

SURGEONS—HOSPITAL DEPARTMENT

Fort Worth	DR. R. J. WHITE	Chief Surgeon
Fort Worth	DR. W. P. HIGGINS	Asst. Chief Surgeon
Fort Worth	DR. FRANK SCHOONOVER	Local Urologist
Fort Worth	DR. J. W. SHOEMAKER	Local Surgeon
Fort Worth	DR. T. C. TERRELL	Pathologist
Fort Worth	DR. THOMAS B. BOND	Local Roentgenologist
Fort Worth	DR. WEBB WALKER	Division Oculist
Fort Worth	DR. PORTER BROWN	Local Dermatologist
Fort Worth	DR. O. J. EMERY	Local Surgeon
Fort Worth	DR. JOHN H. RICHARDS	Local Surgeon
Dallas	DR. C. B. CARTER	Local Surgeon
Dallas	DR. J. O. S. MOLT	Local Surgeon
Dallas	DR. T. A. MARTIN, Jr.	Local Surgeon
Decatur	DR. W. T. INABNETT	Local Surgeon
Alvord	DR. D. C. RILEY	Local Surgeon
Bowie	DR. HULEN P. CRUMPLER	Local Surgeon
Henrietta	DR. ROBERT E. HURN	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. B. NAIL	Division Oculist
Wichita Falls	DR. J. H. ARRINGTON	Local Oculist
Wichita Falls	DR. W. E. CRUMP	Local Surgeon
Wichita Falls	DR. R. F. KNOX	Local Surgeon
Wichita Falls	DR. R. L. NELSON	Local Surgeon
Wichita Falls	DR. WALTER B. WHITING	Local Surgeon
Iowa Park	DR. GORDON CLARK	Local Surgeon
Electra	DR. W. H. OGDEN	Local Surgeon
Vernon	DR. A. L. BORCHARDT	Local Surgeon
Vernon	DR. JOHN B. HARDIN	Local Surgeon
Chillicothe	DR. JAMES C. HOWARD	Local Surgeon
Chillicothe	DR. B. E. POWELL	Local Surgeon
Quanah	DR. R. R. McDANIEL	Local Surgeon
Childress	DR. J. H. JERNIGAN	Division Surgeon
Childress	DR. G. C. FOX	Local Surgeon
Childress	DR. JACK FOX	Local Surgeon
Childress	DR. J. J. WESTENBURG	Local Surgeon
Memphis	DR. O. R. GOODALL	Local Surgeon
Memphis	DR. ROBERT E. CLARK	Local Surgeon
Memphis	DR. JAMES A. ODOM	Local Surgeon
Clarendon	DR. GEORGE W. SMITH	Local Surgeon
Claude	DR. W. A. CARROLL	Local Surgeon
Amarillo	DR. P. R. GARRE	Division Surgeon
Amarillo	DR. DON S. MARSALIS	Consulting Surgeon
Amarillo	DR. J. H. ROBERSON	Local Surgeon
Amarillo	DR. I. DRAVIN	Local Surgeon
Amarillo	DR. J. J. CRUME	Local Oculist
Amarillo	DR. F. J. CRUMLEY	Local Oculist
Amarillo	DR. T. P. CHURCHILL	Local Pathologist
Amarillo	DR. LOUIS R. DEVANNEY	Local Urologist
Dalharr	DR. VICTOR MOORE	Local Surgeon
Lubbock	DR. SAM DUNN	Local Surgeon
Lubbock	DR. LEE E. HALE	Local Surgeon
Plainview	DR. EUGENE McCARTHY	Local Surgeon
Plainview	DR. JEFF DAVIS	Local Surgeon
Plainview	DR. RALPH THOMAS	Local Surgeon
Plainview	DR. JOE J. HORN	Local Surgeon

(Continued Page 6)

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

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

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

DR. R. J. WHITE,
Chief Surgeon,
Fort Worth

M. G. MONAGHAN,
General Manager, Fort Worth

H. E. MOYER,
Superintendent, Wichita Falls

H. W. TOTTEN,
Superintendent, Amarillo

P. R. JOHNSON,
Superintendent of Transportation, Fort Worth

FORT WORTH AND DENVER RAILWAY COMPANY

TIME TABLE

OF THE

WICHITA FALLS AND AMARILLO DIVISIONS

No.

28

EFFECTIVE AT 12:01 A. M.

CENTRAL STANDARD TIME

EXCEPT MOUNTAIN STANDARD TIME

TEXLINE TO SIXELA

SUNDAY, APRIL 24, 1960

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.

AMARILLO DIVISION
Sixela and Texline Subdivision
TIME TABLE No. 28
EFFECTIVE APRIL 24, 1960

SOUTHWARD			Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD		
FIRST CLASS		Signs					Other Tracks	FIRST CLASS				
Daily Passenger	Daily Passenger							Daily Passenger		Daily Passenger		
1	7									8	2	
P.M. L 8.08	A.M. L 4.48	No Office	Yd	454.18	SIXELA 1.21			No Office	A.M. A 9.31	P.M. A 10.52		
A 8.10 P.M.	A 4.50 A.M.	Continuous	RKB WC Yd	452.92	TEXLINE		Yard	Continuous	L 9.29 A.M.	L 10.50 P.M.		
0.02 39.0	0.02 39.0				1.21 SCHEDULE TIME AVERAGE MILES PER HOUR				0.02 39.0	0.02 39.0		

MOUNTAIN STANDARD TIME.
TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. Texas-New Mexico State Line FW&D MP-454.13 equals C&S MP-347.20.
No train order signal at Sixela and Texline; Conductors and Enginemen of
northward trains must have Clearance Form A before leaving Texline. Clearance Form A not required at Sixela. Yard limit board north of Sixela is located one mile north of north switch of Texline yard. Texline yard terminal extends to Sixela. Rule 91 in effect.
AMARILLO DIVISION
Texline and Amarillo Subdivision
TIME TABLE No. 28
EFFECTIVE APRIL 24, 1960

SOUTHWARD			Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD		
FIRST CLASS		Signs					Other Tracks	FIRST CLASS				
Daily Passenger	Daily Passenger							Daily Passenger		Daily Passenger		
1	7									8	2	
P.M. L 9.12	A.M. L 5.52	Continuous	RKB WC Yd.	452.92	TEXLINE		Yard	Continuous	A.M. A 10.27	P.M. A 11.48		
9.24	6.04	No Office	F	441.82	11.10 PERICO 10.22	82	20	No Office	10.13	11.34		
9.34	6.14	No Office	F	431.60	WARE	84	17	No Office	10.02	11.24		
		No Office		417.59	14.01 C. R. I. & P. CROSSING (Interlocked) 0.15			No Office				
s 9.49	s 6.44	5:30 a.m. to 1:30 p.m. 4:00 p.m. to 12:30 m.n.	YO Yd.	417.44	DALHART 14.37	81	317	5:30 a.m. to 1:30 p.m. 4:00 p.m. to 12:00 m.n.	s 9.46	s 11.09		
10.04	6.59	No Office	F	408.07	HARTLEY 14.99	82	45	No Office	s 9.14	10.47		
c 10.19	s 7.16	6:15 a.m. to 3:15 p.m.		388.08	CHANNING 5.41	84	63	6:15 a.m. to 3:15 p.m. Sat. Closed Sunday	s 8.58	c 10.32		
² 10.25	7.22	No Office	F	382.87	MURDO 6.40	77	8	No Office	8.51	¹ 10.25		
10.32	7.29	No Office	F	376.27	BOYS RANCH 3.97	80	4	No Office	8.44	10.16		
10.37	c 7.33	9:30 p.m. to 6:30 a.m.		372.30	TASCOSA 7.10	72	105	Closed	c 8.39	10.10		
10.45	7.40	No Office	F	365.20	ADY 7.05		128	No Office	8.31	10.02		
10.53	7.48	No Office	F	358.15	BODEN 6.05	81	5	No Office	8.23	9.54		
11.00	7.55	No Office	F	352.10	FITZ 4.92	72	9	No Office	8.16	9.47		
11.05	8.00	No Office	F	347.18	GENTRY 4.84	48	4	No Office	8.11	9.42		
11.10	⁸ 8.05	No Office	F	342.34	CLIFFSIDE 6.61	52	6	No Office	⁷ 8.05	9.37		
A 11.19 P.M.	A 8.15 A.M.	Continuous	WBYO CRK Yd.	336.73	AMARILLO		Yard	Continuous	L 7.53 A.M.	L 9.30 P.M.		
2.07 55.3	2.23 49.2				117.19 SCHEDULE TIME AVERAGE MILES PER HOUR				2.34 46.7	2.18 51.0		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. No train order signal at Texline and Amarillo; Conductors and Enginemen must have Clearance Form A. Rule 91 in effect.
No. 1 will stop at Channing to discharge revenue passengers from Trinidad and beyond and to receive revenue passengers for Fort Worth and beyond. No. 2 will stop at Channing to discharge revenue passengers from Amarillo and beyond and to receive revenue passengers for Trinidad and beyond. No. 7 and No. 8 will stop to receive or dispatch parcel post where conditional stop is indicated in schedule.

Amarillo and Childress Subdivision

AMARILLO DIVISION

TIME TABLE No. 28

EFFECTIVE APRIL 24, 1960

SOUTHWARD				Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD					
FIRST CLASS		Daily Passenger	Daily Passenger					FIRST CLASS			Sidings	Other Tracks	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
P.M.	A.M.							8	2							
L 11.40	L 8.35	Continuous	CRK BYOW Yd.	835.73	AMARILLO 1.03	Yard	Continuous	A 7.15	A 9.05							
11.42	8.37	No Office	F	834.70	P. & S. F. CROSSING (Interlocked) 5.81		No Office	7.11	9.03							
11.49	8.44	No Office	F	828.89	PULLMAN 8.35	71 24	No Office	7.04	8.57							
11.58	8.53	No Office	F	820.54	WASHBURN 12.63	71 25	No Office	6.55	8.48							
A.M. 12.12	9.07	6:30 a.m. to 2:30 p.m. 7:30 p.m. to 3:30 a.m.		307.91	CLAUDE 11.60	82 104	6:30 a.m. to 2:30 p.m. 7:30 p.m. to 3:30 a.m.	6.41	8.35							
12.24	9.19	No Office	F	296.31	GOODNIGHT 8.10	71 16	No Office	6.25	8.23							
12.33	9.27	No Office	F	288.21	ASHTOLA 10.30	71 30	No Office	6.15	8.14							
12.44	9.39	5:50 a.m. to 1:50 p.m. 6:00 p.m. to 2:00 a.m.		277.91	CLARENDON 6.75	72 102	5:50 a.m. to 1:50 p.m. 6:00 p.m. to 2:00 a.m.	6.00	8.03							
12.51	9.46	No Office	F	271.16	LELIA LAKE 7.21	72 12	No Office	5.53	7.56							
12.59	9.54	5:30 a.m. to 2:30 p.m.		263.95	HEDLEY 13.11	71 58	Closed	5.45	7.48							
1.16	10.12	9:50 a.m. to 1:50 a.m.	Yd.	250.84	MEMPHIS 13.80	51 201	Sat. 9:50 a.m. to 1:50 a.m. Sun. 8:00 a.m. to 4:00 p.m. and 5:30 p.m. to 1:50 a.m.	5.30	7.34							
1.31	10.27	No Office	F Yd.	237.04	PLAINS JCT. 0.32		No Office	5.05	7.18							
		No Office	F	236.72	ESTELLINE	116 85	No Office	5.04								
		No Office	F	227.81	CAREY 8.91 7.56	125	No Office	4.55								
A 1.50 A.M.	A 10.45 A.M.	Continuous	CRKB WTO	220.25	CHILDRESS 115.48	Yard	Continuous	L 4.47 A.M.	L 7.00 P.M.							
2.10 53.3	2.10 53.3				SCHEDULE TIME AVERAGE MILES PER HOUR			2.28 46.8	2.05 55.4							

BETWEEN AMARILLO AND PLAINS JUNCTION TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN PLAINS JUNCTION AND CHILDRESS.

Controlled sidings at Carey and Estelline.

Dual-Control switches:
Plains Junction; North end of siding Estelline; South end of siding Carey; and Childress M.P. 222.20.

Spring Switches:
South end of siding Estelline and North end of siding Carey.

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

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

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

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

Rule 91 in effect between Plains Junction and Amarillo.

No. 1 will stop at Clarendon to discharge revenue passengers from Amarillo and beyond and to receive revenue passengers for Fort Worth and beyond; and will stop at Claude to discharge revenue passengers from Trinidad and beyond and to receive revenue passengers for Fort Worth and beyond.

No. 2 will stop at Clarendon to discharge revenue passengers from Wichita Falls and beyond and to receive revenue passengers for Amarillo and beyond; and will stop at Claude to discharge revenue passengers from Wichita Falls and beyond and to receive revenue passengers for Trinidad and beyond.

No. 8 will stop to receive and dispatch parcel post where conditional stop is indicated in schedule.

Childress and Wichita Falls Subdivision

WICHITA FALLS DIVISION

TIME TABLE No. 28

EFFECTIVE APRIL 24, 1960

SOUTHWARD			Office Open	Signs	Mile Post Location	STATIONS	Capacity of		NORTHWARD					
FIRST CLASS		Daily Passenger					Daily Passenger	Controlled Sidings	Other Tracks	FIRST CLASS		Daily Passenger	Daily Passenger	
7	1									8	2			
A.M. 10:53	A.M. 2:00	Continuous	CWT RKOB	220.25	CHILDRESS	Yard	A.M. 4:25	P.M. 6:54						
		No Office	F	211.71	8.54 KIRKLAND	125	38	c 4:15						
		No Office	F	200.52	11.19 GOODLETT	125	38							
		No Office		196.91	8.61 Q. A. & P. CROSSING (Auto. Interl.)									
		No Office	F	196.76	0.15 ACME		45							
*11:24	* 2:31	No Office	Y F	191.84	4.92 QUANAH	125	125	* 3:54	* 6:27					
		No Office		191.66	0.18 Q. A. & P. CROSSING (Auto. Interl.)									
		No Office		179.02	12.64 P. & S. F. CROSSING (Interlocked)									
*11:39	* 2:46	No Office	F	178.78	0.24 CHILlicothe	125	132	* 3:25	* 6:11					
*11:58	* 3:08	No Office	F	168.86	15.42 VERNON	150	285	* 3:08	* 5:55					
		No Office	F	164.98	8.43 OKLAUNION		20	c 2:35						
P.M. 12:13		No Office	F	148.14	6.79 HARROLD	125	38	c 2:28						
*12:24	* 3:33	No Office	F	140.86	7.78 ELECTRA		318	* 2:20	* 5:31					
		No Office	F	135.02	4.44 FOWLKES	125								
*12:41		No Office	F	124.83	11.09 IOWA PARK	125	54	* 1:59						
		No Office	F	117.70	7.13 SUNSHINE YARD		Yard							
12:53	3:59	No Office	Yd. F	114.96	2.74 W. F. & N. W. JCT.									
A 12:55 P.M.	A 4:01 A.M.	Continuous	CRKB WOY Yd.	114.05	0.91 WICHITA FALLS		Yard	L 1:45 A.M.	L 5:04 P.M.					
2.02 52.2	2.01 52.6				106.20 SCHEDULE TIME AVERAGE MILES PER HOUR			2.40 39.8	1.50 57.9					

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

Dual-Control Switches:

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

Spring Switches:

South end of siding Fowlkes, Harrold and Quanah.
North end of siding Iowa Park, Goodlett and Kirkland.

Electric switch locks on all hand operated main track switches within Centralized Traffic Control limits.

No train order signal at Wichita Falls and Childress. Conductors and Engineers must have Clearance Form A.

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

BETWEEN SEVENTH STREET AND W.F. & N.W. JUNCTION MOVEMENTS OF TRAINS OR ENGINES AGAINST THE CURRENT OF TRAFFIC, WHOLLY WITH-

IN YARD LIMITS, WILL BE MADE AT REDUCED SPEED ON AUTHORITY OF YARDMASTER.

BETWEEN M.P. 113.00 AND W.F. & N.W. JUNCTION TRAINS HAVE NO TIME-TABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

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

No. 1 will stop at Chillicothe and Electra to discharge revenue passengers from Amarillo and beyond and to receive revenue passengers for Fort Worth and beyond.

No. 2 will stop at Electra and Chillicothe to discharge revenue passengers from Fort Worth and beyond and to receive revenue passengers for Amarillo and beyond.

No. 7 and No. 8 will stop to receive or dispatch parcel post where conditional stop is indicated in schedule.

Wichita Falls and Fort Worth Subdivision

WICHITA FALLS DIVISION

TIME TABLE No. 28

EFFECTIVE APRIL 24, 1960

SOUTHWARD			Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD					
FIRST CLASS		Daily Passenger					Daily Passenger	Siding		Other Tracks	FIRST CLASS		Daily Passenger	Daily Passenger	
7	1										2	8			
P.M. L 1.08	A.M. L 4.14	Continuous	CWYR KOB Yd.	114.05	WICHITA FALLS 8.57		Yard	Continuous	P.M. A 4.52	A.M. A 1.24					
1.18	4.25	No Office	F	105.48	JOLLY 9.46	110	11	No Office	4.41	1.12					
		No Office		96.02	M-K-T CROSSING (Auto. Interl.) 0.27			No Office							
1.30	4.35	11:00 p.m. to 7:00 a.m. 9:30 a.m. to 5:00 p.m.		95.75	HENRIETTA 5.60	55	66	11:00 p.m. to 7:00 a.m. 9:30 a.m. to 5:00 p.m.	c 4.32	1.02					
1.36	4.41	No Office	F	90.15	DICKWORSHAM 10.73	125	3	No Office	4.26	12.51					
1.46	4.51	No Office	F	79.42	BELLEVUE 10.21	125	19	No Office	4.16	12.41					
		No Office		69.21	C. R. I. & P. Crossing (Auto. Interl.) 0.78			No Office							
2.00	5.03	9:00 a.m. to 5:00 p.m. 12:00 m.n. to 8:30 a.m.		68.48	BOWIE 4.74	49	67	9:00 a.m. to 5:00 p.m. 12:00 m.n. to 8:00 a.m.	c 4.06	12.29					
2.06	5.08	No Office	F	63.74	FRUITLAND 4.17	125		No Office	4.01	12.09					
2.11	5.12	No Office		59.57	SUNSET 7.92		7	No Office	3.57	12.04 A.M.					
2.20	5.21	9:30 a.m. to 6:30 p.m.		51.65	ALVORD 11.38	125	30	Closed	3.49	11.55					
2.34	5.33	9:00 a.m. to 5:00 p.m. 10:30 p.m. to 6:30 a.m.		40.27	DECATUR 5.71	120	59	9:00 a.m. to 5:00 p.m. 10:30 p.m. to 6:30 a.m.	c 3.37	11.41					
2.40	5.39	No Office	F	34.56	HERMAN 9.17	125	7	No Office	3.30	11.31					
2.49	5.49	No Office	F	25.39	RHOME 6.42		61	No Office	3.21	11.21					
2.56	5.56	No Office	F	18.97	AVONDALE 9.86	125	3	No Office	3.15	11.14					
3.06	6.05	Continuous	Yd.	9.11	SAGINAW—G.C.&S.F. Crossing (Interl.) 2.59	125	Yard	Continuous	3.06	11.04					
3.11	6.08	No Office	F Yd.	6.12	NORTH YARD 2.51		Yard	No Office	2.57	11.00					
3.14	6.11	No Office	Yd.	3.21	St. L. S. W. Crossing—Jct. (Interlocked) 0.07			No Office	2.53	10.56					
		No Office	Yd.	3.14	FT. W. BELT—C.R.I.&P. Crossing (Interl.) 0.32			No Office							
		No Office	Yd.	2.82	St. L. S. F. & T. Crossing (Interlocked) 0.29			No Office							
3.16	6.13	No Office	Yd.	2.53	RIO 0.45			No Office	2.51	10.54					
		No Office	F Yd.	2.08	MILE POST 2 1.14			No Office	2.50	10.53					
3.19	6.16	No Office	Yd.	0.94	HAMPTON 0.44			No Office	2.48	10.51					
		Continuous	CWTR KOB Yd.	0.50	NINTH STREET 0.50		Yard	Continuous							
A 3.23 P.M.	A 6.20 A.M.	No Office	Yd.	0.00	T. & P. JCT. 114.05			No Office	L 2.45 P.M.	L 10.48 P.M.					

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

s 3.30 4.00	s 6.25 6.50	RK	FORT WORTH	s 2.40 2.10	s 10.45 10.15
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Trains between Fort Worth and Dallas are governed by rules and time tables of T. & P. Ry., C. R. I. & P. Ry. and U. T. Co.

A 4.40 P.M.	A 7.35 A.M.	DALLAS	L 1.30 P.M.	L 9.30 P.M.
2.15 59.7	2.06 54.3	SCHEDULE TIME AVERAGE MILES PER HOUR	2.07 53.9	2.38 43.9

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

Automatic block system in effect between signal at M.P. 0.68, Hampton and signal at M.P. 113.00, Wichita Falls.

No train order signal at Fort Worth, Ninth Street and Wichita Falls; Conductors and Engineers must have Clearance Form A.

Two main tracks between Rio and Hampton.

Spring switches at Hampton, Rio, north end Seginaw siding and south end Dickworsham siding.

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

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

BETWEEN MILEPOST 113.00 AND W.F.&N.W. JCT. TRAINS HAVE NO TIME TABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

No. 1 will stop at Henrietta, Bowie and Decatur to discharge revenue passengers from Amarillo and beyond and to receive revenue passengers for Fort Worth and beyond.

No. 2 will stop at Decatur, Bowie and Henrietta to discharge revenue passengers from Fort Worth and beyond and will stop at Decatur to receive revenue passengers for Wichita Falls and beyond and will stop at Bowie and Henrietta to receive revenue passengers for Amarillo and beyond.

No. 7 will stop at Sunset to receive and dispatch parcel post.

No. 8 will stop at Rhome to receive and dispatch parcel post.

Childress and Pampa Subdivision

AMARILLO DIVISION

TIME TABLE No. 28

EFFECTIVE APRIL 24, 1960

SOUTHWARD				STATIONS				Capacity of		NORTHWARD				
				Office Open Week Days Except Saturdays	Signs	Mile Post Location			Slidings	Other Tracks	Office Open Saturdays and Sundays			
			8:00 a.m. to 5:00 p.m.	YRK B Yd.	N831.30	PAMPA 3.49			Yard	8:00 a.m. to 5:00 p.m. Sat. Closed Sun.				
			No Office	F	N827.81	ELFCO 9.46				No Office				
			No Office	F	N818.35	LEFORS 2.85		49	26	No Office				
			No Office		N815.50	WESCO 9.66			6	No Office				
			No Office	F	N805.84	DENWORTH 5.87			9	No Office				
			No Office	F	N299.97	BELCO 20.80		13	46	No Office				
			8:00 a.m. to 5:00 p.m.		N279.17	SHAMROCK 0.35		49	40	8:00 a.m. to 5:00 p.m. Sat. Closed Sun.				
			No Office		N278.82	C. R. I. & P. Crossing (Auto. Interl.) 11.68				No Office				
			No Office	F	N267.14	SAMNORWOOD 15.05		16		No Office				
			8:00 a.m. to 5:00 p.m.		N252.09	WELLINGTON 17.88		25	323	8:00 a.m. to 5:00 p.m. Sat. Closed Sun.				
			No Office	F	N234.21	SMITHDALE 3.86		26		No Office				
			No Office	F	N230.35	ABINGTON 8.44			23	No Office				
			No Office	F Yd.	N221.91	DENVER NORTHERN JCT. 1.66				No Office				
			Continuous	CRKB WTO	220.25	CHILDRESS 111.05			Yard	Continuous				
SCHEDULE TIME														
AVERAGE MILES PER HOUR														

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

Rule 91 in effect.

Rule 907 in effect.

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

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

TIME FREIGHT TRAINS (Information Only)

SOUTHWARD—DAILY

NORTHWARD—DAILY

75		73		Stations		76		72	
L 9:50 p. m.	L 12:15 p. m.			Texline	A 4:10 a. m.	A 11:30 a. m.			
A 1:30 a. m.	A 3:35 p. m.			Amarillo	L 11:30 p. m.	L 8:10 a. m.			
L 2:30 a. m.	L 4:30 p. m.			Childress	A 10:50 p. m.	A 6:45 a. m.			
A 6:15 a. m.	A 8:05 p. m.			Wichita Falls	L 7:15 p. m.	L 2:45 a. m.			
L 6:45 a. m.	L 8:50 p. m.			Fort Worth	A 6:45 p. m.	A 1:30 a. m.			
A 9:40 a. m.	A 11:45 p. m.				L 3:45 p. m.	L 10:30 p. m.			
L 10:20 a. m.	L 12:25 a. m.				A 3:00 p. m.	A 9:45 p. m.			
A 1:30 p. m.	A 3:30 a. m.				L 11:15 a. m.	L 6:30 p. m.			

SPEED OF TRAINS:

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

SURGEONS—HOSPITAL DEPARTMENT, Continued

Hart	DR. JACK A. HARRIS	Local Surgeon
Dimmitt	DR. MAYES MILLER	Local Surgeon
Dimmitt	DR. R. E. COGSWELL	Local Surgeon
Lockney	DR. PAT WILLIAMS	Local Surgeon
Wellington	DR. D. V. WATKINS	Local Surgeon
Shamrock	DR. J. W. GOOCH	Local Surgeon
Pampa	DR. JULIAN KEY	Local Surgeon
Pampa	DR. MAC FIELD McDANIEL	Local Surgeon
Holliday	DR. J. W. PARRISH	Local Surgeon
Seymour	DR. E. H. BALCH	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. I. F. HUDSON	Local Surgeon
Stamford	DR. G. E. PRYOR	Local Surgeon
Stamford	DR. T. A. BUNKLEY	Local Surgeon
Anson	DR. KNOX PITTARD	Local Surgeon
Abilene	DR. VIRGINIA BOYD	Local Oculist
Abilene	DR. ERLE D. SELLERS	Local Surgeon
Abilene	DR. R. W. VARNER	Local Surgeon

Plains Junction and Lubbock Subdivision

AMARILLO DIVISION
TIME TABLE No. 28
EFFECTIVE APRIL 24, 1960

EASTWARD		Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays	WESTWARD	
SECOND CLASS						Storage	Other Tracks		SECOND CLASS	
Daily Freight	176								Daily Freight	175
P.M. L 6.00	8:30 a.m. to 2:30 p.m. 4:00 p.m. to 12:00 a.m.	YO RKBYd.	L360.05	LUBBOCK 1.60	Yard	Closed	A 7.15			
	No Office		L358.45	P. & S. F. Crossing "E" (Auto. Interl.) 8.29		No Office				
	No Office		L350.16	P.&S.F. CROSSING "D" (Grade-Gate) 0.47		No Office				
6.30	No Office	F	L349.69	KITALOU 9.40	50	185	No Office	6.30		
6.45	No Office	F	L340.26	BECTION 7.55		17	No Office	6.15		
7.00	8:00 a.m. to 5:00 p.m.		L332.74	PETERSBURG 9.31	50	62	Closed	6.00		
7.20	No Office	F	L323.43	BARWISE 9.45		43	No Office	5.40		
	No Office		L313.98	P.&S.F. CROSSING "C" (Grade-Gate) 0.03			No Office			
7.45	No Office	F	L313.00	LOCKNEY 6.50	50	27	No Office	5.15		
8.20	6:00 a.m. to 3:00 p.m.	CWY RKBYd.	P306.40	STERLEY 5.11		Yard	6:00 a.m. to 3:00 p.m. Sat. Closed Sunday	5.05		
8.30	No Office	F	P301.29	SOUTH PLAINS 6.40		53	No Office	4.35		
8.50	No Office	F	P294.86	JOHN FARRIS 9.63	49	12	No Office	4.15		
9.15	No Office	F	P285.21	EDGIN 5.95	50	8	No Office	3.45		
9.25	8:00 a.m. to 6:00 p.m.		P279.26	QUITAQUE 10.33	50	56	Closed	3.35		
9.50	9:00 a.m. to 6:00 p.m.		P268.93	TURKEY 10.24	58	77	Closed	3.10		
10.15	No Office	F	P258.69	TAMPICO 11.47	53	15	No Office	2.45		
10.40	No Office	F	P247.22	PARNELL 10.15	49	10	No Office	2.20		
11.00 P.M.	No Office	Yd. F	P237.04	PLAINS JCT. 123.01			No Office	L 2.00 A.M.		

Trains between Plains Jct. and Childress are governed by time table of Amarillo and Childress Subdivision.

5.00 24.6	SCHEDULE TIME AVERAGE MILES PER HOUR	5.15 23.0
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**TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.
CENTRALIZED TRAFFIC CONTROL IN EFFECT AT PLAINS JCT.**

Rule 91 in effect.

Rule 907 in effect.

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

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

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

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

Capacity of Tracks	M. P. LOCATION	OTHER TRACKS
6	13.92	* HICKS
16	68.58	† McDONALD
25	96.94	† FRAME
18	130.82	* TOMBURNETT
80	224.13	† MOYER
	381.07	* INDUSTRY LEAD TRACK
18	369.49	* TASCOSA STOCK PENS
62	380.46	JUDE
14	L341.92	† HECKVILLE
15	P328.08	* WASSON
4	P331.67	† BOONE
12	P332.70	WRIGHT
14	P344.82	* GRISHAM
20	P349.68	† HILBURN
12	P359.51	† ROY
9	W141.30	* CONDOR
13	W143.03	† NORTH ABILENE

†Connected at south or west end.

*Connected at north or east end.

Sterley and Dimmitt Subdivision

AMARILLO DIVISION

TIME TABLE No. 28

EFFECTIVE APRIL 24, 1960

EASTWARD				WESTWARD							
SECOND CLASS		Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS		Capacity of		Office Open Saturdays and Sundays	SECOND CLASS	
	Monday Wednesday Friday Freight				Sidings	Other Tracks	Monday Wednesday Friday Freight				
	376									375	
	P.M. 12.05	8:00 a.m. to 5:00 p.m.	Y RB Yd.	P367.60	DIMMITT 15.98		Yard	Closed		A.M. 11.05	
	12.50	8:00 a.m. to 5:00 p.m.		P351.62	HART 14.03	52	157	Closed		10.20	
	1.30	No Office	F	P337.59	EDMONSON 13.23	46	56	No Office		9.35	
	2.15 3.20	8:00 a.m. to 5:00 p.m.	Y Yd.	P324.31	PLAINVIEW 0.62		Yard	Closed		9.00 7.15	
		No Office		P323.69	P.&S.F. Crossing "B" (Auto. Interl.) 2.08			No Office			
		No Office		P321.61	P.&S.F. Crossing "A" (Grade-Gate) 7.64			No Office			
	3.45	No Office	F	P313.97	CEREAL 7.57	50	16	No Office		6.50	
	A 4.05 P.M.	6:00 a.m. to 3:00 p.m.	CWY REBYd.	P306.40	STERLEY 61.20		Yard	6:00 a.m. to 3:00 p.m. Sat. Closed Sunday		L 6.30 A.M.	
	4.00 13.3				SCHEDULE TIME AVERAGE MILES PER HOUR					4.35 13.4	

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.
Rule 91 in effect.
Rule 907 in effect.

No train order signal at Sterley, Plainview and Dimmitt; Conductors and
Enginemen must have Clearance Form A when operator on duty.
Normal position of gate at P.&S.F. crossing "A" is against F.W.&D. trains.

Wichita Falls and Amarillo Divisions

TIME TABLE No. 28

EFFECTIVE APRIL 24, 1960

SPUR TRACKS ARE WITHIN YARD LIMITS.
RULE 908 IN EFFECT.

SPUR SPUR

Mile Post Location	STATIONS	Other Tracks
W112.65	STAMFORD M-K-T CROSSING (Grade) 2.70	Yard
B115.35	M-K-T CROSSING (Grade) 11.25	
B126.64	P. & S. F. CROSSING (Grade) 0.46	
B127.10	SAGERTON 6.65	20
B133.75	OLD GLORY 10.33	19
B144.08	ASPERMONT 6.68	88
B150.78	SWENSON 6.60	20
B157.36	PEACOCK 13.67	25
B171.08	JAYTON 10.12	32
B181.15	GIRARD 13.72	15
B194.87	SPUR	145

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

SILVERTON SPUR

Mile Post Location	STATIONS	Other Tracks
P306.40	STERLEY 10.34	Yard
S316.74	WHITELEY 3.91	27
S325.65	SILVERTON	152

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

ABILENE SPUR

Mile Post Location	STATIONS	Other Tracks
W112.65	STAMFORD M-K-T CROSSING (Grade) 13.91	Yard
W126.56	ANSON 11.00	43
W137.56	HAWLEY 7.74	23
W145.30	LANIUS 5.94	27
W151.24	ABILENE	Yard

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

Wichita Falls and Stamford Subdivision

WICHITA FALLS DIVISION

TIME TABLE No. 28

EFFECTIVE APRIL 24, 1960

WESTWARD		Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays	EASTWARD	
SECOND CLASS						Siding	Other Tracks		SECOND CLASS	
Daily Ex. Sat. Freight	P.M.								Daily Ex. Sat. Freight	P.M.
77	L 5:30	Continuous	CWY RKOY Yd.	0.00	WICHITA FALLS M-K-T Crossing (Grade) 14.81	Yard	Continuous	A 1:45	P.M.	
	6:10	9:30 a.m. to 8:30 p.m.		W 14.31	HOLLIDAY 6.87	60	Closed	1:10		
	6:25	No Office		W 20.68	MANKINS 6.60	10	No Office	12:45		
	6:40	No Office		W 27.28	DUNDEE 8.16	30	No Office	12:30		
	6:55	No Office		W 35.44	FULDA 16.46	26	No Office	12:10 P.M.		
	7:30	8:00 a.m. to 5:00 p.m.		W 51.90	SEYMOUR 11.46	55	107	Closed	11:35	
	7:55	No Office		W 63.36	BOMARTON 7.16	36	37	No Office	10:55	
	8:10	No Office		W 70.52	GOREE 5.29	38	97	No Office	10:40	
	8:30	8:00 a.m. to 5:00 p.m.		W 75.81	MUNDAY 9.19	38	97	Closed	10:30	
	8:45	No Office		W 85.00	WEINERT 11.88	42	77	No Office	10:05	
	9:05	8:00 a.m. to 5:00 p.m.		W 86.88	HASKELL 15.77	42	77	Closed	9:45	
A 9:45 P.M.	12:00 noon to 4:00 p.m.	CY RKB Yd.	W112.65	W112.65	STAMFORD M-K-T CROSSING (Grade) 112.65	Yard	See Footnote	L 9:00 A.M.		
4.15 26.8					SCHEDULE TIME AVERAGE MILES PER HOUR			4.45 23.7		

STAMFORD: Office open Saturday 8:00 a.m. to 4:00 p.m.
Closed Sunday

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

Rule 91 in effect.

Rule 907 in effect.

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

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

BETWEEN FW&D MILEPOST 113.00 AND WF&NW JCT. TRAINS HAVE NO TIME

TABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

SPECIAL INSTRUCTIONS

Asst. Gen. Supt. Motive Power Trainmaster Trainmaster Road Foreman and Asst. Trainmaster Road Foreman and Asst. Trainmaster Asst. Trainmaster Asst. Trainmaster Chief Train Dispatcher Night Chief Train Dispatcher	C. A. Moody, Childress W. T. Hanks, Wichita Falls W. L. Fitzgerald, Amarillo J. M. Dalton, Amarillo R. E. Visney, Fort Worth O. W. Carlson, Childress J. L. Riordan, Wichita Falls W. J. Hamilton, Wichita Falls P. R. Armstrong, Wichita Falls
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TRAIN DISPATCHERS

M. A. Davis	E. A. Butler	Z. Ellis, Jr.
J. H. Lowder	F. R. Brady	B. G. Gilbert
	C. N. Parker	

1. Between Fort Worth and Wichita Falls, and between Plains Jct. and Sixela, extra trains and yard engines must clear the time of No. 1, No. 2, No. 7 and No. 8 not less than 10 minutes.

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

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

2. USE OF TRACK.

There is no superiority of Trains on Parallel track, Childress.

All trains on Parallel track will move as proscribed by Rule 908 and must not exceed 10 M.P.H. between the north yard switch at Childress and Denver Northern Junction.

M-K-T, G. A. & P., Joint Texas Division and St. L. S. W. trains and engines while on tracks of Fort Worth and Denver Railway will be governed by rules and time-table of Fort Worth and Denver Railway.

Engines larger than 600 H.P. switch engines Nos. 602 and 604 cannot be used on Spur spur.

All tracks in Pampa and Dimmitt are designated as yard tracks.

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

RULE H.

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

RULE N. (First Paragraph).

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

RULE O.

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

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

RULE 3 (Third Paragraph)

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

SPECIAL INSTRUCTIONS-Continued

RULE 7 (a).

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

RULE 15 (First paragraph).

The explosion of two torpedoes is a signal to proceed at Reduced Speed for one and one quarter miles. The explosion of one torpedo will indicate the same as two, but the use of two is required.

RULE 16 (k).

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

RULE 17.

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

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

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

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

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

RULE 19 (e).

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

RULE 21.

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

RULE 30.

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

RULE 35.

The following signals will be used by flagmen:

Day Signals—A red flag,
torpedoes and
red fuseses

Night Signals—Torpedoes and
red fuseses

RULE 99 (b). (Second paragraph).

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

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

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

RULE 208. (Second paragraph).

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

RULE 221 (a). (First paragraph).

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

RULE 223 (a). (New paragraph).

Z—Radio Station.

CLEARANCE FORM F.

Proceed per Rule 509 A on.....track.

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

RULE 501-501-E.

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

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

RULE 509. (First paragraph).

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

RULE 509 C.

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

RULE 512. (Second paragraph).

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

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

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

RULE 514.

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

RULE 672. (Third paragraph).

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

RULE 711 (New paragraph).

(m)—Comparison of time required under Rule 3.

RULE 712.

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

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

RULE 901. (First paragraph).

Roadway signs indicate maximum speeds for passenger trains.

RULE 908. (Second paragraph).

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

(Fourth paragraph).

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

RULE 913 (First paragraph).

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

RULE 914.

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

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

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

RULE 916.

Diesel engines may be deadheaded directly behind road diesel engines.

RULE 970. (Second paragraph).

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

RULE 974.

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

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

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

RULE 1304.

Before starting brake test on a freight train the brake system must be charged to not less than 15 lbs. below the standard pressure of that train but not less than 60 lbs.

RULE 1345.

The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless abso-

SPECIAL INSTRUCTIONS-Concluded

lutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

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

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

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

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

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

- Close throttle to idle.
- Move the reversing handle to reverse position.
- Open throttle to No. 1 position.

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

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

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

9. RAILROAD CROSSINGS:

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

M-K-T CROSSING AT WICHITA FALLS.

M-K-T CROSSING AT STAMFORD.

M-K-T CROSSING AT M. P. B115.35 P. & S. F. CROSSING AT M. P. B126.64. Protected by manually operated gates, normal position; set across F. W. & D. tracks:

MP L-313.98 Lockney, MP L-350.16 Kitalou and MP P-321.61 east of Plainview.

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

Quanah, M. P. 191.66 and Acme, M. P. 196.91 are automatic interlocking and signals are a part of Centralized Traffic Control system. Rules 525, 526 and 672 are in effect.

Chillicothe, M. P. 179.02 interlocking is remotely controlled from Wichita Falls and signals are a part of Centralized Traffic Control system. Rules 525, 526 and 663 are in effect.

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

SPEED RESTRICTIONS

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

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

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

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

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

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

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

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

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

When subdivision maximum speeds are less, they will govern.

6. On subdivisions where maximum speed restrictions for steam engines is not shown, movement of steam engines will be governed by train order.

On subdivisions where maximum speed restrictions for passenger train is not shown, movement of passenger train will be governed by train order.

7. Rectangular roadway signals with letters "DF" show maximum speeds of Diesel powered freight trains.

SPEED RESTRICTIONS-Continued

LOCATION	Passenger Trains	Freight Trains
	M. P. H.	M. P. H.
ALL SUBDIVISIONS—MAXIMUM SPEED		
On Sidings	Reduced Speed	Reduced Speed
All Crossovers and turnouts, not otherwise specified	10	10
Short scale test cars		
Main Lines		25
Branch Lines		20
Clamshells, pile drivers and similar equipment:		
Main Lines		25
Branch Lines		20
Jordan Spreaders:		
Main Lines		35
Branch Lines		25
Steam Wrecking derricks:		
Between Fort Worth and Texline:		
On straight track		35
Around curves		30
Between Plains Junction, Plainview and Lubbock:		
On straight track		25
Around curves		20
Between Starley and Silvertan		10
Between Plainview and Dimmitt		10
Between Childress and Pampa:		
On straight track		25
Around curves		20
Between Wichita Falls and Abilene		20
Between Stamford and Spur		10
Rotary snow plows		
Main Lines		25
Branch Lines		15
Dead steam engines		20
Loaded 20 yard air dump cars, in rear of train when possible main track		25
Loaded 30 yard air dumps, main track		35
WICHITA FALLS AND FORT WORTH SUBDIVISION		
Maximum speed between Fort Worth and Wichita Falls	75 Reduced Speed	50 Yard
Between T&P Jct. and Hampton	18	18
Fort Worth—City Limits		
Hampton—Spring Switch:		
Trailing movement	10	10
Facing point movement	25	25
Rio—Spring Switch:		
Trailing movement	15	15
Facing point movement	25	25
Between Rio and St. L. S. W. Crossing—		
Jct.	25	25
Curves M.P. 4.01 and M.P. 5.18	40	25
Between M.P. 5.50 and M.P. 7.00	45	
Saginaw-Spring Switch:		
Trailing movement	10	10
Curve M.P. 25.30	65	
Between M.P. 28.45 and M.P. 32.30	60	
Curve M.P. 30.89	55	45
Between M.P. 43.50 and M.P. 48.00	65	
Curve M.P. 43.60	60	
Curve M.P. 46.41	55	45
Curves M.P. 69.88 and M.P. 70.26	60	45
Bowie-Mason Street	30	30
Dickworsham-Spring Switch:		
Trailing movement	10	10
Henrietta—passing depot	45	
Curve M.P. 96.11	60	
Between M.P. 113.00 and WF&NWJct.	Reduced Speed	Yard
Wichita Falls—City Limits	15	15
Wichita Falls—Seventh Street	8	8

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
	M. P. H.	M. P. H.		M. P. H.	M. P. H.
CHILDRESS AND WICHITA FALLS SUBDIVISION			CHILDRESS AND PAMPA SUBDIVISION		
Maximum Speed between Wichita Falls and Childress	75	50	Maximum Speed:		30
Maximum Speed through turnouts of controlled sidings, end of two main tracks M.P. 116.15 and at Childress M.P. 219.91	30		Red River Bridge N-232.26, Buck Creek Bridge N-242.68, Salt Fork Bridge N-262.22 and Elm Creek Bridge N-272.23		20
Between M.P. 113.00 and WF&NW Jct.	Reduced Speed	Yard	C.R.I.&P. Crossing, M.P. N-278.82		20
Wichita Falls—City Limits	15	15	McClelland Creek Bridge N-302.79 and North Fork Bridge N-312.92		20
Wichita Falls—Seventh Street	8	8	PLAINS JUNCTION AND LUBBOCK SUBDIVISION		
Iowa Park—passing depot	45		Maximum speed between Plains Jct. and M.P. P-299.00:		
Electra—City Limits	30	30	On straight track		35
Vernon—North Main Street	30	30	Around Curves		25
Pease River Bridge and Curve M.P. 166.37 ..	60		Maximum speed between M.P. P-299.00 and Lubbock		40
Chillicothe—passing depot	45		Controlled turnout Plains Jct.		30
Quanah—Main Street	30	30	Through tunnel, M.P. P-288.70		15
Childress—Commerce and Main Streets	20	20	P.&S.F. Crossing "E" M.P. L-358.45		20
AMARILLO AND CHILDRESS SUBDIVISION			STERLEY AND DIMMITT SUBDIVISION		
Maximum speed between Childress and Plains Jct.	75	50	Maximum Speed:		
Maximum speed between Plains Jct. and Amarillo	59	49	Between Sterley and Plainview		30
Maximum speed through turnouts of controlled sidings, and turnout Parallel track, Childress, M.P. 222.20	30	30	Between Plainview and Dimmitt		25
Between M.P. 228.50 and M.P. 232.10	65	50	P.&S.F. Crossing "B" M.P. P-323.69		20
P.&S.F. Crossing, M.P. 334.70	40	20	SILVERTON SPUR		
TEXLINE AND AMARILLO SUBDIVISION			Maximum speed		
Maximum speed between Amarillo and Murdo	59	45			25
Maximum speed between Murdo and Texline	59	49	WICHITA FALLS AND STAMFORD SUBDIVISION		
Amarillo—Hughes Street	30	30	Maximum Speed:		
Amarillo—Between passenger depot and Tyler Street	15	15	Between Wichita Falls and Abilene		35
Between M.P. 336.00 and M.P. 349.75	55		Through city limits, Wichita Falls		15
Curve, M.P. 339.22	50		Seymour, over street and highway crossings ..		10
Curve, M.P. 359.86	55		ABILENE SPUR		
Curve, M.P. 360.95	50		Maximum Speed		35
Curve, M.P. 367.54	45	40	Through city limits, Anson		20
Curves, M.P. 379.16 and M.P. 381.04	55		Through city limits, Abilene		15
C.R.I.&P. Crossing, M.P. 417.59	20	20	Abilene, before moving over 13th Street		Stop
SIXELA AND TEXLINE SUBDIVISION			SPUR SPUR		
Maximum Speed:	40	Yard	Maximum Speed		25
			Double Mountain Fork Bridge, M. P. B129.28, entire train		10
			Salt Fork Bridge, M. P. B160.47, entire train ..		10