

SAFETY FIRST



COMPANY SURGEONS

P. L. Salkeld, M.D., Chief Surgeon ... Quanah, Texas

Local Surgeons :

R. R. McDaniel, M.D.....	Quanah
John M. Taylor, M.D.....	Quanah
F. C. Harmon, M.D.....	Paducah
A. C. Traweek, M.D.....	Matador
A. C. Traweek, Jr., M.D.....	Matador
J. G. Stanley, M.D.....	Matador
Geo. V. Smith, M.D.....	Floydada

All Surgeons are Examining Surgeons.

PERSONAL INJURIES

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

LIST OF TIME INSPECTORS

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

SAFETY FIRST



**QUANAH, ACME & PACIFIC
RAILWAY COMPANY**

RED RIVER TO FLOYDADA

TIME TABLE No. 52

EFFECTIVE

MONDAY, JULY 18, 1955

AT 12:01 A. M.

Central Standard Time

Superseding Previous Time Tables

FOR EMPLOYEES ONLY

QUIN BAKER

President & Gen. Mgr.

Quanah, Texas

SPECIAL INSTRUCTIONS

1. REGISTER STATIONS, CLEARANCES AND TRAIN ORDER SIGNALS.

No light on train order signal Acme, Paduch and Roaring Springs.

2. USE OF TRACKS OF FOREIGN LINES.

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

Time shown between Red River and Quanah is for information only.

3. MAXIMUM SPEED

	Miles Per Hour Psg.	Hour Freight
Between Red River and Quanah	50	45
Quanah and Acme	45	35
Acme and MP 92	55	45
MP 92 and MP 98	45	35
MP 98 and Floydada	50	40

4. SPEED RESTRICTIONS

	Miles Per Hour Psg.	Hour Freight
Quanah:		

First class trains move at restricted speed within yard limits expecting to find main track occupied. Main track within yard limits may be used without protection against first class trains.

Main Street Crossing:

6:00 A.M. to 9:00 P.M. all trains and engines will protect crossing from ground position before occupying crossing.

9:00 P.M. to 6:00 A.M. all trains and engines stop before making move over crossing.

All train and engine movements over following highway crossings will protect crossing from ground position before occupying:

Acme: Highway 287

Floydada: Highway 70

Acme: Curves each side FW&D crossing	20	20
Curves between MP 22-21 and MP 23-18	30	30

5. OTHER SPEED RESTRICTIONS.

Circus Trains—On Tangents	MPH 30
On Curves	25

Trains Handling:

Ditchers, Brown Hoists, Cranes, Air Dump Cars loaded or empty, Pile Drivers, Steam Shovels and diesel powered shovels loaded on flat cars	25
Steam derrick (Wreckers)	30
Triple loads on curves except where further restricted	85

6. SWITCH LIGHTS.

No switch lights between Red River and Floydada.

7. Blank.

8. Blank.

9. INTERLOCKINGS — AUTOMATIC.

FW&D Crossing Quanah
FW&D Crossing Acme

Interlocking rules govern. When home signal displays stop indication member of crew will go to crossing and if no foreign line train approaching or if foreign line train standing outside home signal limits, will operate time release.

After release operated home signal should display proceed indication. If QA&P home signal fails to display proceed indication and if foreign line home signals are displaying stop indication train will proceed over crossing on hand signal from train man at crossing. If foreign line home signal should remain at proceed indication movement of train over crossing must be protected by flagman in both directions. If electric lamp fails to light after release operated, it indicates foreign line home signals displaying proceed indications.

Trains finding home signal displaying stop indication will contact FW&D dispatcher by telephone before operating release.

10. Blank.

11. LOCATION OF YARD LIMITS.

Quanah Acme	Floydada	Paducah Roaring Springs
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12. Blank.

13. Blank.

14. INSTRUCTIONS RELATING TO DIESEL OPERATION.

When an engine is left unattended, hand brakes must be set.

The head brakeman on diesel-operated freight train must when practicable ride in cab of leading unit while train moving between stations.

On through freight trains handled by multiple unit diesel engines, both the fireman (helper) and head brakeman shall not be absent at the same time from the leading cab, when moving between stations.

Diesel engine will be identified by the number of the leading control unit.

When diesel engine is derailed, under no circumstances must attempt be made to rerailed under its own power, except trucks on one or two units of multiple unit diesels may be rerailed by isolating derailed units and using unit not derailed to rerailed by use of rerailed frogs if can be done without damage to traction motors or gear case.

Employees are prohibited from riding the front footboard or pilot step of diesel engines in the direction of movement.

Operation of diesel engines and passenger equipment over track covered by water is permissible under following conditions:

Type Engine	Maximum Allowable Depth of Water Above Top of Rail
44 ton yard switchers	2 inches
Other yard diesel switchers	4 inches
Passenger diesels	3 inches
General purpose diesels	4 inches
Freight road diesels	4 inches
Passenger cars equipped with roller bearings	8 inches

Before operating diesels on track where water is over rail officer of Maintenance of Way Department, or track foreman, must carefully examine track to determine that ties have good bearing, and the depth of water over top of rail. Enginemen must be informed by Maintenance of Way officer, or track foreman, of these conditions before proceeding. In yards where it can be plainly seen that water is not more than 2 inches over top of rail, and roadbed can be clearly seen through it and does not show any indication of washed places, conductor, engine foreman and enginemen may, in

WESTWARD			BETWEEN RED RIVER AND QUANAH						EASTWARD	
THIRD CLASS	SECOND CLASS		DISTANCE FROM ST. LOUIS	TELEGRAPH OFFICE	STATIONS	STATION NUMBERS	SIDING CAPACITY	Fuel, Water, Turntable, Wye, Std. Clock Bulletin	SECOND CLASS	THIRD CLASS
451 Local	437								32	450 Local
Leave Daily Ex Sunday	Leave Daily		MILES						Arrive Daily	Arrive Daily Ex Sunday
PM 12 20	PM 9 58		716.2		RED RIVER	716			AM 9 58	AM 6 30
12 25	10 00		717.1		0.9 CARNES	717	43		9 56	6 20
					6.9 F. W. & D. CROSSING	INTERLOCKING				
1 00 PM	11 00 PM		724.2	DN	0.3 QUANAH	724	Yard	OGRY- WKB	9 45 AM	6 00 AM
Arrive Daily Ex Sunday	Arrive Daily								Leave Daily	Leave Daily Ex Sunday
451	437								32	450

Eastward trains are superior to Westward trains of the same class.

WESTWARD			BETWEEN QUANAH AND FLOYDADA						EASTWARD	
THIRD CLASS	SECOND CLASS		DISTANCE FROM QUANAH	TELEGRAPH OFFICE	STATIONS	STATION NUMBERS	SIDING CAPACITY	Fuel, Water, Turntable, Wye, Std. Clock Bulletin	SECOND CLASS	THIRD CLASS
51 Local	437								32	52 Local
Leave Mon., Wed., Fri.	Leave Daily		MILES						Arrive Daily	Arrive Tues., Thurs., Sat.
AM 10 00	AM 12 15		0.0	DN	QUANAH	1	Yard	OGRY- WKB	AM 9 00	AM 8 45
					0.3 F. W. & D. CROSSING	INTERLOCKING				
10 20	12 27		6.5	D	6.2 ACME	7	Yard		8 30	8 15
					0.1 F. W. & D. CROSSING	INTERLOCKING				
			10.8		4.2 WHEATLAND	11				
10 37	12 45		16.8		6.0 LAZARE	17	36		8 16	8 01
10 43	12 51		20.6		3.8 SOMMER	21	30		8 11	7 56
11 01	1 06		27.0		6.4 BAKER	27	33		8 00	7 44
11 07	1 11		30.7		3.7 SWEARINGEN	31	36		7 55	7 39
11 17 PM	1 21		37.2		6.5 JACOBS	38	37		7 46	7 30
12 01	1 31		43.8	D	6.6 PADUCAH	44	Yard		7 37	7 20
12 16	1 48		54.0		10.2 NARCISSO	54	54		7 22	6 57
12 31	2 10		64.4		10.4 SUMMIT	65	50		7 08	6 42
12 43	2 20		70.0		5.6 RUSSELLVILLE	70	30		7 00	6 31
1 20	2 40		80.4	D	10.4 ROARING SPRINGS	81	Yard		6 46	6 17
1 40	3 01		88.4		8.0 MAC BAIN	89	34		6 35	6 05
1 54	3 16		96.2		7.8 DOUGHERTY	97	Yard		6 23	5 54
2 05	3 27		103.0		6.8 BOOTHE SPUR	103	21		6 11	5 42
2 30 PM	4 30 AM		110.9	D	7.9 FLOYDADA	111	Yard	YKB	6 00 AM	5 30 AM
Arrive Mon., Wed., Fri.	Arrive Daily								Leave Daily	Leave Tues., Thurs., Sat.
51	437								32	52

Eastward trains are superior to Westward trains of the same class, except No. 437 is superior to No. 32

the absence of Maintenance of Way officer or foreman, use their judgment as to proceeding. When passing through water, always move at a very slow speed, not in excess of three (3) miles per hour. After passing through water the engine should be stopped for a ten-minute period and operate the diesel engine at a high idling speed about third throttle, to blow out traction motors. This to dry motors of any water that might have splashed into them.

Diesel engines must not be handled without air being coupled and brakes on diesel fully released.

To prevent damage to traction motor gear, before coupling into train with diesel engines composed of two or more units, stop must be made between 5 and 20 feet of coupling.

If necessary to shove train or cars forward with five-unit engine in which the second unit is a road switcher, the second and third units behind the road switcher unit must be isolated while such shove is being made.

HANDLING ENGINES IN TRAINS.

Diesel engines 1 to 8 inclusive will be handled only in short trains, not over 40 cars and placed 5 cars ahead of caboose. Other diesel engines of one or more units will be handled next to engine of through trains and behind short loads and short empties on trains picking up or setting out en route, but not more than 35 cars from head end, except diesel yard or road switcher units shall not be coupled directly behind engine handling train and each unit shall be separated by one or more cars.

Diesel engines must not be handled unless air brakes in operation. When diesel engines are set out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold them; if no cars available, hand brakes on diesels must be set. Do not set hand brakes on diesel engines when towed in train. Diesel engines, in service or in tow, except when switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

MAKE UP OF ENGINES.

Road switcher diesel units, except AT&N units, will be used when handling tonnage in road service in following combinations only:

- 2 or 3 RD-SW units (not more than 3 units).
- 1 road—2 RD-SW units.
- 2 road—1 RD-SW units.
- 1 road—1 RD-SW—1 road units.
- 1 road—1 RD-SW 2 road units.

NOTE: Term "road" refers to EA7, E8A, F37(A&B), F7(A&B), FP-7-A, and Alco freight (A&B) units.

Term "RD-SW" refers to GP7 and Alco road switchers (550-554) only.

A RD-SW unit must not be used as the lead unit of an engine containing road units.

An engine containing or composed of RD-SW units must not be doubleheaded with another engine composed of or containing such units.

An engine containing or composed of RD-SW units shall be the lead engine when doubleheaded with an engine composed of road units.

When an engine is composed of Alco road switcher and GP7 units, Alco road switcher unit or units shall be, when possible, placed in lead. When impossible to place Alco unit or units in lead, tonnage rating of such Alco units will be reduced to 35 per cent of established rating.

An engine composed of one, two or three AT&N units (Nos. 101-111, inclusive) shall be the lead engine when doubleheaded with an engine composed of road units, and shall not be doubleheaded with an engine composed of or containing RD-SW units.

When necessary to operate five diesel units in combination as one engine not more than one of the units will be a road switcher and such road switcher unit must be next to the lead unit.

15. SPECIAL INSTRUCTIONS.

Rules of the Transportation Department modified or amended as follows:

Definitions:

Restricted Speed—A speed that will permit stopping short of another train or obstruction but not exceeding 20 MPH.

Engine—A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service.

The following Symbols show:

Symbol "O"—applies to diesel fuel stations only.

"G"—denotes diesel generator water.

"R"—denotes diesel radiator water.

Rule 17 amended:

Diesel engines in road service will display headlight by day.

The oscillating white headlight will be displayed between sunset and sunrise and by day when weather conditions are such as would impair the vision of motorists and others and hinder them from observing approaching trains, except the light must be extinguished approaching meeting points. If regular headlight should fail the oscillating light should be used in stationary position.

The red oscillating headlight will be displayed by day or by night when train is stopped suddenly under circumstances in which adjacent tracks may be fouled, or when head end protection is required; if light not displayed automatically from emergency application of brakes engineman must display by manual operation, extinguishing white headlight. The red headlight must be extinguished when necessity no longer exists. A headlight burning red is a signal for an approaching train on the same or adjacent track to stop before passing such headlight and be governed by conditions. Display of red headlight does not relieve enginemen or trainmen from protecting train in accordance with Rules 99 and 102.

On trains equipped with red oscillating rear end light, such light must be displayed when night signals are to be used in accordance with Rule 9. Engineman observing red light oscillating on train ahead must immediately reduce to restricted speed. Display of oscillating rear end light does not relieve trainmen or enginemen from complying with Rule 99 and other rules. Non-detachable oscillating rear end light is connected to car lighting generator, and is displayed automatically when speed of train is reduced below 20 MPH and extinguished when speed is increased. It may be operated by manual control and when it has been so displayed and necessity no longer exists, trainman must extinguish and reset for automatic operation. Detachable oscillating rear end light is manually controlled. It will be turned on and off by trainman as required. Light must be extinguished when train is in siding to be passed by another train.

Rule 31 added:

Between sunrise and sunset enginemen must frequently sound whistle as prescribed by Rule 14(1) when view is restricted by weather, obscure curves, or other unusual conditions, to warn trackmen and others.

Rule 90 amended:

Should engineman fail to answer by signal 14(n), or fail to prepare to stop short of fouling point, when required, immediate action must be taken to stop the train. The failure of the communicating signal system does not relieve the engineman of his responsibility in observance of Rule 14(n).

Rule 93 amended:

Yard limits will be designated by yard limit signs. Within yard limits main track may be used, clearing first class trains as prescribed by the rules. Second and third class trains, extra trains and engines must move within yard limits prepared to stop short of train, obstruction, or anything that may require the speed of a train or engine to be reduced. When view is obscured by fog, storm or other weather conditions, all trains within yard limits must protect under usual flagging rules, but this does not relieve approaching train or engine of responsibility of moving prepared to stop short of train, obstruction, or anything that may require the speed of a train or engine to be reduced.

Rule 102 amended:

When, for any reason, an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set, when necessary, to keep train from moving. By night, or when view is obscured, two torpedoes will be placed a safe distance in advance of the rear portion of the train to warn engineman returning. When practicable, trainman will protect head end of rear portion of train.

15. SPECIAL INSTRUCTIONS (Continued).

Rule 1272 amended:

When practicable, track cars will not be placed or moved on main track unless current line-up has been received by the track car operator. If the track car operator does not have the currently effective line-up, or if it is not possible for him to obtain one, track car will be operated as prescribed by the rules. When practicable, line-up will be given in a prescribed form, for stated period and specified territory, making copy in train order book as a matter of record as per the following example:

This line-up for use between (Station) and (Station) and is void at.....M.

No..... (or Extra) left (Station)

.....M.

Other regular trains on time.

Extra.....East leave (Station).....M.

Operators will make copies of the line-up, properly dated, timed and showing operator's service marks in a plain legible hand if not typewritten.

Line-up will show passenger extras and all sections of passenger trains. Other trains shown will, unless otherwise indicated, be considered as freight trains operating at maximum speed of such trains.

Line-up will not contain information as to all trains and yard movements within yard limits. Track car operators should be governed accordingly.

Where practicable, dispatcher will issue a general line-up each morning, showing locations of trains at that time and as much information as possible as to trains to be called, and other line-up at fixed periods throughout the day (time to be determined by the Trainmaster). Available operators will make copies of these line-ups and dispatcher will require one or more operators to repeat line-up, other operators to observe if repeated correctly and call attention to any discrepancy, giving "Q" response and his initials to dispatcher who will make record in train order book.

Train dispatcher will take necessary action by use of holding orders, or wait orders to see that no trains are operated in advance of time shown in line-up (or time table) or that no trains are operated that are not shown on line-up (or time table) unless such train or trains are fully advised of the circumstances. Dispatcher will issue train order requiring such train or trains operated to move at restricted speed approaching and on curves, and where view is obscured whistle frequently. Such orders should indicate limits and time to remain in effect.

Radio communication system does not modify or supersede any rule of the Transportation Department or special instructions. Communication via radio on trains and engines must not be utilized in any manner that would have the effect of supplanting or modifying strict compliance with operating rules and special instructions.

When doubleheading passenger trains, the lead engine shall be manned by the regular passenger crew.

When operating Sperry rail detector car, air brake test and running test of brakes must be made when commencing each trip.

When all air compressors fail on main track, engine or train must not be moved until compressor is repaired or engine furnished to doublehead. Main track movements must not be made when all compressors inoperative.

When train on main track requires assistance of following engine or train, air must be coupled and operating before assistance given.

When doubling over or attempting to make coupling with over 25 cars, stop must be made short distance before making coupling. Boom on rail loader must be lowered before handling in road trains.

Scale test cars, Brown hoists, cranes and other special equipment with four wheels, not equipped with air brakes but piped with straight air, must be handled on or near rear of train.

Freight conductor will inform enginemen at initial terminal, where it can be done without delay to train, number of loads, empties, tonnage, make up of train, and work to be done on line. If information is not given at initial terminal, it should be given at first opportunity. When dead engines or restricted speed cars are handled, this information must be given to engineman before moving.

Where track scales equipped with both live rail (or weight rail) and dead rail, engines or similar heavy equipment must not be moved over live rails, and scale switches must be set for dead rail track when scale not in use. Engines must not be stopped on live rail by application of air when switching. Where not equipped with dead rail, engines must not be started or stopped on scales. Use of sand while passing over scales or handling cars over live rails at speed of over 4 MPH is prohibited.

Excessive use of sand by engines, in interlocking territories, will not be tolerated. Cars or engines operated in such territories must not be left standing on sand.

Time shown in time table schedules and in train orders at Quannah for QA&P trains between Quannah and Floydada will apply as Quannah Junction Switch.

CLEARANCE WARNINGS.

The following bridges and structures will not clear a man standing on top of covered car or engine, riding on side of any engine or car, or leaning out of engine, caboose or car.

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

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

PERMISSIBLE LOAD LIMITS.

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

TONNAGE RATING OF ENGINES.

(Diesel Power 1 Unit 42 Tonnage Class)

	Westward
Quannah to Sommer.....	2500
Sommer to Baker	1400
Baker to Roaring Springs.....	1800
Roaring Springs to Dougherty.....	1550
Dougherty to Floydada.....	3000
	Eastward
Floydada to Roaring Springs.....	3000
Roaring Springs to Narcisso	2000
Narcisso to Baker.....	2500
Baker to Sommer	1600
Sommer to Quannah.....	2200

16. CLASSIFICATION OF ENGINES.

DIESEL UNIT NUMBER	DESIGNATION	CLASS OF SERVICE	TONNAGE CLASS	STEAM GENERATOR	MAX. SPEED IN SERVICE OR IN TOW UNLESS OTHERWISE PROVIDED (MPH)	BRIDGE CLASS	TONS LIGHT WEIGHT
1-3		SW	11	No	30	16	42
4-8		SW	13	No	35	16	42
A.T.&N. 11		SW	13	No	20	19.1	44
60-61		SW	26	No	45	36	94
A.T.&N. 101-111		RD-SW	34	No	60	39.5	114
200-237		SW	34	No	45	39	115
238-241		SW	34	No	45	38	110
250-265	NW-2	SW	34	No	45	40.3	119
270-281		SW	34	No	45	39.5	115
282-285		SW	34	No	45	40.3	118
290-294		SW	34	No	45	38	111
300-304	SW-7	SW	34	No	45	40.3	119
305-314	SW-9	SW	34	No	45	40.3	119
500-514	GP-7	RD-SW	42	Yes	65	39.5	115
515-549	GP-7	RD-SW	42	No	65	39.5	115
550-554		RD-SW	42	No	65	39.5	113
555-556	GP-7	RD-SW	42	No	65	39.5	115
557-572	GP-7	RD-SW	42	Yes	65	39.5	115
573-597	GP-7	RD-SW	42	No	65	39.5	115
598-618	GP-7	RD-SW	42	Yes	65	39.5	115
619-632	GP-7	RD-SW	42	No	65	39.5	115
2000-2005	EA-7	PASS.	21	Yes	85	41.9	149
2006-2022	E8-A	PASS.	27	Yes	85	43.7	151
5000-5004 5006 5008-5017	F37-A	FRT.	42	No	65	36.8	109
5005 & 5007	F39-A	FRT.	50	No	65	38.4	114
5018-5039	F7-A	FRT.	42	No	65	36.8	110
5040-5051	FP-7-A	FRT. PASS.	42	Yes	65	42.4	114
5100-5116	F37-B	FRT.	42	No	65	36.8	109
5117	F37-B	FRT. PASS.	42	No	65	36.8	109
5118-5125	F7-B	FRT.	42	No	65	36.8	110
5126-5139	F7-B	FRT. PASS.	42	No	65	36.8	109
5140-5144	F9-B	FRT. PASS.	50	No	65	38.0	112
5200-5231	A.L.Co. A	FRT.	42	No	65	38.3	109
5300-5315	A.L.Co. B	FRT.	42	No	65	38.3	105

(Above tonnage class is rating for one diesel unit, when more than one unit used combined rating of all units will apply).

TABLE OF SPEEDS.

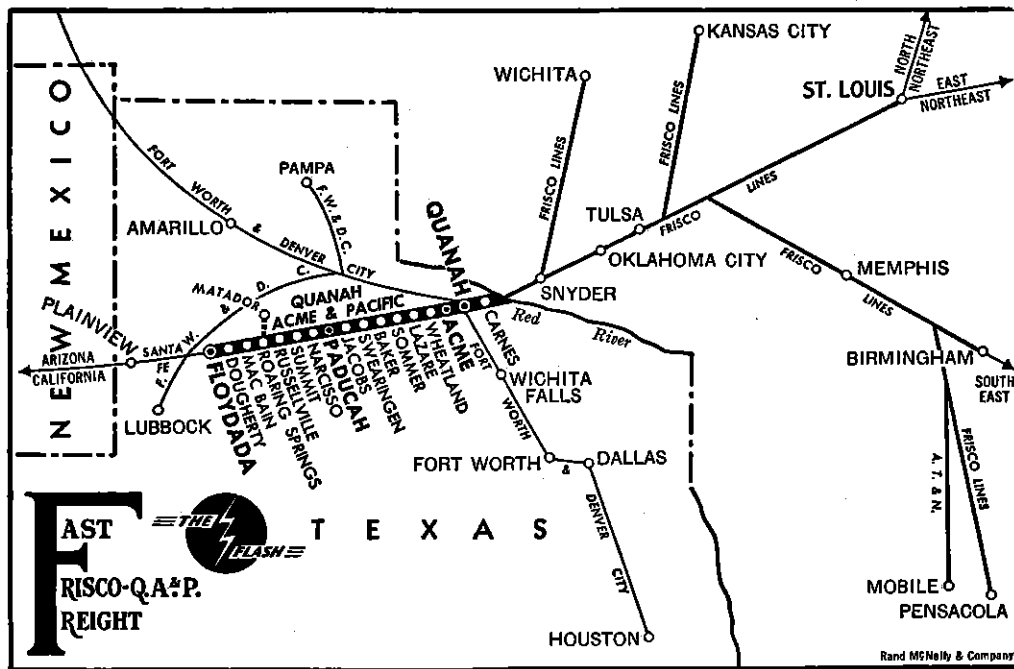
Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		31	1	56	51	1	10
8	7	30	32	1	52	52	1	9
10	6		33	1	49	53	1	7
12	5		34	1	45	54	1	6
15	4		35	1	42	55	1	5
16	3	45	36	1	40	56	1	4
17	3	31	37	1	37	57	1	3
18	3	20	38	1	34	58	1	2
19	3	9	39	1	33	59	1	1
20	3		40	1	30	60	1	
21	2	51	41	1	27	61	0	59
22	2	43	42	1	25	62	0	58
23	2	36	43	1	23	63	0	57
24	2	30	44	1	21	64	0	56
25	2	24	45	1	20	65	0	55½
26	2	18	46	1	18	66	0	54½
27	2	13	47	1	16	67	0	54
28	2	8	48	1	15	68	0	53
29	2	4	49	1	13	69	0	52
30	2		50	1	12	70	0	51½

BRIDGE CLASS OF DERRICKS.

Number	Weight Lbs.	Cap'y Tons	Br. Class	Number	Weight Lbs.	Cap'y Tons	Br. Class
99023	164,700	60	E-40.9	99029	252,500	160	E-59.1
99024	258,700	160	E-61.0	99030	196,000	100	E-48.3
*99025	388,000	250	E-68.3	99031	189,300	100	E-46.7
99026	139,500	40	E-34.4	99032	197,100	100	E-48.2
99027	142,900	60	E-35.3	99033	191,500	100	E-47.1
99028	168,500	60	E-41.6	99034	200,000	100	E-49.3

*Diesel Electric.

E. F. STEVENSON, Chief Dispatcher, Quanah, Texas
 GUY TRAYLOR, Trainmaster, Quanah, Texas
 C. J. MCCREADY, Supt. of Shops, Quanah, Texas



Rand McNelly & Company