

SURGEONS—HOSPITAL DEPARTMENT

Fort Worth	DR. R. J. WHITE	Chief Surgeon
Fort Worth	DR. W. P. HIGGINS	Asst. Chief 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. TED LACE	Local Surgeon
Fort Worth	DR. JOHN H. RICHARDS	Local Surgeon
Fort Worth	DR. CHAS. H. McCOLLUM	Local Surgeon
Fort Worth	DR. L. H. REEVES	Local Surgeon
Dallas	DR. C. B. CARTER	Local Surgeon
Dallas	DR. J. O. S. HOLT	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. LLOYD PICKETT	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. W. E. CRUMP	Local Surgeon
Wichita Falls	DR. JAMES T. LEE	Local Surgeon
Wichita Falls	DR. J. R. REAGAN	Local Surgeon
Wichita Falls	DR. J. H. ARRINGTON	Local Oculist
Wichita Falls	DR. WALTER B. WHITING	Local Surgeon
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. R. R. McDANIEL	Local Surgeon
Childress	DR. J. H. JERNIGAN	Division Surgeon
Childress	DR. G. C. FOX	Local Surgeon
Childress	DR. JACK FOX	Local Surgeon
Childress	DR. W. F. BONNER	Local Oculist
Estelline	DR. P. L. VARDY	Local Surgeon
Memphis	DR. O. R. GOODALL	Local Surgeon
Memphis	DR. T. A. HUNT	Local Surgeon
Clarendon	DR. B. L. JENKINS	Local Surgeon
Clarendon	DR. T. H. ELLIS	Local Surgeon
Claude	DR. W. A. CARROLL	Local Surgeon
Amarillo	DR. DON S. MARSALIS	Division Surgeon
Amarillo	DR. J. H. ROBERSON	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
Amarillo	DR. SAM BROYLES	Local Urologist
Dalhart	DR. VICTOR MOORE	Local Surgeon
Quitaque	DR. N. L. POWERS	Local Surgeon
Plainview	DR. D. P. JONES	Local Surgeon
Lubbock	DR. SAM DUNN	Local Surgeon
Lubbock	DR. LEE E. HALE	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
Petersburg	DR. ROBERT MOORE	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
Pampa	DR. MAC FIELD McDANIEL	Local Surgeon

(Continued Page 8)

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

H. E. MOYER,
Superintendent, Wichita Falls

P. R. JOHNSON,
Superintendent of Transportation, Fort Worth

Fort Worth and Denver Railway Company

TIME TABLE OF THE WICHITA FALLS AND AMARILLO DIVISIONS No. 22

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

EXCEPT MOUNTAIN STANDARD TIME
TEXLINE TO SIXELA

Sunday, May 31, 1953

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. 22

AMARILLO DIVISION

EFFECTIVE MAY 31, 1953

SOUTHWARD			Office Open Week Days Except Saturdays	Signs	Distance from Fort Worth	STATIONS		Capacity of		Office Open Saturdays and Sundays	NORTHWARD		
FIRST CLASS								Siding	Other Tracks		FIRST CLASS		
Daily Passenger	Daily Passenger										Daily Passenger	Daily Passenger	
1	7						8	2					
P.M. L 7.26	A.M. L 4.26	No Office	Yd	454.0	.....	.....	No Office	A.M. A10.47	P.M. A10.55	.....		
A 7.28 P.M.	A 4.28 A.M.	Continuous	RKB WCTYd	452.7	.....	.....	Continuous	L10.45 A.M.	L10.53 P.M.	.....		
0.02 39.0	0.02 39.0			..... SCHEDULE TIME				0.02 39.0	0.02 39.0	..... AVERAGE MILES PER HOUR			

MOUNTAIN STANDARD TIME.
TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTH-
WARD.
 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. 22

AMARILLO DIVISION

EFFECTIVE MAY 31, 1953

SOUTHWARD			Office Open Week Days Except Saturdays	Signs	Distance from Fort Worth	STATIONS		Capacity of		Office Open Saturdays and Sundays	NORTHWARD		
FIRST CLASS								Siding	Other Tracks		FIRST CLASS		
Daily Passenger	Daily Passenger										Daily Passenger	Daily Passenger	
1	7						8	2					
P.M. L 8.33	A.M. L 5.33	Continuous	RKB WCT Yd.	452.7	.....	.....	Continuous	A.M. A11.30	P.M. A11.48	.....		
8.40	5.40	No Office	F	446.5	.....	.....	No Office	11.20	11.40	.....		
8.46	5.46	No Office	FW	441.4	.....	.....	No Office	11.12	11.33	.....		
8.56	5.56	No Office	F	431.7	.....	.....	No Office	10.59	11.22	.....		
		No Office	.....	417.4	.....	.....	No Office			.....		
9.13	6.27	Continuous	WCYO Yd.	417.2	.....	.....	Continuous	10.40	11.05	.....		
9.18	6.33	No Office	F	412.7	.....	.....	No Office	10.15	10.51	.....		
9.28	6.46	No Office	F	402.9	.....	.....	No Office	10.04	10.41	.....		
9.36	6.54	No Office	F	395.9	.....	.....	No Office	9.54	10.33	.....		
9.45	7.05	6:30 a.m. to 2:30 p.m. 6:30 p.m. to 2:30 a.m.	W	387.9	.....	.....	6:30 a.m. to 2:30 p.m. 6:30 p.m. to 2:30 a.m.	9.44	10.23	.....		
9.51	7.11	No Office	F	382.3	.....	.....	No Office	9.35	10.15	.....		
9.57	7.18	No Office	FW	376.4	.....	.....	No Office	9.28	10.08	.....		
10.02	7.24	7:00 a.m. to 4:00 p.m.	Y	372.3	.....	.....	7:00 a.m. to 4:00 p.m.	9.22	10.02	.....		
10.10	7.33	No Office	F	365.1	.....	.....	No Office	9.11	9.49	.....		
10.18	7.42	No Office	F	365.2	.....	.....	No Office	9.03	9.41	.....		
10.25	7.50	No Office	F	352.1	.....	.....	No Office	8.56	9.34	.....		
10.31	7.57	No Office	FW	347.1	.....	.....	No Office	8.50	9.28	.....		
10.36	8.03	No Office	F	342.3	.....	.....	No Office	8.44	9.23	.....		
A10.45 P.M.	A 8.15 A.M.	Continuous	WBTO CRK Yd.	335.7	.....	.....	Continuous	L 8.35 A.M.	L 9.15 P.M.	.....		
2.12 53.2	2.42 43.3		 SCHEDULE TIME				2.55 40.1	2.33 45.9 AVERAGE MILES PER HOUR			

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTH-
WARD.
 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. 22

EFFECTIVE MAY 31, 1953

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	Stings		Other Tracks	Daily Passenger	Daily Passenger	FIRST CLASS	
1	7												8	2
P.M. 11.05	A.M. 8.40	Continuous	CRK BTOW Yd.	335.7	.....	AMARILLO 1.0	Yard	Yard	Continuous	A.M. 7.00	P.M. 8.55		
11.07	8.42	No Office	.....	334.7	.....	P. & S. F. CROSSING (Interlocked) 5.8	.....	.....	No Office	7.55	8.50
11.14	8.49	No Office	F	328.9	.....	PULLMAN 7.8	71	24	No Office	7.48	8.43		
11.22	8.57	No Office	F	321.1	.....	WASHBURN 6.7	71	25	No Office	7.38	8.35		
11.29	9.04	No Office	F	814.4	.....	KASOTA 6.5	55	6	No Office	7.29	8.27		
11.37	9.14	6:40 a.m. to 2:40 p.m. 7:45 p.m. to 3:45 a.m.	W	307.9	.....	CLAUDE 5.4	82	101	6:40 a.m. to 2:40 p.m. 7:45 p.m. to 3:45 a.m.	7.20	8.19		
11.43	9.20	No Office	F	302.5	.....	MALDEN 6.0	60	9	No Office	7.08	8.13		
11.50	9.27	No Office	F	206.5	.....	GOODNIGHT 8.5	71	16	No Office	6.59	8.06		
11.59	9.36	No Office	F	288.0	.....	ASHTOLA 10.1	71	30	No Office	6.47	7.57		
12.11	9.50	5:50 a.m. to 1:50 p.m. 7:15 p.m. to 3:15 a.m.	W	277.9	.....	CLARENDON 7.0	72	90	5:50 a.m. to 1:50 p.m. 7:15 p.m. to 3:15 a.m.	6.28	7.45		
12.20	9.59	No Office	F	270.9	.....	LELIA LAKE 7.0	72	12	No Office	6.19	7.38		
12.28	10.08	5:30 a.m. to 1:30 p.m.	.....	263.9	.....	HEDLEY 5.8	71	48	Closed	6.10	7.30	
12.34	10.14	No Office	F	258.1	.....	GILES 7.3	39	3	No Office	6.00	7.23		
12.45	10.28	10:00 a.m. to 2:00 a.m.	W Yd.	250.6	.....	MEMPHIS 11.1	61	208	8:00 a.m. to 5:00 p.m. 6:00 p.m. to 2:00 a.m.	5.49	7.13		
12.57	10.41	No Office	F	239.7	.....	NEWLIN 2.7	71	8	No Office	5.29	6.59		
1.00	10.45	No Office	F Y Yd.	237.0	.....	PLAINS JCT. 0.3	.....	.....	No Office	5.25	6.56
1.01	10.46	Continuous	Yd.	236.7	.....	ESTELLINE 8.7	50	91	Continuous	5.24	6.55		
1.10	10.57	No Office	F	228.0	.....	CAREY 5.8	71	24	No Office	5.12	6.46		
1.16	11.05	No Office	F Yd.	222.2	.....	NORTH CHILDRESS 1.7	.....	.....	No Office	5.04	6.40
1.19	11.08	No Office	Yd.	220.5	.....	ROACH 0.3	.....	.....	No Office	5.01	6.38
A 1.20 A.M.	A 1.09 A.M.	Continuous	CRKB WYTO Yd.	220.2	.....	CHILDRESS 116.5	Yard	Yard	Continuous	L 5.00 A.M.	L 6.37 P.M.		
2.15 51.3	2.29 46.5	.....	.....	.....	.....	SCHEDULE TIME AVERAGE MILES PER HOUR	.....	.....	.....	3.00 38.5	2.18 50.2

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 reduced 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.

Childress and Wichita Falls Subdivision

WICHITA FALLS DIVISION

TIME TABLE No. 22

EFFECTIVE MAY 31, 1953

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	Stings		Other Tracks	FIRST CLASS		Daily Passenger	Daily Passenger	Daily Passenger
7	1										8	2			
A.M. 11:19	L 1:30	Continuous	GWYT RKOB Yd.	220.2	CHILDRESS	Yard	Yard	Continuous	A.M. A 4:40	P.M. A 6:30					
11:29	1:40	8:30 a.m. to 5:30 p.m.	F	211.3	KIRKLAND	72	38	Closed	f 4:26	6:18					
11:36	1:46	No Office	F	205.0	HERG	71	2	No Office	4:16	6:11					
11:41	1:50	No Office	F	200.5	GOODLETT	72	38	No Office	f 4:09	6:06					
		No Office		196.9	Q. A. & P. CROSSING (Auto. Interl.)			No Office							
11:46	1:54	No Office	F	196.7	ACME		45	No Office	f 4:03	6:02					
11:57	2:02	Continuous	WY Yd.	191.8	QUANAH	71	169	Continuous	s 3:56	s 5:56					
		No Office		191.6	Q. A. & P. CROSSING (Interlocked)			No Office							
P.M. 12:04	2:09	No Office	F	185.6	EVANS	71	10	No Office	3:34	5:45					
		No Office		179.0	P. & S. F. CROSSING (Auto Interl.)			No Office							
12:14	2:16	9:30 a.m. to 6:30 p.m.	WY Yd.	178.8	CHILLICOTHE	73	132	9:30 a.m. to 6:30 p.m.	s 3:24	e 5:38					
12:21	2:23	No Office	F	171.4	TOLBERT	72	6	No Office	3:08	5:30					
12:34	2:39	Continuous	W Yd.	163.3	VERNON	84	240	Continuous Saturday 12:00 m.m. to 8:00 a.m. Sun. 4:00 p.m. to 12:00 m.m. Sun.	s 1 2:39	s 5:22					
		No Office		163.1	St. L. S. F. & T. Crossing (Auto. Interl.)			No Office							
12:44	2:49	No Office		155.0	OKLAUNION		20	No Office	f 2:27	5:10					
12:52	2:57	No Office	F	147.8	HARROLD	125	38	No Office	f 2:19	5:03					
1:03	3:06	1:30 a.m. to 9:30 a.m. 10:30 a.m. to 6:30 p.m.	WY Yd.	140.3	ELECTRA	74	283	1:30 a.m. to 9:30 a.m. 10:30 a.m. to 6:30 p.m.	s 2:11	e 4:56					
1:09	3:11	No Office	F	135.8	FOWLKES	125		No Office	2:01	4:49					
1:23	3:22	8:30 a.m. to 5:30 p.m.	W	124.8	IOWA PARK	125	54	Closed	s 1:50	4:38					
1:31	3:29	No Office	F Yd.	117.7	SUNSHINE YARD	Yard	Yard	No Office	1:41	4:30					
1:33	3:31	No Office	F Yd.	116.1	ORIENT			No Office	1:39	4:28					
1:35	3:33	No Office	Yd.	115.0	W. F. & N. W. JCT.			No Office	1:37	4:27					
A 1:39 P.M.	A 3:36 A.M.	Continuous	CRKB WTOY Yd.	114.0	WICHITA FALLS	Yard	Yard	Continuous	L 1:35 A.M.	L 4:25 P.M.					
2:20 45.5	2:08 50.6				SCHEDULE TIME				3.05	2.05					
					AVERAGE MILES PER HOUR				34.4	51.0					

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 REDUCED 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 direc-

tion as the signal will not operate except when engines or cars are upon highway crossing.

BETWEEN SEVENTH STREET AND ORIENT MOVEMENTS OF TRAINS OR ENGINES AGAINST THE CURRENT OF TRAFFIC, WHOLLY WITHIN YARD LIMITS, WILL BE MADE AT REDUCED SPEED ON AUTHORITY OF YARDMASTER.

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 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.

No. 7 will stop at Oklaunion and Harrold to receive and dispatch parcel post.

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. 113.0, Wichita Falls.

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.

Spring switch located north end of siding, Saginaw.

Spring switch located south end of siding, Dickworsham.

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. 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 reduced 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 NINTH STREET AND T. & P. JCT. TRAINS HAVE NO TIME TABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

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

No. 7 will stop at Bellevue and Alvord to discharge revenue passengers from Wichita Falls and beyond and to receive revenue passengers for Fort Worth and beyond.

No. 7 will stop at Fruitland and Sunset to receive and dispatch parcel post.

Childress and Pampa Subdivision

AMARILLO DIVISION

TIME TABLE No. 22

EFFECTIVE MAY 31, 1953

SOUTHWARD				Office Open Week Days Except Saturdays	Signs	Distance from Fort Worth	STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD	
SECOND CLASS			Tuesdays Thursdays Saturdays Freight					Siding	Other Tracks		SECOND CLASS	
											Monday Wednesd. Friday Freight	
		91										92
	A.M.											
	L 1.00	8:00 a.m. to 5:00 p.m.	WCYRK B Yd.	N 331.3		PAMPA	Yard	142	8:00 a.m. to 5:00 p.m. Sat. Closed Sun.		A.M.	A 6.30
	1.15	No Office	F	N 328.1		ELFCO			No Office			6.05
	1.45	No Office	FW	N 318.1		LEFORS	49	31	No Office			5.40
		No Office		N 315.6		WESCO		2	No Office			
	2.15	No Office	F	N 305.8		DENWORTH		9	No Office			5.00
	2.30	No Office	F	N 300.0		BELCO		13	No Office			4.45
	2.55	No Office	F	N 291.9		MAGIC CITY		16	No Office			4.20
	3.45	8:00 a.m. to 5:00 p.m.	W	N 279.1		SHAMROCK	49	40	8:00 a.m. to 5:00 p.m. Sat. Closed Sun.			3.45
		No Office		N 279.0		C. R. I. & P. Crossing (Auto. Interl.)			No Office			
	4.20	No Office	F	N 266.8		SAMNORWOOD		16	No Office			2.45
		No Office		N 252.1		M-K-T CROSSING (Grade-Gate)			No Office			
	5.15	8:00 a.m. to 5:00 p.m.	W	N 252.0		WELLINGTON	25	27	8:00 a.m. to 5:00 p.m. Sat. Closed Sun.			2.10
	5.55	No Office	F	N 234.0		SMITHDALE		26	No Office			1.10
	6.05	No Office	F	N 230.6		ABINGTON		23	No Office			1.00
		No Office	F Y Yd.	N 221.9		DENVER NORTHERN JCT.			No Office			
	A 6.35 A.M.	Continuous	CRKB WYTO Yd.	220.2		CHILDRESS	Yard	Yard	Continuous			L 12.30 A.M.
	6.35 19.9					SCHEDULE TIME						6.00 18.5

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. trains.

Plains Junction and Lubbock Subdivision

AMARILLO DIVISION

TIME TABLE No. 22

EFFECTIVE MAY 31, 1953

EASTWARD			Office Open Week Days Except Saturdays	Signs	Distance from Fort Worth	STATIONS	Capacity of		Office Open Saturdays and Sundays	WESTWARD			
SECOND CLASS							Daily Freight	Sidings		Other Tracks	SECOND CLASS		
											Daily Freight		
		176								175			
	P.M. L 8.00	6:30 a.m. to 2:30 p.m. 4:00 p.m. to 12:00 m.m.	CWYO RKB Yd.		L 360.4	LUBBOCK	Yard	Yard	Closed	A.M. A 8.30			
		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				
	8.30	No Office	F		L 350.0	KITALOU	50	185	No Office	7.55			
	8.50	No Office	F		L 340.3	BECTION	17		No Office	7.35			
		8.00 a.m. to 5:00 p.m.	W		L 332.7	PETERSBURG	50	45	Closed	7.20			
	9.30	No Office	F		L 323.4	BARWISE	15	27	No Office	6.55			
		No Office			L 314.0	.P.&S.F. CROSSING "C" (Grade-Gate)			No Office				
	9.55	No Office			L 313.0	LOCKNEY	50	27	No Office	6.30			
		6:45 a.m. to 3:45 p.m.	CWY RKB Yd.		P 308.4	STERLEY	Yard	Yard	6:45 a.m. to 3:45 p.m. Sat. Closed Sunday	6.15			
	10.40	No Office	F		P 301.6	SOUTH PLAINS	11	27	No Office	5.45			
	11.00	No Office	F		P 294.9	JOHNFARRIS	49	12	No Office	5.20			
	11.25	No Office	WF		P 285.2	EDGIN	50	8	No Office	4.45			
	11.55	9:00 a.m. to 6:00 p.m.			P 279.3	QUITAQUE	50	56	Closed	4.30			
	A.M. 12.25	9:00 a.m. to 6:00 p.m.			P 268.9	TURKEY	58	77	Closed	4.00			
	12.55	No Office	F		P 258.7	TAMPICO	53	15	No Office	3.25			
	1.25	No Office	F		P 247.2	PARNELL	49	10	No Office	2.55			
	A 2.00 A.M.	No Office	Y Yd. F		P 237.0	PLAINS JCT.			No Office	L 2.30 A.M.			

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

8.00 20.6	SCHEDULE TIME AVERAGE MILES PER HOUR	8.00 20.6
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LIST OF ADDITIONAL SIDINGS AND SPURS

Capacity of Tracks	M. P. LOCATION	STATIONS
6	13.92	* HICKS TEXAS AVIATION SCHOOL SPUR
18	130.7	* TOMBURNETT
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
10	P 286.76	† GRAVEL SPUR
15	P 328.06	* WASSON
12	P 344.82	* GRISHAM SPUR
19	W 21.37	* PHILLIPS PETROLEUM CO.
22	W 26.00	DUNDEE STOCK YARDS
1	W 88.62	* SHELL PIPE LINE
9	W 141.30	† CONDOR SPUR
13	W 147.84	† ELAM SPUR

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

Silverton and Dimmitt Subdivision

AMARILLO DIVISION

TIME TABLE No. 22

EFFECTIVE MAY 31, 1953

EASTWARD				Office Open Week Days Except Saturdays	Signs	Distance from Fort Worth	STATIONS		Capacity of		Office Open Saturdays and Sundays	WESTWARD		
SECOND CLASS									Siding	Other Tracks		SECOND CLASS		
Tuesday Thursday Saturday Freight	Monday Wednesday Friday Freight											Monday Wednesday Friday Freight	Tuesday Thursday Saturday Freight	
402	376			375	401									
	P.M. L 1.05	8:00 a.m. to 5:00 p.m.	WY RB Yd.	P 367.6	.....	DIMMITT	Yard	158	Closed	P.M. A 12.05			
	1.50	8:00 a.m. to 5:00 p.m.	W	P 351.6	16.0	HART	52	100	Closed	11.20				
	2.30	No Office	F	P 337.6	14.0	EDMONSON	46	28	No Office	10.35				
	3.15	8:00 a.m. to 5:00 p.m.	WY Yd.	P 324.3	13.3	PLAINVIEW	Yard	Yard	8:00 a.m. to 5:00 p.m. Sat. Closed Sunday	10.00 8.15				
		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					
	4.45	No Office	F	P 314.0	7.7	CEREAL	50	16	No Office	7.50				
	A.M. L 11.15	6:45 a.m. to 3:45 p.m.	CWY RKB Yd.	P 308.4	7.6	STERLEY	Yard	Yard	6:45 a.m. to 3:45 p.m. Sat. Closed Sunday	L 7.30 A.M.	P.M. A 2.15			
	11.50	No Office		S 316.8	10.4	WHITELEY		27	No Office		1.40			
	A 12.15 P.M.	8:00 a.m. to 5:00 p.m. Except Closed Mon.	WY RB Yd.	S 325.6	8.8	SILVERTON	Yard	77	8:00 a.m. to 5:00 p.m. Sat. Closed Sunday		L 1.15 P.M.			
	1.00 19.2	4.00 15.3			80.4	SCHEDULE TIME				4.35 13.4	1.00 19.2			
						AVERAGE MILES-PER HOUR								

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. 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 8:45 p. m.	L 12:35 p. m.	Texline	A 6:00 a. m.	
A 12:45 a. m.	A 5:00 p. m.	Amarillo	L 1:40 a. m.	
L 1:45 a. m.	L 6:00 p. m.	Childress	A 12:30 a. m.	A 9:00 a. m.
A 5:05 a. m.	A 10:00 p. m.	Wichita Falls	L 9:00 p. m.	L 3:00 a. m.
L 5:35 a. m.	L 10:45 p. m.	Fort Worth	A 8:30 p. m.	A 1:00 a. m.
A 8:35 a. m.	A 2:45 a. m.		L 5:30 p. m.	L 4:00 p. m.
L 9:30 a. m.	L 3:45 a. m.		A 4:30 p. m.	A 4:30 a. m.
A 1:00 p. m.	A 7:45 a. m.		L 12:45 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	60	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			

SURGEONS—HOSPITAL DEPARTMENT, Continued

Holliday	DR. J. W. PARRISH	Local Surgeon
Seymour	DR. E. H. BALCH	Local Surgeon
Goree	DR. E. F. HEARD	Local Surgeon
Munday	DR. A. A. SMITH	Local Surgeon
Munday	DR. R. L. NEWSOM	Local Surgeon
Haskell	DR. T. W. WILLIAMS	Local Surgeon
Stamford	DR. I. F. HUDSON	Local Surgeon
Stamford	DR. L. F. METZ	Local Surgeon
Stamford	DR. G. E. PRYOR	Local Surgeon
Anson	DR. KNOX PITTARD	Local Surgeon
Anson	DR. W. W. PLASEK	Local Surgeon
Abilene	DR. WM. R. SNOW	Local Surgeon
Abilene	DR. VIRGINIA BOYD	Local Oculist
Abilene	DR. ERLE D. SELLERS	Local Surgeon
Abilene	DR. ROBERT F. FAIN	Local Surgeon
Spur	DR. P. C. NICHOLS	Local Surgeon

Wichita Falls and Abilene Subdivision

WICHITA FALLS DIVISION

TIME TABLE No. 22

EFFECTIVE MAY 31, 1953

WESTWARD			Office Open Week Days Except Saturdays	Signs	Distance from Wichita Falls	STATIONS	Distance from Abilene	Capacity of		Office Open Saturdays and Sundays	EASTWARD		
SECOND CLASS								Siding	Other Tracks		SECOND CLASS		
Daily Ex. Sat. Freight	Daily Ex. Sat. Freight	Daily Ex. Sun. Freight									Daily Ex. Sun. Freight	Daily Ex. Sun. Freight	Daily Ex. Sun. Freight	Daily Ex. Sun. Freight
79	77	80	78	80	78	80	78						
	A.M. 11:00		Continuous	CWYT RKOB Yard	0.0	..... WICHITA FALLS M-K-T Crossing (Grade) 3.8	151.3	Yard	Yard	Continuous		P.M. A 3:45
	10:15		No Office	Yard FR	W 3.8	..... MAPLES 4.0	147.5		105	No Office		3:30
	10:25		No Office		W 7.8	..... ALLENDALE 6.6	143.5		10	No Office		3:20
	11:15	9:30 a.m.-6:30 p.m.		W	W 14.4	..... HOLLIDAY 6.3	136.9	36	24	Closed		3:00
	11:30		No Office		W 20.7	..... MANKINS (Spur) 6.7	130.6		10	No Office		2:15
	11:50		No Office	W MP28.02	W 27.4	..... DUNDEE 8.1	123.9		30	No Office		1:45
	P.M. 12:15		No Office	W	W 35.5	..... FULDA 6.9	115.8		26	No Office		1:05
	78 12:40		No Office		W 42.4	..... MABELLE 9.1	108.9	38		No Office		77 12:40
	1:45	8:30 a.m.-5:30 p.m.		WY	W 51.5	..... SEYMOUR 3.4	99.8	55	107	Closed		12:10 P.M.
	2:00		No Office		W 54.9	..... HAJEK 8.8	99.4		29	No Office		11:15
	2:25		No Office		W 63.7	..... BOMARTON 6.7	87.6	36	37	No Office		10:45
	2:45		No Office		W 70.4	..... GOREE 5.5	80.9		39	No Office		10:15
	3:15	8:00 a.m.-5:00 p.m.		W	W 75.9	..... MUNDAY 9.1	75.4	38	97	Closed		9:55
	3:45		No Office		W 85.0	..... WEINERT 11.9	66.3		28	No Office		9:05
	4:40	8:00 a.m.-5:00 p.m.		W	W 96.9	..... HASKELL 15.8	54.4	36	69	Closed		8:30
	P.M. L 7:00	A 5:30 P.M.	7:15 a.m.-8:00 p.m.	CWYT RKOB Yard	W112.7	..... STAMFORD M-K-T CROSSING (Grade) 13.9	38.6	Yard	Yard	See Footnote	A.M. A 4:45	L 7:30 A.M.
	8:00		8:00 a.m.-5:00 p.m.	W	W126.6	..... ANSON 11.0	24.7		43	Closed		3:50
	8:50		No Office		W137.6	..... HAWLEY 7.7	13.7		22	No Office		2:55
	9:30		No Office		W145.3	..... LANIUS (Spur) 6.0	6.0		27	No Office		2:05
	A10:10 P.M.		7:45 a.m.-4:45 p.m.	WYR KB Yard	W151.3	..... ABILENE 151.3	0.0	Yard	Yard	Closed	L 1:30 A.M.	
	3.10 12.2	7.30 15.0				..... SCHEDULE TIME AVERAGE MILES PER HOUR					3.15 11.9	8.16 13.7

**STAMFORD: Office open Saturday 7:15 a.m. to 4:15 p.m.
Office Open Sunday 5:00 p.m. to 8:00 p.m.**

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

Rule 907 is in effect.

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

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

M-K-T and W. F. & S. trains and engines using tracks of Fort Worth and Denver Railway are governed by rules and time table of Fort Worth and Denver Railway.

Yard limits of Wichita Falls and Maples are continuous between Wichita Falls and yard limit board M. P. W 4.36.

Fort Worth and Denver Railway trains will not be required to stop or register at Maples but must approach W. F. & S. Jct. at reduced speed. If main track is clear and switch properly lined, trains may proceed not exceeding 10 miles per hour while passing over Junction switch.

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

SPECIAL INSTRUCTIONS, F. W. & D. RY.

Superintendent of Motive Power..... F. A. Smerke, Childress
 Trainmaster..... W. T. Hanks, Fort Worth
 Trainmaster..... J. D. Montgomery, Amarillo
 Road Foreman and Asst. Trainmaster..... J. H. Harmon, Amarillo
 Road Foreman and Asst. Trainmaster..... L. D. Phillips, Wichita Falls
 Asst. Trainmaster..... B. E. Smith, Childress
 Asst. Trainmaster..... G. W. Holly, Wichita Falls
 Chief Train Dispatcher..... G. A. Shaw, Wichita Falls
 Night Chief Train Dispatcher..... W. A. Stegall, Wichita Falls

TRAIN DISPATCHERS

M. A. Davis
J. H. Lowder

W. J. Hamilton
F. R. Brady
C. N. Parker

P. R. Armstrong
Z. Ellis, Jr.

Spur and Stamford Subdivision

WICHITA FALLS DIVISION

TIME TABLE No. 22

EFFECTIVE MAY 31, 1953

WESTWARD			Office Open Week Days Except Saturdays	Signs	Distances from Wichita Falls	STATIONS	Distance from Spur	Capacity of		Office Open Saturdays and Sundays	EASTWARD		
								Sidings	Other Tracks				
			7:15 a.m.-8:00 p.m.	CWYT ORKB Yard	W112.7	..... STAMFORD M-K-T CROSSING (Grade)	82.2	Yard	Yard	See Footnote			
			No Office		B 115.4	..... 2.7 M-K-T CROSSING (Grade)	79.5			No Office			
			No Office		B 126.7	..... 11.3 P. & S. F. CROSSING (Grade)	68.2			No Office			
			No Office		B 127.2	..... 0.5 SAGERTON	67.7	20		No Office			
			No Office		B 133.9	..... 6.7 OLD GLORY	61.0		19	No Office			
			No Office		B 144.3	..... 10.4 ASPERMONT	50.6		38	No Office			
			No Office		B 151.0	..... 6.7 SWENSON	43.9	20		No Office			
			No Office		B 157.3	..... 8.3 PEACOCK	37.6		25	No Office			
			No Office	W	B 171.2	..... 13.9 JAYTON	23.7		54	No Office			
			No Office		B 181.0	..... 0.8 GIRARD	13.9		15	No Office			
			8:30 a.m.-5:30 p.m.	WYR	B 194.9	..... 13.9 SPUR	0.0	Yard	91	Closed			
						..... 82.2							

STAMFORD: OFFICE OPEN SATURDAY 7:15 a.m. to 4:15 p.m.
Office Open Sunday 5:00 p.m. to 8:00 p.m.

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS EASTWARD.

Rule 907 is in effect.

No train order signal at Stamford and Spur. Conductors and Enginemen must have Clearance Form A when operator on duty.

SPECIAL INSTRUCTIONS, F. W. & D. RY. - Continued

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. USE OF TRACK.

There is no superiority of trains on parallel track, Childress.

All trains on parallel track will move as prescribed by Rule 908 and must not exceed 10 M.P.H. between the north yard switch at Childress and Denver Northern Junction.

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

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

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

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

4. Except as provided for in Rule 512, before train or engine movement is made from siding equipped with a spring switch, not governed by a dwarf signal, spring switch must be opened by hand.

When a train or engine, on a siding equipped with a spring switch and dwarf signal, is stopped by a Stop Indication and no conflicting train or engine movement is evident, and movement to main track is authorized as prescribed by Rule 509, spring switch must be opened by hand.

In either case, after waiting three minutes and leading truck has passed fouling point while switch is open, switch must then be closed by hand. Leading truck must not pass fouling point until after expiration of the three minute period.

5. Where extra trains display classification signals, the display of white flags as prescribed by Rule 21, will be discontinued, and white lights will be used as classification signals for both day and night operation.

6. Rule 1345 is modified as follows:

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

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

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

7. 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.
- MP B113.75, highway overpass.
- T. & P. Ry. overhead crossing between MP W 150 and MP W 151, Abilene.

SPECIAL INSTRUCTIONS--Concluded

8. RAILROAD CROSSINGS:

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

M-K-T CROSSING AT WICHITA FALLS.

M-K-T CROSSING AT STAMFORD.

M-K-T CROSSING ON STAMFORD AND SPUR SUB-DIVISION (M. P. B115.4).
P. & S. F. CROSSING AT SAGERTON (M. P. B126.7).

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

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

P. & S. F. CROSSING MP L-358.5, Lubbock, Centralized Traffic Controlled by Santa Fe dispatchers. Trains stopped by home signal will be governed by rule 523 and instructions posted in telephone and release boxes.

SPEED RESTRICTIONS

1. 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 handled by passenger engines, and

(b) The allowable maximum speed shown in the time table for steam freight trains when troop trains have freight cars mingled with the passenger equipment.

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

A positive block will 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 10 minutes and then proceed at restricted speed to next open office.

2. Light engines may operate at speed authorized for freight trains, except must not exceed 35 M. P. H.

3. Steam switch engines not equipped with engine truck, moving over the road (outside of switching limits) must run forward when practicable, and must not exceed 20 M. P. H.

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

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

6. Gas or diesel-electric motor cars may operate on the various subdivisions at speed authorized for passenger trains, but must not exceed 50 M. P. H. On branch lines when steam is substituted for motor service speed must be reduced 10 M. P. H. below authorized speed for motor trains.

Gas or diesel-electric motor cars running backward must not exceed a speed of 10 M. P. H. above the speed authorized for steam engines running backward on that subdivision.

7. Diesel engines running light must not exceed speed authorized for freight trains except must not exceed 35 M. P. H. unless otherwise provided.

8. Diesel engines in CB&Q 200 and 400 series must not exceed 65 M.P.H.

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

Gas or diesel-electric motor cars 60 M. P. H.
Diesel-electric passenger engines 75 M. P. H.
Diesel-electric freight engines 60 M. P. H.
Diesel-electric switch engines 40 M. P. H.

When subdivision maximum speeds are less, they will govern.

10. 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	Reduced Speed	Reduced Speed	Reduced Speed	Reduced Speed
All Crossovers and turnouts, not otherwise specified	10	10	10	10
Short scale test cars:				
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 Texline:				
On straight track.....			35	35
Around curves			30	30
Between Plains Junction, Plainview and Lubbock:				
On straight track.....			25	25
Around curves			20	20
Between Sterley and Silverton.....			10	10
Between Plainview and Dimmitt.....			10	10
Between Childress and Pampa:				
On straight track.....			25	25
Around curves			20	20
Between Wichita Falls and Abilene.....			20	20
Between Stamford and Spur.....			10	10
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
Branch Lines			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
WICHITA FALLS AND FORT WORTH SUBDIVISION				
Maximum speed between Fort Worth and Henrietta	75	60	55	45
Maximum speed between Henrietta and Wichita Falls.....	65	60	55	45
Between T&P Jct. and Hampton.....	Reduced Speed	Reduced Speed	Yard	Yard
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.	25	25	25	25
Curves M.P. 4.01 and M.P. 5.18.....	40	40	25	25
Saginaw-Spring Switch:				
Trailing movement.....	10	10	10	10
Curve M.P. 25-30.....	65			
Between M.P. 28.45 and M.P. 32.30.....	60			
Curve M.P. 30.89.....	55	50	45	35
Between M.P. 43.50 and M.P. 48.00.....	65			
Curve M.P. 43.60.....	60			
Curve M.P. 46.41.....	55	50	45	35
Curves M.P. 69.88 and M.P. 70.26.....	60	55	45	
Dickworsham-Spring Switch:				
Trailing movement	10	10	10	10
Between M.P. 111.32 and M.P. 119.31, Wichita Falls and Sunshine Yard.....	Reduced Speed	Reduced Speed	Yard	Yard
Between M.P. 113.00 and WF&NWJct.....	Reduced Speed	Reduced Speed	Yard	Yard
Wichita Falls--City Limits.....	15	15	15	15
Wichita Falls--Seventh Street.....	8	8	8	8
Steam engines running backward.....		20		20

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. 416.05 and M.P. 419.18, Dalhart				
Maximum Speed between Wichita Falls and M.P. 173.75	75	60	55	45	C.R.I.&P. Crossing, M.P. 417.60	20	20	Yard	Yard
Maximum Speed between M.P. 173.75 and Childress	65	60	55	45	Between M.P. 452.03 and M.P. 454.43, Texline and Sixela			Yard	Yard
Between M.P. 111.32 and M.P. 119.31, Wichita Falls and Sunshine Yard			Yard	Yard	Steam engines running backward	20		Yard	20
Between M.P. 113.00 and WF&NW Jct.	Reduced Speed 15	Reduced Speed 15	Yard	Yard	SIXELA AND TEXLINE SUBDIVISION				
Wichita Falls—City Limits	15	15	15	15	Maximum Speed:	40	40	Yard	Yard
Wichita Falls—Seventh Street	8	8	8	8	Steam engines running backward	15	20	Yard	20
Orient—Spring Switch:					CHILDRESS AND PAMPA SUBDIVISION				
Trailing movement	15	15	15	15	Maximum Speed:		35	30	30
Facing point movement	25	25	25	25	Between Childress and M.P. N-223.14			Yard	Yard
Between M.P. 137.98 and M.P. 143.76, Electra			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	20
Electra—City Limits	30	30			C.R.I.&P. Crossing, M.P. N-279.00	20		20	20
Between M.P. 162.14 and M.P. 165.15, Vernon			Yard	Yard	McClelland Creek Bridge N-302.79 and North Fork Bridge N-312.92	20		20	20
St. L.S.F.&T. Crossing, M.P. 163.10	20	20	20	20	Between M.P. N-328.88 and Pampa		25	20	20
Poase River Bridge and Curve M.P. 166.37	60				Steam engines running backward		20	Yard	Yard
Between M.P. 177.62 and M.P. 180.45, Chillicothe			Yard	Yard				20	20
P.&S.F. Crossing, M.P. 179.00	20	20	20	20	PLAINS JUNCTION AND LUBBOCK SUBDIVISION				
Between M.P. 190.53 and M.P. 193.39, Quanah			Yard	Yard	Maximum speed between Plains Jct. and Sterley:				
Q.A.&P. Crossing, M.P. 191.60	20	20	20	20	On straight track		45	35	35
Q.A.&P. Crossing, M.P. 196.90	20	20	20	20	Around Curves		30	25	25
Between M.P. 219.21 and M.P. 223.41, Childress			Yard	Yard	Maximum speed between Sterley and Lubbock		45	35	35
Childress—Commerce and Main Streets	20	20			Between Plains Jct. and M.P. P-238.17			Yard	Yard
Steam engines running backward		20		20	Through tunnels, M.P. P-288.70 and M.P. P-289.63		25	15	15
AMARILLO AND CHILDRESS SUBDIVISION					Between M.P. P-304.92 and M.P. L-307.34, Sterley			Yard	Yard
Maximum speed between Childress and Plains Jct.	65	60	55	45	Between M.P. L-356.70 and Lubbock			Yard	Yard
Maximum speed between Plains Jct. and Amarillo	59	59	49	45	P.&S.F. Crossing "E" M.P. L-358.50	20		20	20
Between M.P. 219.21 and M.P. 223.41, Childress			Yard	Yard	Between M.P. L-358.50 and M.P. L-359.50	20			
North Childress—Spring Switch:					Between M.P. L-359.50 and passenger depot, Lubbock	15			
Trailing movement	10	10	10	10	Steam engines running backward	20			20
Facing point movement	25	25	25	25	SILVERTON AND DIMMITT SUBDIVISION				
Between M.P. 235.53 and M.P. 237.72, Estelline			Yard	Yard	Maximum Speed:				
Between M.P. 249.46 and M.P. 251.76, Memphis			Yard	Yard	Between Silvertown and Sterley	25	25	25	25
Between M.P. 331.75 and M.P. 338.45, Amarillo			Yard	Yard	Between Sterley and Plainview	45	30	30	30
P.&S.F. Crossing, M.P. 334.70	40	40	20	20	Between Plainview and Dimmitt	25	25	25	25
Steam engines running backward		20		20	Between Silvertown and M.P. S-324.58			Yard	Yard
TEXLINE AND AMARILLO SUBDIVISION					Between M.P. S-307.31 and M.P. P-307.27, Sterley			Yard	Yard
Maximum speed between Amarillo and Murdo	59	55	45	45	Between M.P. P-320.00 and M.P. P-326.43, Plainview			Yard	Yard
Maximum speed between Murdo and Texline	59	59	49	45	P.&S.F. Crossing "B" M.P. P-323.70	20		20	20
Between M.P. 331.75 and M.P. 338.45, Amarillo			Yard	Yard	Between M.P. P-366.61 and Dimmitt			Yard	Yard
Amarillo—Between passenger depot and Tyler Street	15	15	15	15	Steam engines running backward:				
Between M.P. 336.00 and M.P. 349.75	55				Between Silvertown and Sterley	10		10	10
Curve, M.P. 339.22	50	50		35	Between Sterley and Plainview	20		20	20
Curves, M.P. 337.11, M.P. 340.61, M.P. 345.47, M.P. 345.99 and M.P. 349.74					Between Plainview and Dimmitt	10		10	10
Curve, M.P. 359.86	55	50		35	WICHITA FALLS AND ABILENE SUBDIVISION				
Curve, M.P. 360.25	50	50		35	Maximum Speed:				
Curve, M.P. 367.54	45	40	40	25	Between Wichita Falls and Abilene	35	35	35	35
Curve, M.P. 373.66		50		35	Through city limits, Wichita Falls	15	15	15	15
Curves, M.P. 379.16 and M.P. 381.04	55	50		35	Seymour, over street and highway crossings	10	10	10	10
Curve, M.P. 384.48		50		35	Through city limits, Anson	20	20	20	20
					Through city limits, Abilene	15	15	15	15
					Abilene, before moving over 13th Street	Stop	Stop	Stop	Stop
					STAMFORD AND SPUR SUBDIVISION				
					Maximum Speed:				
					Double Mountain Fork Bridge, M. P. B129.28, entire train	25	25	25	25
					Salt Fork Bridge, M. P. B160.47, entire train.	10	10	10	10
						10		10	10