

LIST OF SURGEONS—HOSPITAL DEPARTMENT

Fort Worth	DR. R. J. WHITE	Chief Surgeon
Fort Worth	DR. TED LACE	Asst. 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. W. F. BONNER	Local Oculist
Esrelline	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. ROBBERTSON	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. 20

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

Sunday, May 28, 1950

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 Subdivision

TIME TABLE No. 20

AMARILLO DIVISION

EFFECTIVE MAY 28, 1950

SOUTHWARD			Office Open Week Days Except Saturdays	Signs	Distance from Fort Worth	STATIONS		Capacity of		Office Open Saturdays and Sundays	NORTHWARD					
FIRST CLASS						Yd.	RKB WCT Yd.SIXELA..... 1.3TEXLINE..... 1.3		Sidings	Other Tracks	No Office	Continuous	FIRST CLASS	
Daily Passenger	Daily Passenger	Daily Passenger													Daily Passenger	Daily Passenger
1	7				454.0						8	2				
L 7.46 P.M.	L 5.00 A.M.		No Office		454.0					No Office	A 10.47 A.M.	A 11.35 P.M.				
A 7.48 P.M.	A 5.03 A.M.		Continuous		452.7		Yard	Yard		Continuous	L 10.45 A.M.	L 11.33 P.M.				
0.02 39.0	0.03 28.0										0.02 39.0	0.02 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

northward 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 Subdivision

TIME TABLE No. 20

AMARILLO DIVISION

EFFECTIVE MAY 28, 1950

SOUTHWARD			Office Open Week Days Except Saturdays	Signs	Distance from Fort Worth	STATIONS		Capacity of		Office Open Saturdays and Sundays	NORTHWARD						
FIRST CLASS						Yd.	WCYO Yd.TEXLINE..... 6.2CORLENA..... 5.1	PERICO..... 0.7WARE..... 14.3C. R. I. & P. CROSSING (Interlocked). 0.2	No Office	Continuous	s 10.39 s 10.24	a 11.47
Daily Passenger	Daily Passenger	Daily Passenger															
1	7				452.7						Continuous	A 11.30 A.M.	A 12.30 A.M.				
L 8.51 P.M.	L 6.10 A.M.		Continuous		448.5		82	8		No Office	11.20	12.21					
8.57	6.18		No Office		441.4		82	20		No Office	f 11.12	12.14					
9.02	6.24		No Office		431.7		84	17		No Office	10.57	12.03 A.M.					
9.12	6.35		No Office		417.4					No Office							
s 9.28 P.M.	a 6.50 A.M.		Continuous		417.2		81	317		Continuous	s 10.39 s 10.24	a 11.47					
9.33	7.12		No Office		412.7		51	6		No Office	10.17	11.34					
9.42	7.25		No Office		402.9		82	45		No Office	s 10.03	11.24					
9.49	7.33		No Office		395.9		50	6		No Office	9.52	11.17					
f 9.57 P.M.	s 7.46 A.M.		6:30 a.m. to 2:30 p.m. 6:30 p.m. to 2:30 a.m.		387.9		84	63		6:30 a.m. to 2:30 p.m. 6:30 p.m. to 2:30 a.m.	a 9.39	f 11.08					
10.03	7.54		No Office		382.3		77	8		No Office	9.25	11.00					
10.09	8.02		No Office		376.4		54	19		No Office	f 9.15	10.53					
10.13	8.08		7:30 a.m. to 4:30 p.m.		372.3		72	161		7:30 a.m. to 4:30 p.m.	s 9.09	10.48					
10.21	8.18		No Office		365.1		71	57		No Office	8.58	10.39					
10.30	8.28		No Office		358.2		81	5		No Office	8.48	10.30					
10.37	8.36		No Office		352.1		72	9		No Office	8.36	10.21					
10.43	8.42		No Office		347.1		48	4		No Office	8.30	10.15					
10.49	8.48		No Office		342.3		52	6		No Office	8.24	10.09					
A 11.00 P.M.	A 9.00 A.M.		Continuous		335.7		Yard	Yard		Continuous	L 8.15 A.M.	L 10.00 P.M.					
2.09 54.4	2.50 41.3										3.15 36.0	2.30 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 Subdivision

AMARILLO DIVISION

TIME TABLE No. 20

EFFECTIVE MAY 28, 1950

SOUTHWARD			Office Open Week Days Except Saturdays	Signs	Distance from Fort Worth	STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD		
FIRST CLASS							Stidings	Other Tracks		FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Passenger
1	101	7								8	102	2
P.M. 11:20		A.M. 9:25	Continuous	CRK BTOW Yd.	335.7	..... AMARILLO	Yard	Yard	Continuous	A 7:50		P.M. 9:40
11:22		9:27	No Office	.....	334.7	..... 1.0 P. & S. F. CROSSING (interlocked)			No Office	7:47		9:37
11:28		9:33	No Office	F	328.9	..... 5.8 PULLMAN	71	24	No Office	7:37		9:29
11:36		f 9:41	No Office	F	321.1	..... 7.8 WASHBURN	71	25	No Office	f 7:26		9:21
11:43		9:48	No Office	F	314.4	..... 6.7 KASOTA	55	6	No Office	7:17		9:14
f 11:50		s 9:58	6:40 a.m. to 2:40 p.m. 8:30 p.m. to 4:30 a.m.	W	307.9	..... 6.5 CLAUDE	82	101	6:40 a.m. to 2:40 p.m. 8:30 p.m. to 4:30 a.m.	s 7:09		f 9:07
11:55		10:04	No Office	F	302.5	..... 5.4 MALDEN	60	9	No Office	6:58		9:01
A.M. 12:01		f 10:12	No Office	F	296.5	..... 6.0 GOODNIGHT	71	10	No Office	f 6:50		8:55
12:09		f 10:22	No Office	F	288.0	..... 8.5 ASHTOLA	71	54	No Office	f 6:37		8:46
f 12:19		s 10:35	5:50 a.m. to 1:50 p.m. 8:00 p.m. to 4:00 a.m.	W	277.9	..... 10.1 CLARENDON	73	90	5:50 a.m. to 1:50 p.m. 8:00 p.m. to 4:00 a.m.	s 6:18		f 8:34
12:27		f 10:44	No Office	F	270.9	..... 7.0 LELIA LAKE	72	12	No Office	f 6:09		8:27
12:34		s 10:53	5:30 a.m. to 1:30 p.m.	.....	263.9	..... 7.0 HEDLEY	71	39	Closed	s 5:59		8:20
12:40		f 11:00	No Office	F	258.1	..... 5.8 GILES	46	3	No Office	f 5:49		8:13
s 12:49		s 11:13	10:30 a.m. to 2:30 a.m.	W Yd.	250.8	..... 7.3 MEMPHIS	51	208	8:00 a.m. to 5:00 p.m. 6:30 p.m. to 2:30 a.m.	s 5:38		s 8:03
1:00		f 11:27	No Office	F	239.7	..... 11.1 NEWLIN	71	8	No Office	f 5:19		7:49
1:03	A.M. 12:17	11:31	No Office	F Y Yd.	237.0	..... 2.7 PLAINS JCT.			No Office	5:16 A	A.M. 5:05	7:46
1:04	s 12:18	f 11:32	6:00 a.m. to 2:00 p.m. 10:00 p.m. to 6:00 a.m.	Yd.	236.7	..... 0.3 ESTELLINE	50	91	6:00 a.m. to 2:00 p.m. 10:00 p.m. to 6:00 a.m.	f 5:15	f 5:03	7:45
1:13	f 12:30	f 11:43	No Office	F	228.0	..... 8.7 CAREY	71	24	No Office	f 5:04	4:54	7:36
1:19	12:40	11:51	No Office	F Yd.	222.2	..... 5.8 NORTH CHILDRESS			No Office	4:56	4:47	7:30
1:22	12:43	11:54	No Office	Yd.	220.5	..... 1.7 ROACH			No Office	4:54	4:45	7:28
A 1:23	A 12:45	A 11:55	Continuous	CRKB WYTO Yd.	220.2	..... 0.3 CHILDRESS	Yard	Yard	Continuous	L 4:53 L	A.M. 4:43 L	L 7:27 P.M.
2.03 56.4	0.28 36.0	2.30 46.2				..... 115.5 SCHEDULE TIME				2.57 39.1	0.22 45.8	2.13 52.1
						..... AVERAGE MILES AN HOUR						

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.

No train order signal at Plains Junction. Conductors of Plains Junction and Lubbock subdivision trains must register at Estelline.

Conductors and enginemen of westward trains must have Clearance Form A before leaving Estelline and will not require Clearance Form A at Plains Junction.

Conductors and enginemen of southward trains off Plains Junction and Lubbock subdivision must have Clearance Form A at Plains Junction.

Spring switch located at north end of parallel track, North 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 for 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.

Childress and Wichita Falls Subdivision

WICHITA FALLS DIVISION

TIME TABLE No. 20

EFFECTIVE MAY 28, 1950

SOUTHWARD			Office Open Week Days Except Saturdays	Signs	Distance from Fort Worth	STATIONS		Capacity of		Office Open Saturdays and Sundays	NORTHWARD					
FIRST CLASS		Daily Passenger				Daily Passenger	Siding	Other Tracks	FIRST CLASS		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
7	1																8	2
P.M. L 12.05	A.M. L 1.35	Continuous	CWYT RKOBYd.	220.2	.....	CHILDRESS.....	Yard	Yard	Continuous	A 4.28	A 7.20				
s 12.16	1.45	8:30 a.m. to 5:30 p.m.	.....	211.3	8.9	KIRKLAND.....	72	38	Closed	s 4.15	7.09				
12.23	1.51	No Office	F	206.0	6.3	NERG.....	71	2	No Office	4.06	7.03					
f 12.29	1.55	No Office	F	200.5	4.5	GOODLETT.....	72	38	No Office	f 4.00	6.58					
		No Office	.....	196.9	3.6	Q. A. & P. CROSSING (Auto. Interl.)..			No Office						
f 12.34	1.59	No Office	F	198.7	0.2	ACME.....	58		No Office	f 3.54	6.54					
		No Office	.....	191.8	4.9	QUANAH.....	71	159	Continuous	s 3.47	s 6.48				
		No Office	WY Yd.	191.6	0.2	Q. A. & P. CROSSING (Interlocked)..			No Office							
12.52	2.14	No Office	F	185.6	6.0	EVANS.....	71	10	No Office	3.30	6.38					
		No Office	.....	179.0	6.6	P. & S. F. CROSSING (Auto. Interl.)..			No Office						
		No Office	.....	178.8	0.2	CHILlicothe.....	73	132	9:30 a.m. to 6:30 p.m.	s 3.21	f 6.31				
s 1.03	f 2.21	9:30 a.m. to 6:30 p.m.	W Y Yd.	178.8	7.4	TOLBERT.....	72	8	No Office	3.06	6.24					
1.11	2.28	No Office	F	171.4	8.1	VERNON.....	84	240	Continuous Sat. 12:00 m.m. to 8:00 a.m. Sun. 4:00 p.m. to 12:00 m.m. Sun.	s 2.37	s 6.16					
s 1.25	s 2.37	Continuous	W O Yd.	163.3	0.2	St. L. S. F. & T. Crossing (Auto. Interl.)..			No Office							
		No Office	.....	163.1	8.1	OKLAHOMA.....	71	46	No Office	f 2.25	6.05				
f 1.35	2.47	No Office	.....	155.0	7.2	HARROLD.....	73	38	No Office	f 2.16	5.58				
f 1.43	2.54	No Office	F	147.8	7.5	ELECTRA.....	74	283	See Footnote	s 2.07	f 5.51					
s 1.55	f 3.03	1:30 a.m. to 9:30 a.m. 10:30 a.m. to 6:30 p.m.	W Yd.	140.3	4.5	FOWLKES.....	71		No Office	1.56	5.45					
2.01	3.09	No Office	F	135.8	5.1	TOMBURNETT.....	72	13	No Office	1.50	5.40					
2.06	3.14	No Office	F	130.7	5.9	IOWA PARK.....	72	54	Closed	s 1.43	5.34					
s 2.14	3.21	9:00 a.m. to 6:00 p.m.	W	124.8	7.1	SUNSHINE YARD.....	Yard	286	No Office	1.32	5.26					
2.22	3.29	No Office	F Yd.	117.7	1.6	ORIENT.....			No Office	1.30	5.24					
2.24	3.31	No Office	F Yd.	116.1	1.1	W. F. & N. W. JCT.....			No Office	1.28	5.22					
2.26	3.33	No Office	Yd.	115.0	1.0	WICHITA FALLS.....	Yard	Yard	Continuous	L 1.26	L 5.20					
A 2.30	A 3.37	Continuous	CRKB WIOY Yd.	114.0	108.2	SCHEDULE TIME.....				3.02	2.00					
2.25	2.02					AVERAGE MILES AN HOUR.....				35.0	53.1					

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

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

Double track between Seventh Street, Wichita Falls, and Orient.
Spring switch located at north end of double track, Orient.
Yard Limits of Wichita Falls and Sunshine Yard are continuous between Milepost 111.32 and Milepost 119.31.

BETWEEN MILEPOST 113 AND WF&NW JCT. TRAINS HAVE NO TIME TABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT RESTRICTED SPEED.

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

Iowa Park water tank, M. P. 126.5.

No. 1 will stop at Chillicothe and Electra to discharge revenue passengers from Amarillo and beyond and from Lockney and beyond and to receive revenue passengers for Fort Worth and beyond.

No. 2 will stop at Electra and Chillicothe to discharge revenue passengers from Fort Worth and beyond and to receive revenue passengers for Amarillo and beyond.

Electra office open Saturdays 1:30 a. m. to 4:30 a. m. and 10:30 a. m. to 6:30 p. m. Open Sundays 1:30 a. m. to 4:30 a. m. and 2:25 p. m. to 6:00 p. m.

Wichita Falls and Fort Worth Subdivision

WICHITA FALLS DIVISION

TIME TABLE No. 20

EFFECTIVE MAY 28, 1950

SOUTHWARD			Office Open Week Days Except Saturdays	Signs	Distance from Fort Worth (T. & P. Jct.)	STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD		
FIRST CLASS		Daily Passenger					Daily Passenger	Stings		Other Tracks	Daily Passenger	Daily Passenger
7	1												2	8
P.M. L 2.50	A.M. L 3.46	Continuous	C W Y T R K O B Yd.	114.0	.....	WICHITA FALLS.....	Yard	Yard	Continuous	A 5.10	A 1.06
2.57	3.53	No Office	F	108.5	5.5	..... RAYMOND.....	80	8	No Office	5.03	12.59
3.00	3.56	No Office	F	105.4	3.1	..... JOLLY.....	62	11	No Office	5.00	12.56
a	a	No Office	.....	96.0	9.4	..... M-K-T CROSSING (Grade).....	.....	.....	No Office	s	s
a 3.16	f 4.07	11:30 p.m. to 7:30 a.m. 10:00 a.m. to 6:00 p.m.	W	95.7	0.3	..... HENRIETTA.....	55	66	11:30 p.m. to 7:30 a.m. 3:00 p.m. to 6:00 p.m.	f 4.50	s 12.45
3.23	4.13	No Office	F	89.6	6.1	..... DICKWORSHAM.....	55	.....	No Office	4.43	12.33
3.28	4.18	No Office	F	84.4	6.2	..... KOLA.....	48	7	No Office	4.38	12.28
s 3.35	4.23	9:30 a.m. to 6:30 p.m.	W	79.4	5.0	..... BELLEVUE.....	71	19	Closed	4.33	s 12.23
3.41	4.28	No Office	F	74.6	4.8	..... ELSER.....	72	2	No Office	4.28	12.17
a	f	No Office	.....	69.2	5.4	..... C. R. I. & P. Crossing (Interlocked).....	.....	.....	No Office	.....	.....
a 3.53	f 4.35	11:30 p.m. to 10:30 p.m.	W	68.4	0.8	..... BOWIE.....	49	67	11:30 p.m. to 10:30 p.m. Sat. 11:30 p.m. to 7:30 a.m. Sun. 2:30 p.m. to 10:30 p.m. Sun.	f 4.23	s 12.10 A.M.
f 3.59	4.40	No Office	F	63.3	5.1	..... FRUITLAND.....	56	4	No Office	4.17	f 11.59
f 4.13	4.44	No Office	F	59.6	3.7	..... SUNSET.....	55	7	No Office	4.13	f 11.55
s 4.23	4.52	9:30 a.m. to 6:30 p.m.	.....	51.7	7.9	..... ALVORD.....	71	20	Closed	4.05	s 11.45
4.29	4.58	No Office	F	46.1	5.6	..... COWEN.....	57	3	No Office	3.59	11.37
a 4.39	f 5.06	10:30 a.m. to 6:30 p.m. 11:15 p.m. to 7:15 a.m.	.....	40.2	5.9	..... DECATUR.....	82	59	10:30 a.m. to 6:30 p.m. 11:15 p.m. to 7:15 a.m.	f 3.53	s 11.30
4.46	5.12	No Office	F	34.8	5.4	..... HERMAN.....	56	7	No Office	3.48	11.21
4.51	5.17	No Office	F	30.0	4.8	..... HOGSETT.....	73	.....	No Office	3.44	11.16
f 4.58	5.23	No Office	FY	25.4	4.6	..... RHOME.....	86	61	No Office	3.39	f 11.10
5.06	5.30	No Office	F	19.7	6.7	..... AVONDALE.....	71	.....	No Office	3.32	11.02
5.10	5.34	No Office	F	14.8	3.9	..... HICKS.....	56	6	No Office	3.29	10.59
5.16	5.40	Continuous	.....	9.3	5.5	..... SAGINAW—G. C. & S. F. Crossing (Interlocked).....	83	2	Continuous	3.23	10.53
5.20	5.44	No Office	FW Yd.	5.8	3.5	..... NORTH YARD.....	61	628	No Office	3.19	10.49
5.24	5.48	No Office	.....	3.2	2.6	..... St. L. S. W. Crossing—Jct. (Interlocked).....	.....	.....	No Office	3.15	10.45
a	f	No Office	.....	3.1	0.1	..... Ft. Worth Belt—C.H.I. & P. Crossing (Interlocked).....	.....	.....	No Office	.....	.....
5.26	5.50	No Office	Yd.	2.9	0.2	..... NORTH FORT WORTH.....	.....	116	No Office	.....	.....
5.29	5.53	No Office	F Yd.	2.5	0.4	..... RIO.....	.....	.....	No Office	3.13	10.43
a	f	No Office	.....	2.1	0.4	..... MILE POST 2.....	.....	.....	No Office	3.12	10.42
A 5.32	A 5.56	No Office	F Yd.	0.9	1.2	..... HAMPTON.....	.....	.....	No Office	3.10	10.40
P.M.	A.M.	Continuous	CWTR KOB Yd.	0.5	0.4	..... NINTH STREET.....	Yard	Yard	Continuous	.....	.....
A 5.32	A 5.56	No Office	Yd.	0.0	0.5	..... T. & P. JCT.....	.....	.....	No Office	L 3.08	L 10.38
P.M.	A.M.	.....	.....	114.0	.....	.....	.....	.....	.....	P.M.	P.M.

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

a 5.40	s 6.00	RK	.....	FORT WORTH.....	.....	.....	.....	.....	.....	3.00	10.35
6.00	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 6.55	A 7.15	.....	.....	.....	.....	.....	.....	.....	.....	L 2.00	L 9.15
P.M.	A.M.	.....	.....	.....	.....	.....	.....	.....	.....	P.M.	P.M.
2.42	2.10	.....	.....	.....	.....	.....	.....	.....	.....	2.02	2.28
42.2	52.6	.....	.....	.....	.....	.....	.....	.....	.....	56.1	46.2

Footnotes on Page 6.

WICHITA FALLS AND FORT WORTH SUBDIVISION FOOTNOTES

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

Automatic block system in effect between signal at M.P. 0.88, Hampton and signal at M.P. 95.90, Henrietta.

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 con-

tinuous between T. & P. Jct. and yard limit board M.P. 8.00. 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 Milepost 111.32 and Milepost 119.31.

BETWEEN MILEPOST 113 AND W.F.&N.W. JCT. TRAINS HAVE NO TIME TABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT RESTRICTED SPEED.

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

No. 1 will stop at Henrietta, Bowie and Decatur to discharge revenue passengers from Amarillo and beyond and from Lockney 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 and No. 8 at Henrietta will do so at point where trains make stop for M-K-T crossing and not at depot.

Childress and Pampa Subdivision

SOUTHWARD		Office Open Week Days Except Saturdays	Signs	Distance from Fort Worth	STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD	
						Sidings	Other Tracks			
		9:00 a.m. to 6:00 p.m.	WCYRK BYd.	N 331.3	PAMPA 3.2	Yard	142	9:00 a.m. to 6:00 p.m. Sat. Closed Sun.		
		No Office	F	N 328.1	ELFCO 10.0			No Office		
		No Office	FW	N 318.1	LEFORS 2.5	49	34	No Office		
		No Office		N 315.6	WESCO 9.8		2	No Office		
		No Office	F	N 308.8	DENWORTH 5.8	9		No Office		
		No Office	F	N 300.0	BELL 8.1	13	18	No Office		
		No Office	F	N 291.9	MAGIC CITY 12.8		16	No Office		
		8:00 a.m. to 5:00 p.m.	W	N 279.1	SHAMROCK 0.1	40	40	8:00 a.m. to 5:00 p.m. Sat. Closed Sun.		
		No Office		N 279.0	C. R. I. & P. Crossing (Auto. Interl.) 12.2			No Office		
		No Office	F	N 266.8	SAMNORWOOD 14.7	16		No Office		
		No Office		N 252.1	M-K-T CROSSING (Grade-Gate) 0.1			No Office		
		8:00 a.m. to 5:00 p.m.	W	N 252.0	WELLINGTON 7.1	25	27	8:00 a.m. to 5:00 p.m. Sat. Closed Sun.		
		No Office	F	N 244.9	NEW LOCO 10.8	49		No Office		
		No Office	F	N 234.0	SMITHDALE 3.4	26		No Office		
		No Office	F	N 230.6	ABINGTON 8.7	46		No Office		
		No Office	F Y Yd.	N 221.9	DENVER NORTHERN JCT. 1.7			No Office		
		Continuous	CRKB WYTO Yd.	220.2	CHILDRESS 111.1	Yard	Yard	Continuous		
					SCHEDULE TIME					
					AVERAGE MILES AN HOUR					

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. Local extra leaves Childress 11:45 P.M. for Pampa daily except Saturday. Local extra leaves Pampa 5:30 P.M. for Childress daily except Sunday.

Plains Junction and Lubbock Subdivision

AMARILLO DIVISION

TIME TABLE No. 20

EFFECTIVE MAY 28, 1950

EASTWARD			Office Open Week Days Except Saturdays	Signs	Distance from Fort Worth	STATIONS	Capacity of		Office Open Saturdays and Sundays	WESTWARD		
FIRST CLASS							Daily Passenger	102		Sidings	Other Tracks	Daily Passenger	FIRST CLASS		101
		P.M. L 9:00	7:30 a.m. to 8:30 p.m. 5:30 p.m. to 1:30 a.m.	CWY RKB Yd.	L 360.4	..... LUBBOCK	Yard	725	Closed	A	A.M. 8:45	
			No Office	.....	L 358.5	..... P. & S. F. Crossing "E" (Auto. Interl.)			No Office			
			No Office	.....	L 350.2	..... P.&S.F. CROSSING "D" (Grade-Gate)			No Office			
		f 9:17	No Office	F	L 350.0	..... KITALOU	50	185	No Office	f	8:21	
		f 9:29	No Office	F	L 340.3	..... BECTON	17		No Office	f	8:08	
			7:30 a.m. to 4:30 p.m.	W	L 332.7	..... PETERSBURG	50	40	Closed	s	7:56	
		f 9:54	No Office	F	L 323.4	..... BARWISE	15	27	No Office	f	7:42	
			No Office	.....	L 314.0	..... P.&S.F. CROSSING "C" (Grade-Gate)			No Office			
		s 10:12	No Office	.....	L 313.0	..... LOCKNEY	50	8	No Office	s	7:24	
			6:45 a.m. to 3:45 p.m.	CWYO RKB Yd.	P 306.4	..... STERLEY	Yard	231	6:45 a.m. to 3:45 p.m. Sat. Closed Sunday	s	7:07	
		f 10:33	No Office	F	P 301.6	..... SOUTH PLAINS	11	27	No Office	f	6:57	
		f 10:43	No Office	F	P 294.9	..... JOHNFARRIS	49	12	No Office	f	6:46	
		f 11:00	No Office	WF	P 285.2	..... EDGIN	50	18	No Office	f	6:28	
			5:45 a.m. to 2:45 p.m.	.....	P 279.3	..... QUITAQUE	50	66	Closed	s	6:17	
			5:30 a.m. to 2:30 p.m.	.....	P 268.9	..... TURKEY	58	77	Closed	s	5:58	
		f 11:45	No Office	F	P 258.7	..... TAMPICO	53	15	No Office	f	5:40	
			No Office	.....	P 247.2	..... PARNELL	49	10	No Office	f	5:22	
		A.M. f 12:01	No Office	F	P 247.2	..... PLAINS JCT.			No Office	L	5:05 A.M.	
		A.M. f 12:17	No Office	YYd. F	P 237.0	.....					

Trains between Plains Jct. and Childress are governed by time table of Amarillo and Childress Subdivision.

	3.17 37.8			..... SCHEDULE TIME				3.40 33.7	
				..... 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.

No train order signal at Plains Junction. Conductors and Enginemen of eastward trains must have Clearance Form A.

Conductors and Enginemen of westward trains must have Clearance Form A before leaving Estelline and will not require Clearance Form A at Plains Junction.

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.

*Spur connected at north or east end.
†Spur connected at south or west end.

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	238.1	† AMERICAN SMELTING & REFINING COMPANY
18	369.4	* TASCOSA STOCK PENS
52	380.4	JUDE SIDING
14	P 286.76	† 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

Silverton and Dimmitt Subdivision

AMARILLO DIVISION

TIME TABLE No. 20

EFFECTIVE MAY 28, 1950

EASTWARD				Office Open Week Days Except Saturdays	Signs	Distance from Fort Worth	STATIONS	Capacity of		Office Open Saturdays and Sundays	WESTWARD					
SECOND CLASS		Tuesday Thursday Saturday Mixed	Monday Wednesday Friday Mixed					Siding	Other Tracks		SECOND CLASS		Monday Wednesday Friday Mixed	Tuesday Thursday Saturday Mixed		
402	376										375	401				
	P.M. L 1:05			WY RBYd.	P 367.6	.....	DIMMITT	Yard	88	Closed					
	a 1:50			W	P 351.6	16.0	..... HART	52	72	Closed					
	f 2:30			F	P 337.6	14.0	..... EDMONSON	46	28	No Office					
	a 3:15 4:20			WYR KBYd.	P 324.3	13.3	..... PLAINVIEW	Yard	419	7:00 a.m. to 4:00 p.m. Sat. Closed Sun.					
				No Office	P 323.7	0.6	P. & S. F. Crossing "B" (Auto. Interl.)			No Office						
				No Office	P 321.7	2.0	P. & S. F. Crossing "A" (Grade-Gate)			No Office						
	f 4:45			F	P 314.0	7.7	..... CEREAL	50	16	No Office					
	A.M. L 11:15	A 5:05 P.M.		CWYO RKYd.	P 306.4	7.6	..... STERLEY	Yard	231	6:45 a.m. to 3:45 p.m. Sat. Closed Sun.					
	f 11:50			No Office	S 316.8	10.4	..... WHITELEY		27	No Office					
	A 12:15 P.M.			WY RBYd.	S 325.6	8.8	..... SILVERTON	Yard	77	8:00 a.m. to 5:00 p.m. Sat. Closed Sun.					
	1.00 19.2	4.00 15.3				80.4	..... SCHEDULE TIME								
							..... AVERAGE MILES AN HOUR								
											4.35 13.4		1.00 19.2			

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD, EXCEPT No. 402 is superior to No. 401.
 Rule No. 907 is in effect.
 No train order signal at Silverton, Sterley, Plainview and Dimmitt; Conductors and Enginemen must have Clearance Form A when operator on duty.

Normal position of gate at P.&S.F. crossing "A" is against F.W.&D.C. trains.
 Local extra leaves Sterley 7:30 a.m. for Plainview, Tuesday, Thursday and Saturday
 Local extra leaves Plainview 9:30 a.m. for Sterley, Tuesday, Thursday and Saturday.

TIME FREIGHT TRAINS (Information Only)

SOUTHWARD—DAILY

NORTHWARD—DAILY

75	73	Stations	76	72
L 8:15 p. m.		Texline.....	A 9:15 a. m.	
A 12:20 a. m.		Amarillo.....	L 4:45 a. m.	
L 1:40 a. m.	L 4:00 p. m.	Childress.....	A 3:50 a. m.	A 5:15 p. m.
A 6:00 a. m.	A 8:15 p. m.	Wichita Falls..	L 12:00 m. n.	L 11:45 a. m.
L 5:30 a. m.	L 9:30 p. m.	Fort Worth....	A 11:30 p. m.	A 10:45 a. m.
A 8:30 a. m.	A 1:15 a. m.		L 8:20 p. m.	L 5:30 a. m.
L 9:25 a. m.	L 2:30 a. m.		A 7:35 p. m.	A 4:30 a. m.
A 1:00 p. m.	A 7:00 a. m.		L 4:00 p. m.	L 11:30 p. m.

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			

SPECIAL INSTRUCTIONS

Superintendent of Motive Power.....G. S. Robertson, Childress
 Trainmaster, Wichita Falls Division.....C. F. Wooten, Fort Worth
 Road Foreman and Asst. Trainmaster.....J. H. Harmon, Amarillo
 Road Foreman and Asst. Trainmaster.....N. S. Bishop, Wichita Falls
 Asst. Trainmaster, North and South Plains
 Districts, Amarillo Division.....B. E. Smith, Childress
 Acting Chief Train Dispatcher.....M. A. Davis, Childress
 Chief Train Dispatcher.....C. E. Brown, Wichita Falls

TRAIN DISPATCHERS

R. Grubbs	W. J. Hamilton	Z. Ellis, Jr.
G. A. Shaw	F. R. Brady	R. C. Vinson, Jr.
J. H. Lowder	P. R. Armstrong	O. P. Garrett

1. Between Fort Worth and Sixola, extra trains and yard engines must clear the time of No. 1 and No. 2 not less than ten minutes.
2. Rule 91 modified to read: "Unless some form of block signals is used, trains in the same direction must keep at least 10 minutes apart, except in closing up at stations."
3. Rule 221(a) is in effect at all train order offices in non-automatic signal territory and is modified to include both freight and passenger trains.
4. When under Rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.
5. **USE OF TRACK.** Where there are two sidings for meeting or passing trains, the right hand track must be used unless otherwise provided.
 There is no superiority of trains on parallel track, Childress.

SPECIAL INSTRUCTIONS—CONTINUED

Northward trains leaving Childress yard on parallel track and southward trains from Childress and Pampa Subdivision 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, Q. 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.

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

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

8. 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.

9. 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 engine 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.

10. 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.

Employees 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.

11. 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.

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 an engine or motor will be one red flag, one white lantern, one red lantern, four fusees, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fusees 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 engines or motors, and that part of the tenth paragraph of Rule 920, reading "Normal supply for engines, three fusees 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 engine or motor 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.

16. Rule 916 is abolished.

17. Rule 914 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. When switching passenger equipment, air brakes must be used, vestibule curtains and electric connectors disconnected.

20. 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.

21. 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

SPECIAL INSTRUCTIONS—Concluded

caboose will not exceed forty-five miles per hour at any point regardless of whether they are handled by freight or passenger engine.

In handling troop trains, meeting points with all opposing trains must be established by a positive meet train order.

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

23. The last sentence of 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.

24. 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.

25. Rule 1047 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 when necessary."

26. 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.

27. Rule 1078 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."

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

29. 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.

30. OSCILLATING EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlights will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling of adjacent track, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the automatic feature fail to function, the engineman must display the red light manually. When safety and the rules will permit the light will be extinguished manually.

Engineman on an approaching train, observing the emergency red light displayed, must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for the movement of train.

This rule is in effect at all hours.

THE USE OF THE EMERGENCY RED HEADLIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM FULL COMPLIANCE WITH RULES 99 and 102.

Enginemen and trainmen on engines equipped with oscillating emergency red light must familiarize themselves with the operation of the light.

31. 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.

32. Red fuseses will be used only in complying with the requirements of Rule 99 or for emergency stop signals.

Yellow fuseses 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.

33. Rule 922 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."

34. Trains and engines performing switching or other work at locations where automatic highway crossing gates are installed must approach such crossings at restricted speed and not occupy crossing until gates have lowered unless movement is protected by a member of crew.

35. 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.

SPECIAL INSTRUCTIONS--Continued

36. Necessary precautions must be taken by ALL EMPLOYES 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.

37. RAILROAD CROSSINGS:

- Protected by Standard Interlocking: Fort Worth, North Fort Worth, Seginaw, Bowie, 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 Kitauou, 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.

SPEED RESTRICTIONS

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 signal does not modify the requirements of Rule 93.

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 steam 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 subdivisions 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 subdivision.

Diesel engines running light must not exceed speed authorized for freight trains except must not exceed 35 miles an hour unless otherwise provided.

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.

3. Distinctive roadway signals indicate maximum speeds of Diesel powered passenger trains. Triangle and banjo type signals are located approximately one mile from point of curve or point where zone speed changes. The triangle type signal with reflex letter "Z" thereon indicates zone territory, with maximum speed indicated by numerals thereon, which will govern until the next zone is reached. Where speed restrictions are required on curves within that zone, the banjo type signal with reflex letter "C" and numerals thereon will indicate speed permissible for that particular curve.

Rectangular roadway signals with letters "DF" show maximum speeds of Diesel powered freight trains.

SPEED RESTRICTIONS--Continued

LOCATION	Passenger Trains		Freight Trains	
	Diesel M.P.H.	Steam M.P.H.	Diesel M.P.H.	Steam M.P.H.
ALL SUBDIVISIONS				
On Sidings	Restricted Speed	Restricted Speed	Restricted Speed	Restricted Speed
All Crossovers and turnouts, not otherwise specified	10	10	10	10
Short scale test car (Must be handled just ahead of way car with air hose coupled):				
Main Lines			25	25
Branch Lines			20	20
Clamshells, pile drivers and similar equipment:				
Main Lines			25	25
Branch Lines			20	20
Steam Wrecking derricks:				
Between Fort Worth and Toxline:				
On straight track			35	35
Around curves			30	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
(See special instructions 13)				
Rotary snow plows:				
Main Lines			25	25
Branch Lines			15	15
Engines under steam disconnected on one side with main rod down:				
Main Lines		25	25	25
Branch Lines		20	20	20
Wholly disconnected or dead steam engines..			20	20
Loaded coke racks and air dump cars, in rear of train when possible			25	25
900 Class engines with drivers blocked up....		30	30	30
WICHITA FALLS AND FORT WORTH SUBDIVISION				
Maximum speeds:	65	60	55	45
Between T&P Jct. and Hampton	Restricted Speed	Restricted Speed	Restricted Speed	Restricted Speed
Between Hampton and M. P. 8.00, Fort Worth and North Yard			Yard	Yard
Fort Worth—City Limits	18	18	18	18
Hampton—Spring Switch:				
Trailing movement	10	10	10	10
Facing point movement	25	25	25	25
Rio—Spring Switch:				
Trailing movement	15	15	15	15
Facing point movement	25	25	25	25
Between Rio and St. L. S. W. Crossing—Jct.	15	15	15	15
Curves M.P. 4.01 and M.P. 5.18	40	40	25	25
Between M.P. 28.45 and M.P. 32.30	60			
Curve M.P. 30.89	55	50	45	35
Curve M.P. 43.60	60			
Curve M.P. 46.41	55	50	45	35
Alford—City Limits	20	20	20	20
Curve M.P. 69.88	60	55	45	
Henrietta—City Limits	20	20	20	20
Between M.P. 111.32 and M.P. 119.31, Wichita Falls and Sunshine Yard	Restricted Speed	Restricted Speed	Yard Restricted Speed	Yard Restricted Speed
Between M.P. 113.00 and WF&NWJct.	15	15	15	15
Wichita Falls—City Limits	8	8	8	8
Wichita Falls—Seventh Street		20		20
Steam engines running backward				

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains		LOCATION	Passenger Trains		Freight Trains	
	Diesel M.P.H.	Steam M.P.H.	Diesel M.P.H.	Steam M.P.H.		Diesel M.P.H.	Steam M.P.H.	Diesel M.P.H.	Steam M.P.H.
CHILDRESS AND WICHITA FALLS SUBDIVISION					Between M.P. 336.00 and M.P. 349.75.....				
Maximum Speed:.....	65	60	55	45	Curve, M.P. 339.22.....	55	50		35
Between M.P. 111.32 and M.P. 119.31, Wichita Falls and Sunshine Yard.....			Yard	Yard	Curves, M.P. 337.11, M.P. 340.61, M.P. 345.47, M.P. 345.99 and M.P. 349.74.....		50		35
Between M.P. 113.00 and WF&NW Jct.....	Restricted Speed	Restricted Speed	Restricted Speed	Restricted Speed	Curve, M.P. 359.86.....	55	50		35
Wichita Falls—City Limits.....	15	15	15	15	Curve, M.P. 360.95.....	50	50		35
Wichita Falls—Seventh Street.....	8	8	8	8	Curve, M.P. 367.54.....	45	40	40	25
Orlent—Spring Switch:					Curve, M.P. 373.66.....	60	50		35
Trailing movement.....	15	15	15	15	Between M.P. 379.00 and M.P. 381.05.....	55	50		35
Facing point movement.....	25	25	25	25	Curves, M.P. 379.16 and M.P. 381.04.....		50		35
Iowa Park—City Limits.....	18	18	18	18	Curve, M.P. 384.48.....	60	50		35
Between M.P. 137.98 and M.P. 143.76, Electra.....			Yard	Yard	Between M.P. 416.05 and M.P. 419.18, Dalhart.....			Yard	Yard
Electra—City Limits.....	30	30			Dalhart—City Limits.....	15	15	15	15
Between M.P. 162.14 and M.P. 165.15, Vernon.....			Yard	Yard	C.R.I.&P. Crossing, M.P. 417.60.....	20	20	20	20
St. L.S.F.&T. Crossing, M.P. 163.10.....	20	20	20	20	Between M.P. 452.03 and M.P. 454.43, Texline and Sixela.....			Yard	Yard
Pease River Bridge and Curve M.P. 166.37..	60				Steam engines running backward.....		20		20
Between M.P. 177.62 and M.P. 180.45, Chillicothe.....			Yard	Yard	SIXELA AND TEXLINE SUBDIVISION				
Chillicothe—City Limits.....	20	20	20	20	Maximum Speed:.....	40	40	Yard	Yard
P.&S.F. Crossing, M.P. 179.00.....	20	20	20	20	Steam engines running backward.....		20		20
Between M.P. 190.53 and M.P. 193.39, Quannah.....			Yard	Yard	CHILDRESS AND PAMPA SUBDIVISION				
Q.A.&P. Crossing, M.P. 191.60.....	20	20	20	20	Maximum Speed:.....		35		25
Q.A.&P. Crossing, M.P. 196.90.....	20	20	20	20	Between Childress and M.P. N-223.14.....			Yard	Yard
Between M.P. 219.21 and M.P. 223.41, Childress.....			Yard	Yard	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
Childress—Commerce and Main Streets.....	20	20			C.R.I.&P. Crossing, M.P. N-279.00.....		20		20
Steam engines running backward.....		20		20	McClelland Creek Bridge N-302.79 and North Fork Bridge N-312.92.....		25		20
AMARILLO AND CHILDRESS SUBDIVISION					Between M.P. N-328.88 and Pampa.....				
Maximum Speed:.....	65	60	55	45	Steam engines running backward.....		20	Yard	Yard
Between M.P. 219.21 and M.P. 223.41, Childress.....			Yard	Yard	PLAINS JUNCTION AND LUBBOCK SUBDIVISION				
North Childress—Spring Switch:					Maximum speed between Plains Jct. and Sterley:				
Trailing movement.....	10	10	10	10	On straight track.....		45		30
Facing point movement.....	25	25	25	25	Around Curves.....		35		25
Between M.P. 235.53 and M.P. 237.72, Estelline.....			Yard	Yard	Maximum speed between Sterley and Lubbock.....		45		35
Between M.P. 249.46 and M.P. 251.76, Memphis.....			Yard	Yard	Between Plains Jct. and M.P. P-238.17.....			Yard	Yard
Memphis—City Limits.....	20	20	20	20	Through tunnels, M.P. P-288.70 and M.P. P-289.63.....		25		15
Curves M.P. 255.66, M.P. 258.63 and M.P. 259.65.....	60	55	50	40	Between M.P. P-304.92 and M.P. L-307.34, Sterley.....			Yard	Yard
Between M.P. 332.80 and M.P. 338.45, Amarillo.....			Yard	Yard	Between M.P. L-356.70 and Lubbock.....			Yard	Yard
P.&S.F. Crossing, M.P. 334.70.....	40	40	20	20	P.&S.F. Crossing "E" M.P. L-358.50.....		20		20
Steam engines running backward.....		20		20	Between M.P. L-358.50 and M.P. L-359.50.....		20		
TEXLINE AND AMARILLO SUBDIVISION					Between M.P. L-359.50 and passenger depot, Lubbock.....				
Maximum speed between Amarillo and Murdo.....	65	55	45	45	Steam engines running backward.....		20		20
Maximum speed between Murdo and Texline.....	65	60	55	45	SILVERTON AND DIMMITT SUBDIVISION				
Between M.P. 332.80 and M.P. 338.45, Amarillo.....			Yard	Yard	Maximum Speed:				
Amarillo—Between passenger depot and Tyler Street.....	15	15	15	15	Between Silverton and Sterley.....		25		25
					Between Sterley and Plainview.....		45		30
					Between Plainview and Dimmitt.....		25		25
					Between Silverton and MP. S-324.58.....			Yard	Yard
					Between M.P. S-307.31 and M.P. P-307.27, Sterley.....			Yard	Yard
					Between M.P. P-321.74 and M.P. P-326.43, Plainview.....			Yard	Yard
					P.&S.F. Crossing "B" M.P. P-323.70.....		20		20
					Between M.P. P-366.61 and Dimmitt.....			Yard	Yard
					Steam engines running backward:				
					Between Silverton and Sterley.....		10		10
					Between Sterley and Plainview.....		20		20
					Between Plainview and Dimmitt.....		10		10