

SURGEONS—HOSPITAL DEPARTMENT

Amarillo	DR. P. R. GARRE	Division Surgeon
Amarillo	DR. DON S. MARSALIS	Consulting Surgeon
Amarillo	DR. I. DRAVIN	Local Surgeon
Amarillo	DR. RALPH B. PAYNE	Local Oculist
Amarillo	DR. T. P. CHURCHILL	Local Pathologist
Amarillo	DR. LOUIS R. DEVANNEY	Local Urologist
Abilene	DR. VIRGINIA BOYD	Local Oculist
Abilene	DR. TRAVIS SMITH	Local Surgeon
Anson	DR. KNOX PITTARD	Local Surgeon
Bowie	DR. HULEN C. CRUMPLER	Local Surgeon
Colorado Springs	DR. H. C. BRYAN	Local Surgeon
Chillicothe	DR. WADE NICOLAS	Local Surgeon
Childress	DR. LOUIS B. BARKLEY, JR.	Local Surgeon
Childress	DR. G. C. FOX	Local Surgeon
Childress	DR. JACK FOX	Division Surgeon
Childress	DR. J. J. WESTENBURG	Local Surgeon
Clarendon	DR. RICHARD L. GILKEY	Local Surgeon
Clarendon	DR. GEORGE W. SMITH	Local Surgeon
Clayton	DR. D. C. DANIEL	Local Surgeon
Clayton	DR. A. E. DRAPER	Local Surgeon
Clayton	DR. G. W. JOHNSON	Local Surgeon
Dallas	DR. T. A. MARTIN JR.	Local Surgeon
Dalhart	DR. VICTOR MOORE	Local Surgeon
Dalhart	DR. DONALD A. FRANK	Local Surgeon
Decatur	DR. W. T. INABNETT	Local Surgeon
Denver	DR. W. J. LONGEWAY	Chief Surgeon
Dimmitt	DR. MAYES MILLER	Local Surgeon
Dimmitt	DR. RAY W. STANLEY	Local Surgeon
Electra	DR. W. H. OGDEN	Local Surgeon
Fort Worth	DR. W. P. HIGGINS	Chief Surgeon
Fort Worth	DR. JOHN H. RICHARDS	Asst. Chief Surgeon
Fort Worth	DR. J. R. WINTERRINGER	Division Urologist
Fort Worth	DR. J. W. SHOEMAKER	Local Surgeon
Fort Worth	DR. T. C. TERRELL	Pathologist
Fort Worth	DR. THOMAS B. BOND	Local Roentgenologist
Fort Worth	DR. GATLIN MITCHELL	Division Oculist
Fort Worth	DR. O. J. EMERY	Local Surgeon
Fort Worth	DR. C. M. AUSTIN	Local Surgeon
Fort Worth	DR. W. E. FLOOD	Local Dermatologist
Henrietta	DR. ROBERT E. HURN	Local Surgeon
Haskell	DR. T. W. WILLIAMS	Local Surgeon
lowa Park	DR. GORDON CLARK	Local Surgeon
Lockney	DR. W. J. MANGOLD	Local Surgeon
Lockney	DR. T. L. GLENN	Local Surgeon
Lubbock	DR. SAM DUNN	Local Surgeon
Memphis	DR. O. R. GOODALL	Local Surgeon
Memphis	DR. ROBERT E. CLARK	Local Surgeon
Memphis	DR. H. R. STEVENSON	Local Surgeon
Munday	DR. R. L. NEWSOM	Local Surgeon
Pampa	DR. JULIAN M. KEY	Local Surgeon
Pampa	DR. MAC FIELD McDANIEL	Local Surgeon
Plainview	DR. EUGENE McCARTHY	Local Surgeon
Plainview	DR. T. COE BRANCH	Local Surgeon
Plainview	DR. RALPH THOMAS	Local Surgeon
Pueblo	DR. C. N. CALDWELL	Local Surgeon
Pueblo	DR. J. F. GENTRY	Local Surgeon
Pueblo	DR. W. F. DARDIS	Oculist
Pueblo	DR. R. WEXLER	Local Surgeon
Quanah	DR. WALTER A. BROOKS	Local Surgeon
Seymour	DR. E. H. BALCH	Local Surgeon
Shamrock	DR. DONALD E. BLACKKETTER	Local Surgeon
Shamrock	DR. CURTIS R. CHAFFIN	Local Surgeon
Stamford	DR. I. F. HUDSON	Local Surgeon
Stamford	DR. G. E. PRYOR	Local Surgeon
Stamford	DR. T. A. BUNKLEY	Local Surgeon
Trinidad	DR. STANLEY BIBER	Local Surgeon
Trinidad	DR. GLORIA SKUFCA	Local Surgeon
Vernon	DR. JOHN B. HARDIN	Local Surgeon
Wellington	DR. C. B. JONES	Local Surgeon
Wichita Falls	DR. JAMES T. LEE	Division Surgeon
Wichita Falls	DR. W. L. PARKER	Local Surgeon
Wichita Falls	DR. P. K. SMITH	Local Surgeon
Wichita Falls	DR. J. A. JOHNSON	Local Oculist
Wichita Falls	DR. W. E. CRUMP	Local Surgeon
Wichita Falls	DR. R. F. KNOX	Local Surgeon
Wichita Falls	DR. JACK E. MAXFIELD	Local Surgeon
Wichita Falls	DR. WALTER B. WHITING	Local Surgeon
Wichita Falls	DR. OWEN BERG	Local Urologist
Wichita Falls	DR. PRESTON McCALL	Local Surgeon
Wichita Falls	DR. I. J. HUMPHREY	Local Surgeon
Walsenburg	DR. J. N. LAMME, SR.	Local Surgeon
Walsenburg	DR. J. N. LAMME, JR.	Local Surgeon
Walsenburg	DR. W. S. CHAPMAN	Local Surgeon

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present.

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

The Colorado and Southern Railway Company

FORT WORTH AND DENVER RAILWAY COMPANY

TIME TABLE

OF THE

WICHITA FALLS DIVISION

No.

4

EFFECTIVE AT 12:01 A. M.

CENTRAL STANDARD TIME

EXCEPT MOUNTAIN STANDARD TIME

MINNEQUA TO TEXLINE

SUNDAY, JANUARY 22, 1967

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.

Minnequa and Texline Subdivision – Main Line

SOUTHWARD				NORTHWARD						
FIRST CLASS		Signs	Mile Post Location	Office Open Week Days Except Saturdays	STATIONS	Capacity of		Office Open Saturdays and Sundays	FIRST CLASS	
	Daily Passenger					Sidings	Other Tracks			Daily Passenger
	7									2
	P.M. L 11.20		118.50	Continuous	PUEBLO			Continuous	A A.M. 4.12	
Trains between Pueblo and Minnequa are governed by rules and time table of A. T. & S. F. Ry.										
	P.M. 11.29	R.Yd.	122.48	Continuous	MINNEQUA 1.87			Continuous	A.M. 4.02	
	11.32	F.R.Yd.	124.35	No Office	SOUTHERN JCT. 10.53			No Office	3.58	
	11.43	F.	134.88	No Office	MARNEL 8.84		6	No Office	3.46	
	11.53	F.	143.72	No Office	CEDARWOOD 11.49	N 63 S 62	6	No Office	3.37	
	A.M. 12.05	F.	155.21	No Office	LASCAR 16.37	N 60 S 60		No Office	3.25	
a	12.42	W. R.Yd.	171.58	9:00 a.m. to 5:00 p.m. 6:00 p.m. to 8:00 a.m.	WALSENBURG 0.12		Yard	9:00 a.m. to 5:00 p.m. 6:00 p.m. to 8:00 a.m.	a 3.07	
		Yd.	171.70	No Office	D. & R. G. W. JCT. 8.02			No Office		
	12.54	F.	179.72	No Office	MAYNE 10.88		86	No Office	2.53	
	1.06	F.	190.60	No Office	LYNN 7.30		79	No Office	2.41	
	1.12	F.	197.90	No Office	LUDLOW 8.61		87	15	No Office	2.38
	1.22	F.	206.51	No Office	BOWEN 4.83		53		No Office	2.22
	1.28	F.	211.34	No Office	A.T.&S.F. CROSSING (Interlocked) 1.31				No Office	2.14
a	1.42	C.O. B.R.Yd. W.Y.	212.41	Continuous	TRINIDAD 7.44		Yard	Continuous	a 2.11	
	² 1.52	F.	219.85	No Office	BESHOAR 13.55		79	20	No Office	⁷ 1.52
	2.07	F.	233.40	No Office	BARELA 11.92		81		No Office	1.35
	2.23	F.	245.32	No Office	NOLA 5.06		79	2	No Office	1.19
c	2.30	F.	250.38	No Office	TRINCHERE 7.22		85	7	No Office	c 1.12
	2.39	F.	257.60	No Office	WATERVALE 4.66		77	3	No Office	1.02
c	2.45	F.	262.26	No Office	BRANSON 9.34		60	18	No Office	c 12.56
	2.57	F.	271.60	No Office	ALPS 10.53		85	8	No Office	12.43
c	3.12	W.	282.13	No Office	FOLSOM 10.32		79	50	No Office	c 12.28
c	3.26		292.45	7:30 a.m. to 12:30 p.m. 1:30 p.m. to 4:30 p.m.	DES MOINES 7.32		49	50	Closed	c 12.14
	3.34	F.	299.77	No Office	GRANDE 7.70		102	7	No Office	A.M. 12.06
	3.42	F.	307.47	No Office	STAUNTON 12.35		97	2	No Office	11.58
c	3.57	W.	319.82	9:00 a.m. to 1:00 p.m. 2:00 p.m. to 6:00 p.m.	MT. DORA 10.11		79	31	Closed	c 11.45
	4.07	F.	329.93	No Office	ROYCE 7.69		93	6	No Office	11.34
a	4.20		337.62	8:30 a.m. to 4:30 p.m. 10:00 p.m. to 6:00 a.m.	CLAYTON 9.52		63	61	8:30 a.m. to 4:30 p.m. 10:00 p.m. to 6:00 a.m.	a 11.24
	4.32	Yd.	347.14	No Office	SIXELA 1.27			Yard	No Office	11.14
A	4.35 A.M.	RKBWC Yd.	FWD 452.92	Continuous	TEXLINE 225.95			Yard	Continuous	L 11.11 P.M.

Minnequa and Texline Subdivision - Footnotes

RULE 91 IN EFFECT BETWEEN MINNEQUA AND D. & R. G. W. JCT. AND BETWEEN A. T. & S. F. CROSSING AND TEXLINE. AUTOMATIC BLOCK SYSTEM IN EFFECT BETWEEN D. & R. G. W. JCT. AND A. T. & S. F. CROSSING.

Two main tracks between Southern Jct. and Walsenburg.

PUEBLO: SB office, Union Depot, southward C. & S. first class trains must have two C. & S. Clearance Forms A, one over signature of D. & R. G. W. Superintendent and one over signature of C. & S. Superintendent, in addition to A. T. & S. F. clearance.

MINNEQUA: All C. & S. southward trains will be governed by train order signal. When train order signal indicates Stop, two C. & S. Clearance Forms A will be required, one over signature of D. & R. G. W. Superintendent and one over signature of C. & S. Superintendent. All trains must register at Minnequa by ticket.

SOUTHERN JCT. Northward trains must stop to clear crossover 200 feet. Only southward first-class trains must register unless instructed otherwise by train order. Spring switches in crossover between northward and southward main tracks.

BETWEEN SOUTHERN JCT. AND SOUTH SWITCH SOUTHERN JCT. SIDING M.P. 124.26 TRAINS HAVE NO TIMETABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

WALSENBURG: Spring switches at D. & R. G. W. Jct. Trains will register at Walsenburg by ticket when operator on duty. Time of southward trains applies at D. & R. G. W. Jct. No train order signal. Conductors and Enginemen must have Clearance Form A.

D. & R. G. W. northward trains must have D. & R. G. W. clearance card over signature of D. & R. G. W. Superintendent in addition to C. & S. Clearance Form A over signature of C. & S. Superintendent.

BETWEEN M.P. 171.00 WALSENBURG AND D. & R. G. W. JCT., M.P. 171.70 TRAINS HAVE NO TIMETABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

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

TRINIDAD—No train order signal. Conductors and Enginemen of trains must have Clearance Form A.

BETWEEN A. T. & S. F. CROSSING M.P. 211.34 AND TRINIDAD, M.P. 212.64, TRAINS HAVE NO TIMETABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

At Trinidad the first track east of main track at Passenger Station is designated as Siding for first class trains.

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

BETWEEN NORTH YARD LIMIT SIGN, C&S M.P. 346.90, AND SOUTH SWITCH TO SOUTH YARD TEXLINE, FW&D M.P. 452.41, TRAINS HAVE NO TIMETABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

No. 2 and No. 7 will stop on flag or notice to pick up or discharge revenue passengers where conditional stop is indicated in schedule.

Colorado-New Mexico State Line — M.P. 263.84.
New Mexico-Texas State Line — C&S M.P. 347.20 equals FW&D M.P. 454.13.

Other Tracks:

Ballast pit	M.P. 286.93 copy 80 cars
Industry track	M.P. 287.74 copy 12 cars
Carbon spur	M.P. 290.40 copy 3 cars
Grenville	M.P. 311.26 copy 32 cars
Telephone (F)—M.P. 171.91, M.P. 172.50, M.P. 182.46, M.P. 228.24, M.P. 240.22, M.P. 273.96, M.P. 286.93.	

SPEED OF TRAINS:

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

TIME FREIGHT TRAINS (Information Only)

SOUTHWARD—DAILY		NORTHWARD—DAILY	
75	STATIONS	76	
A	9:45 a.m. Pueblo	L	8:00 a.m.
L	11:45 a.m. Pueblo	A	6:15 a.m.
A	3:30 p.m. Trinidad	L	2:15 a.m.
L	4:00 p.m. Trinidad	A	1:15 a.m.
A	8:00 p.m. Texline	L	8:30 p.m.
L	9:50 p.m. Texline	A	8:30 p.m.
A	1:30 a.m. Amarillo	L	4:30 p.m.
L	2:30 a.m. Amarillo	A	3:00 p.m.
A	6:15 a.m. Childress	L	11:30 a.m.
L	6:45 a.m. Childress	A	10:30 a.m.
A	9:40 a.m. Wichita Falls	L	7:30 a.m.
L	10:20 a.m. Wichita Falls	A	6:30 a.m.
A	1:30 p.m. Fort Worth	L	2:30 a.m.

Texline and Childress Subdivision - Main Line

SOUTHWARD			Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD					
FIRST CLASS							Daily Passenger	7		2	Sidings	Other Tracks	FIRST CLASS		
													Daily Passenger		
		A.M. L 5.40	Continuous	RKB WC Yd.	452.92	TEXLINE		Yard	Continuous	A.M. 12.06					
		5.52	No Office	F	441.82	11.10 PERICO	82	20	No Office	11.53					
		6.08	No Office	F	431.60	10.22 WARE	84	17	No Office	11.42					
		6.17	No Office		417.59	14.01 C. R. I. & P. CROSSING (Interlocked)			No Office	11.25					
		s 6.39	6:00 a.m. to 2:00 p.m. 4:30 p.m. to 12:30 a.m.	YO Yd.	417.44	0.15 DALHART	81	317	6:00 a.m. to 2:00 p.m. 4:30 p.m. to 12:30 a.m.	s 11.09					
		c 6.54	No Office	F	408.07	14.37 HARTLEY	82	46	No Office	10.54					
		s 7.10	No Office	F	388.08	14.99 CHANNING	84	38	No Office	c 10.38					
		7.16	No Office	F	382.67	5.41 MURDO	77	8	No Office	10.31					
		7.23	No Office	F	376.27	6.40 BOYS RANCH	80	4	No Office	10.24					
		7.27	No Office	F	372.30	8.97 TASCOSA	72	157	No Office	10.19					
		7.42	No Office	F	358.15	14.15 BODEN	81		No Office	10.03					
		7.54	No Office	F	347.18	10.97 GENTRY	48	4	No Office	9.51					
		7.59	No Office	F	342.34	4.54 CLIFFSIDE	52	6	No Office	9.46					
		s 8.40	Continuous	CRK BYOW Yd.	335.73	6.61 AMARILLO		Yard	Continuous	s 9.38					
		8.42	No Office		334.70	1.03 P. & S. F. CROSSING (Interlocked)			No Office	9.05					
		8.48	No Office	F	328.89	5.31 PULLMAN	71	24	No Office	8.59					
		8.57	No Office	F	320.54	8.35 WASHBURN	71	25	No Office	8.50					
		s 9.12	8:00 a.m. to 5:00 p.m.		307.91	12.63 CLAUDE	82	104	Closed	c 8.36					
		c 9.25	No Office	F	298.31	11.60 GOODNIGHT	71	8	No Office	8.23					
		9.34	No Office	F	288.21	8.10 ASHTOLA	71	30	No Office	8.14					
		s 9.46	7:00 a.m. to 4:00 p.m.		277.91	10.30 CLARENDON	72	102	Closed	o 8.00					
		9.54	No Office	F	271.16	6.75 LELIA LAKE	72	12	No Office	7.53					
		c 10.02	No Office	F	263.95	7.21 HEDLEY	71	58	No Office	7.45					
		s 10.18	9:30 a.m. to 5:30 p.m. 7:00 p.m. to 3:00 a.m.		260.84	13.11 MEMPHIS	70	201	Sat. 9:30 a.m. to 11:30 a.m. 7:00 p.m. to 9:00 p.m. Sun. Closed	s 7.28					
		10.32	No Office	F	237.04	13.80 PLAINS JCT.			No Office	7.12					
		c	No Office	F	236.72	0.32 ESTELLINE	116	85	No Office						
		c	No Office	F	227.81	8.91 CARRY	125		No Office						
		A 10.50 A.M.	Continuous	CRKB WTO	220.25	7.56 CHILDRESS		Yard	Continuous	L 6.54 P.M.					

Texline and Childress Subdivision - Footnotes

RULE 91 IN EFFECT BETWEEN TEXLINE AND PLAINS JCT.

BETWEEN TEXLINE AND PLAINS JCT. TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

BETWEEN SOUTH SWITCH TO SOUTH YARD TEXLINE, FW&D M.P. 452.41 AND NORTH YARD LIMIT SIGN, C&S M.P. 346.90, TRAINS HAVE NO TIMETABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

BETWEEN M.P. 334.70 NEAR P&SF CROSSING AND M.P. 336.80, HUGHES STREET, AT AMARILLO, TRAINS HAVE NO TIMETABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

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

Conductors and Enginemen of westward trains on Plains Junction and Lubbock Subdivision must have Clearance Form A before leaving Childress and will not require Clearance Form A at Plains Jct.

Conductors and Enginemen of southward trains off Plains Junction and Lubbock Subdivision will not require Clearance Form A at Plains Jct.

OTHER TRACKS:

Moyer	M.P. 224.13	capacity	90 cars
Industry Track	M.P. 362.00	capacity	40 cars
Ady	M.P. 365.20	capacity	128 cars
Jude	M.P. 380.46	capacity	52 cars
Bolin	M.P. 425.73	capacity	15 cars

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN PLAINS JCT. AND CHILDRESS.

Controlled sidings at Carey and Estelline.

Dual-Control Switches:

Plains Jct.; North end of siding Estelline; South end of siding Carey; and Childress M.P. 222.20.

Spring Switches:

South end of siding Estelline and North end of siding Carey.

Electric Switch Locks on all hand operated main track switches within Centralized Traffic Control Limits.

At Tascosa engines must not be moved beyond right of way fence at either north or south end of Western Aggregates' gravel pit. Cars must not be shoved under tipple account close clearance. Cars must not be shoved through switches inside the Western Aggregates' gravel pit at Tascosa, account switches inoperative.

No. 2 and No. 7 will stop on flag or notice to pick up or discharge revenue passengers where conditional stop is indicated in schedule.

Childress and Fort Worth Subdivision - Main Line

SOUTHWARD			Office Open	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD			
FIRST CLASS							Daily Passenger	Siding		Other Tracks	FIRST CLASS		
											Daily Passenger		
		7									2		
	A.M. 11:05-7	Continuous	CWT RKOB	220.25	CHILDRESS 8.64		Yard	Continuous		A P.M. 6:47			
		No Office	F	211.71	KIRKLAND 11.19	125	38	No Office					
		No Office	F	200.52	GOODLETT 3.61	125	38	No Office					
		No Office		198.91	Q. A. & P. CROSSING (Auto. Interl.) 5.07			No Office					
	11:24	No Office	F Y	191.84	QUANAH 0.18	125	125	No Office		6:21			
		No Office		191.66	Q. A. & P. CROSSING (Auto. Interl.) 12.64			No Office					
		No Office		179.02	P. & S. F. CROSSING (Interlocked) 0.24			No Office					
	11:38	No Office	F	178.78	CHILLICOTHE 15.42	125	132	No Office		6:07			
	11:53	No Office	F	168.38	VERNON 15.28	150	328	No Office		5:52			
		No Office	F	148.14	HARROLD 7.78	125	38	No Office					
	P.M. 12:15	No Office	F	140.36	ELECTRA 4.44		308	No Office		5:28			
		No Office	F	135.92	FOWLKES 11.09	125		No Office					
		No Office	F	124.83	IOWA PARK 9.87	125	54	No Office					
		No Office	Yd. F	114.96	W. F. & N. W. JCT. 0.91			No Office					
	1:02	5:00 a.m. to 9:00 p.m.	CWYR KOB Yd.	114.06	WICHITA FALLS 8.57		Yard	5:00 a.m. to 9:00 p.m.		4:58			
	1:15	No Office	F	105.48	JOLLY 9.46	120		No Office		4:31			
		No Office		98.02	M-K-T CROSSING (Auto. Interl.) 0.27			No Office					
	1:26	9:00 a.m. to 6:00 p.m.		95.75	HENRIETTA 5.60	55	33	Closed		4:22			
	1:32	No Office	F	90.15	DICKWORSHAM 10.78	125		No Office		4:16			
	1:43	No Office	F	79.42	BELLEVUE 10.21	125	15	No Office		4:07			
		No Office		69.21	C. R. I. & P. Crossing (Auto. Interl.) 0.78			No Office					
	1:55	8:00 a.m. to 5:00 p.m.		68.48	BOWIE 4.74	49	67	2:00 p.m. to 5:00 p.m.		3:57			
	2:00	No Office	F	68.74	FRUITLAND 12.09	125		No Office		3:52			
	2:12	No Office	F	51.65	ALYCE 11.88	125	30	No Office		3:40			
	2:25	8:00 a.m. to 5:00 p.m.		40.27	DECATUR 5.71	120	59	2:00 p.m. to 5:00 p.m.		3:28			
	2:31	No Office	F	34.56	HERMAN 15.59	125	7	No Office		3:21			
	2:46	No Office	F	18.97	AVONDALE 9.86	125		No Office		3:06			
	2:55	Continuous	Yd.	9.11	SAGINAW-G.C.&S.F. Crossing (Interl.) 2.95	125	Yard	Continuous		7 2:55			
	2:59	No Office	F Yd.	6.13	NORTH YARD 2.91		Yard	No Office		2:45			
	3:02	No Office	Yd.	3.21	St. L. S. W. Crossing-Jct. (Interlocked) 0.07			No Office		2:41			
		No Office	Yd.	3.14	Ft. W. BELT-C.R.I.&P. Crossing (Interl.) 0.32			No Office					
		No Office	Yd.	2.82	St. L. S. F. & T. Crossing (Interlocked) 0.29			No Office					
	3:04	No Office	Yd.	2.58	RIO 0.45			No Office		2:39			
		No Office	F Yd.	2.08	MILE POST 2 1.14			No Office					
	3:07	No Office	Yd.	0.94	HAMPTON 0.44			No Office		2:36			
		Continuous	CWTR Z KOB Yd.	0.50	NINTH STREET 0.50		Yard	Continuous					
	3:10 P.M.	No Office	Yd.	0.00	T. & P. JCT. 220.25			No Office		2:33 P.M.			

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

A 3:15 L 3:40	Continuous	RK	FORT WORTH	Continuous	L 2:30 A 2:05
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Trains between Fort Worth and Dallas are governed by rules and time tables of T. & P. Ry., C. R. I. & P. Ry. and U. T. Co.

A 4:30 P.M.			DALLAS		L 1:15 P.M.
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Childress and Fort Worth Subdivision - Footnotes

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN CHILDRESS AND W. F. & N. W. JCT. THE TWO MAIN TRACKS BETWEEN M.P. 116.15 and W. F. & N. W. JCT. ARE SIGNALLED FOR BOTH DIRECTIONS.

Controlled sidings at Kirkland, Goodlett, Quanah, Chillicothe, Vernon, Harrold, Fowlkes and Iowa Park.

Dual-Control Switches:

End of two main tracks M.P. 116.15; South end of siding Saginaw, Iowa Park, Vernon, Chillicothe, Goodlett and Kirkland. South end of yard Childress M.P. 219.91. North end of siding Fowlkes, Harrold, Vernon, Chillicothe and Quanah.

Spring Switches:

South end of siding Fowlkes, Harrold, Quanah and Dickworsham. North end of siding Iowa Park, Goodlett, Kirkland and Saginaw. Hampton and Rio.

Electric switch locks on all hand operated main track switches within Centralized Traffic Control limits except at M.P. 164.56. Spur track switch M.P. 164.56 at Vernon not equipped with electric or mechanical lock; Rule 533 in effect.

BETWEEN W. F. & N. W. JCT. and M.P. 113.00 TRAINS HAVE NO TIMETABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

Two main tracks between Seventh Street, Wichita Falls and M.P. 116.15.

Between Seventh Street, Wichita Falls and W. F. & N. W. Jct. movements of trains or engines against the current of traffic, wholly within yard limits, will be made at Reduced Speed on authority of yardmaster.

Look out for close side and overhead clearance at Berend Bros. Elevator just north of Wichita River, Wichita Falls, and at Hawes spur team track, Fort Worth.

At Vernon, because of close clearances, employees must not ride the side or top of cars or engines while switching former StL&SF team tracks, former StL&SF house track and tracks serving Waples-Platter Company.

National Tank Company shed at Electra will not clear man on top or side of car.

BETWEEN WICHITA FALLS AND T&P JCT. TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Automatic block system in effect between signal at M.P. 113.00, Wichita Falls, and signal at M.P. 0.69, Hampton.

BETWEEN HAMPTON AND T&P JCT. TRAINS HAVE NO TIME TABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

Two main tracks between Rio and Hampton.

Between Rio and Hampton movements of trains or engines against the current of traffic, wholly within yard limits, will be made at Reduced Speed on authority of Yardmaster.

Spring switch derail on tail track at Hampton. Normal position for southward trains.

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

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

No train order signal at Ninth Street; Conductors and Enginemen of trains originating at Ninth Street must have Clearance Form A.

No. 7 will stop at Iowa Park on flag or notice to pick up or discharge revenue passengers.

No. 2 will stop on flag or notice to pick up or discharge revenue passengers where conditional stop is indicated in schedule.

Other Tracks:

Acme	M.P. 196.76	capacity 45 cars
Vernon Grain, Inc.	M.P. 160.10	capacity 35 cars
Oklawton	M.P. 154.93	capacity 20 cars
McDonald	M.P. 66.58	capacity 16 cars
Sunset	M.P. 59.57	capacity 7 cars
Rhome	M.P. 25.39	capacity 61 cars
Hicks	M.P. 13.92	capacity 8 cars

Plains Junction and Lubbock Subdivision - Branch Line

EASTWARD			STATIONS	WESTWARD		
SECOND CLASS				SECOND CLASS		
Daily Freight 77	Signs	Mile Post Location		Sidings	Other Tracks	Daily Freight 78
L P.M. 5.30	YO RBYd.	L360.05		Yard	A A.M. 6.15	
		L368.46	LUBBOCK 1.60			
			P. & S. F. Crossing "E" (Auto. Interl.) 8.29			
		L350.16	P.&S.F. CROSSING "D" (Grade-Gate) 0.47			
6.00	F	L349.69	50	185	5.30	
		L341.92		14		
		L340.29		17	5.15	
6.15	F					
		L332.74	50	62	5.00	
6.30						
		L328.43		43	4.40	
		L313.98				
		L313.00	50	27	4.15	
7.15	F					
		P306.40		Yard	4.05	
7.50	CWY RBYd.					
		P301.29		53	3.35	
8.00	F					
		P285.21		9	2.45	
8.45	F					
		P279.26	132	56	2.35	
8.55						
		P268.93		77	2.10	
9.20						
		P258.69	132		1.45	
9.45	F					
		P237.04			L 1.00 A.M.	
A 10.30 P.M.	Yd. F					
					PLAINS JCT. 123.01	

RULE 91 IN EFFECT. RULE 907 IN EFFECT.

**TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.
CENTRALIZED TRAFFIC CONTROL IN EFFECT AT PLAINS JCT.**

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

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

No train order signal at Plains Jct. Conductors and Enginemen of eastward trains will not require Clearance Form A.

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

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

No portion of train should be stopped on highway just west of P&SF Crossing "D", Mile Post L-350.2. After westward trains have been brought to a stop and the gate has been opened train will then move entirely over highway before being brought to a stop. Eastward trains will stop before reaching the highway, remain there until trainman goes ahead and opens the gate, trains will then move entirely over the highway and P&SF Railway before again being brought to a stop.

At Sterley, normal position of the switch at each end of the cross-over west of the depot will be for movement through the cross-over and all trains to and from Lubbock will leave and enter Plainview main track through this cross-over.

OFFICES OPEN MONDAY THROUGH FRIDAY:

Lubbock	8:00 a.m. to 12:00 MN
Petersburg	9:30 a.m. to 6:30 p.m.
Sterley	6:00 a.m. to 3:00 p.m.
Quitague	1:30 p.m. to 4:00 p.m.
Turkey	9:00 a.m. to 12:00 Noon 4:30 p.m. to 6:00 p.m.

OFFICES OPEN SATURDAY:

Sterley	6:00 a.m. to 3:00 p.m.
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Sterley and Dimmitt Subdivision - Branch Line

EASTWARD			STATIONS	WESTWARD		
SECOND CLASS				SECOND CLASS		
Monday Wednesday Friday Freight 177	Signs	Mile Post Location		Sidings	Other Tracks	Monday Wednesday Friday Freight 178
A.M. 11.30	Y RBYd.	P367.60		Yard	A.M. 10.15	
		P351.62		62	157	
P.M. 12.30				46	56	
1.05	F	P337.59			8.20	
		P324.31		Yard	7.45	
2.30	Y Yd.					
		P323.69				
		P321.61				
		P318.97		50	16	
2.55	F				6.50	
		P306.40		Yard	L 6.30 A.M.	
A 3.15 P.M.	CWY RBYd.					
					-61.20	

RULE 91 IN EFFECT

RULE 907 IN EFFECT

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

No train order signal at Sterley, Plainview and Dimmitt; Conductors and Enginemen must have Clearance Form A when operator on duty.

Look out for close overhead and side clearances elevator track Edmonson.

Other Tracks:

Industry Track	M.P. P327.97	capacity 23 cars
Wasson	M.P. P328.08	capacity 15 cars
Boone	M.P. P331.67	capacity 4 cars
Wright	M.P. P332.70	capacity 12 cars
Industry Track	M.P. P336.49	capacity 2 cars
Grisham	M.P. P344.82	capacity 14 cars
Hilburn	M.P. P349.68	capacity 20 cars
Roy	M.P. P359.51	capacity 12 cars
Industry Track	M.P. P362.42	capacity 4 cars
Industry Track	M.P. P365.38	capacity 18 cars

OFFICES OPEN MONDAY THROUGH FRIDAY:

Dimmitt	9:30 a.m. to 6:30 p.m.
Hart	8:00 a.m. to 5:00 p.m.
Plainview	8:00 a.m. to 5:00 p.m.
Sterley	6:00 a.m. to 3:00 p.m.

OFFICES OPEN SATURDAY:

Sterley	6:00 a.m. to 3:00 p.m.
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Wichita Falls and Stamford Subdivision - Branch Line

WESTWARD			Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays	EASTWARD		
SECOND CLASS							Stations	Other Tracks		SECOND CLASS		
Sunday Tuesday Thursday Freight	79									Monday Wednesday Friday Freight	80	
	P.M. L 5.30	Continuous	CWY RKO Yd.	0.00	WICHITA FALLS M-K-T Crossing (Grade) 6.46	Yard	Continuous	P.M. A 3.15				
		No Office		W 8.46	HOWARD 7.85	10	No Office					
	6.10	No Office		W 14.31	HOLLIDAY 6.37	38 27	No Office	2.40				
	6.25	No Office		W 20.68	MANKINS 6.60	10	No Office	2.15				
	6.40	No Office		W 27.28	DUNDEE 8.16	30	No Office	2.00				
	6.55	No Office		W 35.44	FULDA 16.46	26	No Office	1.40				
	7.30	8:00 a.m. to 5:00 p.m.		W 51.90	SEYMOUR 11.46	55 107	Closed	1.05				
	7.55	No Office		W 63.36	BOMARTON 7.16	36 37	No Office	12.25				
	8.10	No Office		W 70.52	GOREE 5.29	39	No Office	12.10				
	8.30	8:00 a.m. to 5:00 p.m.		W 75.81	MUNDAY 9.19	38 97	Closed	12.01 P.M.				
	8.45	No Office		W 85.00	WEINERT 11.83	28	No Office	11.35				
	9.05	8:00 a.m. to 5:00 p.m.		W 96.88	HASKELL 15.77	42 77	Closed	11.15				
	A 9.45 P.M.	12:00 mn. to 4:00 p.m.	CY RKB Yd.	W112.65	STAMFORD M-K-T CROSSING (Grade) 112.65	Yard	8:00 a.m. to 4:00 p.m. Sat. Closed Sun.	110.30 A.M.				

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

Rule 91 in effect.

Rule 907 in effect.

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

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

BETWEEN FW&D MILEPOST 113.00 AND WF&NW JCT. TRAINS HAVE NO TIME TABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

Other tracks: Hartex loading rack M.P. W 13.24.

Spur Tracks are Within Yard Limits. Rule 908 in effect.

SILVERTON SPUR

Mile Post Location	STATIONS	Other Tracks
P806.40	STERLEY 10.34	Yard
S818.74	WHITELEY 8.91	27
S825.85	SILVERTON	192

Trains must receive Clearance Form A at Sterley when operator is on duty.

Maximum Speed 15 M.P.H.

Track car operator line-up will not be issued to cover local extra which will not leave Sterley before 6:00 A.M. on Tuesdays, Thursdays and Saturdays for Silvertion and return.

PAMPA SPUR

Mile Post Location	STATIONS	Other Tracks
220.25	CHILDRESS 1.66	Yard
N221.91	DENVER NORTHERN JCT. 12.30	Yard
N234.21	SMITHDALE 17.88	26
N252.09	WELLINGTON 15.05	348
N267.14	SAMNORWOOD 11.68	16
N278.82	CRI&P CROSSING (AUTO. INTERL.) 0.35	
N279.17	SHAMROCK 20.80	40
N299.97	BELLCO 15.53	52
N315.50	WESCO 2.85	6
N318.85	LEFORS 12.95	75
N331.30	PAMPA	Yard

Conductors and Enginemen must have Clearance Form A at Childress.

Maximum Speed 30 M.P.H.

Parallel Track, Childress Reduced Speed

Red River Bridge M.P. N-232.26 20 M.P.H.

Buck Creek Bridge M.P. N-242.68 20 M.P.H.

Salt Fork Bridge M.P. N-262.22 20 M.P.H.

Elm Creek Bridge M.P. N-272.23 20 M.P.H.

CRI&P Crossing M.P. N-278.82 20 M.P.H.

McClelland Creek Bridge M.P. N-302.79 20 M.P.H.

North Fork Bridge M.P. N-312.92 20 M.P.H.

Track car operator line-up will not be issued to cover local extra which will not leave Childress before 6:00 a.m. on Tuesdays and Fridays for Pampa and return.

SPUR SPUR

Mile Post Location	STATIONS	Other Tracks
W112.65	STAMFORD M-K-T CROSSING (Grade) 2.70	Yard
B115.35	M-K-T CROSSING (Grade) 11.29	
B128.04	P. & S. F. CROSSING (Grade) 0.46	
B127.10	SAGERTON 6.65	20
B133.75	OLD GLORY 10.83	19
B144.08	ASPERMONT 13.28	88
B157.36	PEACOCK 13.67	25
B171.03	JAYTON 10.12	32
B181.15	GIRARD 13.72	15
B194.37	SPUR	145

Trains must receive Clearance Form A at Stamford when operator is on duty.

Maximum Speed 25 M.P.H.

Double Mountain Fork Bridge, M.P. B129.28, entire train 10 M.P.H.

Salt Fork Bridge, M.P. B160.47, entire train 10 M.P.H.

Track car operator line-up will not be issued to cover local extra which will not leave Stamford before 12:01 A.M. Saturdays for Spur and return.

ABILENE SPUR

Mile Post Location	STATIONS	Other Tracks
W112.65	STAMFORD M-K-T CROSSING (Grade) 13.91	Yard
W126.56	ANSON 11.00	43
W137.56	HAWLEY 7.74	19
W145.30	LANIUS 5.94	19
W151.24	ABILENE	Yard

Trains must receive Clearance Form A at Stamford and at Abilene when operator is on duty.

Maximum Speed 35 M.P.H.

Through city limits, Anson 20 M.P.H.

Through city limits, Abilene 15 M.P.H.

Abilene, before moving over 13th Street Stop

Track car operator line-up will not be issued to cover local extra which will not leave Stamford before 12:01 A.M. Mondays through Fridays, inclusive, for Abilene and return to Stamford.

Look out for close clearance Market Poultry and Egg Company Buildings on old A&S spur, Anson.

Cars that may be on T&P industry tracks will not clear man on side of car spotted at extreme west end of spur track serving Abilene Plumbing Company at Abilene.

Ben E. Keith Company building on utility track, Abilene, will not clear man on side of car.

SPECIAL INSTRUCTIONS

Chief Train Dispatcher	W. J. Hamilton, Wichita Falls
Night Chief Train Dispatcher	F. R. Brady, Wichita Falls
TRAIN DISPATCHERS	
M. A. Davis	P. R. Armstrong
J. H. Lowder	C. N. Parker
	O. A. Lindhorst
C&S	
Superintendent	E. C. Ackerman, Denver
Assistant Superintendent	H. W. Totten, Denver
General Road Foreman-Trainmaster	J. M. Dalton, Trinidad
Superintendent of Transportation	P. R. Johnson, Denver
Assistant Chief Mechanical Officer	J. D. Schroeder, Denver

FW&D	
General Manager	R. H. Paschal, Fort Worth
Superintendent	H. E. Moyer, Wichita Falls
Assistant Superintendent	J. P. Nelson, Amarillo
General Road Foreman-Trainmaster	R. E. Visney, Fort Worth
Superintendent of Transportation	E. E. Kenney, Fort Worth
Mechanical Superintendent	W. J. Vogel, Childress
Trainmaster	O. W. Wells, Childress
Trainmaster	E. A. Butler, Wichita Falls
Terminal Trainmaster	W. T. Reilly, Fort Worth

1. Between Fort Worth and Wichita Falls, and between Plains Jct. and Minnequa, extra trains and yard engines must clear the time of first class trains not less than 10 minutes.

When train order (Form D-R) authority for crossover, at facing point hand throw switch, is issued at the point where crossover movement is to be made, train must be stopped before the crossover switches are lined.

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

2. USE OF TRACK.

Two main tracks between Southern Jct. and D. & R. G. W. Jct. used jointly by D. & R. G. W. and C. & S. Northward track is under C. & S. operating jurisdiction. Southward track is under D. & R. G. W. operating jurisdiction. C. & S. timetable and rules of the Operating Department govern train operation on both tracks. C. & S. form of train orders and clearance will be used and issued over signature of D. & R. G. W. Superintendent on southward track.

Crossovers between Southern Jct. and Walsenburg located as follows:

Facing point: Cedarwood, Lascar, Walsenburg.

Trailing point: Walsenburg.

D&RGW, MKT, JTD and SLSW trains and engines while on C&S-FW&D trackage will be governed by C&S-FW&D rules and timetable.

No. 4 track extending from office of communication Minnequa to crossover south end of Minnequa yard, is known as "Minnequa siding".

Track just west of main track extending from M. P. 124.26 to crossover south end Minnequa yard, is Southern Jct. siding.

Trains not authorized by timetable must move as provided in Rule 93 between Southern Jct. and Minnequa.

Southward trains will not use Southern Jct. siding without special instructions.

Unless otherwise instructed, Northward C. & S. trains except first class trains take siding at Southern Jct.

D. & R. G. W. will use C. & S. tracks between D. & R. G. W. Jct., M. P. 171.70 and Trinidad, M.P. 212.41, Minnequa and Trinidad Subdivision.

D. & R. G. W. markers may display yellow instead of green discs, and such yellow discs will be considered the same indication as green.

Engines must not be moved over dead rail Trinidad track scales.

BALLAST PIT M.P. 286.93:

Engine must not use tail track from a point 100 feet south of load track switch to end of track. An engine Limit sign marks this location.

Bunk car spur measures 1521 feet from clearance point to end of track. Engines must not go beyond Engine Limit sign located 350 feet from clearance point.

The Clamshell Spur has an overhead clearance of 16 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 13 feet from top of rail.

The Load Tracks have an overhead clearance of 15 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 12 feet 6 inches from top of rail.

RAILROAD CROSSINGS.

Interlocking at A. T. & S. F. crossing, Trinidad, is remotely controlled by A. T. & S. F. train dispatcher at La Junta, Colorado. Rules 538, 663 and 672 are in effect.

MP L-350.16 KITALOU protected by manually operated gates normal position set across F. W. & D. Tracks.

P. & S. F. CROSSING MP L-358.45 Lubbock, Centralized Traffic Controlled by Santa Fe dispatchers. Trains stopped by home signal will be governed by rule 523 and instructions posted in telephone and release boxes.

Quanah, M. P. 191.66 and Acme, M. P. 196.91 are automatic interlocking and signals are a part of Centralized Traffic Control system. Rules 523, 526 and 672 are in effect.

Chillicothe, M. P. 179.02 interlocking is remotely controlled from Wichita Falls and signals are a part of Centralized Traffic Control system. Rules 523, 526 and 663 are in effect.

Industry track leads off main track at MP 331.07, north of Pullman. CRI&P crossing on this track protected by automatic electrically locked gate, normally set against FW&D movements. Trains and engines using this track must remain clear of "STOP" signs and operate the crossing gate in accordance with instructions posted in the case located at the crossing.

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

M-K-T CROSSING AT WICHITA FALLS.

M-K-T CROSSING AT STAMFORD.

M-K-T CROSSING AT M. P. B115.35

P. & S. F. CROSSING AT M. P. B126.64.

AT WALSENBURG:

Spring switches at D. & R. G. W. Jct. are protected by automatic signals.

When a train is stopped by the governing signal showing red indication and it can be clearly seen that the route is not occupied, signal may be cleared by pushing permissive clearing button governing the signal involved. A period of approximately one minute and thirty seconds will elapse from the time the button is pushed until it can be expected that the signal will clear.

If, after operating the permissive clearing button, signal does not clear, spring switch points must be carefully examined and if found to be in proper position and the way is clear, train may proceed on hand signals, protecting in accordance with Rule 99.

Permissive clearing buttons for northward signals (Signal No. 1 for D. & R. G. W. track and Signal No. 2 for C. & S. track), located 203 feet south of the spring switches, will be found in boxes on track side of instrument case just north of Signal No. 2.

Permissive clearing button for southward signals (Signal No. 5 for southward track and Signal No. 6 for northward track), located 328 feet north of the spring switches, will be found in box on instrument case east of the northward track, opposite these signals.

3. RULES OF THE OPERATING DEPARTMENT ARE MODIFIED AS FOLLOWS:

RULE H.

The use of tobacco by employes in uniform while on duty in the presence of patrons, or by employes transacting business with patrons in or about stations, is prohibited.

RULE M.

Employes must exercise care to avoid injury to themselves or others. They must observe the condition of equipment and tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition. If defective equipment or tools cannot be put in safe condition, they must be taken out of service, so marked, and defects reported to the proper authority.

Employes are prohibited from riding or walking on the roof of any moving car.

They must inform themselves as to location of structures where clearances are close. Some bridges, tunnels, freight houses, stock yard platforms and other structures will not clear a man on side of cars. Employes will be governed accordingly and must not occupy a position that will endanger themselves when passing such structures or other locations where clearances are close.

Employes must not stand on the track in front of an approaching engine or car for the purpose of boarding same.

Employes must expect the movement of trains, engines or cars at any time, on any track, in either direction.

RULE N. (First paragraph).

Reading of newspapers, books or periodicals, use of radios other than those provided by the railroad, or playing of games by conductors, trainmen, engine-men, firemen, yardmen, train dispatchers and operators while on duty is prohibited.

RULE Q.

Courteous deportment is required of all employes in their dealings with the public, their subordinates and each other.

Employes who are careless of the safety of themselves and others, negligent, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious or who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subject to criticism or loss of good will, will not be retained in the service.

RULE 3. (Third paragraph).

When there is no standard clock available, conductors, engine-men, yardmasters and yard engine foremen must compare their watches daily with each other and with conductors or engine-men, who have Standard Time and have registered their watches, or with the train dispatcher, operator or clerk at office where standard clock is maintained, and make a record of such comparison on the back of the time slip showing time, place and with whom comparison was made. At first opportunity other members of the crew must compare watches with the conductor or engineman.

SPECIAL INSTRUCTIONS-Continued

RULE 7 (a). (Third paragraph).

When backing or pushing a train or cars or switching cars, the disappearance from view of trainman, yardman, light by which signals are given or failure to hear his voice frequently on radio, must be construed as a stop signal, unless movement is being made as prescribed by Rule 1346.

RULE 15.

The explosion of two torpedoes is a signal to IMMEDIATELY reduce speed and proceed at REDUCED SPEED for one and one-half miles from where the torpedoes were exploded. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes must be placed on the rail not less than 100 feet apart, on engineman's side of track and must not be placed near depots, on public crossings, or where they may cause injury.

RULE 16. (New Paragraphs)

When so equipped, each passenger train car must be connected with the communicating signal system on the engine. If not so equipped or the system becomes inoperative, radio or hand signals will be used. Before leaving initial terminal the communicating signal system must be tested and known to be in suitable condition. Engineman failing to receive communicating signal 16 (m) will immediately sound engine whistle signal 14 (J) and look back for signal indicating running air brake test completed or slow track passed.

Approaching conditional or flag stops, if signal 16 (d) or other instructions from conductor have not been received, engineman will be governed by hand signal from conductor. If no signal or instructions received, train will make station stop.

To operate the communicating signal on a passenger train, the discharge valve must be held open 1 second for each 6 cars in the train; the valve must remain closed 1 second between sounds for each 2 cars in the train.

RULE 16 (e).

One long sound of communicating signal, when standing, to apply or release air brakes.

RULE 16 (k).

One long sound of communicating signal to shut off train heat.

RULE 17.

Full headlight will be displayed to the front of every train by day and by night. It must be concealed or extinguished when a train turns out to meet another train and has stopped clear of main track, is standing to meet a train at end of two or more tracks or a junction, or when oscillating emergency red headlight is displayed and train has stopped.

It must be dimmed while standing in yards where yard engines are employed.

When an engine is running backward a white light must be displayed by night on the leading end.

At night, when standing or moving about yards, road engines without cars must display a light on the rear.

Unless otherwise provided, white oscillating light must be displayed approaching highway crossings at night and during day when weather conditions impair visibility. It must be extinguished when headlight is dimmed or extinguished.

RULE 19 (e).

A train not equipped to display the prescribed markers will display a red flag by day and a white light by night to indicate the rear of the train.

RULE 20.

All sections except the last will display two green lights by day and by night in places provided for that purpose on the front of the engine.

RULE 21.

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

RULE 30.

Except where the momentary stop and start, forward or backward, is a continual switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade and station platforms.

RULE 35.

The following signals will be used by flagmen:

Day Signals—A red flag, torpedoes and red fuseses.

Night Signals—Torpedoes and red fuseses.

RULE S-90.

The engineman of each train will give signal 14 (n) not less than one mile before reaching a meeting or waiting point.

The conductor of each train equipped with communicating signal will give signal 16 (L) not less than one mile before reaching a meeting or waiting point.

On trains so equipped, the conductor will use radio communication to obtain acknowledgement from engineman immediately after passing the last station preceding a meeting or waiting point.

The conductor must know that train is being handled in a manner that will insure compliance with all requirements at the meeting or waiting point, stopping the train if necessary.

RULE 99 (b). (Second paragraph).

The required flagging equipment for an engine is one red flag, six torpedoes and four red fuseses.

RULE 99(c). On a passenger train a flagman with flagman's equipment, must immediately appear on the ground whenever a train stops, protecting as required by Rule 99, except as hereinafter provided:

In Manual Block Territory, or where Rule 91 is in effect, at station stop flagman will stand 20 feet behind his train. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must protect as required by Rule 99.

In Centralized Traffic Control or Automatic Block Signal Territory at station stop flagman may stand at opening to car ready to board train without being recalled when conductor gives proceed signal. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must comply with Rule 99 except that flagman need not go back farther than the first signal to the rear which requires a following train to stop.

When a train with one trainman is delayed at a station stop beyond time required for the ordinary handling of passengers and other work, or if conditions require, trainman must then protect rear of train as outlined in preceding paragraphs.

Except when operating under procedure outlined in first sentence of third paragraph, conductor will signal engineman to recall flagman and will not give signal to proceed until flagman has returned. Engineman will not acknowledge proceed signal with engine whistle.

Regardless of weather, flagman must be clothed so as to properly perform his duty in protecting his train as required by Rule 99, without having to return to his train for any purpose until recalled. By day the red flag must be unfurled.

RULE 102 (a). (Second sentence, first paragraph).

The red headlight is displayed automatically by an emergency application of the air brakes.

RULE 109. (First paragraph).

Bulletins will be issued by authority and over the signature of the Superintendent. They will be numbered consecutively beginning with No. 1 January 1 and July 1 each year, continuing in effect to and including June 30 and December 31 respectively, unless cancelled.

RULE 208. (Second paragraph).

The several addresses must be in the order of superiority of trains, each office taking its proper address and when office is open, except within Automatic Block Signal Limits, must include the operator at meeting or waiting point.

RULE 209. (Second and third paragraphs).

Should it be necessary to relay a train order by any means of communication beyond the first station to which transmitted by train dispatcher, the operator at the office addressed must repeat the order to the relaying operator who must underscore on his copy each word and figure as repeated by the office addressed.

The relaying operator must then repeat the order to the train dispatcher who will give the response 'Complete', and the time, with the initials of the Superintendent, to the relaying operator to be transmitted to the office addressed.

RULE 220. (Third paragraph).

When a conductor or engineman, or both, is relieved before the movement of the train authorized by Clearance Form A is completed, or at stations specified in the timetable, or by bulletin, all clearance forms, train orders and messages held must be delivered to relieving conductor or engineman. Such clearance forms, train orders and messages must be compared by the relieving conductor and engineman before proceeding. This may be done by radio if practicable.

RULE 221(a). First Paragraph is modified to read as follows:

Where trains are operated on single track Clearance Form A must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the total number of train orders and the number of each train order, if any, addressed to a train. Except in CTC territory, operator will repeat from the clearance to train dispatcher the information shown thereon. The dispatcher will make the required record in the train order book, and if operator has correctly repeated the number of all train orders addressed to a train will respond by giving 'OK,' the time, and the Superintendent's initials, which the operator will endorse on the Clearance.

SPECIAL INSTRUCTIONS-Continued

CLEARANCE FORM F.

Proceed per Rule 509 A on track.

Train Dispatcher will specify number or name of track that the train will proceed on after passing the signal; viz., in multiple track territory—On No. 2 track, or—on westward track; in single track territory—On Main track, or on siding or yard track. Conductor or Engineman will note track on Clearance Form F and repeat to the Train Dispatcher.

RULE 223 (a). (New paragraph).

Z—Radio Station.

RULE 402.

FAILED EQUIPMENT SIGNAL.—A wayside signal aspect, consisting of a single lunar light with a letter E. It may be placed below other signal aspects but does not supersede other signal indications or rules pertaining to movement or inspection of train.

INDICATIONS: When flashing, no failed equipment has been detected. When illuminated continuously, train must be stopped and inspected for failed equipment. A member of train or engine crew must report to dispatcher by first available means of communication, advising reason for delay.

RULE 501-501-E.

A single arm semaphore signal having a yellow blade in a vertical position in the upper quadrant with a green light will indicate proceed in accordance with Rule 501.

A single arm semaphore signal having a yellow blade in the upper quadrant at an angle of 45 degrees to the vertical with a yellow light will indicate approach in accordance with Rule 501-E.

RULE 501-L. Wayside Dwarf Signal.

Aspect—Flashing yellow.

Indication.—Proceed at reduced speed to make any reduced speed movement. Trains moving on or entering upon a track signaled for that direction must proceed as prescribed by Rule 501-B.

RULE 509. (First paragraph).

When a train is stopped by a Stop Indication it must stay until authorized to proceed, and will then proceed at Restricted Speed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying other than a Stop indication.

RULE 509-C.

When block signal rules require movement at restricted speed, this speed must not be increased until after the rear of train has passed through the block.

RULE 512. (Second paragraph).

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

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

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

RULE 514.

When stopping at a signal, no part of train or engine should pass the signal.

RULE 515.

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

Rule 516 (New). Engine or engine with cars, stopped by a Stop Indication of an Automatic Block Signal, may proceed at Restricted Speed to couple to train or cars standing on main track within 300 feet of signal.

RULE 530.

Controlled sidings are not protected by signals between Clearance points. Trains must move at Reduced Speed not exceeding speed authorized by timetable through turnouts and on sidings.

RULE 533.

Permission must be secured from train dispatcher before using hand operated main track switches.

Unless otherwise provided, train or engines must not clear the main track at a hand operated switch not equipped with an electric or mechanical time switch lock except in territory where maximum train speed is 20 M. P. H., or at specified locations.

When the main track has been cleared at specified locations, before authorizing a train or engine to re-enter the main track through a hand operated switch not equipped with an electric or mechanical time switch lock, the train dispatcher must know positively that there are no trains or engines within the block, after which permission will be granted to open the switch. Train dispatcher must be advised when movement to main track has been completed and switch has been restored to normal position and locked before permitting any following train or engine movements.

A train or engine entering a block between signals on authority of train dispatcher must be protected as required by the rules and must proceed at Restricted Speed to the next governing signal.

RULE 535.

A train or engine having passed beyond the limits of a block must not back into that block except by permission from train dispatcher.

The reverse movement of a train or engine must not be made except by signal indication or as prescribed by Rule 537, without permission of train dispatcher.

RULE 576.

Cab Signal indications do not supersede fixed signal indications except when Cab signal changes to a more restrictive or a more favorable indication at a point other than a fixed signal location.

When Cab Signal changes from a restrictive indication to a more favorable indication, at a point other than a fixed signal location, speed must not be increased until train has run its length.

When the Cab Signal changes to a more restrictive indication, at a point other than a fixed signal location, enginemen must immediately comply with indication displayed, in accordance with Rule 577.

RULE 578. (First paragraph).

Should cab signal and fixed signal indications conflict, the more restrictive indication will govern. Such occurrence must be reported to Superintendent.

RULE 672. (Third paragraph).

If there is no indication to show that signals on the conflicting routes indicate stop, movement must be made in the following manner: Train or engine will be moved to occupy the track between the home signal and the crossing and clear of the crossing. Burning red fuseses must be placed 100 feet from the crossing on all conflicting routes. Train or engine may proceed after standing two minutes, if no conflicting train or engine movement is evident.

RULE 674.

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

RULE 711. (New paragraph).

(m) Comparison of time required under Rule 3.

RULE 712.

Train orders must not be transmitted by radio between head and rear end of a train.

Information concerning the position of switches or aspect of governing signals must not be requested nor accepted by train or engine crews from persons other than members of their own crew.

RULE 713.

When a train is stopped by a stop indication and normal means of communication have failed, Form F may be transmitted by Radio.

RULE 901. (First paragraph).

Roadway signs indicate maximum speeds for passenger trains.

RULE 906 (b). (Second paragraph).

Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

RULE 908. (Second paragraph).

Before moving engines and cars on station, or industry tracks, train and yardmen must know that the cars can be moved with safety. (Fourth paragraph).

Unless otherwise authorized, cars must not be shoved on yard tracks, team tracks, industry or freight house tracks, until a member of the crew is stationed at the opposite end of tracks for the purpose of ascertaining the amount of room or clearance and prevent shoving cars out to foul.

RULE 913. (First paragraph).

When for any reason an engine leaves its train or part of its train on main track at night or where view is obscured, torpedoes must be placed a safe distance in advance of rear portion of train to warn enginemen returning, and at night a light must be placed on front end of rear portion of train.

RULE 914.

A rectangular yellow sign with diagonal black stripe displayed on the right of track indicates that the track one mile distant is safe for a speed of 10 miles per hour unless otherwise directed by train order, timetable or bulletin.

A round green sign with diagonal white stripe displayed on the right of the track signifies that the slow track has been passed and authorized speed may be resumed. Engineman must maintain slow speed until proceed signal is received from rear of train.

On subdivisions where maximum speed is 40 MPH or more an octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.

On trains equipped with communicating signal system, signal will be given as prescribed in Rule 16.

RULE 916.

Diesel engines may be deadheaded directly behind road diesel engines.

SPECIAL INSTRUCTIONS-Concluded

RULE 918.

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

RULE 970. (Second paragraph).

Instruct the fireman in his duties including the economical use of fuel and supplies. Engineman will not permit fireman to operate the engine, except in emergency, or when in his judgment the fireman has had sufficient experience to operate engine for the purpose of qualifying himself. This practice must be confined to freight and yard service unless otherwise authorized by Road Foreman of Engines. Engineman is responsible while the engine is being operated by the fireman.

RULE 974.

Steam engines left with no one in charge must have steam shut off, reverse lever placed on center, cylinder cocks opened and independent driver brake set.

Diesel engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position; reversing handle removed from the control stand, generator field switch open, independent air brake and hand brake applied.

When conditions require, or engine is to be left unattended for more than 30 minutes, wheels must be securely blocked.

RULE 1068.

The proper position for rear passenger trainmen or flagman while train is in motion, is in car as near to rear of train as is practicable and consist will permit and will detrain from opening of such car.

RULE 1077.

The proper position for forward trainmen is on head end of train in cab from which engine is being controlled, leaving only when necessary to protect the train as required by the rules without waiting for signals or instructions to do so, or to perform duties specifically provided by the rules.

RULE 1302 is cancelled.

RULE 1304. (First sentence).

After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive but to not less than 60 pounds as shown by the caboose gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service.

RULE 1304 (a).

Transfer train and yard train movements not exceeding 20 miles must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with Rules 1303 to 1307, inclusive.

RULE 1306 (a).

When locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cut out during train air brake test.

RULE 1308.

When making a terminal test of brakes on a passenger train, the trainman or carman must advise the engineman to set brakes. On a train equipped with communicating signal system, signal to release must be given as prescribed by Rule 16.

RULE 1309.

The conductor of a passenger train must know that the engineman makes a running test of the brakes after leaving initial station, after engine, engineman or conductor is changed, or after an angle cock has been turned for any reason except cutting off one or more cars from rear of train.

Trainman stationed on rear of train must note that brakes apply and release properly, then give engineman signal as prescribed by Rule 16.

If brakes fail to apply and release properly, train must be stopped, cause ascertained and remedied.

RULE 1311. (First paragraph).

At a point other than initial terminal where locomotive or caboose is changed on a freight train or where one or more consecutive cars are cut off from rear or head end of train with consist otherwise remaining intact or where engine or train crew is changed but engine is not detached, test of the train brake system will be made as follows:

RULE 1314.

On a passenger train at points where engineman or conductor is changed on the road, the incoming engineman must apply the train brakes immedi-

ately after stopping, without waiting for a signal. Trainman must see that the brakes are applied on the rear car, signal the engineman to release and after the brakes on the rear car are seen to be released signal will be given engineman as prescribed by Rule 16.

RULE 1315 (e).

When, for any reason, the electro-pneumatic brakes become unserviceable, the following procedure will govern:

(1) When running and the brakes fail to apply in service position of the brake valve, the train must be stopped immediately with emergency application of the brakes by moving brake valve handle to emergency position and no other movement of the brake valve is to be made until train has stopped.

(2) When running and the brakes fail to release, the train will be stopped with service application.

After train has stopped, or when any change in the electro-pneumatic brake system occurs after leaving the initial terminal of the train, a standing test of the automatic air brakes must be made as prescribed by Rule 1314, following which the train may proceed, making a running test and operate not exceeding maximum speed of 79 MPH. When this change is made conductor and engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signature. This will supersede instructions on the original Clearance Form K.

RULE 1345

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

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

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

4. Within C. T. C. limits, trains finding a stop and proceed indication displayed by signal, which governs facing point movement over a spring switch, will comply with Rule 104 (b), and in addition a member of the crew will contact train dispatcher by telephone, located adjacent to the spring switch, when such communication is available.

In C. T. C. territory whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over spring switch, Rule 538 will apply as to permission, time and working limits and notification to engineer.

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

(a) Close throttle to idle.

(b) Move the reversing handle to reverse position.

(c) Open throttle to No. 1 position.

6. Air brakes must be used on occupied passenger carrying equipment when switching.

7. All engines in freight service will operate with brake pipe pressure of 90 pounds.

8. To insure against fire damage, do not permit engines to stand over or near any open flame.

9. Maximum gross weight of cars handled must not exceed 263,000 pounds except between following points must not exceed weights shown:

M.P. W-82.00 and Stamford.....177,000 pounds

Stamford and Abilene.....177,000 pounds

Cars with gross weight in excess of weights in above exceptions may be handled not exceeding 25 MPH and must be separated from the engine by one car and must not be handled in tandem with other excess weight cars.

10. Cars having gross weight exceeding 165,000 pounds must not be handled on Spur Spur.

11. SD type or heavier engines must not be operated on following tracks:

Wichita Falls: Old WF&S freight house tracks beyond inside switch,
Moore Richolt Spur beyond 13th Street.
Old Mansion Track beyond clearance points.
Wichita Ice Company track.

Ft. Worth: Riverside Lumber Company--Hodge.
Spur Spur

SPEED RESTRICTIONS

1. Troop trains consisting of passenger cars only will be governed by speed authorized for passenger trains.

Troop trains consisting of passenger cars only (including caboose) will be governed by speed authorized for trains handling standard cars, except must not exceed 60 MPH.

Troop trains handling freight cars will be governed by speed authorized for freight trains.

Freight cars equipped for handling in passenger trains will be considered same as standard passenger equipment.

2. Engines running light and engines with caboose only must not exceed speed authorized for freight trains, except must not exceed 35 MPH unless otherwise provided.

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

4. Diesel engines in FW&D 800, C&S 800 and CB&Q 200, 300 and 400 series must not exceed 65 MPH.

5. Diesel engines in FW&D 600 series must not exceed 40 MPH.

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

Diesel-electric passenger engines	75 M.P.H.
Diesel-electric freight engines	60 M.P.H.
Diesel-electric switch engines	40 M.P.H.

When subdivision maximum speeds are less, they will govern.

7. Where maximum speed for steam engines is not shown, movement of steam engines will be governed by train order.

8. Trains making back-up movement must not exceed 20 miles per hour, unless otherwise provided.

LOCATION	Passenger Trains	Freight Trains
	M.P.H.	M.P.H.
MINNEQUA AND TEXLINE SUBDIVISION		
Maximum speed around curves between Minnequa Yard Office and Southern Jct. sound whistle freely	30	Reduced Speed
Southern Jct.—Between M.P. 124.26 and M.P. 124.35	Reduced Speed	Reduced Speed
Maximum speed between Southern Jct. and M.P. 169.74:		
Southward Track	58	45
Northward Track	59	49
Maximum speed between M.P. 169.74 and M.P. 172.29	58	Yd
Between M.P. 172.01 and M.P. 172.29	30	Yd
Between M.P. 171.00 and D.&R.G.W. Jct., M.P. 171.70	Reduced Speed	Reduced Speed
Walsenburg—Over Street Crossings	20	20
Walsenburg—Over Spring Switches	15	15
Maximum speed between MP. 172.29 and M.P. 187.50	59	45
Between M.P. 172.29 and M.P. 173.35	30	25
Between M.P. 173.95 and M.P. 176.62	45	40
Between MP. 181.74 and M.P. 186.61	45	40
Maximum speed between M.P. 187.50 and M.P. 197.56	75	49
Maximum speed between M.P. 197.56 and M. P. 211.34	59	45
Between M.P. 197.56 and M.P. 200.28	45	40
Between M.P. 201.87 and M.P. 203.36	45	40
Between MP. 205.52 and M.P. 207.50	45	40
Between M.P. 208.54 and M.P. 210.21	45	40
Between M.P. 210.33 and M.P. 211.34	45	Yd
Entire Train over street crossings between MP. 211.82 and M.P. 212.50	15	15
Between M.P. 211.34 and M.P. 212.64	Reduced Speed	Reduced Speed
Through turnout in main track 75 feet south of AT&SF Crossing M.P. 211.34	15	15
Maximum speed between Trinidad and Des Moines	59	45
Between M.P. 213.02 and M.P. 214.73	45	40
Between M.P. 218.04 and M.P. 219.20	45	40
Between M.P. 220.34 and M.P. 220.70	45	40
Between M.P. 222.37 and M.P. 228.04	45	40
Between M.P. 230.18 and M.P. 231.40	45	40
Between M.P. 232.60 and M.P. 234.30	45	40
Between M.P. 235.52 and M.P. 243.70	45	40
Between M.P. 245.75 and M.P. 246.82	45	40
Between M.P. 248.00 and M.P. 248.60	45	40
Between M.P. 249.47 and M.P. 250.09	45	40
Between M.P. 250.70 and M.P. 252.16	45	40
Between M.P. 252.90 and M.P. 257.24	45	40
Between M.P. 259.40 and M.P. 273.86	45	40
Between M.P. 273.86 and M.P. 274.44	30	25
Between M.P. 274.44 and M.P. 276.59	45	40
Between M.P. 277.86 and M.P. 281.21	45	40
Between M.P. 281.21 and M.P. 281.93	30	25
Between M.P. 281.93 and M.P. 283.24	45	40
Between M.P. 285.16 and M.P. 290.76	45	40
Between M.P. 291.48 and M.P. 293.71	45	40
Maximum speed between Des Moines and Texline	59	49
Between M.P. 291.48 and M.P. 293.71	45	40
Between M.P. 295.70 and M.P. 296.82	45	40
Engine or leading car over Main Street Crossing, Clayton, M.P. 337.64	15	15
Between M.P. 346.90 and FW&D M.P. 452.41	Reduced Speed	Reduced Speed

LOCATION	Passenger Trains	Freight Trains
	M. P. H.	M. P. H.
ALL SUBDIVISIONS—MAXIMUM SPEED		
On Sidings	Reduced Speed	Reduced Speed
All Crossovers, turnouts and spring switches not otherwise specified	10	10
Short scale test cars:		
Main Lines		25
Branch Lines		20
Clamshells, pile drivers and similar equipment:		
Main Lines		25
Branch Lines		20
Jordan Spreaders:		
Main Lines		25
Branch Lines		25
Steam Wrecking derricks:		
Between Fort Worth and Minnequa:		
On straight track		35
Around curves		30
Between Plains Junction, Plainview and Lubbock:		
On straight track		25
Around curves		20
Between Sterley and Silverton		10
Between Plainview and Dimmitt		10
Between Childress and Pampa:		
On straight track		25
Around curves		20
Between Wichita Falls and Abilene		20
Between Stamford and Spur		10
Rotary snow plows:		
Main Lines		25
Branch Lines		15
Dead steam engines		20
Loaded 20 yard air dump cars, in rear of train when possible main track		25
Loaded 30 yard air dumps, main track		35

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
	M. P. H.	M. P. H.		M. P. H.	M. P. H.
TEXLINE AND CHILDRESS SUBDIVISION			CHILDRESS AND FORT WORTH SUBDIVISION		
Maximum speed between Texline and Murdo.	59	49	Maximum speed between Childress and Fort Worth	75	50
Between C&S M.P. 346.90 and FW&D M.P. 452.41	Reduced Speed	Reduced Speed	Maximum speed through turnouts of controlled sidings, end of two main tracks M.P. 116.15 and at Childress M.P. 219.91	30	30
Between C&S M.P. 346.90 and FW&D M.P. 452.03		Yd	Childress—Commerce and Main Streets	20	20
Between M.P. 419.18 and M.P. 416.05		Yd	Quanah—Main Street	30	30
C.R.I.&P. Crossing M.P. 417.59	20	20	Chillicothe—Passing Depot	45	45
Maximum speed between Murdo and Amarillo	59	45	Pease River Bridge and Curve M.P. 166.37	60	
Curves, M.P. 381.04, M.P. 379.16 and M.P. 359.86	55		Vernon—North Main Street	30	30
Curves, M.P. 360.95 and M.P. 339.22	50		Electra—City Limits	30	30
Between M.P. 349.75 and M.P. 336.00	55		Iowa Park—Between M.P. 125.05 and M.P. 124.20	35	35
Between M.P. 338.45 and M.P. 331.71		Yd	Wichita Falls—City Limits, between M.P. 117.56 and M.P. 111.31	15	15
Engine or leading car over McMasters Crossing MP. 338.00	45	45	Between W.F.&N.W. Jct. and M.P. 113.00	Reduced Speed	Reduced Speed
Amarillo—Hughes Street	30	30	Between M.P. 114.96 and M.P. 111.35		Yd
Amarillo—Between Tyler Street and Passenger Depot	15	15	Wichita Falls—Seventh Street	8	8
Between M.P. 336.80 and M.P. 334.70	Reduced Speed	Reduced Speed	Wichita Falls—Southward train and engine movements on old freight main track approaching Park Street	5	5
Maximum speed between Amarillo and Plains Jct.	59	49	Curve, M.P. 96.11	60	
P.&S.F. Crossing M.P. 334.70	40	20	Henrietta—Passing Depot	45	45
Engine or leading car over Western Stockyard Crossing M.P. 334.11	30	30	Curves, M.P. 70.26 and M.P. 69.88	60	45
Maximum speed between Plains Jct. and Childress	75	50	C.R.I.&P. Crossing, M.P. 69.21	60	40
Between M.P. 232.10 and M.P. 228.50	65	50	Bowie—Mason Street	30	30
Maximum speed through turnouts of controlled sidings and turnout Parallel Track, Childress, M.P. 222.20	30	30	Between M.P. 48.00 and M.P. 43.50	65	
Parallel Track, Childress	Reduced Speed	Reduced Speed	Curve, M.P. 46.41	55	45
	All Trains M. P. H.		Curve, M.P. 43.60	60	
			Between M.P. 32.30 and M.P. 28.45	60	
			Curve, M.P. 30.89	55	45
			Curve, M.P. 25.30	65	
			Between M.P. 11.00 and M.P. 0.00		Yd
			Between M.P. 11.00 and M.P. 7.00	45	45
			Between MP. 7.00 and St.L.S.W. Crossing Jct	40	Yd
			Between St.L.S.W. Crossing Jct. and Hampton	20	20
			Rio—Spring Switch:		
			Trailing movement	15	15
			Facing point movement	25	25
			Hampton—Spring Switch:		
			Trailing movement	10	10
			Facing point movement	25	25
			Between Hampton and T&P Jct.	Reduced Speed	Reduced Speed
PLAINS JUNCTION AND LUBBOCK SUBDIVISION					
Maximum speed between Plains Jct. and M.P. P-299.00:					
On straight track	35				
Around Curves	25				
Turkey—Industry track	5				
Maximum speed between M.P. P 299.00 and Lubbock	40				
Controlled turnout Plains Jct.	30				
Through tunnel, M.P. P-288.70	15				
P.&S.F. Crossing "C" M.P. L-313.98	20				
P.&S.F. Crossing "E" M.P. L-358.45	20				
STERLEY AND DIMMITT SUBDIVISION					
Maximum Speed:					
Between Sterley and Plainview	30				
Between Plainview and Dimmitt	25				
P.&S.F. Crossing "B" M.P. P-323.69	20				
Between home signal limits P&SF Crossing (Auto. Interl.) M.P. P-321.61	20				
WICHITA FALLS AND STAMFORD SUBDIVISION					
Maximum Speed:	35				
Through city limits, Wichita Falls	15				
Seymour, over street and highway crossings	10				
Seymour over west siding switch M.P. W-51.90	10				