

# MAKE EVERY TRIP A SAFETY TRIP



**E. RIVERS**  
Chief Dispatcher

**R. R. HOLDEN**  
Train Dispatcher



ROAD FOREMAN OF ENGINES HAS THE SAME  
AUTHORITY AS ASSISTANT SUPERINTENDENT  
WHILE ON LINE OF ROAD

Missouri-Kansas-Texas Railroad Company  
Missouri-Kansas-Texas Railroad  
Company of Texas

EMPLOYEES'  
**TIME  
TABLE**  
**No. 26-B**

## NORTHWESTERN DIVISION

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

**Sunday, April 4, 1954**

Superseding Previous Time Table

FOR THE INFORMATION AND GUIDANCE  
OF EMPLOYEES ONLY

The Railroad Company Reserves the Right to Vary Therefrom as  
Circumstances May Require

**C. W. CAMPBELL**  
Superintendent

**L. M. STUART**  
General Superintendent  
Transportation

**H. M. WARDEN**  
Vice-President and  
General Manager

**B. A. McDONALD**  
Superintendent of  
Rules — Safety



**TONNAGE RATINGS PER UNIT**

EMD—GP-7—1501 to 1529  
ALCO FREIGHT 326 to 334  
EMD—F-7  
226 to 229 208 to 211

| FROM          | TO            |      |
|---------------|---------------|------|
| Forgan        | Mocane        | 2700 |
| Mocane        | Supply        | 7000 |
| Supply        | Woodward      | 3200 |
| Woodward      | Hocker        | 2500 |
| Hocker        | Mangum        | 3000 |
| Mangum        | Altus         | 7000 |
| Altus         | Grandfield    | 3600 |
| Grandfield    | Wichita Falls | 3000 |
| Wichita Falls | Altus         | 2700 |
| Altus         | Mangum        | 3000 |
| Mangum        | Hammon        | 2250 |
| Hammon        | Woodward      | 2450 |
| Woodward      | Forgan        | 2500 |
| Welon         | Duke          | 3000 |
| Duke          | Wellington    | 2700 |
| Wellington    | Duke          | 3000 |
| Duke          | Welon         | 4000 |

**EMPLOYEES HOSPITAL ASSOCIATION**

Dr. Roland S. Kieffer, Chief Surgeon, 1831 Railway Exchange Building, St. Louis 1, Mo.

| STATION       | NAME                     | TITLE                  |
|---------------|--------------------------|------------------------|
| Altus         | Dr. H. N. Bussey         |                        |
| Altus         | Dr. C. L. Tefertiller    | Local Surgeon—Examiner |
| Altus         | Dr. E. A. Abernathy      | Oculist                |
| Burkburnett   | Dr. J. A. Davey          |                        |
| Burkburnett   | Dr. Phillip A. Carpenter |                        |
| Elk City      | Dr. L. V. Baker          |                        |
| Grandfield    | Dr. W. A. Fuqua          |                        |
| Hollis        | Dr. R. H. Lynch          |                        |
| Hollis        | Dr. Robert S. Srigley    |                        |
| Hollis        | Dr. C. N. Talley         |                        |
| Leedey        | Dr. W. E. Seba           |                        |
| Mangum        | Dr. L. E. Pearson        |                        |
| Mangum        | Dr. Fred W. Sellers      |                        |
| Mangum        | Dr. Tom L. Wainwright    |                        |
| Tipton        | Dr. J. H. Holman         |                        |
| Wellington    | Dr. E. W. Jones          |                        |
| Wichita Falls | Dr. J. A. Johnson        | Oculist                |
| Wichita Falls | Dr. W. T. Wells          | Oral Surgeon           |
| Wichita Falls | Dr. R. L. Hargrave       | Division Surgeon       |
| Wichita Falls | Dr. B. R. Collins        | Division Surgeon       |
| Wichita Falls | Dr. Owen C. Berg         | Urologist              |
| Wichita Falls | Dr. L. E. Holland        | Division Surgeon       |
| Woodward      | Dr. C. E. Williams       |                        |
| Woodward      | Dr. Joe L. Duer          | Local Surgeon—Examiner |
| Woodward      | Dr. W. R. Hunter         | Oral Surgeon           |
| Beaver        | Dr. E. A. McGrew         |                        |
| Beaver        | Dr. Ed S. Calhoun        |                        |

**SPECIAL INSTRUCTIONS  
OPERATING RULES**

Rules 230 and 232. Supplement to:  
**Nunn Type Train Order Signal**



Aspect—Parallel with track, Green light.  
Indication—Proceed, "No Orders".  
Name—Clear Train Order Signal.



Aspect—At right angle to track, Red light.  
Indication—Stop, unless clearance received.  
Name—Stop Train Order Signal.

**Rule 2.** Supplement to:

Watches that have been examined and certified to by a designated watch inspector must be used by Superintendents, Assistant Superintendents, Trainmasters, Road Foremen of Engines, District Engineers, Roadmasters, Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Flagmen, Firemen, Hostlers, Engine Foremen, Yardmen, Switch Tenders, Train Porters, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen, and any employe in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment.

The above employes, upon entering service, and annually in May, must provide themselves with Form CT-90 Standard, to be issued by designated watch inspector on an order from the Superintendent, or in return for Form CT-90 Standard of the immediately preceding period. They must submit watch for inspection and Card CT-90 Standard for making record thereon, to designated watch inspector as provided for in Rule 2 of the Uniform Code of Operating Rules (or similar Maintenance of Way Rules); except, such Maintenance of Way and Bridge and Building employes who are unable to comply with this Rule monthly, must do so as nearly monthly as possible. Form CT-90 Standard must be in employe's possession while on duty and presented for examination when called for by an officer.

**Rule 12(j).** Supplement to:

Five (5) minute yellow fuses may be used in giving hand signals as prescribed by Rule 12(j) except yellow fuses must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

**Rule 14:** Supplement to:

In making outgoing terminal brake test, one long and one short sound of engine horn or whistle will be sounded after a signal has been received from the car inspector to apply the brakes.

**Rule 209.** Amendment to:

Second paragraph is cancelled. Form "X" orders must be in handwriting.

**Forms of Train orders.** Supplement to Form S-E:

The following form is authorized:

"No. 6 Engine 378 wait at C until 930 a m for Extra 107 south.

"No. 6 take siding C for Extra 107 south."

When a superior train is directed by Train Order Form S-E (Wait Order) to take siding for another train, such instructions, unless annulled by a subsequent Train Order, are in effect after the time stated in the order has expired, and the superior train must approach the designated point at RESTRICTED SPEED prepared to stop, expecting to find the inferior train on the main track between the siding switches without flag protection, and must take siding if the inferior train is at the designated point.

If the superior train arrives at the designated point after the time stated in the order has expired and the expected train has not arrived, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding.

This form of train order must not be combined with any other form of order, and may contain only one waiting point.



**SOUTHWARD TRAINS**

**ALTUS SUBDIVISION**

**NORTHWARD TRAINS**

| FOURTH CLASS        |                     |                     | Distance from<br>Wichita Falls | TIME TABLE No. 26-B                    |   | FOURTH CLASS        |                     |                     |           |           |           |
|---------------------|---------------------|---------------------|--------------------------------|--|---|---------------------|---------------------|---------------------|-----------|-----------|-----------|
| 85                  | 57                  | 83                  |                                | Effective 12:01 A. M.<br>April 4, 1954 |   | 84                  | 58                  | 86                  |           |           |           |
| Mixed               | Mixed               | Mixed               |                                | STATIONS                               |   |                     |                     |                     | Mixed     | Mixed     | Mixed     |
| Daily Except Sunday | Daily Except Sunday | Daily Except Sunday |                                | Symbols, Car Capacity, Siding.         |   | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday |           |           |           |
| PM 3.15             | PM 4.40             | AM 7.10             |                                | OPY Yard                               |   | PM 2.00             | AM 9.35             | AM 7.45             |           |           |           |
|                     |                     |                     | 77.3                           | D                                      | WELON                                   | WN                  |                     |                     |           |           |           |
|                     |                     |                     | 76.2                           |  | 1.1<br>A. T. & S. F. Crossing-Gate      |                     |                     |                     |           |           |           |
|                     |                     |                     | 75.6                           | D                                      | ALTUS                                   | AS                  | 54 P                | s 1.50              | 9.30      | 7.30      |           |
|                     |                     |                     | 74.8                           |  | 0.8<br>S. L.-S. F. Crossing-Unprotected |                     |                     |                     | AM        | AM        |           |
|                     |                     |                     | 67.7                           |  | 7.1<br>HUMPHREYS                        |                     | 27 P                | f 1.25              |           |           |           |
|                     |                     |                     | 61.1                           | D                                      | TIPTON                                  | ON                  | 49 P                | s 1.05              |           |           |           |
|                     |                     |                     | 56.1                           |  | 6.6<br>BURT                             |                     | Spur 11P            | f 12.50             |           |           |           |
|                     |                     |                     | 51.1                           |  | 5.0<br>GROVER                           |                     | 51                  | 12.35               |           |           |           |
|                     |                     |                     | 50.3                           |  | 0.8<br>S. L.-S. F. Crossing-Unprotected |                     |                     |                     |           |           |           |
|                     |                     |                     | 50.2                           |  | 0.1<br>NORTH FREDERICK JCT.             |                     | P                   |                     |           |           |           |
|                     |                     |                     | 50.7                           | D                                      | FREDERICK                               | FI                  | 17 PY               | s 12.25             |           |           |           |
|                     |                     |                     | 50.0                           |  | 0.7<br>SOUTH FREDERICK JCT.             |                     |                     | PM                  |           |           |           |
|                     |                     |                     | 49.2                           |  | 0.8<br>HUFF                             |                     | 53                  | 11.50               |           |           |           |
|                     |                     |                     | 46.0                           |  | 3.2<br>KELL                             |                     | 72 P                | 11.40               |           |           |           |
|                     |                     |                     | 40.9                           | D                                      | 5.0<br>HOLLISTER                        | HO                  | 72 P                | s 11.25             |           |           |           |
|                     |                     |                     | 34.3                           |  | 6.7<br>LOVELAND                         |                     | 71 P                | f 11.05             |           |           |           |
|                     |                     |                     | 27.1                           | D                                      | 7.2<br>GRANDFIELD                       | G                   | 90 P                | s 10.25             |           |           |           |
|                     |                     |                     | 20.9                           | D                                      | 6.2<br>DEVOL                            | V                   | 62 P                | s 9.45              |           |           |           |
|                     |                     |                     | 18.4                           |  | 2.5<br>NORTH BANK                       |                     | Spur 4 P            | Mixed               |           |           |           |
|                     |                     |                     | 14.0                           | D                                      | 4.4<br>BURKBURNETT                      | B                   | 71 P                | s 9.25              |           |           |           |
|                     |                     |                     | 6.7                            |  | 7.3<br>BACON                            |                     | 33 P                | f 8.35              |           |           |           |
|                     |                     |                     | 4.0                            |  | 2.7<br>OILDOM                           |                     | 50 P                | 8.25                |           |           |           |
|                     |                     |                     | 1.4                            | N                                      | 2.6<br>NORTH YARD                       | DI                  | Yard POTS           | 8.15 AM             |           |           |           |
|                     |                     |                     | 0.9                            |  | 0.5<br>W. F. & N. W. JCT.               |                     |                     | Way Freight         |           |           |           |
|                     |                     |                     |                                | D                                      | 0.9<br>WICHITA FALLS                    | WF                  | Y                   |                     |           |           |           |
|                     |                     |                     |                                |  | 77.3                                    |                     |                     |                     | <b>84</b> | <b>58</b> | <b>86</b> |
|                     |                     |                     |                                |  | Average Speed Per Hour                  |                     |                     |                     | 13.3      | 20.4      | 6.4       |
|                     | <b>85</b>           | <b>57</b>           | <b>83</b>                      |  |   |                     |                     |                     |           |           |           |
|                     | 10.0                | 10.0                | 15.7                           |  |   |                     |                     |                     |           |           |           |

BETWEEN YARD LIMIT SIGNS ALTUS-WELON YARD TRAINS HAVE NO TIME TABLE SUPERIORITY

SOUTHWARD TRAINS

WOODWARD SUBDIVISION

NORTHWARD TRAINS

| FOURTH CLASS                                |  |                             |                              | Distance from Wichita Falls | TIME TABLE No. 26-B                    |             | Symbols, Car Capacity, Siding. | FOURTH CLASS                 |                                  |  |   |
|---|--|-----------------------------|------------------------------|-----------------------------|--|-------------|--------------------------------|------------------------------|----------------------------------|--|---|
| 217   | 211                                    | 87                          | 85                           |                             | Effective 12:01 A. M.<br>April 4, 1954 |             |                                | 86                           | 88                               | 212                                    | 218   |
| P. & S. F. Mixed<br>Tues., Thurs., Saturday | P. & S. F. Mixed<br>Mon., Wed., Friday | Mixed<br>Mon., Wed., Friday | Mixed<br>Daily Except Sunday |                             | STATIONS                               |             |                                | Mixed<br>Daily Except Sunday | Mixed<br>Tues., Thurs., Saturday | P. & S. F. Mixed<br>Mon., Wed., Friday | P. & S. F. Mixed<br>Tues., Thurs., Saturday |
|   |  | AM 8.00                     |                              | 220.4                       | GUEST                                  |             | OYS Yard                       |                              |                                  |  |   |
|   |  |                             |                              | 219.9                       | A.T. & S.F. Inter. (C.T.C.)            |             |                                |                              |                                  |  |   |
|   |  | s 8.05                      |                              | 219.6                       | D                                      | WOODWARD WA |                                |                              | s 2.56                           |  |   |
|   |  | 8.06                        |                              | 219.3                       | WOODWARD SIDING                        |             | 32                             |                              | 2.55                             |  |   |
|   |  | s 8.36                      |                              | 206.3                       | D                                      | SHARON SH   | 47                             |                              | s 2.25                           |  |   |
|   |  | s 9.10                      |                              | 195.0                       | D                                      | VICI VI     | 47                             |                              | s 1.55                           |  |   |
|   |  | s 9.40                      |                              | 185.2                       | D                                      | CAMARGO CA  | 45                             |                              | s 1.25                           |  |   |
|   |  | f 9.58                      |                              | 181.0                       | TRAIL                                  |             | 84                             |                              | f 1.05                           |  |   |
|   |  | s 10.28                     |                              | 171.5                       | D                                      | LEEDEY DY   | 45                             |                              | s 12.40                          |  |   |
|   |  | f 10.50                     |                              | 162.2                       | MOOREWOOD                              |             | 50                             |                              | f 12.10                          |  |   |
|   |  |                             |                              | 154.3                       | P. & S. F. Crossing-Gate               |             |                                |                              | PH                               |  |   |
|   | PH 1.32                                | AM 8.02                     | 11.10                        | 154.2                       | HAMMON JCT.                            |             |                                |                              | 11.49                            | AM 8.20                                | PH 1.45                                     |
|   | 1.35 PM                                | 8.05 AM                     | 11.13                        | 153.2                       | CITY JCT.                              |             |                                |                              | 11.46                            | 8.17 AM                                | 1.42 PM                                     |
|   |  |                             | s 11.15                      | 152.7                       | D                                      | HAMMON HN   | 26                             |                              | s 11.45                          |  |   |
|   |  |                             | f 11.35                      | 145.0                       | CARPENTER                              |             | 26                             |                              | f 11.25                          |  |   |
|   |  |                             | 12.01 PM                     | 135.6                       | D                                      | ELK CITY DK | 50 OY                          | AM 10.35                     | 11.01 AM                         |  |   |
|   |  |                             | f 12.50                      | 129.0                       | HOCKER                                 |             | 47                             | f 10.15                      |                                  |  |   |
|   |  |                             | s 1.15                       | 119.8                       | D                                      | CARTER CR   | 46                             | s 9.50                       |                                  |  |   |
|   |  |                             | f 1.35                       | 112.8                       | MORAVIA                                |             | 28                             | f 9.25                       |                                  |  |   |
|   |  |                             | s 1.50                       | 108.1                       | D                                      | WILLOW WI   | 24                             | s 9.10                       |                                  |  |   |
|   |  |                             | s 2.00                       | 105.2                       | D                                      | BRINKMAN BN | 47                             | s 9.00                       |                                  |  |   |
|   |  |                             |                              | 98.3                        | C.R.I. & P. Crossing-Unprotected       |             |                                |                              |                                  |  |   |
|   |  |                             | s 2.30                       | 95.4                        | D                                      | MANGUM MA   | 36 Y                           | s 8.30                       |                                  |  |   |
|   |  |                             | f 2.45                       | 89.2                        | HESTER                                 |             | 27                             | f 8.15                       |                                  |  |   |
|   |  |                             | f 3.00                       | 83.3                        | MARTHA                                 |             | 44                             | s 8.00                       |                                  |  |   |
|   |  |                             | 3.15 PM                      | 77.3                        | D                                      | WELON WN    | Yard OYPS                      | 7.45 AM                      |                                  |  |   |
| 217   | 211                                    | 87                          | 85                           |                             |  |             |                                | 86                           | 88                               | 212                                    | 218   |
| 20.0  | 20.0                                   | 21.2                        | 21.2                         |                             | Average Speed per hour                 |             |                                | 20.0                         | 21.2                             | 20.0                                   | 20.0  |

Nos. 211, 212, 217 and 218 HAVE NO TIME TABLE SUPERIORITY.

P. & S. F. trains must obtain clearance card before occupying main track at Hammon Jct. and City Jct. In event of wire failure, movements will be made as prescribed by Rule 99.

BETWEEN YARD LIMIT SIGNS ALTUS-WELON YARD TRAINS HAVE NO TIME TABLE SUPERIORITY



SOUTHWARD TRAINS

**FORGAN SUBDIVISION**

NORTHWARD TRAINS

| SOUTHWARD TRAINS              |  |             | TIME TABLE No. 26-B            |  |                      |   | NORTHWARD TRAINS         |               |  |
|-------------------------------|--|-------------|--------------------------------|--|----------------------|---|--------------------------|---------------|--|
| FOURTH CLASS                  |  |             | Distance from<br>Wichita Falls | Effective 12:01 A. M.<br>April 4, 1954 |                      | Symbols,<br>Car<br>Capacity,<br>Siding. | FOURTH CLASS             |               |  |
| 89<br>Mixed                   |  |             |                                | STATIONS                               |                      |   | 90<br>Mixed              |               |  |
| Tues.,<br>Thurs.,<br>Saturday |  |             |                                |  |                      |   | Mon.,<br>Wed.,<br>Friday |               |  |
|                               |  | AM<br>7.15  | 303.0                          | D                                      | <b>FORGAN</b>        | FO                                      | Yard<br>OYS              | PM<br>1.10    |  |
|                               |  | f 7.43      | 292.6                          |  | 11.2<br>MOCANE       |   | 22                       | f 12.19<br>PM |  |
|                               |  | s 8.10      | 281.9                          |  | 10.7<br>KNOWLES      |   | 28                       | s 11.35       |  |
|                               |  | s 8.39      | 271.0                          | D                                      | 10.9<br>GATE         | GC                                      | 29                       | s 10.48       |  |
|                               |  | s 8.58      | 263.4                          | D                                      | 7.5<br>ROSSSTON      | RO                                      | 30                       | s 10.20       |  |
|                               |  | s 9.32      | 255.8                          | D                                      | 7.6<br>LAVERNE       | NE                                      | 26                       | s 9.55        |  |
|                               |  | s 10.02     | 245.7                          | D                                      | 10.1<br>MAY          | MY                                      | 46                       | s 9.25        |  |
|                               |  | f 10.14     | 241.0                          |  | 4.7<br>DUNLAP        |   | 12                       | f 9.05        |  |
|                               |  | s 10.35     | 235.1                          | D                                      | 6.0<br>SUPPLY        | SU                                      | 47                       | s 8.45        |  |
|                               |  | 11.15<br>AM | 220.4                          |  | 14.6<br><b>GUEST</b> |   | Yard<br>OYS              | 8.00<br>AM    |  |
|                               |  | <b>89</b>   |                                |  |                      |   |                          | <b>90</b>     |  |
|                               |  | 20.8        |                                |  | 83.3                 |   |                          | 16.1          |  |
|                               |  |             | Average Speed Per Hour         |  |                      |   |                          |               |  |

SOUTHWARD TRAINS

**WELLINGTON SUBDIVISION**

NORTHWARD TRAINS

| SOUTHWARD TRAINS          |  |            | TIME TABLE No. 26-B            |  |                                    |   | NORTHWARD TRAINS          |               |  |
|---------------------------|--|------------|--------------------------------|--|------------------------------------|---|---------------------------|---------------|--|
| FOURTH CLASS              |  |            | Distance from<br>Wichita Falls | Effective 12:01 A. M.<br>April 4, 1954 |                                    | Symbols,<br>Car<br>Capacity,<br>Siding. | FOURTH CLASS              |               |  |
| 57<br>Mixed               |  |            |                                | STATIONS                               |                                    |   | 58<br>Mixed               |               |  |
| Daily<br>Except<br>Sunday |  |            |                                |  |                                    |   | Daily<br>Except<br>Sunday |               |  |
|                           |  | PM<br>1.30 | 132.7                          | D                                      | <b>WELLINGTON</b>                  | W                                       | Yard<br>Y                 | PM<br>12.45   |  |
|                           |  |            | 132.3                          |  | 0.4<br>F. W. & D. N. Crossing-Gate |   |                           |               |  |
|                           |  | s 2.10     | 119.6                          | D                                      | 12.7<br>DODSON                     | SN                                      | 31                        | s 12.05<br>PM |  |
|                           |  | s 2.50     | 110.7                          | D                                      | 8.9<br>HOLLIS                      | O                                       | 49                        | s 11.35       |  |
|                           |  | s 3.20     | 102.5                          | D                                      | 8.2<br>GOULD                       | GO                                      | 24                        | s 10.55       |  |
|                           |  | s 3.35     | 98.0                           |  | 4.5<br>MC QUEEN                    |   | 10                        | s 10.40       |  |
|                           |  | s 4.00     | 90.6                           | D                                      | 7.5<br>DUKE                        | DU                                      | 47                        | s 10.15       |  |
|                           |  |            | 82.8                           |  | 7.7<br>VICTORY                     |   | 24                        |               |  |
|                           |  | 4.40<br>PM | 77.3                           | D                                      | 5.5<br><b>WELON</b>                | WN                                      | Yard<br>POY               | 9.35<br>AM    |  |
|                           |  | <b>57</b>  |                                |  |                                    |   |                           | <b>58</b>     |  |
|                           |  | 17.5       |                                |  | 55.4                               |   |                           | 17.5          |  |
|                           |  |            | Average Speed Per Hour         |  |                                    |   |                           |               |  |

BETWEEN YARD LIMIT SIGNS ALTUS-WELON YARD TRAINS HAVE NO TIME TABLE SUPERIORITY



## SPECIAL INSTRUCTIONS

### 1. SUPERIORITY OF TRAINS:

- a. NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- b. Between yard limit signs trains have no time table superiority.
- c. Trains Nos. 211-212-217-218 have no time table superiority.

### 2. FORM Y TRAIN ORDER AUTHORIZED ON:

All Subdivisions.

### 3. WHERE TRAINS WILL REPORT FOR CLEARANCE OTHER THAN AS REQUIRED BY RULE 83(a) (last paragraph)

- a. Passenger Extras, North Yard instead of Wichita Falls.
- b. Nos. 87 and 90 at Woodward instead of Guest.
- c. Nos. 58 and 86 at Welon instead of Altus.

### 4. REGISTER STATIONS:

- a. Nos. 57 and 58 will register at Altus instead of Welon.
- b. Train register for Guest is in Frt. Station, Woodward.

### 5. MAXIMUM SPEED (MPH) OBSERVING PERMANENT SPEED RESTRICTION SIGNS, SPEED RESTRICTIONS OR OTHER RESTRICTIVE CONDITIONS.

| a. Between:                     | Passenger<br>Trains | Freight and<br>Mixed Trains |
|---------------------------------|---------------------|-----------------------------|
| North Yard and Burkburnett..... | 40                  | 25                          |
| Burkburnett and Devol.....      | 35                  | 20                          |
| Devol and Loveland.....         | 40                  | 25                          |
| Loveland and Altus.....         | 35                  | 20                          |
| Altus and Forgan.....           | 40                  | 25                          |
| Welon and Wellington.....       | 40                  | 25                          |

#### EXCEPTIONS:

Southward freight trains with more than 80% of engine rating may run not to exceed 30 MPH from MP 34 to MP 28 and from MP 12 to MP 9.

Entering or leaving main track turnouts, 10 MPH.

Trains handling Scale Test Car X-1658 and X-1659, 15 MPH. Handle next to cabooses. When both cars handled place 3 cars between them with one car next to cabooses.

### b. Supplement to Rule 10(h), Permanent Speed Restriction Signs

(Yellow Sign Black Numerals)

Located as near one (1) mile as conditions will permit in advance of where speed restricted. Resume Speed Sign (Green) at point where restrictions end.

- c. New FW&D (Burlington Lines) Book of Rules became effective May 1, 1951.

All train, engine, yardmen and hostlers operating over joint track between Seventh Street and WF&NW Junction, Wichita Falls, are required to have copy of this rule book and be governed by it.

Call on Superintendent's Office at Wichita Falls for copy.

### 6. SPEED AND OTHER RESTRICTIONS:

#### a. Woodward Subdivision

ALL TRAINS AND ENGINES APPROACH WOODWARD SIDING AT RESTRICTED SPEED EXPECTING TO FIND OTHER TRAINS OR ENGINES OR CARS STANDING OR MOVING IN EITHER DIRECTION ON ANY TRACK. MP. 154.3, P&SF R. R. Crossing, 15 MPH.

#### b. All Subdivisions.

8 MPH, or less if weather conditions affect visibility, must not be exceeded over the following Highway Crossings: Forgan, Main Street.

Woodward, all crossings between south Interlocking Approach Signal and Santa Fe Transfer switch. Elk City, Main Street.

Altus, first crossing north and south of station.

Burkburnett, first crossing north and south of station.

North Yard, Iowa Park crossing.

Wichita Falls, 7th Street.

MP 28 Bell Oil & Gas Crossing, 15 MPH.

Wellington U.S. Highway 83.

- c. Trains handling wreckers, steam cranes and piledrivers will not exceed 15 miles per hour.
- d. Diesel-Electric engines shall not be operated, either by towing or using traction motors for power, through water having depth over top of rail greater than 3 inches. Maximum speed 3 MPH.

### 7. AUTOMATIC BLOCK SIGNALS:

Automatic Block Signals Nos. 986-997 located near Bridge 99.2 and Automatic Block Signals 1156-1167 located near Bridge 116.2. Rules 281 and 291 govern except, when signals display "Stop" indication, train must not occupy bridges protected, until it is seen or known that bridges are in safe condition. Report at next telegraph station.

### 8. NORMAL POSITION OF SWITCHES:

WF&NW Jct. for FW&D R. R.

### 9. RAILROAD CROSSINGS:

#### a. Woodward Subdivision.

Woodward MP. 219.9, AT&SF R.R. Interlocking (CTC). Emergency operating instructions posted in telephone boxes located south switch Guest, Transfer switch, Absolute Signals, Psgr. Station and Frt. Station.

Hammon Jct. MP. 154.3, P&SF R.R. Gate. Normally against P&SF. Rule 98. Maximum speed 15 MPH.

Mangum MP. 96.3, CRI&P R. R. Stop Signs. Rule 98.

#### b. Altus Subdivision.

Altus MP 76.2, P&SF R.R. Stop Signs. Rule 98.

Altus MP 74.8, SL-SF R.R. R.R. gate normally against MKT. Rule 98.

Frederick MP 50.3, SL-SF R.R. Stop Signs. Rule 98.

#### c. Wellington Subdivision.

Wellington MP P-132, FW&DN R.R. Gate. Normally against FW&DN. Rule 98.



**10. YARDS PROTECTED BY YARD LIMIT SIGNS:**

|                               |            |                               |
|-------------------------------|------------|-------------------------------|
| <u>Wichita Falls Terminal</u> |            | <u>Woodward Subdivision</u>   |
| North Yard                    | } One Yard | Welon                         |
| Wichita Falls                 |            | Mangum                        |
| South Yard                    |            | Elk City                      |
| <u>Altus Subdivision</u>      |            | Woodward } One Yard           |
| Burkburnett                   |            | Guest                         |
| Grandfield                    |            | <u>Forgan Subdivision</u>     |
| Frederick                     |            | Guest                         |
| Altus                         | } One Yard | Forgan                        |
| Welon                         |            | <u>Wellington Subdivision</u> |
|                               |            | Welon                         |
|                               |            | Wellington                    |

**11. STANDARD TIME:**

**a. Standard Clocks Located at**

|                  |                    |
|------------------|--------------------|
| Wichita Falls    | Elk City           |
| Telegraph Office | Telegraph Office   |
| North Yard       | Woodward           |
| Telegraph Office | Telegraph Office   |
| Altus            | Guest              |
| Telegraph Office | Enginehouse Office |
| Welon            | Forgan             |
| Yard Office      | Telegraph Office   |

**b. Watch Inspectors**

|                      |   |
|----------------------|---|
| St. Louis, Mo.       | American Railroad Time Service,<br>720 Olive Street |
| Wichita Falls, Texas | C. E. Pfeifer                                       |
| Altus, Oklahoma      | Russell Jewelry Company                             |
| Elk City, Oklahoma   | John L. Anderson                                    |
| Woodward, Oklahoma   | Northrup Jewelry Company                            |
|                      | Jacklyn Jewelry Company                             |
| Forgan, Oklahoma     | Charles Suttle                                      |

**12. IMPAIRED CLEARANCES:**

a. Main track bridges and structures having horizontal clearance between points 4 ft. and 16 ft. above top of rail less than 8 ft. 6 inches:

|                    |  |
|--------------------|--|
| <u>Subdivision</u> | <u>Mile Post</u>                           |
| Altus              | Bridge 114.73, Wichita Falls, Joint Track. |
| Woodward           | M.P. 150.8. Overhead Bridge.               |
| Woodward           | Bridge 154.9, Washita River.               |
| All                | Mail cranes when pouches are hung.         |

b. Main track bridges and structures having a vertical clearance above top of rail less than 21 ft. 6 inches.

|                    |                              |
|--------------------|------------------------------|
| <u>Subdivision</u> | <u>Mile Post</u>             |
| Woodward           | M.P. 136.1 CRI&P Overpass.   |
|                    | GYP M.P. 198.0 Loading Dock. |

c. It is dangerous to stand erect on top of an engine, a high load on an open car, or on top of a covered car, also on side of a car or engine while passing through bridges, by buildings, platforms and other structures along side main and other tracks, due to the fact that engines, cars and loads on open top cars are of various heights and widths, which impairs clearances.

**13. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE**

**PAGES:**

|                |                 |                      |                 |
|----------------|-----------------|----------------------|-----------------|
| <u>Station</u> | <u>Location</u> | <u>End Connected</u> | <u>Capacity</u> |
| Cole           | MP 72.0         | North                | 8               |
|                | MP 125          | Both                 | 42              |
| Gyp            | MP 198.0        | North                | 5               |
| Scott          | MP 234.0        | South                | 33              |
| Lonar          | MP P-114.1      | South                | 15              |

**14. GOVERNING TIMETABLE AND RULES:**

- a. FW&D R.R. between Wichita Falls and WF&NW Jct. BETWEEN WICHITA FALLS and WF&NW JCT. TRAINS HAVE NO TIMETABLE SUPERIORITY: ALL TRAINS AND ENGINES MUST RUN AT RESTRICTED SPEED. Eastward and Southward movements from North Yard get register check on overdue FW&D first class trains before occupying joint track at WF&NW Jct. FW&D first class trains will be shown on train register in telegraph office North Yard.
- b. MKT R.R. between Hammon Jct. and City Jct.

**15. GENERAL ORDER BOOK LOCATED AT:**

|                         |                  |
|-------------------------|------------------|
| Wichita Falls           | Woodward         |
| Telegraph Office        | Telegraph Office |
| North Yard              | Guest            |
| Telegraph Office        | Enginehouse      |
| Enginehouse (Oil Supply | Welon            |
| House)                  | Yard Office      |
|                         | Enginehouse      |
| Altus                   | Forgan           |
| Telegraph Office        | Telegraph Office |

**16. ABBREVIATIONS:**

|               |                                  |
|---------------|----------------------------------|
| W—Water       | P—Telephone                      |
| T—Turn Table  | D—Day Telegraph Office           |
| S—Track Scale | N—Day and Night Telegraph Office |
| Y—Wye         | NO—Night Telegraph Office Only   |
| O—Oil         |                                  |

**a. Abbreviations in connection with MP Locations**

P—Wellington Subdivision.

**b. The following letters when placed before the figures of the schedule indicate:**

- "s"—Regular Stop.
- "f"—Flag Stop to receive or discharge passengers or freight.

**SPEED TABLE**

| MILES PER HOUR | 1 MILE IN |      | MILES PER HOUR | 1 MILE IN |      |
|----------------|-----------|------|----------------|-----------|------|
|                | Min.      | Sec. |                | Min.      | Sec. |
| 6              | 10        |      | 31             | 1         | 56   |
| 8              | 7         | 30   | 32             | 1         | 52   |
| 10             | 6         |      | 33             | 1         | 49   |
| 12             | 5         |      | 34             | 1         | 46   |
| 15             | 4         |      | 35             | 1         | 43   |
| 16             | 3         | 45   | 36             | 1         | 40   |
| 17             | 3         | 31   | 37             | 1         | 37   |
| 18             | 3         | 20   | 38             | 1         | 35   |
| 19             | 3         | 9    | 39             | 1         | 32   |
| 20             | 3         |      | 40             | 1         | 30   |
| 21             | 2         | 51   | 41             | 1         | 28   |
| 22             | 2         | 43   | 42             | 1         | 26   |
| 23             | 2         | 36   | 43             | 1         | 24   |
| 24             | 2         | 30   | 44             | 1         | 22   |
| 25             | 2         | 24   | 45             | 1         | 20   |
| 26             | 2         | 18   | 46             | 1         | 18   |
| 27             | 2         | 13   | 47             | 1         | 17   |
| 28             | 2         | 8    | 48             | 1         | 15   |
| 29             | 2         | 4    | 49             | 1         | 13   |
| 30             | 2         |      | 50             | 1         | 12   |