

## LIST OF SURGEONS—HOSPITAL DEPARTMENT

Fort Worth.....	DR. CLAY JOHNSON.....	Chief Surgeon
Fort Worth.....	DR. R. J. WHITE.....	Asst. Chief Surgeon
Fort Worth.....	DR. N. L. DUNN.....	Local Surgeon
Fort Worth.....	DR. FRANK SANDERS.....	Local Surgeon
Fort Worth.....	DR. J. W. SHOEMAKER.....	Local Surgeon
Fort Worth.....	DR. T. C. TERRELL.....	Local Pathologist
Fort Worth.....	DR. THOMAS B. BOND.....	Local Roentgenologist
Fort Worth.....	DR. FRANK SCHOONOVER.....	Local Urologist
Fort Worth.....	DR. WEBB WALKER.....	Division Oculist
Fort Worth.....	DR. GATLIN MITCHELL.....	Local Oculist
Dallas.....	DR. R. W. BAIRD.....	Local Surgeon
Dallas.....	DR. OZRE T. WOODS.....	Local Surgeon
Decatur.....	DR. S. J. PETTY.....	Local Surgeon
Alvord.....	DR. D. C. RILEY.....	Local Surgeon
Bellevue.....	DR. L. F. CROOK.....	Local Surgeon
Henrietta.....	DR. ALBERT GREER.....	Local Surgeon
Wichita Falls.....	DR. EVERETT JONES.....	Division Surgeon
Wichita Falls.....	DR. Q. B. LEE.....	Division Surgeon
Wichita Falls.....	DR. J. B. NAIL.....	Local Oculist
Wichita Falls.....	DR. O. B. KEIL.....	Local Surgeon
Wichita Falls.....	DR. W. L. PARKER.....	Local Surgeon
Wichita Falls.....	DR. P. K. SMITH.....	Local Surgeon
Iowa Park.....	DR. GORDON CLARK.....	Local Surgeon
Electra.....	DR. W. H. OGDEN.....	Local Surgeon
Electra.....	DR. T. H. PARMLEY.....	Local Surgeon
Vernon.....	DR. J. E. DODSON.....	Local Surgeon
Vernon.....	DR. H. J. REGER.....	Local Surgeon
Chillicothe.....	DR. T. A. LOWERY.....	Local Surgeon
Quanah.....	DR. J. J. HANNA.....	Local Surgeon
Quanah.....	DR. T. D. FRIZZELL.....	Local Surgeon
Childress.....	DR. J. H. JERNIGAN.....	Local Surgeon
Childress.....	DR. G. C. FOX.....	Local Surgeon
Childress.....	DR. F. A. WHITE.....	Local Surgeon
Estelline.....	DR. P. L. VARDY.....	Local Surgeon
Memphis.....	DR. R. E. CLARK.....	Local Surgeon
Memphis.....	DR. WINFRED WILSON.....	Local Surgeon
Clarendon.....	DR. B. L. JENKINS.....	Local Surgeon
Clarendon.....	DR. OSCAR L. JENKINS.....	Local Surgeon
Clarendon.....	DR. T. H. ELLIS.....	Local Surgeon
Claude.....	DR. WM. A. CARROLL.....	Local Surgeon
Amarillo.....	DR. J. J. CRUME.....	Local Oculist
Amarillo.....	DR. M. K. KNIGHT.....	Local Surgeon
Amarillo.....	DR. DON S. MARSALIS.....	Local Surgeon
Amarillo.....	DR. F. J. CRUMLEY.....	Local Oculist
Dalhart.....	DR. G. W. DAWSON.....	Local Surgeon
Dalhart.....	DR. W. A. DAWSON.....	Local Surgeon
Dalhart.....	DR. K. W. PIERATT.....	Local Surgeon
Plainview.....	DR. J. L. GUEST.....	Local Surgeon
Lubbock.....	DR. SAM DUNN.....	Local Surgeon
Dimmitt.....	DR. MAYES MILLER.....	Local Surgeon
Lockney.....	DR. N. E. GREER.....	Local Surgeon
Turkey.....	DR. H. GILMORE.....	Local Surgeon
Silverton.....	DR. O. T. BUNDY.....	Local Surgeon
Wellington.....	DR. E. W. JONES.....	Local Surgeon
Shamrock.....	DR. J. W. GOOCH.....	Local Surgeon
Pampa.....	DR. WALTER PURVIANCE.....	Local Surgeon

## PERSONAL INJURIES

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

C. D. PECKENPAUGH, General Manager  
Fort Worth

Wichita Falls Division  
S. A. COVINGTON, Superintendent  
Wichita Falls

Amarillo Division  
J. W. MODE, Superintendent  
Amarillo

# Fort Worth & Denver City Railway Company

# TIME TABLE

OF THE  
WICHITA FALLS AND AMARILLO  
DIVISIONS

# No. 8

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

**SUNDAY, JUNE 2, 1940**  
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.

# Wichita Falls and Fort Worth Sub-Division

**WICHITA FALLS DIVISION**

**TIME TABLE No. 8**

**EFFECTIVE JUNE 2, 1940**

SOUTHWARD				Office Open Week Days	Signs	Distance from Fort Worth (T. & P. Jct.)	STATIONS	Distance from Wichita Falls	Capacity of Siding	Other Tracks	Office Open Sundays	NORTHWARD			
FIRST CLASS		Daily Passenger	Daily Passenger									FIRST CLASS		Daily Passenger	Daily Passenger
7	1											2	8		
L	P.M. 4:20	A.M. 4:20	L	Continuous	C W Y T R K O B Yd.	114.0	..... WICHITA FALLS .....	0.0	Yard	Yard	Continuous	A	P.M. 5:18	A.M. 1:33	
	4:23	4:23		No Office	Yd.	113.1	..... 0.9 ..... W. F. & O. JCT. ....	0.9			No Office		5:15	1:30	
	4:29	4:28		No Office	F	108.5	..... 4.6 ..... RAYMOND .....	5.5	80	5	No Office		5:10	1:24	
	4:34	4:31		No Office	F	105.4	..... 3.1 ..... JOLLY .....	8.6	65	40	No Office		5:07	1:20	
s			s	No Office		98.0	..... 9.4 ..... M-K-T CROSSING (Grade) .....	18.0			No Office	s		s	
s	4:56	4:42	f	10:00 a.m. to 6 p.m. 10:00 p.m. to 6 a.m.	W	95.7	..... 0.3 ..... HENRIETTA .....	18.3	66	68	12 mid. to 6:00 a.m. 4:00 p.m. to 6 p.m.	s	4:56	s 1:07	
	5:06	4:48		No Office	F	89.6	..... 6.1 ..... DICKWORSHAM .....	24.4	64		No Office		4:49	12:58	
	5:13	4:53		No Office	F	84.4	..... 5.2 ..... KOLA .....	29.6	57	6	No Office		4:43	12:52	
s	5:21	4:58		9:00 a.m. to 6:00 p.m.	W	79.4	..... 5.0 ..... BELLEVUE .....	34.6	80	26	4:00 p.m. to 6:00 p.m.	s	4:38	s 12:46	
	5:27	5:03		No Office	F	74.6	..... 4.8 ..... ELSER .....	39.4	80	3	No Office		4:32	12:39	
				No Office		69.2	..... 5.4 ..... C. R. I. & G. Crossing (Interlocked) ..	44.8			No Office				
s	5:40	5:11	s	12 mid. to 6:00 p.m.		68.4	..... 0.8 ..... BOWIE .....	45.6	82	103	12 mid. to 8:00 a.m. 3:50 p.m. to 5:50 p.m.	s	4:25	s 12:30	
	5:48	5:16		No Office	F	63.3	..... 5.1 ..... FRUITLAND .....	50.7	65	4	No Office		4:18	12:18	
f	5:55	5:20		No Office	F	59.6	..... 3.7 ..... SUNSET .....	54.4	64	30	No Office		4:14	f 12:12	
s	6:09	5:28		5:30 p.m. to 1:30 a.m.		51.7	..... 7.9 ..... ALVORD .....	62.3	80	23	5:30 p.m. to 7:30 p.m. 11:30 p.m. to 12 mid.	s	4:05	s 12:01 A.M.	
	6:17	5:34		No Office	F	48.1	..... 5.6 ..... COWEN .....	68.9	64	5	No Office		3:58	11:53	
s	6:29	5:41	s	11:00 a.m. to 7:00 p.m. 11:00 p.m. to 7:00 a.m.		40.2	..... 5.9 ..... DECATUR .....	73.8	100	90	12 mid. to 7:00 a.m. 3:15 p.m. to 7:00 p.m. 11:00 p.m. to 12 mid.	s	3:51	s 11:45	
	6:37	5:47		No Office	F	34.8	..... 5.4 ..... HERMAN .....	79.2	65	4	No Office		3:44	11:34	
	6:44	5:52		No Office	F	30.0	..... 4.8 ..... HOGSETT .....	84.0	80	3	No Office		3:38	11:28	
f	6:54	5:57		No Office	Y	25.4	..... 4.6 ..... RHOME .....	88.6	89	88	No Office	f	3:33	f 11:21	
	7:05	6:04		No Office	F	18.1	..... 7.3 ..... AVONDALE .....	95.9	80	6	No Office		3:26	11:11	
	7:11	6:08		No Office	F	14.8	..... 3.3 ..... HICKS .....	99.2	65	4	No Office		3:23	11:07	
	7:18	6:14		Continuous		9.3	..... 5.5 ..... SAGINAW—G. C. & S. F. Crossing (Interlocked) ..	104.7	97	2	Continuous		3:17	11:00	
	7:24	6:18		No Office	CWO Yd.	5.8	..... 3.5 ..... NORTH YARD .....	108.2	69	655	No Office		3:13	10:49	
	7:29	6:22		No Office		3.2	..... 2.6 ..... St. L. S. W. Crossing—Jct. (Interlocked) ..	110.8			No Office		3:09	10:45	
				No Office		3.1	..... 0.1 ..... Ft. Worth Belt—C.R.I. & G. Crossing (Interlocked) ..	110.9			No Office				
				No Office	Yd.	2.9	..... 0.2 ..... NORTH FORT WORTH .....	111.1		49	No Office				
	7:31	6:24		No Office	Yd.	2.5	..... 0.4 ..... RIO .....	111.5			No Office		3:07	10:43	
	7:35	6:27		No Office	Yd.	0.9	..... 1.6 ..... HAMPTON .....	113.1			No Office		3:04	10:40	
				Continuous	CWTR KOB Yd.	0.5	..... 0.4 ..... NINTH STREET .....	113.5	Yard	Yard	Continuous				
A	P.M. 7:38	A.M. 6:29	A	No Office	Yd.	0.0	..... 0.5 ..... T. & P. JCT. ....	114.0			No Office	L	P.M. 3:02	L 10:38 P.M.	

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

s	7:45	s	6:35	RK	..... FORT WORTH .....	s	3:00	10:35
	8:05		6:50			s	2:45	10:12

Trains between Fort Worth and Dallas are governed by rules and time tables of T. & P. Ry., C. R. I. & G. Ry. and U. T. Co.

A	P.M. 9:05	A.M. 7:45	L	2:00	L	P.M. 9:15
	Daily	Daily		Daily		Daily
	3.18	2.09		2.16		2.55
	34.5	53.0		50.3		39.1

Footnotes on Page 3.

LIST OF ADDITIONAL SIDINGS AND SPURS

Capacity of Tracks	Distance from Fort Worth	STATIONS
21	123.1	* IOWA PARK P. & R. SPUR
...	187.93	* PAULINE
11	238.4	† RED RIVER SAND SPUR
111	338.1	† AMERICAN SMELTING & REFINING COMPANY
24	369.4	* TASCOSA STOCK PENS
56	380.4	JUDE SIDING
16	P 283-13	* KINDER SPUR
12	P 286-76	† GRAVEL SPUR
12	P 331-42	* REINKEN SPUR
12	P 344-82	* GRISHAM SPUR
5	N 259-41	† LILLY SPUR
5	N 328-1	† ELFCO (Three Mile Spur)

\*Spur connected at north or east end.

†Spur connected at south or west end.

SPEED OF TRAINS:

Miles Per Hour	Time Per Mile		Hour	Time Per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	45	1	20
10	6	0	50	1	12
15	4	0	55	1	5
20	3	0	60	1	0
25	2	24	65	0	55
30	2	0	70	0	51
35	1	43	75	0	48
40	1	30			

20. When two or more engines are used on any train, the brakes must be operated from the leading engine; all other brake valves must be cut out. If the leading engine is detached enroute, for any reason, a test as outlined below must be made after the engine is recoupled.

The train must be recharged, then the train brakes must be applied and released; a trainman at the rear of the train will see that the brakes apply and

WICHITA FALLS AND FORT WORTH SUB-DIVISION

FOOTNOTES

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

Automatic Block System in effect between Henrietta and Hampton.

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

Double track between Rio and Hampton.

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

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

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

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

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

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

No. 1 will stop on flag at Henrietta to pick up revenue passengers for Fort Worth and beyond and to discharge revenue passengers from Childress or beyond.

TIME FREIGHT SOUTHWARD DAILY

TIME FREIGHT NORTHWARD—DAILY

Stations	75	Stations	76	72
Texline.....	L 12:35 a.m.	Fort Worth....	L 11:30 a.m.	L 11:30 p.m.
Amarillo.....	A 4:30 a.m.	Wichita Falls..	A 4:20 p.m.	A 4:10 a.m.
Amarillo.....	L 5:00 a.m.	Wichita Falls..	L 5:35 p.m.	L 5:10 a.m.
Childress.....	A 8:35 a.m.	Childress.....	A 10:30 p.m.	A 11:00 a.m.
Childress.....	L 9:05 a.m.	Childress.....	L 11:45 p.m.	L 11:30 a.m.
Wichita Falls...	A 12:20 p.m.	Amarillo.....	A 5:00 a.m.	A 4:50 p.m.
Wichita Falls...	L 1:05 p.m.	Amarillo.....	L 6:00 a.m.	
Fort Worth.....	A 5:00 p.m.	Texline.....	A 11:00 a.m.	

release on the rear cars and that the brake pipe pressure is being restored on the caboose gauge before giving a proceed signal.

In case the following engine or engines are coupled immediately behind the first engine, the engineman on the first engine must assure himself that the brake valves on the following engine, or engines, are properly cut out before proceeding.

# Childress and Wichita Falls Sub-Division

**WICHITA FALLS DIVISION**

**TIME TABLE No. 8**

**EFFECTIVE JUNE 2, 1940**

SOUTHWARD				Office Open Week Days	Signs	Distance from Fort Worth	STATIONS	Distance from Childress	Capacity of Siding	Other Tracks	Office Open Sundays	NORTHWARD			
FIRST CLASS		Daily Passenger	Daily Passenger									FIRST CLASS		Daily Passenger	Daily Passenger
7	1											8	2		
	P.M. L 1.30	A.M. L 2.07		Continuous	CWYT RKOB Yd.	220.2	..... CHILDRESS..... 8.9	0.0	Yard	Yard	Continuous	A 4.42	A 7.25		
s	1.42	2.16		8:30 a.m. to 5:30 p.m.	.....	211.3	..... KIRKLAND..... 6.3	8.9	80	30	1:00 p.m. to 3:00 p.m.	s 4.29	7.16		
	1.49	2.22		No Office	F	205.0	..... HERG..... 4.5	15.2	80	5	No Office	f 4.19	7.10		
f	1.55	2.26		No Office	F	200.5	..... GOODLETT..... 3.6	19.7	80	28	No Office	f 4.13	7.05		
				No Office	.....	196.9	..... Q. A. & P. CROSSING (Auto. Interl.)..... 0.2	23.3			No Office				
f	2.00	2.30		No Office	F	196.7	..... ACME..... 4.9	23.5	65	135	No Office	f 4.08	7.00		
				Continuous	WY Yd.	191.8	..... QUANAH..... 0.2	28.4	80	231	2:05 a.m. to 4:05 a.m. 1:40 p.m. to 3:40 p.m. 6:00 p.m. to 8:00 p.m.	s 4.01	s 6.55		
				No Office	.....	191.6	..... Q. A. & P. CROSSING (Interlocked)..... 6.0	28.6			No Office				
	2.18	2.45		No Office	F	185.6	..... EVANS..... 6.6	34.6	80	10	No Office	3.44	6.46		
				No Office	.....	179.0	..... P. & S. F. CROSSING (Auto. Interl.)..... 0.2	41.2			No Office				
s	2.29	f 2.52		2:00 a.m. to 10:00 a.m. 10:45 a.m. to 6:45 p.m.	W Y	178.8	..... CHILLICOTHE..... 7.4	41.4	80	80	2:00 a.m. to 4:00 a.m. 2:00 p.m. to 6:45 p.m.	s 3.34	f 6.39		
	2.40	3.00		No Office	F	171.4	..... TOLBERT..... 8.1	48.8	80	15	No Office	3.23	6.30		
s	2.53	s 3.10		2:00 a.m. to 10:00 a.m. 10:30 a.m. to 6:30 p.m.	W O Yd.	163.3	..... VERNON..... 0.2	56.9	90	182	2:00 a.m. to 4:00 a.m. 2:30 p.m. to 6:30 p.m.	s 3.10	s 6.20		
				No Office	.....	163.1	..... St. L. S. F. & T. Crossing (Interlocked)..... 8.1	57.1			No Office				
f	3.04	3.23		9:30 a.m. to 6:30 p.m.	.....	155.0	..... OKLAUNION..... 7.2	65.2	80	53	2:30 p.m. to 4:30 p.m.	f 2.49	6.10		
f	3.14	3.31		No Office	FW	147.8	..... HARROLD..... 7.5	72.4	80	44	No Office	f 2.39	6.03		
s	3.27	s 3.41		2:00 a.m. to 6:00 p.m.	W Yd.	140.3	..... ELECTRA..... 4.5	79.9	80	209	2:00 a.m. to 4:00 p.m. 3:00 p.m. to 6:00 p.m.	s 2.29	s 5.55		
	3.32	3.47		No Office	F	135.8	..... FOWLKES..... 5.1	84.4	80		No Office	2.20	5.49		
	3.38	3.53		No Office	F	130.7	..... TOMBURNETT..... 5.9	89.5	80	22	No Office	2.14	5.44		
s	3.49	4.00		9:00 a.m. to 6:00 p.m.	W	124.8	..... IOWA PARK..... 7.1	95.4	85	89	3:00 p.m. to 5:00 p.m.	s 2.06	5.38		
	3.58	4.08		No Office	F Yd.	117.7	..... SUNSHINE YARD..... 1.8	102.5	Yard	546	No Office	1.57	5.32		
	4.00	4.10		No Office	F Yd.	116.1	..... ORIENT..... 1.1	104.1			No Office	1.55	5.30		
	4.02	4.12		No Office	Yd.	115.0	..... W. F. & N. W. JCT..... 1.0	105.2			No Office	1.53	5.28		
A	4.05 P.M.	A 4.15 A.M.		Continuous	CRKB WTOY Yd.	114.0	..... WICHITA FALLS..... 106.2	106.2	Yard	Yard	Continuous	L 1.50 A.M.	L 5.25 P.M.		
	Daily	Daily										Daily	Daily		
	2.35 41.1	2.08 49.8					..... SCHEDULE TIME..... AVERAGE MILES AN HOUR					2.52 37.0	2.00 53.1		

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

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

**Double track between Seventh Street, Wichita Falls, and Orient.**

**Spring switch located at north end of double track, Orient.**

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

**Iowa Park water tank, M.P. 126.5; Harrold water tank, M.P. 146.9.**

**Local extra leaves Childress 6:30 a.m. for Wichita Falls, daily except Sunday.**

**Local extra leaves Wichita Falls 7:30 a.m. for Childress, daily except Sunday.**

**Nos. 1 and 2 will stop at Chillicothe to discharge revenue passengers, or pick up revenue passengers for points where these trains are scheduled to stop.**

# Amarillo and Childress Sub-Division

AMARILLO DIVISION

TIME TABLE No. 8

EFFECTIVE JUNE 2, 1940

SOUTHWARD						Office Open Week Days	Signs	Distance from Fort Worth	STATIONS	Distance from Amarillo	Capacity of Siding	Other Tracks	Office Open Sundays	NORTHWARD		
FIRST CLASS			FIRST CLASS													
Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger											
<b>1</b>	<b>101</b>	<b>7</b>											<b>8</b>	<b>2</b>	<b>102</b>	
P.M. 11.50		A.M. 10.30	Continuous	CRK BTOW Yd.	335.7	.....	.....	.....	.....	.....	.....	.....	A.M. 8.00	P.M. 9.45		
11.52		10.32	No Office	.....	334.7	.....	.....	.....	.....	.....	.....	.....	7.57	9.43		
11.59		10.40	No Office	F	328.9	.....	.....	.....	.....	.....	.....	.....	7.49	9.36		
A.M. 12.07		f 10.50	No Office	FW	321.1	.....	.....	.....	.....	.....	.....	.....	f 7.39	9.29		
12.14		10.59	No Office	F	314.4	.....	.....	.....	.....	.....	.....	.....	7.30	9.22		
s 12.21		s 11.09	6:45 a.m. to 2:45 p.m. 5:00 p.m. to 1:00 a.m.	.....	307.9	.....	.....	.....	.....	.....	.....	.....	s 7.21	s 9.16		
12.27		11.16	No Office	F	302.5	.....	.....	.....	.....	.....	.....	.....	7.10	9.10		
12.34		f 11.24	No Office	FW	296.5	.....	.....	.....	.....	.....	.....	.....	f 7.00	9.03		
12.43		f 11.36	No Office	F	288.0	.....	.....	.....	.....	.....	.....	.....	f 6.46	8.54		
s 12.54		s 11.51	Continuous	YW	277.9	.....	.....	.....	.....	.....	.....	.....	s 6.27	s 8.41		
1.02		P.M. f 12.02	No Office	F	270.9	.....	.....	.....	.....	.....	.....	.....	f 6.15	8.33		
1.10		s 12.13	5:30 a.m. to 2:30 p.m.	.....	268.9	.....	.....	.....	.....	.....	.....	.....	s 6.05	8.26		
1.17		f 12.22	No Office	FW	258.1	.....	.....	.....	.....	.....	.....	.....	f 5.53	8.19		
s 1.26		s 12.35	8:30 a.m. to 4:30 p.m. 6:00 p.m. to 2:00 a.m.	W Yd.	250.8	.....	.....	.....	.....	.....	.....	.....	s 5.38	s 8.10		
1.38		f 12.50	No Office	F	239.7	.....	.....	.....	.....	.....	.....	.....	f 5.19	7.56		
1.42	P.M. 12.40	12.54	No Office	Y Yd	237.0	.....	.....	.....	.....	.....	.....	.....	5.15	7.52	P.M. 8.07	
1.43	s 12.41	f 12.55	Continuous	Yd.	236.7	.....	.....	.....	.....	.....	.....	.....	f 5.14	7.51	s 8.06	
1.53	f 12.54	f 1.07	No Office	F	228.0	.....	.....	.....	.....	.....	.....	.....	f 5.02	7.40	f 7.53	
A 2.03 A.M.	A 1.10 P.M.	A 1.22 P.M.	Continuous	CRKB WYTO Yd.	220.2	.....	.....	.....	.....	.....	.....	.....	L 4.49 A.M.	L 7.30 P.M.	L 7.40 P.M.	
Daily	Daily Ex. Sunday	Daily							115.5				Daily	Daily	Daily Ex. Sunday	
2.13 52.1	0.30 33.8	2.52 40.3											3.11 38.3	2.15 51.3	0.27 37.3	
SCHEDULE TIME.....																
AVERAGE MILES AN HOUR.....																

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

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

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

At Denver Northern Jct., near M.P. 222, trains are governed by automatic block system protecting the F. W. & D. N. and parallel main track.

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

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

**AMARILLO DIVISION**
**Texline and Amarillo Sub-Division**  
**TIME TABLE No. 8**
**EFFECTIVE JUNE 2, 1940**

SOUTHWARD			Office Open Week Days	Signs	Distance from Fort Worth	STATIONS	Distance from Texline	Capacity of Siding	Other Tracks	Office Open Sundays	NORTHWARD		
FIRST CLASS											FIRST CLASS		
Daily Passenger	Daily Passenger										Daily Passenger	Daily Passenger	
1	7		8	2									
L P.M. 9:25	L A.M. 7:15	Continuous	RKB WCT Yd.	452.9	..... <b>TEXLINE</b> .....	0.0	Yard	Yard	Continuous	A A.M. 11:33	A A.M. 12:35		
9:32	7:25	No Office	F	446.7	..... <sup>6.2</sup> <b>CORLENA</b> .....	6.2	90	8	No Office	11:23	12:25		
9:37 f	7:32	No Office	FW	441.6	..... <sup>5.1</sup> <b>PERICO</b> .....	11.3	99	23	No Office	f 11:14	12:18		
9:48	7:44	No Office	F	430.9	..... <sup>10.7</sup> <b>WARE</b> .....	22.0	97	8	No Office	11:00	12:06 A.M.		
9:58	7:56	No Office	.....	420.4	..... <sup>10.5</sup> <b>MATLOCK</b> .....	32.5	.....	6	No Office	10:46	11:54		
		Continuous	.....	417.6	..... <sup>2.8</sup> <b>C. R. I. &amp; G. CROSSING (Interlocked)</b> .....	35.3	.....	.....	Continuous				
s 10:02	s 8:10	No Office	WCY Yd.	417.4	..... <sup>0.2</sup> <b>DALHART</b> .....	35.5	95	310	No Office	s 10:40	s 11:50		
10:07	8:17	No Office	F	412.9	..... <sup>4.5</sup> <b>TWIST</b> .....	40.0	59	8	No Office	10:22	11:42		
10:17 s	8:30	No Office	F	403.1	..... <sup>9.8</sup> <b>HARTLEY</b> .....	49.8	99	43	No Office	s 10:10	11:31		
10:24	8:39	No Office	F	396.1	..... <sup>7.0</sup> <b>DUNCAN</b> .....	56.8	59	8	No Office	9:59	11:23		
f 10:33	s 8:50	8:00 a.m. to 12 mid.	W	388.1	..... <sup>8.0</sup> <b>CHANNING</b> .....	64.8	97	70	8:20 a.m. to 10:20 a.m. 10:00 p.m. to 12 mid.	s 9:48	f 11:14		
10:39	9:00	No Office	F	382.5	..... <sup>5.6</sup> <b>MURDO</b> .....	70.4	80	10	No Office	9:33	11:05		
10:46 f	9:09	No Office	FW	376.4	..... <sup>6.1</sup> <b>MAGENTA</b> .....	76.5	64	20	No Office	f 9:22	10:56		
		8:00 a.m. to 12 mid.	Y	372.3	..... <sup>4.1</sup> <b>TASCOSA</b> .....	80.6	81	218	8:45 a.m. to 10:45 a.m. 10:00 p.m. to 12 mid.	s 9:16	10:50		
10:59	9:28	No Office	F	365.1	..... <sup>7.2</sup> <b>ADY</b> .....	87.8	80	20	No Office	9:06	10:38		
11:07	9:38	No Office	F	358.2	..... <sup>6.9</sup> <b>BODEN</b> .....	94.7	40	.....	No Office	8:57	10:30		
11:14	9:46	No Office	F	352.1	..... <sup>6.1</sup> <b>FITZ</b> .....	100.8	80	6	No Office	8:48	10:23		
11:20	9:52	No Office	F	347.1	..... <sup>5.0</sup> <b>GENTRY</b> .....	105.8	57	8	No Office	8:39	10:16		
11:25	9:59	No Office	FW	342.3	..... <sup>4.8</sup> <b>CLIFFSIDE</b> .....	110.6	58	7	No Office	8:32	10:10		
A 11:35 P.M.	A 10:10 A.M.	Continuous	WBTO CRK Yd.	335.7	..... <sup>6.6</sup> <b>AMARILLO</b> .....	117.2	Yard	Yard	Continuous	L 8:20 A.M.	L 10:00 P.M.		
Daily 2.10 54.0	Daily 2.55 40.2				..... <sup>117.2</sup> <b>SCHEDULE TIME</b> .....					Daily 3.13 36.4	Daily 2.35 45.4		
					..... <b>AVERAGE MILES AN HOUR</b> .....								

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.**
**Nos. 1 and 2 will stop at Channing to discharge revenue passengers or pick up revenue passengers for points where these trains are scheduled to stop.**
**No train order signal at Texline and Amarillo; Conductors and Enginemen must have Clearance Form A.**
**AMARILLO DIVISION**
**Sixela and Texline Sub-Division**  
**TIME TABLE No. 8**
**EFFECTIVE JUNE 2, 1940**

SOUTHWARD			Office Open Week Days	Signs	Distance from Fort Worth	STATIONS	Distance from Sixela	Capacity of Siding	Other Tracks	Office Open Sundays	NORTHWARD		
FIRST CLASS											FIRST CLASS		
Daily Passenger	Daily Passenger										Daily Passenger	Daily Passenger	
1	7		8	2									
L P.M. 8:21	L A.M. 6:02	No Office	Yd.	454.2	..... <b>SIXELA</b> .....	0.0	.....	.....	No Office	A A.M. 10:48	A P.M. 11:40		
A 8:23 P.M.	A 6:05 A.M.	Continuous	RKB WCT Yd	452.9	..... <sup>1.3</sup> <b>TEXLINE</b> .....	1.3	Yard	Yard	Continuous	L 10:36 A.M.	L 11:38 P.M.		
Daily 0.02 39.0	Daily 0.03 26.0				..... <sup>1.3</sup> <b>SCHEDULE TIME</b> .....					Daily 0.12 6.5	Daily 0.02 39.0		
					..... <b>AVERAGE MILES AN HOUR</b> .....								

**MOUNTAIN STANDARD TIME.**
**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.**
**No train order signal at Sixela and Texline; Conductors and Enginemen of north-**
**ward trains must have Clearance Form A before leaving Texline. Clearance Form A not required at Sixela.**
**Yard limit board north of Sixela is located one mile north of north switch of Texline yard. Texline yard terminal extends to Sixela.**

# Childress and Pampa Sub-Division

**AMARILLO DIVISION**

**TIME TABLE No. 8**

**EFFECTIVE JUNE 2, 1940**

SOUTHWARD								NORTHWARD			
SECOND CLASS		Office Open Week Days	Signs	Distance from Fort Worth	STATIONS	Distance from Pampa	Capacity of Siding	Other Tracks	Office Open Sundays	SECOND CLASS	
	Daily Ex. Sunday MIXED									Daily Ex. Sunday MIXED	
	<b>91</b>									<b>92</b>	
	P.M. L 5.30	10:00 a.m. to 7:00 p.m.	WCYR Yd.	N 331.3	..... PAMPA .....	0.0	Yard	58	Closed	A.M. A 5.35	
	f 5.45	No Office	F	N 328.1	..... ELFCO .....	3.2			No Office	f 5.20	
	s 6.25	No Office	FW	N 318.1	..... LEFORS .....	13.2	47	44	No Office	s 4.50	
		No Office		N 315.6	..... WESCO .....	15.7	12	6	No Office		
	f 6.55	No Office	F	N 312.1	..... MELDAVIS .....	19.2	7	24	No Office	f 4.25	
	f 7.15	No Office	F	N 305.8	..... DENWORTH .....	25.5	60	10	No Office	f 4.00	
	s 7.35	No Office	F	N 300.0	..... BELLCO .....	31.3	20	26	No Office	s 3.40	
	s 8.00	No Office	F	N 291.9	..... MAGIC CITY .....	39.4	60	25	No Office	s 3.15	
	s 8.50	8:00 a.m. to 5:00 p.m.	W	N 279.1	..... SHAMROCK .....	52.2	60	48	Closed	s 2.30	
		No Office		N 279.0	..... C. R. I. & G. Crossing (Auto. Interl.) ..	52.3			No Office	s	
	f 9.20	No Office	F	N 266.8	..... SAMNORWOOD .....	64.5	60	19	No Office	f 1.30	
		No Office		N 252.1	..... M. K. T. CROSSING (Grade) .....	79.2			No Office	s	
	s 10.20	8:00 a.m. to 5:00 p.m.	W	N 252.0	..... WELLINGTON .....	79.3	60	33	Closed	s 12.45	
	f 10.45	No Office	F	N 244.9	..... NEW LOCO .....	86.4	60		No Office	f 11.50	
	f 11.20	No Office	F	N 234.0	..... SMITHDALE .....	97.3	34		No Office	f 11.20	
	f 11.35	No Office	F	N 230.6	..... ABINGTON .....	100.7	60		No Office	f 11.05	
		No Office	F Y Yd.	N 221.9	..... DENVER NOR. JCT. ....	109.4			No Office	s	
	A.M. A 12.10 A.M.	Continuous	CRKB WYTO Yd.	220.2	..... CHILDRESS .....	111.1	Yard	Yard	Continuous	L 10.30 P.M.	
	Daily Except Monday				..... SCHEDULE TIME .....					Daily Except Saturday	
	6.40 16.7				..... AVERAGE MILES AN HOUR .....					7.05 15.7	

**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.**

**At Denver Northern Jct., near M.P. 222, trains are governed by automatic block system protecting the F. W. & D. N. and parallel main track.**

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

# Plains Junction and Lubbock Sub-Division

**AMARILLO DIVISION**

**TIME TABLE No. 8**

**EFFECTIVE JUNE 2, 1940**

EASTWARD								WESTWARD			
FIRST CLASS		Office Open Week Days	Signs	Distance from Fort Worth	STATIONS	Distance from Lubbock	Capacity of Siding	Other Tracks	Office Open Sundays	FIRST CLASS	
Daily Passenger	Daily Ex. Sunday Passenger									Daily Ex. Monday Passenger	Daily Passenger
	<b>102</b>									<b>101</b>	
L	A.M. 8.20	5:30 a.m. to 1:30 p.m. 5:30 p.m. to 1:30 a.m.	CWY RKBYd	L 360.4	..... LUBBOCK .....	0.0	Yard	400	12 mid. to 1:30 a.m.	A	A.M. 12.40
		No Office	.....	L 358.5	..... P. & S. F. Crossing ("E" Auto. Interl.) .....	1.9	.....	.....	No Office		
s		No Office	.....	L 350.2	..... P. & S. F. Crossing "D" (Grade) .....	8.3	.....	.....	No Office	s	
f	8.37	No Office	F	L 349.7	..... KITALOU .....	0.5	60	.....	No Office	f	12.21
f	8.51	No Office	F	L 340.6	..... BECTON .....	9.1	60	.....	No Office	f	12.08
s	9.04	8:00 a.m. to 5:00 p.m.	W	L 332.7	..... PETERSBURG .....	7.9	60	48	Closed	s	A.M. 11.57
f	9.19	No Office	F	L 323.7	..... BARWISE .....	9.0	60	30	No Office	f	11.43
s		No Office	.....	L 314.0	..... P. & S. F. Crossing "C" (Grade) .....	9.7	.....	.....	No Office	s	
s	9.37	No Office	.....	L 313.0	..... LOCKNEY .....	1.0	60	155	No Office	s	11.25
s	9.50	6:15 a.m. to 2:15 p.m. 6:00 p.m. to 2:00 a.m.	CWYO RKBYd	P 306.4	..... STERLEY .....	6.6	Yard	255	12 mid. to 2:00 a.m.	s	11.12 10.10
f	11.00	No Office	F	P 301.6	..... SOUTH PLAINS .....	4.8	23	30	No Office	f	10.00
f	11.10	No Office	F	P 294.9	..... JOHNFARRIS .....	6.7	60	10	No Office	f	9.47
f	11.27	No Office	WF	P 285.2	..... EDGIN .....	9.7	60	10	No Office	f	9.27
s	11.38	8:00 a.m. to 5:00 p.m.	.....	P 279.3	..... QUITAQUE .....	5.9	60	87	Closed	s	9.19
s	11.54	8:00 a.m. to 5:00 p.m.	W	P 268.9	..... TURKEY .....	10.4	63	51	Closed	s	9.01
f	P.M. 12.10	No Office	F	P 258.7	..... TAMPICO .....	10.2	63	18	No Office	f	8.42
f	12.26	No Office	F	P 247.2	..... PARNELL .....	11.5	60	13	No Office	f	8.24
A	12.40 P.M.	No Office	YYd F	P 237.0	..... PLAINS JCT. ....	10.2 0.3			No Office	L	8.07 P.M.

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

	A 12.41 P.M.		RYd	236.7	..... ESTELLINE .....	123.7	58	98		L	8.06 P.M.
	Daily Ex. Sunday									Daily Ex. Sunday	
	3.18 37.4									3.31 35.09	
					SCHEDULE TIME						
					AVERAGE MILES AN HOUR						

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

**Rule 907 in effect.**

**No train order signal at Sterley and Lubbock; Conductors and Enginemen must have Clearance Form A.**

**Westward trains must have Clearance Form A before leaving Estelline.**

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

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

**Parnell water tank, M.P. P-242.1.**

**Local extra leaves Childress 9:50 p.m., Estelline 10:40 p.m. for Lubbock, daily except Saturday.**

**Local extra leaves Lubbock 4:00 p.m. for Estelline and Childress, daily except Sunday.**



# Silverton and Dimmitt Sub-Division

**AMARILLO DIVISION**

**TIME TABLE No. 8**

**EFFECTIVE JUNE 2, 1940**

EASTWARD														WESTWARD						
SECOND CLASS		FIRST CLASS		Office Open Week Days	Signs	Distance from Fort Worth	STATIONS					Distance from Dimmitt	Capacity of Siding	Other Tracks	Office Open Sundays	FIRST CLASS		SECOND CLASS		
Tuesday Thursday Saturday	Monday Wednesday Friday	Daily Except Sunday					PASSENGER		Daily Except Sunday		Monday Wednesday Friday					Tuesday Thursday Saturday	PASSENGER		MIXED	
MIXED		PASSENGER					PASSENGER		PASSENGER		MIXED					PASSENGER		MIXED		
<b>402</b>		<b>376</b>		<b>204</b>		<b>202</b>		<b>203</b>		<b>201</b>		<b>375</b>		<b>401</b>						
	A.M. L 11.20			8:00 a.m. to 5:00 p.m.	WY RBYd	P 367.6	..... DIMMITT ..... 16.0					0.0	Yard	86	Closed			A.M. A 10.20		
	P.M. s 12.05			8:00 a.m. to 5:00 p.m.	W	P 351.6	..... HART ..... 14.0					16.0	60	72	Closed			s 9.35		
	f 12.45			No Office	F	P 337.6	..... EDMONSON ..... 13.3					30.0	60	17	No Office			f 8.50		
	s 1.30 2.30	P.M. L 10.41	A.M. L 10.21	7:00 a.m. to 4:00 p.m.	WYR KBYd	P 324.3	..... PLAINVIEW ..... 0.6					43.3	Yard	406	Closed	A.M. A 10.19	P.M. A 10.39	s 8.15 7.15		
				No Office		P 323.7	..... P. & S. F. Crossing "B" (Auto. Interl.) ..... 2.0					43.9			No Office					
				No Office		P 321.7	..... P. & S. F. Crossing "A" (Grade) ..... 7.7					45.9			No Office					
	f 2.53	f 10.58	f 10.38	No Office	F	P 314.0	..... CEREAL ..... 7.6					53.6	60	18	No Office	f 10.02	f 10.22	f 6.50		
A.M. L 10.15	A 3.15 P.M.	A 11.12 P.M.	A 10.52 A.M.	6:15 a.m. to 2:15 p.m. 6:00 p.m. to 2:00 a.m.	CWYO RKYd	P 306.4	..... STERLEY ..... 10.4					61.2	Yard	255	12 mid. to 2:00 a.m.	L 9.50 A.M.	L 10.10 P.M.	L 6.30 A.M.	A 1.15 P.M.	
f 10.50				No Office		S 316.8	..... WHITELEY ..... 8.8					71.6		33	No Office			f 12.40		
A 11.15 A.M.				8:00 a.m. to 5:00 p.m.	WY RBYd	S 325.6	..... SILVERTON ..... 80.4					80.4	Yard	73	Closed			L 12.15 P.M.		
Tuesday Thursday Saturday	Monday Wednesday Friday	Daily Ex. Sunday	Daily Ex. Sunday				..... SCHEDULE TIME ..... ..... AVERAGE SPEED AN HOUR .....									Daily Ex. Sunday	Daily Ex. Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday	
1.00 19.2	3.55 15.6	0.31 34.6	0.31 34.6													0.29 37.0	0.29 37.0	3.50 16.0	1.00 19.2	

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD, EXCEPT No. 402 is superior to No. 401.

Rule No. 907 in effect.

No train order signal at Silverton, Sterley, Plainview and Dimmitt; Conductors

and Enginemen must have Clearance Form A.

Local extra leaves Sterley 6:30 a.m. for Plainview, Tuesday, Thursday and Saturday.

Local extra leaves Plainview 8:30 a.m. for Sterley, Tuesday, Thursday and Saturday.

## SPECIAL INSTRUCTIONS

Master Mechanic ..... J. L. Roach, Childress  
 Trainmaster, Wichita Falls Division ..... J. M. Aydelott, Fort Worth  
 Road Foreman and Asst. Trainmaster ..... J. H. Harmon, Childress  
 Asst. Trainmaster, North and South Plains Districts,  
 Amarillo Division ..... B. L. Daniels, Childress  
 Chief Train Dispatcher ..... O. R. Bodeen, Childress

### TRAIN DISPATCHERS

W. A. Stegall                      F. T. Henderson                      A. A. Bush                      G. A. Shaw

1. Between Fort Worth and Sixela, Second Class and Extra Trains must clear the time of No. 1 and No. 2 not less than ten minutes.

2. Rule 91 of Rules of The Operating Department is modified to read: "Unless some form of block signals is used, trains in the same direction must keep at least 10 minutes apart, except in closing up at stations."

3. When under Rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator

will be responsible for the return of switches to normal position after train has passed.

4. USE OF TRACK. Where there are two sidings for meeting or passing trains, the right hand track must be used unless otherwise provided.

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

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

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

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

Trains must approach home signals of Cabin Type Interlocking prepared to stop.

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

## SPECIAL INSTRUCTIONS—Continued

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

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

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

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

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

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

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks and bridge derricks, having specially designed idler cars, are excepted from requirements of this rule.

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

12. Modifying the first paragraph of Rule 959: The standard flagging equipment for locomotives will be one red flag, one white lantern, one red lantern, four fuseses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuseses and torpedoes to be carried in a rack provided for that purpose.

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

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

In freight and mixed train service the front brakeman is responsible with

the engineman for knowing that in the cab of the locomotive there is the prescribed flagging equipment.

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

14. Rule 914 of Rules of The Operating Department is modified to read 4000 feet instead of 3000 feet.

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

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

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

18. 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.

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

Tunnels between Gravel and Johnfarrls.

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.

## 19. RAILROAD CROSSINGS:

Protected by Standard Interlocking:

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

Protected by Automatic Interlocking:

Chillcothe, Acme, Lubbock, Plainview and Shamrock.

Protected by Cabin Type Interlocking:

Vernon.

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

MP L-314.0 Lockney, MP L-350.2 Kitalou, MP P-321.7 east of Plainview and MP N-252.0 Wellington.

Not protected by Standard Interlocking or any other signal device:

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

SEE RULE 20 ON PAGE 3.

SPEED RESTRICTIONS

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEEDS OF ZEPHYR TYPE MOTOR TRAINS

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

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

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

The triangle and banjo type signals will be located approximately 4000 feet from point of curve, or point where zone speed changes.

SPEED RESTRICTIONS FOR ZEPHYR TYPE MOTOR TRAINS ARE AS FOLLOWS:

Southward M.P.H.		Condition	M. P. Location	Northward M.P.H.	
Zone	Other			Zone	Other
40	..		Fort Worth to 5.50	40	..
..	18	*City limits	Fort Worth	..	18
..	15	*Spring switch end of double track	Rio	..	15
..	15	*Between Rio and St. L. S. W. Crossing		..	15
65	..		5.50 to W. F. & O. Jct.	65	..
..	55	Curve	31.00	..	55
..	55	Curve	46.33	..	55
..	20	*City limits	Alvord	..	20
..	20	*City limits	Henrietta	..	20
..	40	*	98.00 to 99.00	..	40
20	..		W. F. & O. Jct. to W. F. & N. W. Jct.	20	..
..	8	*Seventh Street	Wichita Falls	..	8
30	..		W. F. & N. W. Jct. to 116.10	30	..
65	..		116.10 to 220.00	65	..
..		*Spring switch end of double track	Orient	..	
..	25	Facing point movement		..	
..		Trailing movement through switch		..	15
..	18	*City limits	Iowa Park	..	18

Southward M.P.H.		Condition	M. P. Location	Northward M.P.H.	
Zone	Other			Zone	Other
..	15	*St.L.S.F. & T. Crossing	163.10	..	15
..	20	Curve	Pease River bridge and curve 166.37	..	20
..	20	*City limits	Chillicothe	..	20
..	20	*Between home signals, P. & S. F. Crossing	179.00	..	20
..	40	*Q. A. & P. Crossing	191.60	..	40
..	20	*Between home signals, Q. A. & P. Crossing	196.90	..	20
40	..		220.00 to 221.40	40	..
65	..		221.40 to 333.65	65	..
..		*Spring switch, north end of parallel track	Childress	..	
..	25	Facing point movement		..	..
..	..	Trailing movement through switch		..	10
..	15	*Red River bridge	238.08	..	15
..	20	*City limits	Memphis	..	20
..	60	Curve	257.50	..	60
..	55	Curve	300.80	..	55
..	40	*P. & S. F. Crossing	334.70	..	40
40	..		333.65 to 336.00	40	..
..	15	*Between passenger depot and Tyler Street	Amarillo	..	15
55	..		336.00 to 349.70	55	..
65	..		349.70 to 377.00	65	..
..	55	Curve	359.80	..	55
..	55	Curve	361.00	..	55
..	45	Curve	367.54	..	45
55	..		377.00 to 381.00	55	..
65	..		381.00 to 452.00	65	..
..	15	*City limits	Dalhart	..	15
..	20	*C. R. I. & G. Crossing	417.60	..	20
40	..	*	452.00 to Sixela	40	..

\*No Roadway signals.

When using any turnout or cross-over not otherwise specified, will not exceed speed designated for other trains.

SPEED RESTRICTIONS—Continued

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.
2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop.  
Light engines may operate at maximum speed authorized for freight trains but must not exceed 35 miles an hour.  
Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in sub-division speed restrictions or by train order.
3. Diesel-electric power units running light must not exceed 50 miles an hour.
4. When Zephyr train equipment is handled over a sub-division not equipped with wayside zone and curve posts, and for which no special speeds have been authorized, train will operate on speed restrictions applying to other passenger trains unless modified by train order.
5. Zephyr train equipment handled by steam engines and steam trains operating on Zephyr train schedules will be governed by speed restrictions applying to other passenger trains, unless modified by train order.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>ALL SUB-DIVISIONS</b>		
On sidings, unless otherwise specified.....	15	15
Through crossovers and turnouts, unless otherwise specified.....	10	10
Trailing moves through spring switches, unless otherwise specified.....	15	15
Short scale test car (must be handled just ahead of way car with air hose coupled):		
Main Lines.....		25
Branch Lines.....		20
Clamshells.....		20
Pile drivers and similar equipment.....		25
Steam wrecking derricks:		
On straight track.....		30
On curves.....		25
(See Special Instructions 10.)		
Engines under steam disconnected on one side with main rod down:		
Main Lines.....	25	25
Branch Lines.....	20	20
Loaded coke racks and loaded or empty short ore cars, air dumps A-18, A-19, A-100 and A-101 loaded or empty (must be handled in rear of train).....		25
<b>WICHITA FALLS AND FORT WORTH SUB-DIVISION</b>		
Maximum speed.....	55	40
Time freight and stock trains.....		45
Through city limits, Fort Worth.....	18	18
Spring switch, end of double track, Rio:		
Facing point movement.....	15	10
Trailing movement through switch.....	15	10
Between Rio and St. L. S. W. Crossing-Jct.....	15	10
Around curve, M.P. 4.00.....	40	25
Around curve, M.P. 5.50.....	40	20
Around curves, M.P. 31.00 and M.P. 46.33.....	50	35
Through city limits, Alvord and Henrietta.....	20	20
Between M.P. 98.00 and M.P. 99.00.....	40	30
Through city limits, Wichita Falls.....	15	15
Seventh Street, Wichita Falls.....	8	8
Engines running backward.....	20	20
<b>CHILDRESS AND WICHITA FALLS SUB-DIVISION</b>		
Maximum speed.....	55	40
Time freight and stock trains.....		45
Through city limits, Wichita Falls.....	15	15
Seventh Street, Wichita Falls.....	8	8
Spring switch, end of double track, Orient:		
Facing point movement.....	25	25
Trailing movement through switch.....	15	10
Through city limits, Iowa Park.....	15	15
St. L. S. F. & T. Crossing, M.P. 163.10.....	15	15
Pease River bridge 166.37 and curve just south of bridge.....	20	20
Through city limits, Chillicothe.....	20	20
Between home signals, P. & S. F. Crossing, M.P. 179.00.....	20	20
Q. A. & P. Crossing, M.P. 191.60.....	40	20
Between home signals, Q. A. & P. Crossing, M.P. 196.90.....	20	20
Engines running backward.....	20	20

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>ALL SUB-DIVISIONS</b>		
<b>AMARILLO AND CHILDRESS SUB-DIVISION</b>		
Maximum speed.....	55	40
Time freight and stock trains.....		45
Through freight yard, Childress.....	15	15
Spring switch, north end of parallel track, Childress:		
Facing point movement.....	25	25
Trailing movement through switch.....	10	10
Red River bridge 238.08.....	15	15
Through city limits, Memphis.....	20	20
Around curves, M.P. 257.50 and M.P. 300.80.....	50	35
P. & S. F. Crossing, M.P. 334.70.....	40	20
Engines running backward.....	20	20
<b>TEXLINE AND AMARILLO SUB-DIVISION</b>		
Maximum speed.....	55	40
Time freight and stock trains.....		45
Between Amarillo passenger depot and Tyler Street.....	15	15
Around curves, M.P. 337.11, M.P. 339.21, M.P. 340.61, M.P. 345.47, M.P. 345.99, M.P. 349.73, M.P. 359.86, M.P. 360.95 and M.P. 367.43.....	50	35
Around curve, M.P. 367.54.....	40	25
Around curves, M.P. 373.66, M.P. 376.98, M.P. 377.82, M.P. 379.16, M.P. 381.04, M.P. 381.87 and M.P. 384.58.....	50	35
Through city limits, Dalhart.....	15	15
Engines running backward.....	20	20
<b>SIXELA AND TEXLINE SUB-DIVISION</b>		
Maximum speed.....	40	20
Engines running backward.....	20	20
<b>CHILDRESS AND PAMPA SUB-DIVISION</b>		
Maximum speed.....	35	25
Red River bridge N-232.26, Buck Creek bridge N-242.68, Salt Fork bridge N-262.20 and Elm Creek bridge N-272.23.....	25	20
Between home signals, C. R. I. & G. Crossing, M.P. N-279.00.....	20	20
McClelland Creek bridge N-302.79 and North Fork bridge N-312.92.....	25	20
Engines running backward.....	20	20
<b>PLAINS JUNCTION AND LUBBOCK SUB-DIVISION</b>		
Maximum speed:		
On straight track.....	45	30
Around curves.....	35	25
Through tunnels, M.P. P-288.70 and M.P. P-289.63.....	25	15
Bridge P-292.66.....	12	12
Between home signals, P. & S. F. Crossing "E", M.P. L-358.50.....	20	20
Engines running backward.....	20	20
<b>SILVERTON AND DIMMITT SUB-DIVISION</b>		
Maximum speed:		
Silverton to Sterley.....	25	25
Sterley to Plainview.....	45	30
Plainview to Dimmitt.....	25	25
Between home signals, P. & S. F. Crossing "B", M.P. P-323.70.....	20	20
Engines running backward:		
Silverton to Sterley.....	10	10
Sterley to Plainview.....	20	20
Plainview to Dimmitt.....	10	10