

ADDITIONAL SIDINGS AND SPURS

M. P. Location	STATIONS	Capacity
21.37	*Phillips Petroleum Co.	19
26.00	Dundee Stock Yards	22
88.62	*Shell Pipe Line	1
136.1	†Moutray Spur	8
141.42	†Condor Petroleum Co.	9

*Spur connected at north or east end.

†Spur connected at south or west end.

SURGEONS—HOSPITAL DEPARTMENT

Fort Worth	DR. R. J. WHITE	Chief Surgeon
Fort Worth	DR. TED LEACH	Asst. Chief Surgeon
Fort Worth	DR. WEBB WALKER	Division Oculist
Wichita Falls	DR. O. B. KIEL	Division Surgeon
Wichita Falls	DR. J. B. NAIL	Local Oculist
Holliday	DR. J. W. PARRISH	Local Surgeon
Seymour	DR. C. E. JOHNSON	Local Surgeon
Seymour	DR. LYMAN A. BARBER	Local Surgeon
Goree	DR. E. F. HEARD	Local Surgeon
Munday	DR. A. A. SMITH	Local Surgeon
Munday	DR. R. L. NEWSOM	Local Surgeon
Haskell	DR. T. W. WILLIAMS	Local Surgeon
Stamford	DR. E. P. BUNKLEY	Local Surgeon
Stamford	DR. L. F. METZ	Local Surgeon
Anson	DR. KNOX PITTARD	Local Surgeon
Abilene	DR. WM. R. SNOW	Local Surgeon
Abilene	DR. EARL D. SELLERS	Local Surgeon
Abilene	DR. VIRGINIA H. BOYD	Local Oculist
Spur	DR. P. C. NICHOLS	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.

W. O. FRAME,
General Manager, Fort Worth

H. E. MOYER,
General Superintendent, Wichita Falls

E. O. WALKER,
Superintendent of Transportation, Fort Worth

The Wichita Valley Railway Company

REPRINT

TIME
TABLE

No. 63

EFFECTIVE AT 12:01 A. M.

CENTRAL STANDARD TIME

Sunday, November 19, 1944

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 Abilene Sub-Division

TIME TABLE No. 63

EFFECTIVE NOVEMBER 19, 1944

WESTWARD			Office Open Week Days	Signs	Distance from Wichita Falls	STATIONS				Distance from Abilene	Capacity of		Office Open Sundays	EASTWARD			
FIRST CLASS						Daily Passenger	111	STATIONS	Distance from Abilene		Stalage	Other Tracks		Office Open Sundays	FIRST CLASS		
		P.M. L 5.45	Continuous	CWYT RKOB Yard	0.0	..... WICHITA FALLS	161.3	Yard	206	Continuous			P.M. A 12.30			
		5.59		Yard FR	3.8	..... 3.8										
		6.07			7.8	..... MAPLES	147.5		105				12.14			
		6.19	9:30 a.m.-6:30 p.m.		14.4	..... ALLENDALE	143.5		5				12.07 P.M.			
		6.31			20.7	..... 6.6	136.9	36	20				11.55			
		6.43		W MP28.02	27.4	..... HOLLIDAY	130.6		10				11.42			
		6.58			35.5	..... MANKINS (Spur)	123.9		30				11.30			
		7.10			42.4	..... 6.3	115.8	26					11.15			
		7.30	9:00 a.m.-6:00 p.m.	W	51.6	..... DUNDEE	108.9	38					11.03			
		7.38			54.9	..... 6.9	99.8	55	81	10:15 a.m.-1:15 p.m.			10.45			
		7.55			63.7	..... SEYMOUR	96.4		29				10.37			
		8.08			70.4	..... 3.4	87.6	36	27				10.22			
		8.20	8:30 a.m.-5:30 p.m.	W	76.9	..... HAJEK	80.9		33				10.09			
		8.37			85.0	..... BOMARTON	75.4	38	07	9:15 a.m.-12:15 p.m.			9.58			
		9.02	8:00 a.m.-5:00 p.m.	W	96.9	..... 6.7	66.3		28				9.41			
		9.16			104.9	..... GOREE	54.4	38	63	8:45 a.m.-11:45 a.m.			9.20			
		9.30	7:30 a.m.-11:30 p.m.	CWYT RKOB Yard	112.7	..... 5.5	46.4		13				9.03			
		9.35			126.6	..... MUNDAY	38.6	Yard	89	8:00 a.m.-11:00 a.m. 8:00 p.m.-11:00 p.m.			8.50			
		10.20	8:00 a.m.-5:00 p.m.	W	137.6	..... 9.1	24.7		43				8.36			
		10.47			145.3	..... WEINERT	13.7		22				8.05			
		11.04			151.3	..... 11.9	6.0		27				7.37			
		A 11.25 P.M.	6:30 a.m.-3:30 p.m.	WYR KB Yard	151.3	..... HASKELL	0.0	Yard	136				7.20			
		Daily				..... 8.0							L 7.00 A.M.			
		5.40 26.7				..... McCONNELL (Spur)							Daily			
						..... 7.8							5.30 27.5			
						..... STAMFORD										
						..... M-K-T CROSSING (Grade)										
						..... 13.8										
						..... ANSON										
						..... 11.0										
						..... HAWLEY										
						..... 7.7										
						..... LANIUS (Spur)										
						..... 6.0										
						..... ABILENE										
						151.3											
						..... SCHEDULE TIME										
						..... AVERAGE MILES AN HOUR										

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

Rule 907 is in effect between Maples and Abilene.

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

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

F. W. & D.; M-K-T and W. F. & S. trains and engines using tracks of The Wichita Valley Railway are governed by rules and time table of The Wichita Valley Railway.

Yard limits of Wichita Falls and Maples are continuous between Wichita Falls and yard limit board near M. P. 4.5; all trains and engines must move at restricted speed.

All extra train and engine movements between Wichita Falls and Maples will be authorized by train orders. Eastward trains originating at Maples must not occupy the main track until train orders have been received and register checked. Westward trains terminating at Maples must report their arrival to train dispatcher by telephone.

No. 112 and Eastward and Westward Wichita Valley Railway freight trains will not be required to stop or register at Maples but must approach W. F. & S. Jct. at restricted speed. If main track is clear and switch properly lined, trains may proceed not exceeding 10 miles an hour while passing over Junction switch.

The times of No. 111, No. 112, No. 117 and No. 118 apply at passenger station, Stamford. Unless otherwise instructed, No. 117 must not occupy main track at Stamford until No. 112 has arrived, and No. 111 must not leave Stamford until No. 118 has arrived.

Local extra leaves Wichita Falls daily, except Saturday, for Stamford.

Local extra leaves Stamford daily, except Sunday, for Wichita Falls.

Local extra leaves Stamford daily, except Saturday, for Abilene and return to Stamford.

Spur and Stamford Sub-Division

TIME TABLE No. 63

EFFECTIVE NOVEMBER 19, 1944

WESTWARD			Office Open Week Days	Signs	Distance from Wichita Falls	STATIONS	Distance from Spur	Capacity of		Office Open Sundays	EASTWARD						
SECOND CLASS								Mixed	117 Daily Ex. Sunday		Distance from Spur	Sidelings	Other Tracks	Office Open Sundays	SECOND CLASS		
Mixed															118 Daily Ex. Sunday	Distance from Spur	Sidelings	Other Tracks	Office Open Sundays	Mixed
A.M.	L	P.M.	A	S	L	S	A	S	L	S	A	S	L				
9:00					112.7	STAMFORD	82.2	Yard	93	8:00 a.m.-11:00 a.m. 8:00 p.m.-11:00 p.m.		P.M.					
					115.4	M-K-T CROSSING (Grade)	79.5					7:15					
					126.7	P. & S. F. CROSSING (Grade)	68.2										
9:55					127.2	SAGERTON	67.7	20				6:20					
10:20					133.9	OLD GLORY	61.0		19			6:00					
11:00			9:30 a.m.-6:30 p.m.		144.3	ASPERMONT	50.6		38			5:25					
11:20					161.0	SWENSON	43.9	20				4:50					
11:40					167.8	PEACOCK	37.6		25			4:30					
12:35					171.2	JAYTON	23.7		54			3:50					
1:05					181.0	GIRARD	13.9		15			3:10					
1:45			8:30 a.m.-5:30 p.m.	OYR W	194.9	SPUR	0.0	Yard	91			2:30 P.M.					
Daily Ex. Sunday						82.2						Daily Ex. Sunday					
4:45 17.3						SCHEDULE TIME						4:45 17.3					
						AVERAGE MILES AN HOUR											

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS EASTWARD.

Rule 907 is in effect.

Gilpin M. P. B186 is a regular stop for No. 117 and No. 118. No siding.

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

The times of No. 111, No. 112, No. 117 and No. 118 apply at passenger station Stamford. Unless otherwise instructed, No. 117 must not occupy main track at Stamford until No. 112 has arrived, and No. 111 must not leave Stamford until No. 118 has arrived.

SPEED RESTRICTIONS

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.

Clear indication of block signals does not modify the requirements of Rule 93. When running against the current of traffic all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop; and when advised by train dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

3. Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

4. 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.

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

5. Gas-electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour. On Branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

6. Zephyr-type trains and Gas or Diesel-electric motor trains and engines must not be run over inundated tracks if the water is more than three inches above top of rail, and when operating through water, speed must not exceed three miles an hour.

7. Trains handling carloads, pile driver, steam shovel or similar equipment having gross weight of more than 150,000 pounds, must not exceed 6 miles an hour while such car or equipment is passing over bridges between Stamford and Abilene and on Stamford and Spur Subdivision.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
On sidings, unless otherwise specified	15	15
Through crossovers and turnouts, unless otherwise specified	10	10
Short scale test car (must be handled just ahead of waycar with air hose coupled):		
Between Wichita Falls and Stamford	..	20
Between Stamford and Abilene	..	15
Between Stamford and Spur	..	15
Steam derricks, pile drivers, clamshells or similar equipment.	..	15
(See Special Instructions 9)		
Engines under steam, disconnected on one side with main rod down	20	20
WICHITA FALLS AND ABILENE SUBDIVISION		
Maximum Speed:		
Between Wichita Falls and Stamford	40	25
Between Stamford and Abilene	30	20
Through city limits, Wichita Falls	15	15
Seymour, over street and highway crossings	10	10
Braxos River Bridge M. P. 62, 67, entire train	20	15
Through city limits, Anson	20	20
Through city limits, Abilene	15	15
Abilene, before moving over 13th Street	Stop	Stop
STAMFORD AND SPUR SUBDIVISION		
Maximum Speed	35	25
Double Mountain Fork Bridge, M. P. B129, 28, entire train	10	10
Salt Fork Bridge, M. P. B160, 47, entire train	10	10

SPECIAL INSTRUCTIONS

Supt. of Motive Power	G. S. Robertson, Childress
Trainmaster	C. F. Wooten, Wichita Falls
Road Foreman and Assistant Trainmaster	J. H. Harmon, Childress
Roadmaster and Assistant Trainmaster	W. F. Bagby, Stamford
Chief Train Dispatcher	C. E. Brown, Wichita Falls

TRAIN DISPATCHERS

R. Grubbs G. A. Shaw J. H. Lowder

1. 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."

2. 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.

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

When switching east leg of Compress track at Seymour, engine must not go beyond head block of switch.

When switching Witherspoon track at North 4th Street, Abilene, engine must not go beyond head block of switch.

4. Trains must be identified at meeting or waiting points.

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).

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.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

8. 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 93.

Under Rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

9. Derricks, steamshovels, ditchers, draglines, rail-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.

10. 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.

11. Modifying the first paragraph of Rule 959, the standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel-Electric motors.

On Gas-Electric 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 engines or motors, and that part of the tenth paragraph of Rule 920 reading: "Normal supply for engines, 3 fuses and 6 torpedoes."

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of engine or motor, there is the prescribed flagging equipment.

Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil burning.

Flagman must, in addition, have at all times a white oil burning lantern in good order and ready for immediate use. It is not necessary that white oil burning lantern be lighted except when in service.

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

13. Rule 914 of Rules of The Operating Department is modified to read One Mile instead of 3000 feet.

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

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

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

16. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

17. Under no circumstances should the speed of troop trains exceed:

(a) the maximum allowable speed shown in the timetable for steam passenger trains of conventional equipment when troop trains consist of ALL PASSENGER CARS, and

(b) the allowable maximum speed as shown in timetable for freight trains when the troop train has freight cars mingled with the passenger equipment. Also, in handling troop trains, meeting points with all opposing trains must be established by a positive meet train order. Since Burlington Rule 318-B is not in effect on our line it should be understood that the positive block is to be maintained behind troop trains, except that when a train is passed by a troop train at a non-communicating station (except in automatic block signal territory) the train passed must wait ten minutes and then proceed at restricted speed to next available point of communication.

18. Conductors in all classes of service will when practicable personally contact and compare time with their engineers before trains leave initial terminals on the sub-division.

19. The last sentence of Operating Rule 1029 is construed to mean that such persons are to be considered "Out of danger" only when they are out of and away from cars before switching is done.

20. The night signals to be used under Rule 906 are modified as follows:

Hot Journal—Stop Signal, followed by lamp swung in small vertical circle.

Brakes sticking—Stop signal, followed by lamp in sliding movement out from body.

21. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate lineup; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use whistle freely.

22. Do not go between cars while they are moving, nor attempt to adjust drawbars with foot or hand when cars are moving or about to couple together.

23. When train orders on form 31 or 19 are to be delivered as prescribed by Rule 217, delivering train will come to complete stop to effect proper delivery.

24. Necessary precautions must be taken by ALL EMPLOYEES TO PROTECT THEMSELVES FROM INJURY on account of structures at following locations:

M. P. B113.75, highway overpass.

M. P. B130.25, highway overpass.

T. & P. Ry. overhead crossing between M. P. 150 and M. P. 151, Abilene.

25. The following RAILROAD CROSSINGS are not protected by Standard Interlocking or any other signal device; ALL TRAINS must come to a full stop and ascertain whether track is clear before crossing:

M-K-T CROSSING AT WICHITA FALLS.

M-K-T CROSSING AT STAMFORD.

M-K-T CROSSING ON STAMFORD AND SPUR SUB-DIVISION (M. P. B115.4).

P. & S. F. CROSSING AT SAGERTON (M. P. B126.7).