

## SAFETY FIRST



### SURGEONS

The following Surgeons of the Quannah, Acme and Pacific Railway Employees' Hospital Association are authorized Surgeons.

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

#### Local Surgeons:

W. A. Brooks,	M.D. (CS)	.....	Quannah
John E. Bell,	M.D. (CS)	.....	Quannah
F. C. Harmon,	M.D.	.....	Paducah
J. G. Stanley,	M.D.	.....	Matador
A. E. Guthrie,	M.D.	.....	Floydada

CS—Consulting Surgeon

All Surgeons except Consulting 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

R. E. Huesgen, Pres. American Railroad Time Service Co., General Time Inspector	.....	St. Louis, Mo.
Fred O. Gumm	.....	818 Sheridan, Tulsa, Okla.
Dixon Jewelry Co.	.....	220 S. Main, Quannah, Texas
M. L. Solomon	.....	Floydada, Texas

## SAFETY FIRST



# QUANAH, ACME & PACIFIC RAILWAY COMPANY

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## RED RIVER TO FLOYDADA

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# 59

## TIME TABLE No. 59

EFFECTIVE

SUNDAY, SEPTEMBER 1, 1963

At 12:01 A.M.

Central Standard Time

Superseding Previous Time Tables

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FOR EMPLOYEES ONLY

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QUIN BAKER  
President & Gen. Mgr.  
Quannah, Texas



## WESTWARD

## BETWEEN RED RIVER AND QUANAH

## EASTWARD

SECOND CLASS		DISTANCE FROM ST. LOUIS	COMMUNI- CATING OFFICE	STATIONS	STATION NUMBERS	SIDING CAPACITY	Fuel, Water, Turntable, Wye Std. Clock Bulletin	SECOND CLASS	
437	435							36	30
Leave Daily	Leave Daily	MILES						Arrive Daily	Arrive Daily
PM	PM	716.2		RED RIVER	716			AM	PM
5 50	1 31	717.1		0.9 CARNES	717	43		4 10	8 40
				6.9 F. W. & D. CROSSING	INTERLOCKING				
6 30 PM	2 15 PM	724.2	DN	QUANAH	724	Yard	RGYT CBO	4 00 AM	8 30 PM
Arrive Daily	Arrive Daily							Leave Daily	Leave Daily
437	435							36	30

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

## WESTWARD

## BETWEEN QUANAH AND FLOYDADA

## EASTWARD

SECOND CLASS		DISTANCE FROM QUANAH	COMMUNI- CATING OFFICE	STATIONS	STATION NUMBERS	SIDING CAPACITY 4-Unit Diesel 30 ft. to Car Caboose	Fuel, Water, Turntable, Wye Std. Clock Bulletin	SECOND CLASS	
437	435							36	30
Leave Daily	Leave Daily	MILES						Arrive Daily	Arrive Daily
PM	PM	0.0	DN	QUANAH	1	Yard	RGYT CBO	AM	PM
7 00	2 20			0.3 F. W. & D. CROSSING	INTERLOCKING			3 30	8 30
7 10	2 29	6.5	D	6.2 ACME	7	Yard		1 55	7 49
				0.1 F. W. & D. CROSSING	INTERLOCKING				
		10.8		4.3 WHEATLAND	11				
7 24	2 43	16.8	P	6.0 LAZARE	17	28		1 41	7 35
7 30 <sub>30</sub>	2 48	20.6		3.8 SOMMER	21	24		1 36	7 30 <sub>437</sub>
7 38	2 57	27.0	P	6.4 BAKER	27	28		1 26	7 21
7 43	3 02	30.7	P	3.7 SWEARINGEN	31	100		1 21	7 16
7 52	3 11	37.2		6.5 JACOBS	37	28		1 13	7 07
8 01	3 20	43.8	D	6.6 PADUCAH	44	Yard		1 04	6 58
8 15	3 34	54.0	P	10.2 NARCISSE	54	44		12 49	6 44
8 29	3 48	64.4	P	10.4 SUMMIT	64	40		12 35	6 30
8 37	3 56	70.0		5.6 RUSSELLVILLE	70	24		12 27	6 23
8 51	4 10	80.4	D	10.4 ROARING SPRINGS	80	Yard		12 12	6 10
9 01	4 20	88.4		8.0 MAC BAIN	88	24		12 01 <sub>AM</sub>	6 00
9 13	4 32	96.2	P	7.8 DOUGHERTY	96	Yard		11 50	5 49
9 22	4 41	103.0		6.8 BOOTHE SPUR	103	21		11 41	5 40
10 00 PM	5 00 PM	110.9	2S	7.9 FLOYDADA	111	Yard	RG BCYO	11 30 PM	5 30 PM
Arrive Daily	Arrive Daily							Leave Daily	Leave Daily
437	435							36	30

Eastward trains are superior to Westward trains of the same class except No. 435 is superior to No. 30

## 14. INSTRUCTIONS RELATING TO DIESEL OPERATION. (Continued)

### HANDLING ENGINES IN TRAINS

Diesel engines 1 to 8 inclusive will be handled only in short trains, not over 40 cars and placed 15 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 enroute, but not more than 25 cars from head end, (or more than 12 seventy-foot or longer flat, bi-level or tri-level cars), 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. The minimum total brake pipe reduction when handling diesel units in tow shall be not less than 12 pounds.

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.

When necessary to shove train or cars forward with an engine composed of following units, be governed as follows:

- 4 units—All RD-SW units—isolate rear unit.
- 5 units—1 road—1 RD-SW—3 road—isolate two rear units.
- 6 units—All road units—isolate rear unit.
- 6 units—1 road—1 RD-SW—4 road—isolate three rear units.

### MAKE UP OF ENGINES

Not more than the following number of diesel units will be used in road service and in following combinations:

- 3 AT&N units
- 3 RD-SW units
- \*4 RD-SW units
- \*1 Road—3 RD-SW units
- 1 Road—2 RD-SW units
- \*1 Road—2 RD-SW units—1 Road
- 1 Road—1 RD-SW unit—1 Road
- \*1 Road—1 RD-SW—1 Road—1 RD-SW—1 Road
- 1 Road—1 RD-SW unit—2 Road
- 1 Road—1 RD-SW unit—3 Road
- 1 Road—2 RD-SW units—2 Road
- \*\*1 Road—3 RD-SW units—1 Road
- 2 Road—1 RD-SW unit
- 2 Road—1 RD-SW unit—1 Road
- 2 Road—1 RD-SW unit—2 Road
- \*2 Road—2 RD-SW units—1 Road
- \*3 Road—1 RD-SW unit—1 Road
- 4 Road 800 to 815, inclusive, units
- \*6 Road units (except units 800 to 815, incl.)

\*\*1 Road—1 RD-SW—4 Road units

\*—When making back up movement or taking slack, isolate lead unit.

\*\*—When making back up movement or taking slack, isolate 2 lead units.

NOTE: Term "road" refers to EA7, EA8, F9B, F37 (A&B), F39A, F7 (A&B), FP-7-A, Alco freight (A&B) and U25 units. Term "RD-SW" refers to GP7 and Alco road switchers (550-554) only.

Road Units, 800 to 815 inclusive, may be combined with F-9-B units (5140 to 5152, Inc.) to make 2, 3 or 4 unit engine but must not be combined with other units.

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.

Alco road switchers units 550 to 554 inclusive, must not be coupled to nose end of freight "A" units equipped with nose receptacles.

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.

## 15. GENERAL INSTRUCTIONS.

Rule 11 (a) reading in part as follows:

"Fusees burning yellow, where authorized by superintendent may be used in giving signals when conditions make it impracticable to give hand or lamp signals."

Employees are hereby authorized to use yellow fusees as indicated above.

Rule 17(b) amended:

Oscillating white headlight, on engines equipped, must be displayed by day and by night, except it must be extinguished when standard white headlight is dimmed or extinguished.

Rule 104 — Fifth Paragraph Amended:

Derails must be in derailing position after having been used.

Rule 746 Amended in part:

(b) As soon as the flames have been extinguished, open doors and remove fire-damaged bales from car. When fire-damaged bales have been removed, where all surface can be examined, smouldering fires must be extinguished.

(c) Care must be used to be sure that all bales remaining in the car are free from fire.

(f) After all fire has been extinguished, watchman service will be provided as necessary to control fire and keep trespassers away. Damaged cotton will be forwarded or disposed of only on instructions from Freight Claim Department and in accordance with federal regulations."

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

Regular connections of Nos. 435 and 30 will not handle triple loads and will not handle cars restricted to speed below maximum.

Loaded cars equipped with arch bar trucks will not be handled in important freight trains, except on instructions of chief dispatcher.

When coupling cars in TOFC ramp track or spotting cars to TOFC ramp, stop must be made between 5 and 20 feet from standing cars or TOFC ramp.

During hail storm, when handling automobiles in TOFC service, reduce speed to 10 MPH until storm is over.

Loaded TOFC cars and/or tri-level and bi-level cars handling automobiles, except in switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

When loaded TOFC cars or multi-level cars loaded with automobiles are derailed, jacks or blocking must be used to rerail. The use of rerailling frogs will not be permitted except when authorized by qualified Transportation or Mechanical Department officer at scene of derailment.



## 15. GENERAL INSTRUCTIONS.

(Continued)

Rock, ore, coal, crushed stone or other commodities which might damage automobiles must not be moved in trains ahead of loaded multi-level cars.

Loaded TOFC cars and multi-level cars loaded with automobiles must not be kicked or dropped and, if moved over hump, must go into a clear track. Other cars must not be humped, kicked or dropped into a track on which loaded TOFC cars or multi-level cars loaded with automobiles are standing.

Employees are prohibited from riding or walking on the roof of any moving car, except where it is not practicable to do otherwise, and must not step or jump from a moving car to another. If necessary to go over tops of cars not in motion, employees must use caution in stepping from one car to another.

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

Automatic public crossing signals equipped with automatic cut out feature at following crossings. (Rule 103 (a) ):

Acme Highway 287

These signals are provided with timing off circuits. When cars or engine occupy either approach operating circuit 45 seconds or more, the signals will stop operating. A switch key circuit controller is located on each signal, properly marked, and by operation of switch key in these circuit controllers will, if either approach circuit occupied, start signals operating again. Crossing must be protected from ground position if signals not operating.

Paducah Highway 62 & 83 MP 42-26

The automatic crossing signals equipped with automatic cut out feature. When train or engine movement has been delayed approaching crossing, any further movement must be made at restricted speed and crossing protected from ground position unless crossing signals are operating. Train or engine moving on track other than main track must move prepared to protect crossing from ground position unless crossing signals are operating.

Movements over the following crossings will be protected from ground position before occupying crossing, and in addition at night display lighted red fusee on each side of track.

Quanah Highway 283 (Main St.)

Floydada Highway 70

### 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

### CLEARANCE WARNINGS (Continued)

Compress, Platform and Roof Over Platforms	Quanah	Top and Side
Stock Pens, Loading Dock	Quanah	Side
Freight House Platform	Quanah	Side
Freight Transfer and Dock Platforms	Quanah	Side
Bridge Through Truss	22.61 Pease River	Top and 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	Dougherty	Side
Loading Spouts Poole Elevator	Dougherty	Top and Side
Elevator and Warehouse	Boothe Spur	Side
Auto Dock	Floydada	Side
Freight House Platform	Floydada	Side

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

### 17. TONNAGE RATING OF ENGINES.

(Diesel Power 1 Unit 42 Tonnage Class)

	Westward
Quanah 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 Quanah .....	2200

### 20. PERMISSIBLE LOAD LIMITS.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
Red River to Floydada .....	*263,000	53
* Cars 40 ft. or shorter must be limited to 220,000 pounds gross weight.		

**STOP DAMAGE TO FREIGHT  
BY COUPLING CARS  
NOT OVER 4 MPH**

**ALERT TODAY . . .  
ALIVE TOMORROW**

23. 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

24. BRIDGE CLASS OF DERRICKS AND BRIDGE CRANE 209

Number	Weight Lbs.	Cap'y Tons	Br. Class	Number	Weight Lbs.	Cap'y Tons	Br. Class
*99021	385,600	250	E-62.9	99029	266,940	160	E-60.0
*99022	385,600	250	E-62.9	99030	196,000	100	E-48.3
99024	273,300	160	E-61.2	99032	197,100	100	E-48.2
*99025	388,000	250	E-63.3	99033	191,500	100	E-47.1
BC-209 (Converted Derrick)	189,300	100	E-46.7	99034	200,000	100	E-49.2

\* Diesel Electric

GEORGE ADAMS, JR., Supt. Terminals, Quanah, Texas  
 GUY TRAYLOR, Trainmaster, Quanah, Texas  
 C. J. McCREADY, Supt. of Shops, Quanah, Texas  
 R. STAPP, Chief Dispatcher, Tulsa, Oklahoma

## 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 (Cooper's Rating)	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	39.5	116
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	No	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
556	GP-7	RD-SW	42	No	65	39.5	115
557—567	GP-7	RD-SW	42	Yes	65	39.5	115
568—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
800—815	U-25	FRT.	52	No	70	41.7	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—5114	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
5145—5152	F9-B	FRT. PASS.	50	No	65	39.0	113
5200—5231	A.L.Co. A	FRT.	42	No	65	38.3	111
5300—5315	A.L.Co. B	FRT.	42	No	65	38.3	108

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

