

BE SAFE
Now...



WHEN GETTING OFF STANDING
EQUIPMENT — HANG ONTO
HAND HOLD UNTIL YOUR
FOOT IS FIRMLY ON THE
GROUND.

**BURLINGTON
NORTHERN
INC.**
FORT WORTH AND DENVER
RAILWAY COMPANY
FORT WORTH DIVISION
TIME TABLE
AND
SPECIAL INSTRUCTIONS

1

IN EFFECT AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, JULY 19, 1970

GENERAL
SUPERINTENDENT
J. E. SCHOBERT

SUPERINTENDENT OF
TRANSPORTATION
C. N. PARKER

Rule 6 A Signs	Capacity Of Siding	Station Numbers	Distance From T&P Jct.	MAIN LINE STATIONS TELEGRAPH OFFICES AND CALLS	
Y			0.0		T&P JCT. 6.1
BCFKQ RWYZ		40341	6.1	DT (FR	NORTH YARD 3.0
OIY	119	40345	9.1	GN	SAGINAW 9.9
P	120	40354	19.0		AVONDALE 15.6
P	116	40370	34.6		HERMAN 5.7
O	111	40376	40.3	CA	DECATUR 11.4
P	107	40387	51.7		ALVORD 12.1
P	125	40399	63.8		FRUITLAND 4.7
AO	37	40404	68.5	BI	BOWIE 10.6
P	115	40415	79.1		BELLEVUE 11.1
P	118	40425	90.2		DICKWORSHAM 15.3
P	115	40441	105.5		JOLLY 8.6
BFJKQ RTUWYZ		40449	114.1	DT (W	WICHITA FALLS 10.2
P	118	40460	124.3		IOWA PARK 11.6
P	122	40471	135.9		FOWLKES 4.4
O		40476	140.3	BR	ELECTRA 7.8
P	119	40488	148.1		HARROLD 15.2
O	139	40499	163.3	RN	VERNON 15.4
IOP	111	40514	178.7	KI	CHILLICOTHE 13.1
AOT	119	40527	191.3	Q	QUANAH 4.9
AO		40532	196.7	DE	ACME 3.8
P	117	40536	200.5		GOODLETT 11.2
P	116	40547	211.7		KIRKLAND 8.5
BFJKQ RTWY		40556	220.2	RS	CHILDRESS

ABS

CTC

Rule 6 A Signs	Capacity Of Siding	Station Numbers	Distance From Childress	MAIN LINE STATIONS TELEGRAPH OFFICES AND CALLS	
BFJKQ * RTWY		40556	0.0	RS	CHILDRESS
P	116	40563	7.6		7.6 CAREY
P	108	40572	16.2		8.6 ESTELLINE
JP		40573	16.3		0.6 PLAINS JCT.
O	63	40586	30.7	SI	13.9 MEMPHIS
P	62	40599	48.5		12.8 HEDLEY
P	64	40606	50.9		7.4 LELIA LAKE
O	65	40613	57.7	CN	6.8 CLARENDON
P	61	40623	68.0		10.3 ASHTOLA
P	61	40632	76.1		8.1 GOODNIGHT
O	67	40643	87.7	MU	11.6 CLAUDE
P	61	40656	100.3		12.6 WASHBURN
P	62	40664	108.7		8.4 PULLMAN
BFKQ RTWYZ		40671	115.5	AR	6.8 AMARILLO
P	43	40678	122.1		6.6 CLIFFSIDE
P	42	40682	127.0		4.9 GENTRY
P	74	40691	138.0		11.0 BODEN
P	59	40708	151.9		13.9 TASCOSA
P	66	40712	156.1		4.2 BOYS RANCH
P	77	40718	162.5		6.4 MURDO
P	66	40723	168.2		5.7 CHANNING
OP	69	40738	183.0	HN	14.8 HARTLEY
IOTY	66	40753	197.4	JC	14.4 DALHART
P	78	40767	211.4		14.0 WARE
P	69	40777	221.6		10.2 PERICO
BFKO RWY		40788	232.7	Z	11.1 TEXLINE

CIC

4 WESTWARD

THIRD SUBDIVISION

EASTWARD

Rule 6 A Signs	Capacity Of Siding	Station Numbers	SECOND CLASS		Distance From Plains Jct.	BRANCH LINE		SECOND CLASS	
				1407		STATIONS		1408	
				DAILY		TELEGRAPH OFFICES AND CALLS		DAILY	
JPY		40573		1:00AM	0.0		PLAINS JCT.	A	10:30PM
	132	88722		1:45	21.4		TAMPICO		9:45
O		88732		2:10	31.9	HW	TURKEY		9:20
O	132	88742		2:35	42.2	WJ	QUITIQUE		8:55
BJOR TUY		88769		4:05	69.3	SP	STERLEY		7:50
AO	42	89007		4:15	75.9	NY	LOCKNEY		7:15
O	42	89026		5:00	95.6	PG	PETERSBURG		6:30
MY	46	89044		5:30	112.6		KITALOU		6:00
BKOQ RTYZ		89054		A 6:15AM	123.0	BU	LUBBOCK		5:30PM

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

WESTWARD

FOURTH SUBDIVISION

EASTWARD

Rule 6 A Signs	Capacity Of Siding	Station Numbers	SECOND CLASS		Distance From Sterley	BRANCH LINE		SECOND CLASS	
				1409		STATIONS		1410	
				MON. WED. FRI.		TELEGRAPH OFFICES AND CALLS		MON. WED. FRI.	
BJOR TUY		88769		6:30AM	0.0	SP	STERLEY	A	3:15PM
	50	88777		6:50	7.6		CEREAL		2:55
AOTY		88787		7:45	17.9	CG	PLAINVIEW		2:30
	41	88801		8:20	31.2		EDMONSON		1:05
O	45	88815		9:20	45.2	HF	HART		12:30PM
ORTY		88831		A10:15AM	61.2	DM	DIMMITT		11:30AM

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

FIFTH SUBDIVISION

WESTWARD

EASTWARD

Rule 6 A Signs	Capacity Of Siding	Station Number	Distance From Sterley	BRANCH LINE	
				STATIONS	
				TELEGRAPH OFFICES AND CALLS	
BJOR TUY		88769	0.0	SP	STERLEY
OY		88919	19.2	HK	SILVERTON

Rule 6 A Signs	Capacity Of Siding	Station Numbers	SECOND CLASS		Distance From Wichita Falls	BRANCH LINE STATIONS TELEGRAPH OFFICES AND CALLS	SECOND CLASS	
				1411			1412	
				SUN. TUES. THUR.			MON. WED. FRI.	
BFJKOQ RTUWYZ		40449		5:30PM	0.0	W WICHITA FALLS	A 9:15PM	
	28	88227		6:40	27.3	27.3 DUNDEE	8:00	
O	47	88252		7:30	51.9	24.6 SY SEYMOUR	7:05	
	31	88263		7:55	63.4	11.5 BOMARTON	6:25	
	18	88271		8:10	70.5	7.1 GOREE	6:10	
O	28	88276		8:30	75.8	5.3 M MUNDAY	6:01	
O	29	88297		9:05	96.9	21.1 AK HASKELL	5:15	
BKOR TUY		88313		A 9:45PM	112.7	15.8 S STAMFORD	4:30PM	
OY		88327			126.6	13.9 AN ANSON		
OTYZ		88351			151.3	24.7 A ABILENE		

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

SEVENTH SUBDIVISION

WESTWARD

EASTWARD

Rule 6 A Signs	Capacity Of Siding	Station Number	Distance From Childress	BRANCH LINE STATIONS TELEGRAPH OFFICES AND CALLS	
BFJKOQ RTWY		40556	0.0	RS	CHILDRESS
OY		88530	31.8	WN	31.8 WELLINGTON

BUSINESS TRACKS NOT SHOWN AS STATIONS IN TIME TABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
FIRST SUBDIVISION							
40350 Hicks	4.8 miles west of Saginaw	8	West	88796 Wright	8.4 miles west of Plainview	10	Both
40361 Rhome	6.4 miles west of Avondale	51	Both	88800 Industry Track	1.1 miles east of Edmonson	4	West
40388 Sunset	4.2 miles east of Fruitland	7	West	88798 Industry Track	2.9 miles east of Edmonson	13	West
40402 McDonald	1.9 miles east of Bowie	16	East	88808 Grisham	7.2 miles west of Edmonson	14	Both
40431 Henrietta	5.8 miles west of Dickworsham	27	West	88813 Hilburn	1.9 miles east of Hart	20	West
40490 Oklaunion	6.8 miles west of Harrold	12	Both	88822 Roy	8.1 miles east of Dimmitt	12	Both
40499 Vernon Grain Inc.	3.3 miles east of Vernon	35	Both	88826 Industry Track	5.2 miles east of Dimmitt	4	West
SECOND SUBDIVISION							
40559 Moyer	3.9 miles west of Childress	90	East	FIFTH SUBDIVISION			
40716 Jude	2.2 miles east of Murdo	52	Both	88911 Whiteley	10.3 miles west of Sterley	27	East
40761 Bolin	5.9 miles east of Ware	15	Both	SIXTH SUBDIVISION			
THIRD SUBDIVISION							
88748 Edgin	5.7 miles west of Quitaque	6	East	88207 Howard	6.5 miles west of Wichita Falls	10	West
88764 South Plains	5.1 miles east of Sterley	45	Both	88214 Holliday	14.4 miles west of Wichita Falls	21	Both
89017 Barwise	10.4 miles west of Lockney	39	East	88220 Mankins	6.6 miles east of Dundee	10	East
89034 Becton	7.6 miles west of Petersburg	19	East	88285 Weintert	9.2 miles west of Munday	28	Both
89036 Heckville	7.8 miles east of Kitalou	11	West	88337 Hawley	13.8 miles east of Abilene	4	East
FOURTH SUBDIVISION							
88790 Industry Track	3.7 miles west of Plainview	23	Both	88341 Industry Track	10.0 miles east of Abilene	21	East
88791 Wasson	3.8 miles west of Plainview	15	East	88343 North Abilene	8.3 miles east of Abilene	19	West
88795 Boone	7.4 miles west of Plainview	6	West	88345 Lanius	5.9 miles east of Abilene	15	East

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Speed Restrictions: Maximum Speeds Permitted
 Freight Trains 50 MPH.

The above speed is subject to modification under speed restrictions indicated under each subdivision special instructions.

All trains and engines through crossovers, turnouts and spring switches not otherwise specified..... 10 MPH.

Diesel engines FW&D 600 Series must not exceed..... 40 MPH.

Engines running light or with caboose only 35 MPH. unless otherwise provided.

Maximum speed for passenger extras will be governed by train order.

Trains making back-up movement must not exceed 20 MPH. unless otherwise provided.

Equipment:	Main Line	Branch Line
Air Dump Cars 30 Yard	35 MPH.	
Steam Wrecking Derricks	30 MPH.	20 MPH.
except between Sterley and Silverton		
and between Plainview and Dimmitt		10 MPH.
Jordan Spreader	25 MPH.	25 MPH.
Scale Test Cars	25 MPH.	20 MPH.
Clamshells, Pile Drivers		
and similar equipment	25 MPH.	20 MPH.
Air Dump Cars 20 Yard	25 MPH.	
Rotary Plows	25 MPH.	15 MPH.
Diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on subdivisions on which they have not been previously operated until it is positively known that such movement can be made safely.		

2. Movement of engines dead in trains:

FWD 850 through 859	50 MPH.
601 through 610	40 MPH.
CS 810 through 842	50 MPH.
875 through 893	50 MPH.

Diesel engines not equipped with alignment control couplers or alignment control lock blocks when in tow in freight or mixed trains must be handled singly, not in groups and not less than 5 cars or more than 15 cars from the road engine.

Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road units. Diesel units equipped with coupler control lock blocks must have lock blocks in "Down" position when in multiple groups.

Diesel units not equipped with alignment control devices:

GN1 through 195

CBQ9103 through 9106
 9136, 9137, 9139 through 9143, 9147 through
 9153, 9203 through 9248, 9400 AB through
 9413 AB, 9249 through 9292, 9310 through
 9321

NP99 through 177
 400 through 429
 500-501-525-551; 555 through 558
 602-603-651; 700 through 724
 750; 800 through 803; 850 through 853
 900 through 912

SPS11 through 55
 856 through 869

Diesel units equipped with coupler alignment lock blocks:

GN550 through 599

CBQ200 through 267, 270 through 287
 300 through 374, 400 through 411
 430 through 459

NP200 through 375, 552 through 554
 562 through 569

SPS60 through 84

All other Diesel units are equipped with alignment control couplers.

Maximum Speed Diesel Units Dead In Tow:

CBQ	9103 through 9106	30 MPH.	
	9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9292	50 MPH.	
	100 through 999	50 MPH.	
	9916 through 9993	50 MPH.	
	NP	Engine 100	40 MPH.
400 series, 600, 700 series		45 MPH.	
99 and 5400 series		50 MPH.	
100 series (except 100) 525, 800 through 803		50 MPH.	
200 series, 300 series, 500, 501, 550 through 569, 850 series, 860 series, 900 series, 6000 series, 7000 series		50 MPH.	
2500, 2800, 3300, 3600 series		50 MPH.	
6500 series, 6600, 6700 series		50 MPH.	
Budd cars B-30, B-31, B-32, B-40, B-41, B-42 on rear of train only		50 MPH.	
GN		14 through 16, 77, 80 through 83, 98, 99, 102 through 110, 112 through 131, 134 through 136, 145 through 162, 165 through 170	50 MPH.
		11 through 13, 17 through 23, 29 through 33, 100, 101, 163, 164, 186 through 195, 200 through 209, 271 through 276, 307 through 317, 448 through 474 even Nos., 550 through 599, 600 through 678, 681 through 734, 900 through 915, 2000 through 2035, 3000 through 3040	50 MPH.
		320 through 333, 350 through 385, 400 through 440, 500 through 503, 505 through 512, 679, 680 R.D.C. 2350, 2500 through 2544	50 MPH.
	SPS	11, 22 through 28, 40 through 45, 50 through 55	50 MPH.
		60 through 98, 154 through 327, 856, 869	50 MPH.
		330 through 335, 150 through 153, 750, 800 through 806	50 MPH.

When NP road passenger diesel units 6500-6600-6700 series are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

3. Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided:

Outfit Cars
Scale Test Cars (Next ahead of caboose)
Wrecking Derricks
Pile Drivers
Loco Cranes
Rotary Snow Plows, Dozers, Wedge Plows
Jordan Spreaders
Air Dump Cars Loaded or Empty

4. Should flat spots on wheels develop on passenger trains cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.
5. Heavy Cars—Maximum gross weight of cars handled must not exceed 263,000 pounds.
6. All Sidings in this timetable are figured for 50 Foot Cars.
7. RULES 200 and 83 (B) and other rules pertaining to authority for, and signatures on train orders and clearances are modified to permit train orders and clearances to be issued by authority and over signature of the Chief Dispatcher.
8. CLEARANCE PROVISIONS—Burlington lines clearance form A, reading; When block is occupied, the line indicating condition of

block will read 'form C' and permissive Form C will be issued in addition to clearance Form A are cancelled. The line reading; This line to be used under the requirements of Rule 221 (A) is modified to read, This line to be used under the requirements of Rule 219.

9. Within CTC Limits, trains finding a permissive indication displayed by signal, which governs facing point movement over a spring switch, will comply with Rule 104(H), 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 CTC 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 276 will apply as to permission, time and working limits and notification to engineer.

10. A train authorized by train order to move against the current of traffic must approach all interlocking and CTC limits at reduced speed where approach signals are not provided for such movement.
11. When a train or engine is stopped by a stop indication of an automatic interlocking signal and no immediate conflicting train or engine movement is evident, in addition to complying with Consolidated Code Rule 613, a member of the train or engine crew must go to the crossing and be governed by instructions posted in the release box.
12. In event of a complete failure of air brakes on an engine proceed as follows:
 - (a) Close throttle to idle.
 - (b) Move the reversing handle to reverse position.
 - (c) Open throttle to No. 1 position.
13. Air brakes must be used on occupied passenger carrying equipment when switching.
14. To insure against fire damage, do not permit engines to stand over or near any open flame.

AIR BRAKE RULES AND INSTRUCTIONS

The following rules and instructions are for trainmen and engineers whose duties are connected with the operation of the air brake equipment.

1. Conductors and trainmen must familiarize themselves with the operation of the brakes on all cars in their charge and with the rules pertaining to the handling of trains with air brakes.
2. Each train must have the air brakes on all cars in effective operating condition, except in case of emergency, but at no time shall the number of operative air brakes be less than 85% of the total.
3. All trains must be given an initial terminal road train air brake inspection and test at points: (1) Where train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and the train brake system remains charged; (3) Where train is received in interchange.

INITIAL TERMINAL ROAD TRAIN AIR BRAKE TESTS

- 4(a). Train air brake system must be charged to required air pressure, angle cocks and cut-out cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves must be inspected and known to be in condition for service.
- 4(b). 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 indicated by an accurate 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. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.
5. When the engine used to haul the train is provided with means of maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cutout during train air brake tests.
6. Brake pipe leakage must not exceed 5 pounds per minute.

PISTON TRAVEL

- 7(a). At initial terminal, piston travel of body mounted brake cylinders which is less than 7 inches or more than 9 inches must be adjusted to nominally 7 inches.
- 7(b). Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.
- 7(c). Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.
8. During standing test, brakes must not be applied or released until proper signal is given.
9. When train air brake system has been tested from a yard test plant as prescribed and air brake system remains charged until road motive power is coupled to train, the air brake test required is an automatic brake application and release of air brakes on rear car.

INTERMEDIATE TERMINAL ROAD TRAIN AIR BRAKE TESTS

- 10(a). Passenger train: Before motive power is detached or angle cocks closed, except when closing angle cock for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes

on rear car must be made from the locomotive in automatic brake operation.

- 10(b). Freight trains: Before motive power is detached or angle cocks are closed, brakes must be applied with a full service brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose gauge and that brakes on rear car are released. In the absence of a caboose gauge, air brake test must be made as prescribed by paragraph (a).
11. At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.
12. At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on a passenger train to not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release.
13. At a terminal where cars which have been previously charged and tested are added to a train, test must be made to determine that brakes on the rear car of train apply and release.
- At terminals where cars which have not been previously charged and tested are added to a train, such cars must receive initial terminal road-train air brake test and it must be determined that the brakes on the rear car of the train apply and release.
14. 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.
15. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes. On all other motive power units in the train the brake pipe cutout cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. In case it becomes necessary for the leading engine to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the engine taking control of the train.

RUNNING TEST

16. When motive power, engine crew or train crew has been changed, angle cocks have been closed except for cutting off one or more cars from the rear end of train, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake. Power must not be shut off unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

BACK UP MOVEMENTS

17. When back up movement is to be controlled with a standard hose or valve, the brakes must be applied from the back up hose or valve and released from the engine before movement is started.

When backing a train, the engine brake valve must be in running position.

Movement must not be started until proper signal is given. A running test must be made with the back up hose or valve before the train has moved 300 feet; if the running test is not made within 300 feet, the engineer must stop the train and ascertain the cause.

18. If the brake pipe on a passenger car is broken, pass brake pipe air through signal line on car by use of emergency hose at each end. The communicating signal will be inoperative behind this car. Engineer must be notified of this condition.

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

The emergency air brake valve located in all passenger, baggage and express cars and brake valve 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.

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

21. Hand brakes must be released on cars before leaving terminals and on cars added to the train enroute. It must be ascertained that brakes are released on both trucks before moving the car.

22. Unless otherwise specified by special instructions, the feed valve on engines will be adjusted to regulate brake pipe pressure as follows:

Passenger110 pounds

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

The use of retainers on trains descending grades will be left to the judgment of conductor and engineman.

FIRST SUBDIVISION**1. Speed Restrictions—** Maximum Speeds Permitted

Between T&P Jct. and Childress.....50 MPH.
Between T&P Jct. and North Yard

Through Spring Switches at Hampton and Rio
Facing Point Movement.....20 MPH.

Trailing Movement.....10 MPH.

Hampton and St.L.S.W. Crossing Jct.....20 MPH.

Between North Yard and Avondale:

M.P. 7 to M.P. 11.....45 MPH.

Curve, M.P. 30.9 (Avondale & Herman).....45 MPH.

Curve, M.P. 46.4 (Decatur & Alvord).....45 MPH.

At Bowie: Mason Street.....30 MPH.

Curves, M.P. 69.9 and M.P. 70.3 (Bowie and Bellevue).....45 MPH.

At Wichita Falls:

Head end of eastward trains when passing
signal S-113.025 MPH.

Eastward train and engine movements on old freight
main track approaching Park Street.....5 MPH.

Seventh Street8 MPH.

City Limits, between M.P. 111.3 and M.P. 117.6.....30 MPH.
At Iowa Park: Between M.P. 124.2 and M.P. 125.1.....35 MPH.
At Electra: City Limits.....30 MPH.
At Vernon: North Main Street.....30 MPH.
Pease River Bridge M.P. 166.4.....25 MPH.
At Chillicothe: Passing Depot.....45 MPH.
At Quanah: Main Street.....30 MPH.
At Childress: Commerce and Main Streets.....20 MPH.
Maximum speed through dual control switch turnouts of
controlled siding, end of two main tracks at Wichita
Falls, M.P. 116.2 and dual control switch turnout at
Childress M.P. 219.930 MPH.

2. Clearance Provisions and Exceptions Rule 83(B)—

No train order signal at Wichita Falls and North Yard; Conductors and Engineers must have clearance.

Conductors and Engineers of Westward MK&T trains originating MK&T Ney Yard operating via FW&D must receive FW&D clearance at MK&T Ney Yard and FW&D North Yard.

Conductors and Engineers of eastward trains originating at North Yard enroute to CRI&P must receive FW&D clearance in addition to CRI&P clearance at FW&D North Yard.

3. Train Register Exceptions—

MK&T trains will register at FW&D North Yard and FW&D Wichita Falls when instructed to do so.

4. Switches—**Dual-control switches:**

East end of siding Saginaw, Iowa Park, Vernon, Chillicothe, Goodlett and Kirkland.

East end of Yard Childress M.P. 219.9

End of double track Wichita Falls M.P. 116.2.

West end of siding Fowlkes, Harrold, Vernon, Chillicothe and Quanah.

Spring switches:

End of double track Hampton and Rio.

East end of siding Dickworsham, Fowlkes, Harrold and Quanah.

West end of siding Saginaw, Iowa Park, Goodlett and Kirkland.

5. Automatic Interlocking not Indicated at Station—

MK&T Crossing . . . 5.9 miles west of Dickworsham.

Quanah, M.P. 191.7 and Acme, M.P. 196.9 are automatic interlocking and signals are a part of Centralized Traffic Control system. Rules 269, 605(A) and 613 are in effect.

6. Manual Interlocking not Indicated at Station—

St.L.S.W. Crossing-Jct. . . 3.2 Miles West of T&P Jct.

Ft.W. Belt-C.R.I.&P. Crossing . . . 3.1 Miles West of T&P Jct.

St.L.&S.F. Crossing . . . 2.8 Miles West of T&P Jct.

Chillicothe, M.P. 179 interlocking is remotely controlled from Ft. Worth and signals are a part of Centralized Traffic Control system. Rules 269, 275 and 605(A) are in effect.

7. Special Conditions—

Electric switch locks on all hand operated main track switches within CTC limits except at M.P. 164.6. Spur track switch M.P. 164.6 at Vernon not equipped with electric or mechanical lock. Rule 268(A) in effect.

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

Between T&P Jct. and North Yard: SD type or heavier engines must not be operated on Riverside Lumber Company track—Hodge. Look out for close side and overhead clearances at Hawes spur team track.

At Bowie: Siding must not be used by a train to meet or be passed by another train unless siding will contain the entire train.

At Wichita Falls: SD type or heavier engines must not be operated on the following tracks:

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

Engines must not be moved over Fourth Street subway on Team Track No. 5 M.P. 114.4.

Trains or engines passing over North Beverly Drive crossing, M.P. 116.9, on Sunshine Yard Lead must flag the crossing as the signal will not operate except when engine or cars are upon highway crossing. Look out for close side and overhead clearances at Berend Bros. Elevator just west of Wichita River.

At Electra: National Tank Co. shed will not clear man on top or side.

At Vernon: Because of close clearances, employes must not ride the side or top of cars or engines while switching former St.L.&S.F. team tracks, former St.L.&S.F. house track and tracks serving Waples-Platter Company.

SECOND SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Between Childress and Plains Jct.....	50 MPH.
Between Plains Jct. and Amarillo.....	49 MPH.
Between Amarillo and Murdo.....	45 MPH.
Between Murdo and Texline.....	49 MPH.
Maximum speed through dual control switch turnouts of controlled sidings and turnout Parallel Track, Childress, M.P. 222.2.....	30 MPH.
Bridge M.P. 238.1 (Plains Jct. and Memphis).....	25 MPH.

At Amarillo:

Engine or leading car over Western Stockyard Crossing M.P. 334.1.....	30 MPH.
AT&SF Crossing M.P. 334.7.....	20 MPH.
Between Yard Office and Tyler Street.....	15 MPH.
Hughes Street	30 MPH.
Engine or Leading Car over McMasters Crossing M.P. 338.....	45 MPH.

At Dalhart: CRI&P Crossing..... 20 MPH.

2. Clearance Provisions and Exceptions—Rule 83(B)—

No train order signal at Amarillo; Conductors and Engineers must have clearance.
Conductors and Engineers of eastward trains off Third Subdivision will not require clearance at Plains Jct.

3. Switches—

Dual-Control Switches:

Childress M.P. 222.2, east end of siding Carey, west end siding Estelline and Plains Jct.

Spring Switches:

West end of siding Carey and East end of siding Estelline.

4. Manual Interlocking—

ATSF Crossing, 1 Mile East of Amarillo.

Between Pullman and Amarillo industry track leads off main track at M.P. 331.1 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.

5. Special Condition—

Electric Switch locks on all hand operated main track switches within CTC limits.

THIRD SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Controlled turnout Plains Jct.....	30 MPH.
Between Plains Jct. and M.P. P-299:	
On straight track.....	35 MPH.
Around Curves	25 MPH.
Through tunnel, M.P. P-288.7 (Quitaque and Sterley).....	15 MPH.
Between M.P. P-299 and Lubbock.....	40 MPH.

2. Clearance Provisions and Exceptions Rule 83(B)—

No train order signal at Sterley; Conductors and Engineers must have clearance when operator on duty.
Conductors and Engineers of westward trains will not require Clearance at Plains Jct.

3. Manual Interlocking—

ATSF Crossing . . . 1.6 miles East of Lubbock.

Between Kitalou and Lubbock ATSF Crossing M.P. L-358.5 centralized traffic controlled by Santa Fe dispatchers. Trains stopped by absolute signal will be governed by instructions posted in telephone and release boxes.

4. Automatic Interlocking—

ATSF Crossing . . . 1 Mile West of Lockney.

5. Special Conditions—

Normal position of gate ATSF Crossing 0.5 mile west of Kitalou is against FWD trains.

At ATSF Crossing 0.5 mile west of Kitalou no portion of train should be stopped on highway just west of crossing. After westward trains have been brought to a stop and the gate has 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 ATSF Railway before again being brought to a stop.

At Lubbock utility poles in north and south alley tracks will not clear man on side of car, also structures near track at Lubbock Hide Company will not clear man on side of car.

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.

FOURTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Between Sterley and Plainview.....	30 MPH.

Between Plainview and Dimmitt.....25 MPH.
 Between M.P. P-343 and M.P. P-343.6
 (Edmonson and Hart).....10 MPH.

2. Clearance Provisions and Exceptions Rule 83(B)—

No train order signal at Sterley, Plainview, and Dimmitt; Conductors and Engineers must have clearance when operator on duty.

3. Automatic Interlocking—

ATSF Crossing 2.7 miles east of Plainview.

4. Special Conditions—

At Edmonson look out for close overhead and side clearances elevator track.

FIFTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted
 Maximum Speed15 MPH.

2. Clearance Provisions and Exceptions Rule 83(B)—

Conductors and Engineers must have clearance at Sterley when operator on duty.

3. Yard Limits—Tracks between Sterley and Silverton will be operated as one yard.

4. Special Conditions—

Track car operator line-up will not be issued to cover local extra which will not leave Sterley before 8:00 A.M. on Tuesdays, Thursdays and Saturdays for Silverton and return.

Wye track at Silverton cannot be used, West End of Clay Plant Track at Silverton cannot be used from crossing east of old plant to west end.

SIXTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted
 Maximum Speed35 MPH.

At Wichita Falls:
 Through City Limits.....15 MPH.

Between M.P. W-6 and M.P. W-11.5
 (Wichita Falls and Dundee).....15 MPH.

Between M.P. W-12 and M.P. W-45
 (Wichita Falls and Seymour).....25 MPH.

At Seymour:
 Over street and highway crossing.....10 MPH.
 Over West siding switch M.P. W-51.9.....10 MPH.

Bridge 52.9 (Seymour and Bomarton).....10 MPH.
 Between M.P. W-100 and M.P. W-112
 (Haskell and Stamford).....25 MPH.

At Anson:
 Through City Limits.....20 MPH.

At Abilene:
 Through City Limits.....15 MPH.

2. Clearance Provisions and Exceptions Rule 83(B)—

No train order signal at Haskell; Conductors and Engineers must have clearance when operator on duty.

No train order signal at Stamford; Conductors and Engineers must have clearance.

3. Manual Interlockings—

MKT Railway crossing at Wichita Falls and TEXC Railway crossing at Stamford are not protected by Standard interlocking or any other signal device. All trains must come to a full stop.

4. Yard Limits—Tracks between Stamford and Abilene will be operated as one yard.

5. Special Conditions—

At Goree close side clearance East Elevator.

Track car operator line-up will not be issued to cover local extra which will not leave Stamford before 5:30 A.M. Mondays through Fridays, inclusive, for Abilene and return to Stamford.

At Abilene: 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. Ben E. Keith Company building on utility track will not clear man on side of car. Stop must be made before moving over 13th Street.

SEVENTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted
 Maximum Speed30 MPH.
 Red River Bridge, M.P. N-232.320 MPH.
 Buck Creek Bridge, M.P. N-242.720 MPH.

2. Clearance Provisions and Exceptions Rule 83(B)—

Conductors and Engineers must have clearance at Childress when operator on duty.

3. Yard Limits—Track between Childress and Wellington will be operated as one yard.

4. Special Conditions—

Track car Operator line-up will not be issued to cover local extra which will not leave Childress before 10:00 A.M. on Wednesday for Wellington and return.

Assistant Superintendent	J. P. Nelson, Amarillo
Mechanical Superintendent	W. J. Vogel, Childress
Trainmaster	E. A. Butler, Fort Worth
Trainmaster	W. T. Reilly, Wichita Falls
Assistant Trainmaster	J. E. Spitz, Fort Worth
Chief Train Dispatcher	B. G. Gilbert, Fort Worth
Night Chief Train Dispatcher	R. H. Moore, Fort Worth
Train Dispatchers	J. H. Lowder, T. E. Stover, M. H. Scarborough, P. R. Armstrong, R. L. Bedwell, H. W. Whitehouse, W. E. Probst, D. R. Lipe, W. E. McKee

SPEED TABLE

	Time Per Mile		Miles
	Min	Sec.	Per Hour
	1	12	50.0
	1	*14	48.6
	1	16	47.4
	1	18	46.2
	1	20	45.0
	1	22	43.9
	1	24	42.9
	1	26	41.9
	1	28	40.9
	1	30	40.0
	1	33	38.7
	1	36	37.5
	1	39	36.4
	1	42	35.3
	1	45	34.3
	1	50	32.7
	1	55	31.3
	2	—	30.0
	2	10	27.7
	2	20	25.7
	2	30	24.0
	2	40	22.5
	3	—	20.0
	3	30	17.1
	4	—	15.0
	5	—	12.0
	6	—	10.0
	7	—	8.6
	8	—	7.5
	9	—	6.7
	10	—	6.0

SURGEONS—HOSPITAL DEPARTMENT

Abilene	DR. TRAVIS SMITH	Local Surgeon
Abilene	DR. VIRGINIA BOYD	Local Oculist
Amarillo	DR. WOOLWORTH RUSSELL	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	Pathologist
Amarillo	DR. LOUIS R. DEVANNEY	Local Urologist
Anson	DR. A. G. ANDRUS	Local Surgeon
Bowie	DR. HULEN P. CRUMPLER	Local Surgeon
Childress	DR. JACK FOX	Division Surgeon
Childress	DR. G. C. FOX	Local Surgeon
Childress	DR. J. J. WESTENBURG	Local Surgeon
Chillicothe	DR. WADE NICHOLAS	Local Surgeon
Clarendon	DR. GEORGE W. SMITH	Local Surgeon
Clarendon	DR. RICHARD L. GILKEY	Local Surgeon
Clayton, NM	DR. D. C. DANIEL	Local Surgeon
Clayton, NM	DR. A. E. DRAPER	Local Surgeon
Dalhart	DR. DONALD A. FRANK	Local Surgeon
Dallas	DR. T. A. MARTIN, JR.	Local Surgeon
Decatur	DR. W. T. INABNETT	Local Surgeon
Dimmitt	DR. B. H. LEE	Local Surgeon
Fort Worth	DR. W. P. HIGGINS, JR.	Chief Surgeon
Fort Worth	DR. JOHN H. RICHARDS	Asst. Chief Surgeon
Fort Worth	DR. J. R. WINTERRINGER	Division Urologist
Fort Worth	DR. W. E. FLOOD	Local Dermatologist
Fort Worth	DR. THOMAS B. BOND	Local Roentgenologist
Fort Worth	DRS. BUSSEY, BINION & ROBERTS	Division Oculists
Fort Worth	DR. O. J. EMERY	Local Surgeon
Fort Worth	DR. CARL M. AUSTIN	Local Surgeon
Fort Worth	DR. J. W. SHOEMAKER	Local Surgeon
Fort Worth	DR. T. C. TERRELL	Pathologist
Fort Worth	DR. J. W. O'REAR	Ear, Nose and Throat
Haskell	DR. T. W. WILLIAMS	Local Surgeon
Henrietta	DR. ROBERT E. HURN	Local Surgeon
Houston	DR. N. A. KILGORE	Local Surgeon
Iowa Park	DR. GORDON CLARK	Local Surgeon
Lockney	DR. W. J. MANGOLD	Local Surgeon
Lockney	DR. T. L. GLENN	Local Surgeon
Lubbock	DR. C. B. BATSON	Local Surgeon
Lubbock	DR. ALLEN T. STEWART	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
Plainview	DR. W. RALPH THOMAS	Local Surgeon
Plainview	DR. T. COE BRANCH	Local Surgeon
Plainview	DR. JOE J. HORN	Local Surgeon
Plainview	DR. GUY B. KINDRED	Local Surgeon
Plainview	DR. JEFF H. DAVIS	Local Surgeon
Plainview	DR. RAY L. GREEN	Local Surgeon
Quanah	DR. WALTER A. BROOKE	Local Surgeon
Seymour	DR. E. H. BALCH	Local Surgeon
Stamford	DR. I. F. HUDSON	Local Surgeon
Stamford	DR. G. E. PRYOR	Local Surgeon
Stamford	DR. T. A. BUNKLEY	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. WALTER B. WHITING	Local Surgeon
Wichita Falls	DR. JACK E. MAXFIELD	Local Surgeon
Wichita Falls	DR. I. J. HUMPHREY	Local Surgeon
Wichita Falls	DR. PRESTON McCALL	Local Surgeon