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ILE
E. H.

SAFETY FIRST

Quanah ROUTE

QUANAH, ACME & PACIFIC RAILWAY COMPANY

RED RIVER TO FLOYDADA

49

TIME TABLE No. 49

EFFECTIVE

SUNDAY, APRIL 20, 1952

AT 12:01 A. M.

Central Standard Time

Superseding Previous Time Tables

FOR EMPLOYES ONLY

The Railway Company reserves the right to vary therefrom as circumstances may require.

QUIN BAKER

President & Gen. Mgr.

Quanah, Texas

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TO EMPLOYES:

"SAFETY is of FIRST importance in the discharge of duty."

"Obedience to the rules is essential to SAFETY."

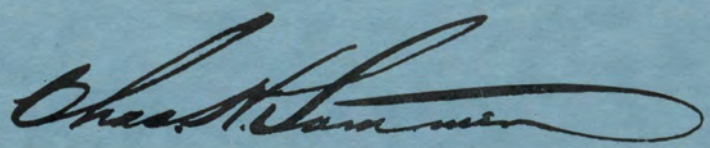
Strict observance of the rules is necessary for the protection of life and limb, and employes who are ever mindful of this not only reflect credit upon themselves and the Company, but this is also a real service to mankind.

The service that the Quanah Line renders to the public is either good or bad, according to the attention our little army of workers gives it.

Every employe should consider himself a representative of this Company. Coming in close contact with our patrons, he can, through courteous treatment and attention to duty, make the service of the highest quality.

In the conduct of your work mistakes can be minimized and accidents avoided, simply by being careful, and being conversant with and obeying the rules and instructions.

Your co-operation in accomplishing these things will make for the successful operation of this property, and will be greatly appreciated.



RED RIVER TO FLOYDADA

TIME TABLE No. 49

APRIL 20, 1952

WESTWARD								EASTWARD				
Third Class		Second Class		First Class	Station Number	Distance from Quanah		Siding Capacity in 45' Cars	First Class	Second Class		Third Class	
451 Local	51 Local	37	437	409 Psgr.					404 Psgr.	30	430	52 Local	450 Local
Arrive Mon. Wed. Fri.	Leave Mon. Wed. Fri.	Leave Daily	Arrive Daily	Arrive Daily		Miles	STATIONS		Leave Daily	Arrive Daily	Leave Daily	Arrive Tues. Thurs. Sat.	Leave Tues. Thurs. Sat.
PM 1 00	AM 8 30	AM 12 30	PM 11 00	PM 4 00	0	0.0	DN **QUANAH** OWTYKB	Yard	AM 8 50	AM 11 30	PM 1 30	PM 1 00	AM 6 00
						0.3							
	INTERLOCKING						F. W. & D. C. CROSSING		INTERLOCKING				
						0.7							
12 40	9 40	1 30	10 15	3 45	1	1.0	QUANAH JUNCTION		9 00	11 00	1 32	12 02 PM	6 05
						6.2							
12 25			9 56	3 31	8	7.2	CARNES	43	9 10		1 42		6 20
						0.9							
12 20 PM			9 51 PM	3 29 PM	9	8.1	RED RIVER		9 12 AM		1 47 PM		6 30 AM
						5.5							
	9 55	1 40			7	6.5	D ACME	Yard		10 50		11 50	
						0.1							
			INTERLOCKING				F. W. & D. C. CROSSING		INTERLOCKING				
						4.2							
					11	10.8	WHEATLAND						
						6.0							
	10 15	2 00			17	16.8	LAZARE	36		10 31		11 31	
						3.8							
	10 25[30]	2 06			21	20.6	SOMMER	30		**10 25**[51]		11 25	
						6.4							
	10 40	2 21			27	27.0	BAKER	33		10 12		11 12	
						3.7							
	10 47	2 28			31	30.7	SWEARINGEN	36		10 05		11 05	
						6.5							
	10 59	2 40			38	37.2	JACOBS	37		9 53		10 53	
						6.6							
	11 40	2 54			44	43.8	D PADUCAH Y	Yard		9 40		10 40	
						10.2							
	11 56 PM	3 11			54	54.0	NARCISSO	54		9 22		9 57	
						10.4							
	12 13	3 30			65	64.4	SUMMIT	50		9 05		9 40	
						5.6							
	12 23	3 40			70	70.0	RUSSELLVILLE	30		8 55		9 30	
						10.4							
	1 00	4 00			81	80.4	D ROARING SPRINGS Y	Yard		8 37		9 10	
						8.0							
	1 15	4 20			89	88.4	MAC BAIN	34		8 20		8 30	
						7.8							
	1 31	4 38			97	96.2	DOUGHERTY	Yard		8 04		8 14	
						6.8							
	1 45	4 52			103	103.0	BOOTHE SPUR	21		7 50		8 00	
						7.9							
	2 10 PM	5 50 AM			111	110.9	D **FLOYDADA** YKB	Yard		7 30 AM		7 40 AM	
Leave Mon. Wed. Fri.	Arrive Mon. Wed. Fri.	Arrive Daily	Leave Daily	Leave Daily					Arrive Daily	Leave Daily	Arrive Daily	Leave Tues. Thurs. Sat.	Arrive Tues. Thurs. Sat.
451	51	37	437	409					404	30	430	52	450

Eastward trains are superior to Westward trains of the same class, except No. 37 is superior to No. 30.

E. F. STEVENSON,
Chief Dispatcher,
Quanah, Texas.

GUY TRAYLOR,
Trainmaster,
Quanah, Texas.

SPECIAL INSTRUCTIONS

1. REGISTER STATIONS AND CLEARANCES.

S. L.-S. F. westward regular trains will assume corresponding number and leave Quanah Junction without clearance.

Time shown in light type at Red River and Carnes is for information only.

Q. A. & P. trains or engines operating between Quanah Junction and Red River will be governed by S. L.-S. F. time table.

No light in train order signal at Acme, Paducah and Roaring Springs.

2. MAXIMUM SPEED.

	Miles Per Hour Pasgr.	Freight
Between Red River and Quanah	55	45
Between Quanah and Lazare	45	35
Between Lazare and Baker	50	40
Between Baker and Paducah	45	35
Between Paducah and Mile Post 62	50	40
Between Mile Post 62 and Mile Post 68	45	35
Between Mile Post 68 and Mile Post 73	50	40
Between Mile Post 73 and Mile Post 88	45	35
Between Mile Post 88 and Floydada	40	30

3. SPEED RESTRICTIONS.

	Miles Per Hour Pasgr.	Freight
Through Interlocking Plants:		
Quanah	15	15
Acme	20	20
Trains being flagged over a spiked interlocked derail or switch	5	5
Circus Trains		20
Trains handling:		
Brown hoists		30
Pile drivers, steam shovels, ditchers and spreaders		20
Air dump cars		25
Steam derricks (wreckers)		20
Snow Plow:		
In service in front of engine		20
In train not in service		25

Following speeds permissible for engines moving under steam on main track—

Switch engines without engine trucks.....20 miles per hour
Engines without trailer making back up movements .....20 miles per hour
Engines with trailer making back up movement.....25 miles per hour

Light engines must not exceed maximum speed allowable for freight trains except on special instructions from Chief Dispatcher.

All trains and engines must move at restricted speed between Quanah and Quanah Jct. expecting to find main track occupied without flag protection.

All trains and engines must stop, send flagman ahead and flag Main Street crossing, Quanah.

When steam engine fails on line of road ind is towed into first terminal, train handling will not exceed speed of 25 miles per hour. This applies when all rods are up.

Trains and engines look out for sand drifts between east wye switch Roaring Springs and mile post 80 plus 10 poles and approach this location at restricted speed expecting to find sand over rails.

4. INTERLOCKINGS.

F. W. & D. C. Quanah

Hours of levermen at Interlocking 4:30 A.M. to 8:30 P.M. When leverman not on duty signals and derails are set for movement on F. W. & D. C. and against movement on Q. A. & P.

Call for lineup:
Straight track ————
Diverging route to right ———— o
Diverging route to left ———— o o

Long and short sounds of whistle be governed by Rule 14.

AUTOMATIC

F. W. & D. C. Acme

Approach signals to interlocking Acme are automatic.

Interlocking rules govern. Home signals and approach signals are color light signals whose day and night aspects display the same indications as the night aspects of semaphore signals.

When home signal is found displaying stop indication train must stop short of signal, train man will go to crossing and if no F. W. & D. C. train is approaching crossing, or if F. W. & D. C. train is standing outside home signal limits, train man will unlock release box, locked with switch lock, turn knob on hand release as far as it will go, then release it. After release has operated 2 to 3 minutes Q. A. & P. home signal should display proceed indication.

If, after operating release Q. A. & P. home signal fails to display proceed indication and F. W. & D. C. home signals are displaying stop indication, train will then proceed over crossing on hand signal from train man at the crossing providing no F. W. & D. C. train is approaching.

In case F. W. & D. C. home signal should display proceed indication movement of train over the crossing must be protected by a flagman in both directions on F. W. & D. C.

5. LOCATION OF YARD LIMITS.

Quanah Paducah
Acme Roaring Springs
Floydada

6. CLEARANCE WARNINGS.

The following bridges and structures will not clear a man standing on top of covered car, engine or engine tank, riding on side of any engine or car, or leaning out of engine, caboose or car. Employes assume risk of injury in passing through or over bridges and structures referred to.

Kind of Structure	Location	Insufficient Clearance
Bridge Through Truss	G-720.3	Top and Side
Compress, Platform and Roof Over Platforms	Quanah	Top and Side
Stock Pens, Loading Dock	Quanah	Side
Freight House Platform	Quanah	Side
Freight Transfer and Dock Platforms	Quanah	Side
Stock Pens, Loading Dock	Lazare	Side
Bridge Through Truss	22.61 Pease River	Top and Side
Stock Pens, Loading Dock	Swearingen	Side
Cotton Platform	Swearingen	Side
Stock Pens, Loading Dock	Paducah	Side
Compress, Platforms and Roof Over Platforms	Paducah	Top and Side
Auto Dock	Paducah	Side
Freight Platform	Paducah	Side
Elevators, Loading spouts and unloaders	Paducah	Side
Seed House	Paducah	Side
Stock Pens, Loading Dock	Roaring Springs	Side
Water Loading Rack	Roaring Springs	Top and Side
Buildings and Auto Dock Along Elevator Track	Roaring Springs	Top and Side
Stock Pens, Loading Dock	Dougherty	Side
Loading Spouts Poole Elevator	Dougherty	Top and Side
Elevator	Boothe Spur	Side
Stock Pens, Loading Dock	Floydada	Side
Auto Dock	Floydada	Side
Freight House Platform	Floydada	Side

Obstructions each side of and above tracks serving the Certainteed Company at Acme, Texas, will not clear man on side or top of car, engine or engine tank, or leaning out of engine or car.

7. SPECIAL INSTRUCTIONS.

When air pump fails on main track, engine or train must not be moved until pump is repaired and in proper condition, or until second engine has been furnished to doublehead. Main track movements will not be made with engine when air pump is inoperative.

When a train on main track requires assistance from following engine or train, air must be coupled and cut through before assistance is given.

Freight conductors will advise enginemen at initial terminal, where it can be done without delay to train the number of loads, empties, tonnage, make-up of train, and work to be done on line. If advice not given at initial terminal, it should be done at first opportunity on trip. When dead engines or restricted speed cars are handled out of terminals or picked up on line, this information must be given to enginemen before leaving.

Trains, engines or cars crossing the following highway crossings will protect crossing from ground position before occupying it, and in addition at night display night stop signals.

Acme		Highway 287
Floydada	Santa Fe Connection	Highway 70

8. MAXIMUM BRIDGE CLASS OF ENGINES.

Engines	GP7 500 Series	39.5
	F7 5000 Series	36.8

9. PERMISSIBLE LOAD LIMITS.

	Maximum Gross Weight of Cars	Maximum Bridge Class of Engines
Red River to Floydada	210,000 lbs.	53

10. TONNAGE RATING OF ENGINES.
(Diesel Power 1 Unit)

Quanah to Sommer	2500
Sommer to Baker	1350
Baker to Roaring Springs	1800
Roaring Springs to Dougherty	1550
Dougherty to Floydada	3000
Floydada to Roaring Springs	3000
Roaring Springs to Narcisso	2000
Narcisso to Baker	2500
Baker to Sommer	1600
Sommer to Quanah	2200

11. LIST OF COMPANY SURGEONS.

Dr. E. A. Vestal, Chief Surgeon, Quanah, Texas.

Local Surgeons

Quanah	Dr. R. R. McDaniel
Quanah	Dr. John M. Taylor
Quanah	Dr. P. L. Salkeld
Paducah	Dr. O. E. Looney
Paducah	Dr. T. B. Smith
Matador	Dr. A. C. Traweek,
Matador	Dr. A. C. Traweek, Jr.
Matador	Dr. J. G. Stanley
Floydada	Dr. Geo. V. Smith

All Surgeons are Examining Surgeons.

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.

12. LIST OF TIME INSPECTORS.

L. S. Bauman, Pres. American Railroad Time Service Co., General Time Inspector	St. Louis, Mo.
Haltom's Jewelers, 614 Main St.	Fort Worth, Texas
Delton Yarbrough Jewelry	Quanah, Texas
M. L. Solomon	Floydada, Texas

13. AVERAGE WEIGHT OF PASSENGER CARS.

	Length In Feet	Tons
Postal	60	52
Coach and Mail	50	35
Coach and Mail	60	45
Coach, Mail and Baggage	57	33
Mail, Baggage and Express	60	40
Mail, Baggage and Express	70	59
Baggage and Coach	50	30
Baggage and Express	50	30
Baggage and Express	55	32
Baggage and Express	60	38
Coaches	54	29
Coaches	60	39
Coaches	70	50
Chair Cars	55	35
Chair Cars	66	53
Chair Cars	70	55
Dining Cars	72	95
Pullman (Full Vestibule)	....	75
Agricultural Car	51	28

C. J. McCREADY,
Sup't. of Shops,
Quanah, Texas.

TABLE OF SPEEDS:

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		31	1	56	51	1	10
8	7	30	32	1	52	52	1	9
10	6		33	1	49	53	1	7
12	5		34	1	45	54	1	6
15	4		35	1	42	55	1	5
16	3	45	37	1	37	56	1	4
17	3	31	36	1	40	57	1	3
18	3	20	38	1	34	58	1	2
19	3	9	39	1	33	59	1	1
20	3		40	1	30	60	1	
21	2	51	41	1	27			
22	2	43	42	1	25			
23	2	36	43	1	23			
24	2	30	44	1	21			
25	2	24	45	1	20			
26	2	18	46	1	18			
27	2	13	47	1	16			
28	2	8	48	1	15			
29	2	4	49	1	13			
30	2		50	1	12			

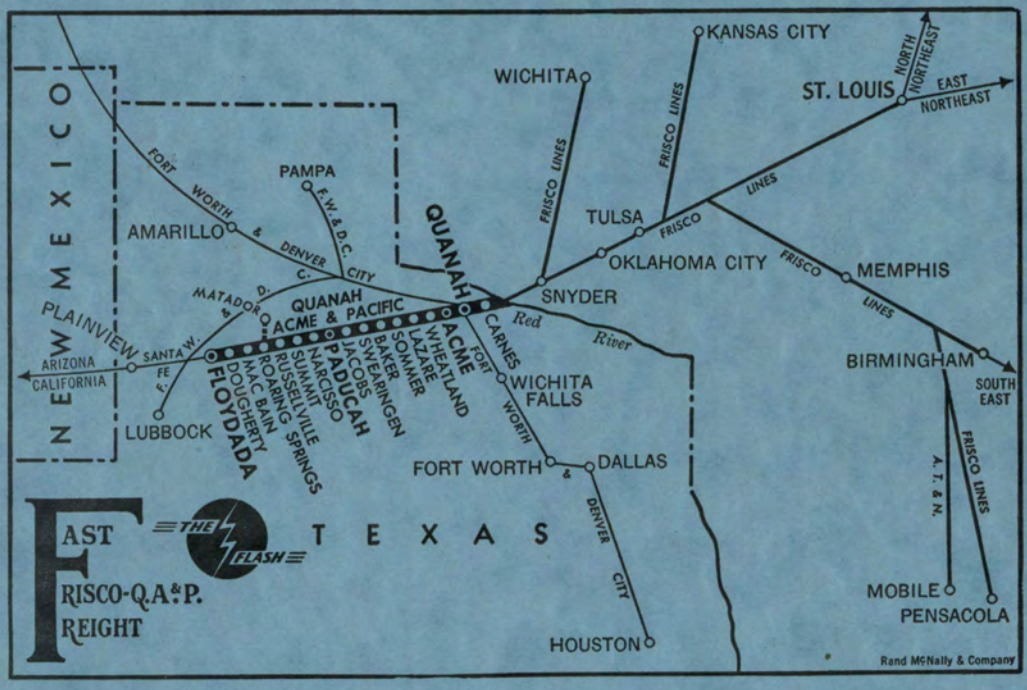
TEXAS STATE LAWS

Article 6570. In forming a passenger train the baggage or freight or merchandise or lumber cars shall not be placed in rear of passenger cars; and if they or any of them shall be so placed and any accidents happens to life or limb, the officer or agent who so directed or knowingly suffered such arrangement, and the conductor and engineer of the train, shall each and all be held guilty of intentionally causing the injury and be punished accordingly.

Article 1010, Sec. 9. Conductors of passenger trains provided with separate coaches shall have the authority to refuse any passengers admission to any coach or compartment in which they are not entitled to ride under the provisions of the Separate Coach Act, and the conductor in charge of the train shall have authority and it shall be his duty to remove from a coach any passenger not entitled to ride therein under the provisions of said Act, and upon his refusal to do so knowingly shall be guilty of a misdemeanor, and upon conviction shall be fined in any sum not less than $5.00 nor more than $25.00.

Acts 1907, Page 93.

A Railroad Company has the right to eject from its trains any passenger or person who refuses upon demand to produce a proper ticket or other transportation or satisfactory evidence of his right to ride, or pay his fare to destination; any drunken or disorderly person whose conduct is such as is calculated to operate as a serious annoyance to other passengers, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employees, who use vile or profane language in the car or who threatens to assault any passenger or train employees, whether he has paid his fare or not. In such cases such passenger or person may be expelled from the train at any point along the line, whether at a depot or elsewhere, except in case the passenger or person is unable, by reason of age, sex, infirmity or other condition or circumstance to travel from the place of ejectment to a dwelling house or town, or in case of great distance, inclement weather, darkness or other condition or circumstances, rendering it unsafe, frightful or dangerous for such passenger or person to travel to the nearest dwelling or town; then in any of such cases such passenger or person should be expelled at a station where reasonably safe and comfortable accommodations can be secured.


NEW MEXICO
PLAINVIEW
ARIZONA
CALIFORNIA
SANTA FE
LUBBOCK
FLOYDADA
DOUGHERTY
MAC BAIN
ROARING SPRINGS
RUSSELLVILLE
SUMMITVILLE
NARCISSO
PADUCAH
JACOBS
SWEARINGEN
BAKER
SOMMER
LAZARE
WHEATLAND
ACME
FORT WORTH
CARNES
ACME & PACIFIC
QUANAH
MATADOR
D.
AMARILLO
FORT WORTH & DENVER CITY
PAMPA
F.W.&D.C.
QUANAH
WICHITA
FRISCO LINES
KANSAS CITY
FRISCO LINES
ST. LOUIS
NORTH NORTHEAST
EAST NORTHEAST
LINES
TULSA
FRISCO
OKLAHOMA CITY
SNYDER
Red River
WICHITA FALLS
FORT WORTH & DENVER CITY
DALLAS
HOUSTON
FRISCO
MEMPHIS
LINES
BIRMINGHAM
SOUTH EAST
A. T. & N.
FRISCO LINES
MOBILE
PENSACOLA
FAST FREIGHT
THE FLASH
FRISCO-Q.A.&P.
TEXAS
Rand McNally & Company