & P. Crossing (Auto. Interl.)	52.8			No Office		
	9:02	No Office	F	N 286.8	SAMNORWOOD	64.5	16		No Office	2:30	
		No Office		N 252.1	M-K-T CROSSING (Grade)	79.2			No Office		
	9:55	8:00 a.m. to 5:00 p.m.	W	N 252.0	WELLINGTON	79.8	25	27	Closed	1:55	
	10:20	No Office	F	N 244.9	NEW LOCO	86.4	49		No Office	1:05	
	10:50	No Office	F	N 234.0	SMITHDALE	97.3	26		No Office	12:35	
	11:00	No Office	F	N 230.6	ABINGTON	100.7	46		No Office	12:20 A.M.	
		No Office	F Y Yd.	N 221.9	DENVER NORTHERN JCT.	109.4			No Office		
	11:30 P.M.	Continuous	CRKB WYTO Yd.	220.2	CHILDRESS	111.1	Yard	Yard	Continuous	11:45 P.M.	
	Daily Except Sunday				111.1					Daily Except Saturday	
	6.00				SCHEDULE TIME					6.45	
	18.5				AVERAGE MILES AN HOUR					16.5	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Rule 907 is in effect.

No train order signal at Childress and Pampa; Conductors and Enginemen must have Clearance Form A.

Normal position of gate at M-K-T crossing is against F. W. & D. C. trains.

# Plains Junction and Lubbock Sub-Division

**AMARILLO DIVISION**

**TIME TABLE No. 18**

**EFFECTIVE JUNE 26, 1949**

EASTWARD				WESTWARD							
FIRST CLASS		Office Open Week Days	Signs	Distance from Fort Worth	STATIONS	Distance from Lubbock	Capacity of		Office Open Sundays	FIRST CLASS	
	Daily Ex. Sunday Passenger						Sidings	Other Tracks		Daily Ex. Sunday Passenger	
	<b>102</b>									<b>101</b>	
	P.M. L 2:10	6:30 a.m. to 2:30 p.m. 5:30 p.m. to 1:30 a.m.	CWY RKB Yd.	L 360.4	.....LUBBOCK.....	0.0	Yard	600	8:00 a.m. to 11:00 a.m. 5:30 p.m. to 8:30 p.m.	A.M. 10:55	
		No Office	.....	L 358.5	1.9 P. & S. F. Crossing "E" (Auto. Interl.)	1.9	.....	.....	No Office		
		No Office	.....	L 350.2	8.3 P. & S. F. CROSSING "D" (Grade)	10.2	.....	.....	No Office		
	f 2:27	No Office	F	L 350.0	0.2 .....KITALOU.....	10.4	50	185	No Office	f 10:38	
	f 2:41	No Office	F	L 340.3	9.7 .....BECTON.....	20.1	17	.....	No Office	f 10:25	
					7.8 .....PETERSBURG.....	27.7	50	40	Closed	e 10:14	
	a 2:54	8:00 a.m. to 5:00 p.m.	W	L 332.7	9.3 .....BARWISE.....	37.0	15	27	No Office	f 10:00	
	f 3:07	No Office	F	L 323.4	9.4 P. & S. F. CROSSING "C" (Grade)	46.4	.....	.....	No Office		
		No Office	.....	L 314.0	1.0 .....LOCKNEY.....	47.4	50	8	No Office	e 9:42	
	a 3:25	No Office	.....	L 313.0	6.6 .....STERLEY.....	54.0	Yard	231	Closed	a 9:29 8:25	
	a 3:38 4:42	7:00 a.m. to 4:00 p.m.	CWYO RKB Yd.	P 308.4	4.8 .....SOUTH PLAINS.....	58.8	11	27	No Office	f 8:15	
	f 4:50	No Office	F	P 301.6	8.7 .....JOHN FARRIS.....	65.5	49	12	No Office	f 8:02	
	f 5:00	No Office	F	P 294.9	9.7 .....EDGIN.....	75.2	50	18	No Office	f 7:42	
	f 5:17	No Office	WF	P 285.2	5.9 .....QUITAQUE.....	81.1	50	66	Closed	e 7:34	
	a 5:28	9:00 a.m. to 6:00 p.m.	.....	P 279.3	10.4 .....TURKEY.....	91.5	58	77	Closed	e 7:16	
	a 5:44	9:00 a.m. to 6:00 p.m.	.....	P 268.9	10.2 .....TAMPICO.....	101.7	53	15	No Office	f 6:57	
	f 6:00	No Office	F	P 258.7	11.5 .....PARNELL.....	113.2	49	10	No Office	f 6:39	
	f 6:16	No Office	F	P 247.2	10.2 .....PLAINS JCT.....	123.4	.....	.....	No Office	L 6:22 A.M.	
	A 6:30 P.M.	No Office	YYd. F	P 237.0	0.3						

Trains between Plains Jct. and Estelline are governed by time table of Amarillo and Childress Sub-division.

	A 6:31 P.M.		RYd.	236.7	.....ESTELLINE.....	123.7	58	91		L 6:21 A.M.	
	Daily Ex. Sunday				123.7					Daily Ex. Sunday	
	3.16 37.9				.....SCHEDULE TIME.....					3.29 35.5	
					.....AVERAGE MILES AN HOUR.....						

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

Rule 907 is in effect.

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

Westward trains must have Clearance Form A before leaving Estelline.

Conductors or Enginemen of trains from Plains Jct. and Lubbock Sub-division must obtain permission from train dispatcher by telephone at Plains Jct. before entering upon Amarillo and Childress Sub-division.

Normal position of gates at P. & S. F. Crossing "D" and P. & S. F. Crossing "C" is against F. W. & D. C. trains.

Local extra leaves Childress 12:30 a.m. for Estelline and Lubbock daily.

Local extra leaves Lubbock 12:30 a.m. for Estelline and Childress daily.

## LIST OF ADDITIONAL SIDINGS AND SPURS

Capacity of Tracks	Distance from Fort Worth	STATIONS
6	13.92	* HICKS TEXAS AVIATION SCHOOL SPUR
....	187.93	* PAULINE
90	224.14	† CHILDRESS AIR PORT
10	238.4	† RED RIVER SAND SPUR
124	338.1	† AMERICAN SMELTING & REFINING COMPANY
18	369.4	* TASCOSA STOCK PENS
52	380.4	JUDE SIDING
14	P 286.78	† GRAVEL SPUR
15	P 328.06	* WASSON
9	P 331.42	* REINKEN SPUR
12	P 344.82	* GRISHAM SPUR
26	N 237.61	† ROCK SPUR
9	N 259.41	† LILLY SPUR
5	N 328.1	† ELFCO

\*Spur connected at north or east end.

†Spur connected at south or west end.



## SPECIAL INSTRUCTIONS—CONTINUED

Northward trains leaving Childress yard on parallel track and southward trains from Childress and Pampa Sub-division entering parallel track at Denver Northern Junction, will be governed by signal indication.

All trains on parallel track will move as prescribed by Rule 908.

M-K-T, W. F. & S., Wichita Valley, G. A. & P., Joint Texas Division and St. L. S. W. trains and engines while on tracks of Fort Worth and Denver City Railway will be governed by rules and time-table of Fort Worth and Denver City Railway.

Freight and passenger diesel engines may operate on any siding, yard or station track where 401 class engines operate.

5. Trains must be identified at meeting or waiting points.

6. When a train is to be advanced as prescribed by Rule 925, the engineer will, in acknowledgment of the signal, sound two long blasts of the whistle as provided in Rule 14 (b).

7. Conductors must report by wire, storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

8. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the movement is made under Rule 1012.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

9. SPRING SWITCHES are designated by a round target bearing the letter "S". Facing point movements over spring switches are protected by automatic home signal. When signal indicates "Stop", trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

Emploees handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

10. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

11. Train or portion of train must not be left within home interlocking limits when it can be avoided.

12. When occupied outfit cars are set out of a train at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the Chief Train Dispatcher from the first available point of communication as to the track on which the occupied outfit cars are left.

Under Rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by Rule 99.

Under Rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

13. Derricks, pile drivers, steam shovels, clam shells and other similar equipment moved in trains, other than work trains, upon their own wheels, leads must be lowered and securely fastened, booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

Derricks, steam shovels, ditchers, drag lines, rail loaders and other similar equipment loaded on flat cars or other open-top cars with booms connected and handled in trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

14. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by operator to baggageman in addition to conductor and engineman.

15. Modifying the first paragraph of Rule 959: The standard flagging equipment for locomotives will be one red flag, one white lantern, one red lantern, four fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of diesel-electric motors.

On gas-electric motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on locomotives, and that part of the tenth paragraph of Rule 920, reading "Normal supply for engines, three fuses and six torpedoes."

In freight and mixed train service the front brakeman is responsible with the engineman for knowing that in the cab of the locomotive there is the prescribed flagging equipment.

Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil burning.

Flagman must, in addition, have at all times a white oil burning lantern in good order and ready for immediate use. It is not necessary that white oil burning lantern be lighted except when in service.

16. Rule 916 of Rules of The Operating Department is abolished.

17. Rule 914 of the book of rules of Operating Department is modified to read as follows:

A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order. Where the one mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

A green signal on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end.

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

18. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of The Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five, and be governed by Rules 509-A or 509-B.

19. Switches, frogs and guard rails are not always blocked.

20. When switching passenger equipment, air brakes must be used, vestibule curtains and electric connectors disconnected.

21. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

22. Under no circumstances should the speed of troop trains exceed:

(a) the maximum allowable speed shown in the time table for steam passenger trains of conventional equipment when troop trains consist of ALL PASSENGER CARS, and

(b) the allowable maximum speed as shown in time table for freight trains when the troop train has freight cars mingled with the passenger equipment or troop trains consisting of all passenger equipment except caboose will not ex-

## SPECIAL INSTRUCTIONS—Concluded

ceed forty-five miles per hour at any point regardless of whether they are handled by freight or passenger engine.

Also, in handling troop trains, meeting points with all opposing trains must be established by a positive meet train order. Since Burlington Rule 318-B is not in effect on our line it should be understood that the positive block is to be maintained behind troop trains, except that when a train is passed by a troop train at a non-communicating station (except in automatic block signal territory) the train passed must wait ten minutes and then proceed at restricted speed to next available point of communication.

23. Conductors in all classes of service will when practicable personally contact and compare time with their engineers before trains leave initial terminals on the sub-division.

24. The last sentence of Operating Rule 1029 is construed to mean that such persons are to be considered "Out of danger" only when they are out of and away from cars before switching is done.

25. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line up, and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use the whistle freely.

26. Rule 1047 in Book of Rules of the Operating Department is modified as follows: "Assist passengers, especially women, children and infirm persons, in entering and leaving cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station, remain at the car steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes where necessary."

27. On single track, unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99 before switch is operated or main track fouled. This applies to both hand operated and spring switches.

28. Rule 1078 of Rules of the Operating Department is modified to read as follows:

"Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required and the movements and rights of trains using them. Be constantly on the watch for approaching trains and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night."

29. The headlight of diesel and gas-electric engines must be burned dim during daylight hours when in road service.

#### 30. OPERATION OF ELECTRO-PNEUMATIC STRAIGHT AIR AND AUTOMATIC AIR BRAKES ON TRAINS EQUIPPED WITH BOTH:

Electric connectors and straight air hose must be connected between all cars and the engine; cutout cocks must be open in the straight air pipe and electric connectors securely fastened in the receptacles in order for the electro-pneumatic brake to function properly.

Electro-pneumatic air brake connectors must not be disconnected while train is in motion.

Complete tests of both types of brakes must be made at initial terminal of the train.

Air brake tests at initial terminals of the train will be made by mechanical department inspectors; Conductor and Engineman will be issued an Air Brake Clearance Form K by mechanical department inspector, showing the number of cars in train, and whether the brakes are to be operated with the electro-pneumatic or automatic air.

Should the electro-pneumatic brake become defective after leaving its initial terminal, the train must be stopped and a standing test made of the automatic air brake as prescribed by Rule 1314, after which the train may proceed, making a running test. When this change is made Conductor and Engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signatures. This will supersede instructions on the original Clearance Form K.

When a train leaves its initial terminal operating with automatic air brakes or when the operation of brakes is changed enroute, Superintendents and Master Mechanics of divisions over which the train will operate must be advised.

The last Air Brake Clearance Form K issued must be kept on display in engine cab until train arrives at its final terminal. Conductor must keep the last Clearance Form K issued on display until train arrives at its final terminal and will notify other members of train crew the type of brakes with which the train is being operated.

Should mechanical department inspectors be able to correct defects in the electro-pneumatic brake enroute, a standing test must be made as prescribed by Rule 1314 and if electro-pneumatic air brake is found to be working properly. Conductor and Engineman will be advised and a new Air Brake Clearance form K issued, after which train may proceed, making a running test.

#### TRAIN AND ENGINEMEN MUST NOT CHANGE FROM AUTOMATIC AIR OPERATION TO ELECTRO-PNEUMATIC OPERATION ON THE ROAD UNLESS AUTHORIZED BY AIR BRAKE CLEARANCE FORM K.

31. When train orders on form 31 or 19 are to be delivered as prescribed by Rule 217, delivering train will come to complete stop to effect proper delivery.

32. Necessary precautions must be taken by ALL EMPLOYEES TO PROTECT THEMSELVES FROM INJURY on account of structures at following locations:

MP 1.06 Belknap Street, highway overpass.  
Bridge 2.71, Trinity River.

Bridge 114.73, Big Wichita River.

MP 115.20, Scott Street, Wichita Falls, highway overpass.

MP 155.58, highway overpass.

MP 165.40, highway overpass.

MP 174.64, highway overpass.

MP 278.60, highway overpass.

C. R. I. & P. Overhead Crossing, between MP 336 and MP 337.

Tunnels MP P-288.70 and MP P-289.63.

Highway Overhead Crossings between Plains Jct. and MP P-238 and between MP L-339 and MP L-340.

Highway Overhead Crossings between MP N-222 and N-223, MP N-280 and MP N-281, MP N-316 and MP N-317, MP N-325 and MP N-326.

#### 33. RAILROAD CROSSINGS:

Protected by Standard Interlocking:

Fort Worth, North Fort Worth, Saginaw, Bowle, Quanah, Amarillo, and Dalhart.

Protected by Automatic Interlocking:

Vernon, Chillicothe, Acme, Lubbock, Plainview and Shamrock.

Protected by manual thrown gates, normal position; set across F. W. & D. C. tracks:

MP L-314.0 Lockney, MP L-350.2 Kitalou, MP P-321.7 east of Plainview and MP N-252.1 Wellington.

Not protected by Standard Interlocking or any other signal device:

Henrietta; all trains must come to a full stop and know that track is clear before crossing.

34. The night signals to be used under Rule 906 are modified as follows:  
Hot Journals--Stop signal, followed by lamp swung in small vertical circle.

Brakes sticking--Stop signal, followed by lamp in sliding movement out from body.

35. Red fuses will be used only in complying with the requirements of Rule 99 or for emergency stop signals:

Yellow fuses will be used in giving signals as prescribed by Rules 12-a to 12-g inclusive, when weather conditions or length of train make it impracticable to pass hand or lamp signals.

36. Rule 922 of the Book of Rules of the Operating Department is modified to read as follows:

"Cars containing explosives must be placed near the middle of train, 2 or more such cars may be placed together if desired. They must be at least 16 cars from the engine or occupied caboose, when length of train will permit.

"In local freight trains, to avoid the dangers of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from the caboose or the second car from the engine."

SPEED RESTRICTIONS

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEEDS OF ZEPHYR TYPE MOTOR TRAINS

Distinctive roadway signals have been adopted to indicate maximum speeds of Zephyr type motor trains.

A triangle type signal with reflex letter "Z" thereon indicates zone territory where maximum speed is indicated by the numerals thereon and will govern until the next zone signal is reached.

Where speed restrictions are required on curves within a zone, a banjo type signal with reflex letter "C" and numerals thereon will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

The triangle and banjo type signals will be located approximately one mile from point of curve, or point where zone speed changes.

SPEED RESTRICTIONS FOR ZEPHYR TYPE MOTOR TRAINS ARE AS FOLLOWS:

Southward M.P.H.	Condition	M. P. Location	Northward M.P.H.
Zone Other			Zone Other
40	..	Fort Worth to 5.50	40
..	18 *City limits	Fort Worth	.. 18
..	10 *Spring switch end of double track	Hampton	.. 25
..	25 *Spring switch end of double track	Rio	.. 15
..	15 *Between Rio and St. L. S. W. Crossing		.. 15
65	..	5.50 to 28.45	65
60	..	28.45 to 32.30	60
..	65 Curve	31.00	.. 55
65	..	32.30 to 113	65
..	60 Curve	43.55	.. 60
..	55 Curve	46.33	.. 55
..	20 *City limits	Alvord	.. 20
..	60 Curve	69.88	.. 60
..	20 *City limits	Henrietta	.. 20
20	..	113 to W. F. & N. W. Jct.	20
..	8 *Seventh Street	Wichita Falls	.. 8
30	..	W. F. & N. W. Jct. to 116.10	30
65	..	116.10 to 220.00	65
..	*Spring switch end of double track	Orient	..
..	25 Facing point movement		.. 15
..	Trailing movement through switch		.. 15
..	18 *City limits	Iowa Park	.. 18
..	20 *St. L. S. F. & T. Crossing	163.10	.. 20
..	60 Curve	Pease River bridge and curve 166.37	.. 60
..	20 *City limits	Chillicothe	.. 20
..	20 *Between home signals, P. & S. F. Crossing	179.00	.. 20

Southward M.P.H.	Condition	M. P. Location	Northward M.P.H.
Zone Other			Zone Other
..	20 *G. A. & P. Crossing	191.60	.. 20
..	20 *Between home signals, G. A. & P. Crossing	196.90	.. 20
..	20 *Main and Commerce Streets, Childress		.. 20
40	..	220.00 to 221.40	40
65	..	221.40 to 333.65	65
..	*Spring switch, north end of parallel track	Childress	..
..	25 Facing point movement		.. ..
..	Trailing movement through switch		.. 10
..	20 *City limits	Memphis	.. 20
..	60 Curve	255.66	.. 60
..	60 Curve	258.63	.. 60
..	60 Curve	269.65	.. 60
..	40 *P. & S. F. Crossing	334.70	.. 40
40	..	333.65 to 336.00	40
..	15 *Between passenger depot and Tyler Street	Amarillo	.. 15
65	..	336.00 to 349.70	65
..	50 Curve	339.22	.. 50
65	..	349.70 to 379.00	65
..	55 Curve	359.86	.. 55
..	50 Curve	360.95	.. 50
..	45 Curve	367.54	.. 45
..	60 Curve	373.66	.. 60
55	..	379.00 to 381.00	55
65	..	381.00 to 452.00	65
..	60 Curve	384.48	.. 60
..	15 *City limits	Dalhart	.. 15
..	20 *C. R. I. & P. Crossing	417.60	.. 20
40	.. *	452.00 to Sizela	40

\*No Roadway signals. When using any turnout or cross-over not otherwise specified, will not exceed speed designated for other trains.

MAXIMUM SPEEDS OF DIESEL POWERED FREIGHT TRAINS

Location	M. P. H.
Between Fort Worth and Amarillo	55
Curves M. P. 30.89 and M. P. 46.41	45
Between M. P. 255 and M. P. 260	50
Between Amarillo and Murdo	45
Curve M. P. 367.54	40
Between Murdo and Texline	55

Rectangular roadway signals with letters "DF" show maximum speeds.

All other instructions and speed restrictions, not herein modified, remain in effect and govern diesel powered freight as well as other types of trains.

SPEED RESTRICTIONS—Concluded

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 83.

When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines or engines with cabooses must approach all hazardous road crossings where view is obscured prepared to stop and must run at restricted speed approaching and on curves and where view is obscured between 6:30 a. m. and 6:30 p. m. and use extreme care to avoid striking motor cars.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in subdivision speed restrictions or by train order.

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

Gas-Electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour.

Gas-Electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backward on that sub-division.

3. Diesel-electric power units running light must not exceed 50 miles an hour.

4. When Zephyr train equipment is handled over a subdivision not equipped with wayside zone and curve posts, and for which no special speeds have been authorized, train will operate on speed restrictions applying to other passenger trains unless modified by train order.

5. Zephyr train equipment handled by steam engines and steam trains operating on Zephyr train schedules will be governed by speed restrictions applying to other passenger trains, unless modified by train order.

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

- Gas-electric motor cars.....60 M. P. H.
- Diesel-electric power units.....75 M. P. H.
- Diesel-electric switch engines.....40 M. P. H.

Where subdivision maximum speeds are less, they will govern.

Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water speed must not exceed 3 miles an hour to prevent damage to traction motors.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>ALL SUB-DIVISIONS</b>		
On sidings, unless otherwise specified.....	Restricted speed	Restricted speed
Through crossovers and turnouts, unless otherwise specified.....	10	10
Trailing moves through spring switches, unless otherwise specified.....	15	15
Short scale test car (must be handled just ahead of way car with air hose coupled):		
Main Lines.....	..	25
Branch Lines.....	..	20
Clamshells.....	..	20
Pile drivers and similar equipment.....	..	25
Steam wrecking derricks:		
On straight track.....	..	30
On curves.....	..	25
(See Special Instructions 13.)		
Engines under steam disconnected on one side with main rod down:		
Main Lines.....	25	25
Branch Lines.....	20	20
Loaded coke racks and loaded or empty short ore cars, air dumps A-18, A-19, A-100 and A-101 loaded or empty (must be handled in rear of train).....	..	25
<b>WICHITA FALLS AND FORT WORTH SUB-DIVISION</b>		
Maximum speed.....	60	45
Through city limits, Fort Worth.....	18	18
Spring switch, end of double track, Hampton:		
Facing point movement.....	25	25
Trailing movement through switch.....	10	10
Spring switch, end of double track, Rio:		
Facing point movement.....	25	25
Trailing movement through switch.....	15	10
Between Rio and St. L. S. W. Crossing-Jct.....	15	10
Around curve, M.P. 4.00.....	40	25
Around curve, M.P. 5.50.....	40	20
Around curves, M.P. 31.00 and M.P. 46.33.....	50	35
Around curve, M. P. 69.88.....	55	..
Through city limits, Aivord and Henrietta.....	20	20
Through city limits, Wichita Falls.....	15	15
Seventh Street, Wichita Falls.....	8	8
Steam engines running backward.....	20	20

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>CHILDRESS AND WICHITA FALLS SUB-DIVISION</b>		
Maximum speed.....	60	45
Through city limits, Wichita Falls.....	15	15
Seventh Street, Wichita Falls.....	8	8
Spring switch, end of double track, Orient:		
Facing point movement.....	25	25
Trailing movement through switch.....	15	10
Through city limits, Iowa Park.....	15	15
St. L. S. F. & T. Crossing, M.P. 163.10.....	20	20
Through city limits, Chillicothe.....	20	20
Between home signals, P. & S. F. Crossing, M.P. 179.00.....	20	20
Q. A. & P. Crossing, M.P. 191.60.....	20	20
Between home signals, Q. A. & P. Crossing, M.P. 196.90.....	20	20
Main and Commerce Streets, Childress.....	20	20
Steam engines running backward.....	20	20
<b>AMARILLO AND CHILDRESS SUB-DIVISION</b>		
Maximum speed.....	60	45
Through freight yard, Childress.....	15	15
Spring switch, north end of parallel track, Childress:		
Facing point movement.....	25	25
Trailing movement through switch.....	10	10
Through city limits, Memphis.....	20	20
Around curves, M.P. 255.66, M.P. 258.63 and M.P. 259.65.....	55	40
P. & S. F. Crossing, M.P. 334.70.....	40	20
Steam engines running backward.....	20	20
<b>TEXLINE AND AMARILLO SUB-DIVISION</b>		
Maximum speed between Texline and Channing.....	60	45
Maximum speed between Channing and Amarillo.....	55	45
Between Amarillo passenger depot and Tyler Street.....	15	15
Around curves, M.P. 337.11, M.P. 339.22, M.P. 340.61, M.P. 345.47, M.P. 345.99, M.P. 349.74, M.P. 359.86, and M.P. 360.95.....	50	35
Around curve, M.P. 367.54.....	40	25
Around curves, M.P. 373.66, M.P. 379.16, M.P. 381.04, and M.P. 384.48.....	50	35
Through city limits, Dalhart.....	15	15
Steam engines running backward.....	20	20
<b>SIXELA AND TEXLINE SUB-DIVISION</b>		
Maximum speed.....	40	20
Steam engines running backward.....	20	20
<b>CHILDRESS AND PAMPA SUB-DIVISION</b>		
Maximum speed.....	35	25
Red River bridge N-232.26, Buck Creek bridge N-242.68, Salt Fork bridge N-262.20 and Elm Creek bridge N-272.23.....	25	20
Between home signals, C. R. I. & P. Crossing, M.P. N-279.00.....	20	20
McClelland Creek bridge N-302.79 and North Fork bridge N-312.92.....	25	20
Steam engines running backward.....	20	20
<b>PLAINS JUNCTION AND LUBBOCK SUB-DIVISION</b>		
Maximum speed:		
On straight track.....	45	30
Around curves.....	35	25
Through tunnels, M.P. P-288.70 and M.P. P-289.63.....	25	15
Between home signals, P. & S. F. Crossing "E", M.P. L-368.50.....	20	20
Steam engines running backward.....	20	20
<b>SILVERTON AND DIMMITT SUB-DIVISION</b>		
Maximum speed:		
Silverton to Sterley.....	25	25
Sterley to Plainview.....	45	30
Plainview to Dimmitt.....	25	25
Between home signals, P. & S. F. Crossing "B", M.P. P-323.70.....	20	20
Steam engines running backward:		
Silverton to Sterley.....	10	10
Sterley to Plainview.....	20	20
Plainview to Dimmitt.....	10	10