

SURGEONS—HOSPITAL DEPARTMENT

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. RALPH B. PAYNE.....	Local Oculist
Amarillo.....	DR. T. P. CHURCHILL.....	Local Pathologist
Amarillo.....	DR. LOUIS R. DEVANNEY.....	Local Urologist
Abilene.....	DR. VIRGINIA BOYD.....	Local Oculist
Abilene.....	DR. ERLE D. SELLERS.....	Local Surgeon
Anson.....	DR. KNOX PITTARD.....	Local Surgeon
Bowie.....	DR. HULEN C. CRUMPLER.....	Local Surgeon
Colorado Springs.....	DR. H. C. BRYAN.....	Local Surgeon
Chillicothe.....	DR. WADE NICOLAS.....	Local Surgeon
Childress.....	DR. LEWIS B. BARCLEY, JR.....	Local Surgeon
Childress.....	DR. G. C. FOX.....	Division Surgeon
Childress.....	DR. JACK FOX.....	Local Surgeon
Childress.....	DR. J. J. WESTENBURG.....	Local Surgeon
Clarendon.....	DR. RICHARD L. GILKEY.....	Local Surgeon
Clarendon.....	DR. GEORGE W. SMITH.....	Local Surgeon
Claude.....	DR. W. A. CARROLL.....	Local Surgeon
Clayton.....	DR. D. C. DANIEL.....	Local Surgeon
Clayton.....	DR. A. E. DRAPER.....	Local Surgeon
Clayton.....	DR. G. W. JOHNSON.....	Local Surgeon
Dallas.....	DR. C. B. CARTER.....	Local Surgeon
Dallas.....	DR. J. O. S. HOLY.....	Local Surgeon
Dallas.....	DR. T. A. MARTIN JR.....	Local Surgeon
Decatur.....	DR. W. T. INABNETT.....	Local Surgeon
Dalhart.....	DR. VICTOR MOORE.....	Local Surgeon
Dimmitt.....	DR. MAYES MILLER.....	Local Surgeon
Dimmitt.....	DR. R. E. COGSWELL.....	Local Surgeon
Electra.....	DR. W. H. OGDEN.....	Local Surgeon
Fort Worth.....	DR. R. J. WHITE.....	Chief Surgeon
Fort Worth.....	DR. W. P. HIGGINS.....	Asst. Chief Surgeon
Fort Worth.....	DR. J. R. WINTERRINGER.....	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. GATLIN MITCHELL.....	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
Fort Worth.....	DR. W. E. FLOOD.....	Local Dermatologist
Greece.....	DR. E. F. HEARD.....	Local Surgeon
Henrietta.....	DR. ROBERT E. HURN.....	Local Surgeon
Hart.....	DR. JACK A. HARRIS.....	Local Surgeon
Haskell.....	DR. T. W. WILLIAMS.....	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. SAM DUNN.....	Local Surgeon
Lubbock.....	DR. LEE E. HALE.....	Local Surgeon
Memphis.....	DR. O. R. GOODALL.....	Local Surgeon
Memphis.....	DR. ROBERT E. CLARK.....	Local Surgeon
Memphis.....	DR. JAMES A. ODOM.....	Local Surgeon
Munday.....	DR. A. A. SMITH.....	Local Surgeon
Munday.....	DR. R. L. NEWSOM.....	Local Surgeon

(Continued Page 9)

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

DR. W. J. LONGEWAY,
Chief Surgeon,
Denver, Colo.

J. W. TERRILL,
Asst. Vice-Pres & General Manager, Fort Worth

H. E. MOYER,
Superintendent, Wichita Falls

J. P. NELSON,
Asst. Superintendent, Amarillo

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

The Colorado and Southern Railway Company

FORT WORTH AND DENVER RAILWAY COMPANY

TIME TABLE

OF THE

WICHITA FALLS DIVISION

No.



EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME
EXCEPT MOUNTAIN STANDARD TIME
MINNEQUA TO TEXLINE

SUNDAY, SEPTEMBER 15, 1963
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.

Minnequa and Trinidad Subdivision – Main Line

WICHITA FALLS DIVISION

TIME TABLE NO. 1

EFFECTIVE SEPTEMBER 15, 1963

SOUTHWARD					STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD	
FIRST CLASS		Signs	Mile Post Location	Office Open Week Days Except Saturdays		Siding	Other Tracks		FIRST CLASS	
Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger
7	1								2	8
P.M. L 11.10	P.M. L 3.24		118.50	Continuous	PUEBLO			Continuous	A A.M. 4.10	A P.M. 2.45
Trains between Pueblo and Minnequa are governed by rules and time table of A. T. & S. F. Ry.										
P.M. L 11.19	P.M. L 3.38	R.Yd.	122.48	Continuous	MINNEQUA 1.87			Continuous	A A.M. 4.00	A P.M. 2.41
11.23	3.37	F.R.Yd.	124.35	No Office	SOUTHERN JCT. 10.53			No Office	3.56	2.37
11.34	3.48	F.	134.88	No Office	MARNEL 8.84	6		No Office	3.44	5.25
11.43	3.57	F.	143.72	No Office	CEDARWOOD 6.65	N 63 S 62	6	No Office	3.35	2.16
11.50	4.04	F.	150.37	No Office	MUSTANG 4.84			No Office	3.28	2.09
11.55	4.09	F.	155.21	No Office	LASCAR 16.37	N 60 S 60		No Office	3.23	2.04
A.M. 12.27	4.28	W. R.Yd.	171.58	9:00 a.m. to 5:00 p.m. 6:00 p.m. to 8:00 a.m.	WALSENBURG 0.12		Yard	9:00 a.m. to 5:00 p.m. 6:00 p.m. to 8:00 a.m.	3.06	1.46
		Yd.	171.70		D. & R. G. W. JCT. 8.01					
12.41	4.39	F.	179.72	No Office	MAYNE 10.88	86		No Office	2.50	1.30
12.53	4.50	F.	190.60	No Office	LYNN 7.30	79	34	No Office	2.38	1.18
1.00	4.57	F.	197.90	No Office	LUDLOW 8.61	87	15	No Office	2.30	1.11
1.10	5.07	F.	206.51	No Office	BOWEN 4.83	53		No Office	2.18	1.01
1.17	5.15	F.	211.34		A.T.&S.F. CROSSING (Interlocked) 1.83				2.10	12.54
		Yd.	212.17		D.&R.G.W. CROSSING (Grade-Gate) 0.24					
A 1.23 A.M.	A 5.18 P.M.	C.O. B.K.R.Yd. W.Y.	212.41	5:00 a.m. to 4:00 a.m.	TRINIDAD 89.93		Yard	5:00 a.m. to 4:00 a.m.	L 2.07 A.M.	L 12.51 P.M.
2:04 43.6	1:45 81.4				SCHEDULE TIME AVERAGE M. P. H.				1:53 47.74	1:50 48.1

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

Rule 91 in effect between Minnequa and D. & R. G. W. Junction.
Two main tracks between Southern Junction and Walsenburg —
Automatic Block System in effect between D. & R. G. W. Jct. and A. T. & S. F. Crossing.

PUEBLO:

SB office, Union Depot, southward C. & S. first class trains must have two C. & S. Clearance Forms A, one over signature of D. & R. G. W. Superintendent and one over signature of C. & S. Superintendent, in addition to A. T. & S. F. clearance.

MINNEQUA:

All C. & S. southward trains will be governed by train order signal. When train order signal indicates Stop, two C. & S. Clearance Forms A will be required, one over signature of D. & R. G. W. Superintendent and one over signature of C. & S. Superintendent. All trains must register at Minnequa by ticket.

SOUTHERN JCT.

Northward trains must stop to clear crossover 200 feet. Only southward first-class trains must register unless instructed otherwise by train order. Spring switches in crossover between northward and southward main tracks.

TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN SOUTHERN JCT. AND SOUTH SWITCH SOUTHERN JCT. SIDING M.P. 124.26 AND MUST RUN AT REDUCED SPEED, EXPECTING TO FIND MAIN TRACK OCCUPIED BY OTHER TRAINS OR ENGINES WITHIN THESE LIMITS.

WALSENBURG:

Spring switches at D.&R.G.W. Jct.

First class and extra trains must register at Walsenburg by ticket. Time of southward trains applies at D. & R. G. W. Jct.

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

D. & R. G. W. northward trains must have D. & R. G. W. clearance card over signature of D. & R. G. W. Superintendent in addition to C. & S. Clearance Form A over signature of C. & S. Superintendent.

TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN M.P. 171.00, WALSENBURG, AND D. & R. G. W. JCT., M.P. 171.70, AND MUST RUN AT REDUCED SPEED, EXPECTING TO FIND OTHER TRAINS OR ENGINES WITHIN THESE LIMITS.

TRINIDAD — No train order signal.

Conductors and Enginemen of trains must have Clearance Form A.

TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN A. T. & S. F. CROSSING, M. P. 211.34, AND RIO GRANDE JCT., M.P. 212.64, TRINIDAD, AND MUST RUN AT REDUCED SPEED, EXPECTING TO FIND MAIN TRACK OCCUPIED BY OTHER TRAINS OR ENGINES WITHIN THESE LIMITS.

Telephone (F)—M.P. 171.91, M.P. 182.46.

Trinidad and Texline Subdivision – Main Line

WICHITA FALLS DIVISION

TIME TABLE NO. 1

EFFECTIVE SEPTEMBER 15, 1963

SOUTHWARD					STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD	
FIRST CLASS		Signs	Mile Post Location	Office Open Week Days Except Saturdays		Sidings	Other Tracks		FIRST CLASS	
Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger
7	1						2	8		
L A.M. 1.36	L P.M. 5.26	W.Y. B.K.R.Yd.	212.41	5:00 a.m. to 4:00 p.m.	TRINIDAD 0.25			5:00 a.m. to 4:00 a.m.	A A.M. 1.57	A P.M. 12.40
		Yd.	212.64		RIO GRANDE JCT. 7.21					
² 1.46	5.34	F.	219.85	No Office	BESHOAR 13.55	79	20	No Office	⁷ 1.46	12.24
2.04	5.51	F.	233.40	No Office	BARELA 11.92	81		No Office	1.25	12.07 P.M.
2.20	6.07	F.	245.32	No Office	NOLA 5.06	79	9	No Office	1.09	11.52
^s 2.29	6.13		250.38	9:00 a.m. to 1:00 p.m. 2:00 p.m. to 6:00 p.m.	TRINCHERE 7.22	85	24	Closed	1.02	^s 11.45
2.38	6.22	F.	257.60	No Office	WATERVALE 4.66	77	3	No Office	12.52	11.36
^s 2.47	6.29	F.	262.26	No Office	BRANSON 9.34	60	18	No Office	12.46	^s 11.30
2.59	6.41	F.	271.60	No Office	ALPS 10.53	85	8	No Office	12.33	11.18
^f 3.16	6.56	W.	282.13	No Office	FOLSOM 10.32	79	50	No Office	12.18	^s 11.01
^f 3.30	7.09		292.45	9:00 p.m. to 1:00 p.m. 2:00 p.m. to 6:00 p.m.	DES MOINES 7.32	49	50	Closed	12.04 A.M.	^s 10.45
3.38	7.17	F.	299.77	No Office	GRANDE 7.64	102	7	No Office	11.56	10.34
3.46	7.25	F.	307.47	No Office	STAUNTON 3.79	97	2	No Office	11.48	10.25
^s 3.52		F.	311.26	No Office	GRENVILLE 8.54		32	No Office		10.19
^f 4.02	7.38	W.	319.82	9:00 a.m. to 1:00 p.m. 2:00 p.m. to 6:00 p.m.	MT. DORA 10.11	79	31	Closed	11.36	^s 10.09
4.13	7.48	F.	329.93	No Office	ROYCE 7.69	93	6	No Office	11.28	9.55
^s 4.21	^s 7.58		337.62	8:30 a.m. to 4:30 p.m. 7:00 p.m. to 3:00 a.m.	CLAYTON 9.52	63	61	7:00 p.m. to 3:00 a.m.	^s 11.15	^s 9.42
		Yd.	347.14	No Office	SIXELA 1.27			Yard	No Office	
A 4.46 A.M.	A 8.10 P.M.	Yd.	FWD 452.92	Continuous	TEXLINE 134.65			Yard	L 11.03 P.M.	L 9.25 A.M.
3:10 43.0	2:42 49.9				SCHEDULE TIME AVERAGE M. H. P.				2:54 46.4	3:15 41.3

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
RULE 91 IN EFFECT BETWEEN TRINIDAD AND SIXELA**

No train order signal at Trinidad or Texline; Conductors and Engineers must have Clearance Form A.

BETWEEN SOUTH SWITCH TO SOUTH YARD TEXLINE, FW&D MP 452.41 AND NORTH SWITCH TO NORTH YARD SIXELA, C&S MP 346.90, TRAINS HAVE NO TIMETABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

Trains have no timetable superiority between AT&SF crossing M.P. 211.34, and Rio Grande junction; M.P. 212.64, Trinidad and must

run at reduced speed expecting to find main track occupied by other trains and engines within these limits.

New Mexico-Texas State Line — C&S M.P. 347.20 equals FW&D M.P. 454.13
Other Tracks:

Ballast pitM.P. 286.93 capy 80 cars
Industry trackM.P. 287.74 capy 12 cars

Telephones (F)—M.P. 228.24, M.P. 240.22, M.P. 273.96, M.P. 286.93

Texline and Amarillo Subdivision - Main Line

WICHITA FALLS DIVISION

TIME TABLE No. 1

EFFECTIVE SEPTEMBER 15, 1963

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
1	7										8	2		
P.M. L 9.12	A.M. L 5.49	Continuous	RKB WC Yd.	452.92	TEXLINE	Yard	Continuous	A.M. 10.22	A.M. 12.01					
9.24	6.01	No Office	F	441.82	11.10 PERICO	82	20	No Office	10.07	11.49				
9.34	6.11	No Office	F	431.60	10.22 WARE	84	17	No Office	9.56	11.38				
		No Office		417.59	14.01 C. R. I. & P. CROSSING (Interlocked)			No Office						
9.49	6.56	5:30 a.m. to 1:30 p.m. 4:00 p.m. to 12:00 m.m.	YO Yd.	417.44	DALHART	81	317	5:30 a.m. to 1:30 p.m. 4:00 p.m. to 12:00 m.m.	9.40	11.22				
10.04	7.11	No Office	F	403.07	14.37 HARTLEY	82	45	No Office	9.10	11.02				
10.19	7.29	No Office	F	388.08	CHANNING	84	63	No Office	8.55	10.47				
10.25	7.36	No Office	F	382.67	5.41 MURDO	77	8	No Office	8.47	10.40				
10.32	7.43	No Office	F	376.27	6.40 BOYS RANCH	80	4	No Office	8.39	10.32				
10.37	7.47	9:30 p.m. to 6:30 a.m.		372.30	3.97 TASCOSA	72	195	Closed	8.35	10.26				
10.45	7.55	No Office	F	365.20	7.10 ABY		128	No Office	8.26	10.18				
10.53	8.02	No Office	F	358.15	7.05 BODEN	81	5	No Office	8.17	10.10				
11.00	8.09	No Office	F	352.10	6.05 FITZ	72	9	No Office	8.09	10.03				
11.05	8.15	No Office	F	347.18	4.92 GENTRY	48	4	No Office	8.00	9.58				
11.10	8.20	No Office	F	342.34	4.84 CLIFFSIDE	52	6	No Office	7.54	9.53				
11.19	8.30	Continuous	WBVO CRK Yd.	335.73	6.61 AMARILLO		Yard	Continuous	L 7.45 A.M.	L 9.45 P.M.				
2.07 55.3	2.41 43.5				117.19 SCHEDULE TIME AVERAGE MILES PER HOUR				2.37 44.8	2.16 51.7				

RULE 91 IN EFFECT

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

BETWEEN SOUTH SWITCH TO SOUTH YARD TEXLINE, FW&D M.P. 452.41 AND NORTH SWITCH TO NORTH YARD SIXELA, C&S M.P. 346.90, TRAINS HAVE NO TIMETABLE SUPERIORITY; TRAINS AND ENGINES MUST RUN AT REDUCED SPEED.

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

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.

Other tracks:

Tascosa Stock Pens, M.P. 369.49, capacity 18 cars.

Judo, M.P. 380.46, capacity 52 cars.

Bolin, M.P. 425.73, capacity 15 cars.

At Tascosa: Engines must not be moved beyond right of way fence at either north or south end of Western Aggregates' gravel pit. Cars must not be shoved under tippie account close clearance.

Cars must not be shoved through switches inside the Western Aggregates' gravel pit at Tascosa, account switches inoperative.

Amarillo and Childress Subdivision - Main Line

WICHITA FALLS DIVISION

TIME TABLE No. 1

EFFECTIVE SEPTEMBER 15, 1963

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	Daily Passenger
1	7										8	2			
P.M. L 11.40	A.M. L 8.50	Continuous	CRK BYOW Yd.	335.73		AMARILLO 1.03	Yard	Continuous	A 7.20	A 9.20					
11.42	8.52	No Office		334.70		P. & S. F. CROSSING (Interlocked) 5.81		No Office	7.18	9.17					
11.49	8.58	No Office	F	328.89		PULLMAN 8.35	71	24	No Office	7.12	9.10				
11.58	9.07	No Office	F	320.54		WASHBURN 12.63	71	25	No Office	7.03	9.01				
A.M. c 12.12	s 9.21	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.	s 6.50	c 8.48				
12.24	9.33	No Office	F	298.31		GOODNIGHT 8.10	71	16	No Office	c 6.32	8.35				
12.33	9.41	No Office	F	288.21		ASHTOLA 10.30	71	30	No Office	6.21	8.26				
c 12.44	s 9.53	5:30 a.m. to 1:30 p.m. 6:00 p.m. to 2:00 a.m.		277.91		CLARENDON 6.75	72	102	5:30 a.m. to 1:30 p.m. 6:00 p.m. to 2:00 a.m.	s 6.03	c 8.12				
12.51	10.00	No Office	F	271.16		LELIA LAKE 7.21	72	12	No Office	c 5.55	8.05				
12.59	s 10.08	No Office	F	263.95		HEDLEY 13.11	71	58	No Office	s 5.46	7.57				
s 1.16	s 10.24	9:50 a.m. to 1:50 a.m.	Yd.	260.84		MEMPHIS 13.80	51	201	9:50 a.m. to 1:50 a.m.	s 5.25	s 7.38				
1.31	10.38	No Office	F	237.04		PLAINS JCT. 0.32			No Office	5.02	7.20				
		No Office	F	236.72		ESTELLINE 8.91	116	85	No Office	s 5.01					
		No Office	F	227.81		CAREY 7.56	125		No Office	c 4.52					
A 1.50 A.M.	A 10.55 A.M.	Continuous	CRKB WTO	220.25		CHILDRESS 115.48		Yard	Continuous	L 4.43 A.M.	L 7.01 P.M.				
2.10 53.3	2.05 55.4					SCHEDULE TIME AVERAGE MILES PER HOUR				2.37 44.2	2.19 43.4				

Rule 91 in effect between Plains Junction and Amarillo.

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.

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.

Other Tracks:

MOYER..... M.P. 224.13..... capacity 90 cars

Childress and Wichita Falls Subdivision - Main Line

WICHITA FALLS DIVISION

TIME TABLE No. 1

EFFECTIVE SEPTEMBER 15, 1963

SOUTHWARD			Office Open	Signs	Mile Post Location	STATIONS	Capacity of		NORTHWARD		
FIRST CLASS		Controlled Sidings					Other Tracks	FIRST CLASS			
Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger		
7	1			8	2						
A.M. 11:10 L	A.M. 2:00 L	Continuous	CWT RKOB	220.25	CHILDRESS 8.54		Yard	A.M. 4:25 A	P.M. 6:54 A		
		No Office	F	211.71	KIRKLAND 11.19	125	38	c 4:15			
		No Office	F	200.52	GOODLETT 3.61	125	38				
		No Office		196.91	Q. A. & P. CROSSING (Auto. Interl.) 0.15						
		No Office	F	196.76	ACME 4.92		45				
*11:40	* 2:31	No Office	Y F	191.84	QUANAH 0.18	125	125	* 3:54	* 6:27		
		No Office		191.66	Q. A. & P. CROSSING (Auto. Interl.) 12.64						
		No Office		179.02	P. & S. F. CROSSING (Interlocked) 0.24						
*11:55	* 2:46	No Office	F	178.78	CHILlicothe 15.42	125	132	* 3:25	c 6:11		
P.M. *12:13	* 3:08	No Office	F	163.36	VERNON 8.43	150	320	* 3:08	* 5:55		
		No Office	F	154.93	OKLAUNION 6.79		20	c 2:35			
c 12:26		No Office	F	148.14	HARROLD 7.78	125	38	c 2:28			
*12:36	c 3:33	No Office	F	140.36	ELECTRA 4.44		313	* 2:20	c 5:31		
		No Office	F	135.92	FOWLKES 11.09	125					
*12:54		No Office	F	124.83	IOWA PARK 7.13	125	54	* 1:59			
		No Office	F	117.70	SUNSHINE YARD 2.74		Yard				
1:07	3:59	No Office	Yd. F	114.96	W. F. & N. W. JCT. 0.91						
A 1:10 P.M.	A 4:01 A.M.	Continuous	CRKB WOY Yd.	114.05	WICHITA FALLS 106.20		Yard	L 1:45 A.M.	L 5:04 P.M.		
2.00 53.1	2.01 52.6				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 WITHIN YARD LIMITS, WILL BE MADE AT REDUCED SPEED ON AUTHORITY OF YARDMASTER.

At Vernon, because of close clearances, employees must not ride the side or top of cars or engines while switching former StL&SF team tracks, former StL&SF house track and tracks serving Waples Platter Company.

National Tank Company shed Electra will not clear man on top or side of car.

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.

Look out for close overhead and side clearance at Berend Brothers Elevator just north of Wichita River, Wichita Falls.

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.

Other Tracks:

VERNON GRAIN INC. M.P. 160.10 capacity 35 cars

Wichita Falls and Fort Worth Subdivision - Main Line

WICHITA FALLS DIVISION TIME TABLE No. 1 EFFECTIVE SEPTEMBER 15, 1963

SOUTHWARD			Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD		
FIRST CLASS							Siding	Other Tracks		FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Passenger
7	1	1	2	8	8	8	8					
P.M. L 1.23	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 1.19		
1.34	4.25	No Office	F	105.48	JOLLY 9.46	110	11	No Office	4.40	1.09		
		No Office		96.02	M-K-T CROSSING (Auto. Interl.) 0.27			No Office				
1.46	4.35	9:00 a.m. to 5:00 p.m.		95.75	HENRIETTA 5.60	55	33	9:00 a.m. to 5:00 p.m.	4.31	12.59		
1.52	4.41	No Office	F	90.15	DICKWORSHAM 10.78	125		No Office	4.25	12.51		
2.02	4.51	No Office	F	79.42	BELLEVUE 10.21	125	15	No Office	4.15	12.41		
		No Office		89.21	C. R. I. & P. Crossing (Auto. Interl.) 0.73			No Office				
2.16	5.03	9:00 a.m. to 5:00 p.m. 12:00 m.n. to 8:00 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.	4.05	12.29		
2.22	5.08	No Office	F	63.74	FRUITLAND 4.17	125		No Office	4.00	12.09		
2.27	5.12	No Office		69.57	SUNSET 7.92		7	No Office	3.55	12.04 A.M.		
2.36	5.21	No Office	F	51.85	ALVORD 11.38	125	30	No Office	3.48	11.55		
2.50	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.	3.36	11.41		
2.56	5.39	No Office	F	34.56	HERMAN 9.17	125	7	No Office	3.29	11.31		
3.05	5.49	No Office	F	25.39	RHOME 6.42		61	No Office	3.20	11.21		
2 3.12	5.56	No Office	F	18.97	AVONDALE 9.86	125		No Office	7 3.12	11.14		
3.22	6.05	Continuous	Yd.	8.11	SAGINAW-G.C.&S.F. Crossing (Interl.) 2.99	125	Yard	Continuous	3.02	11.04		
3.26	6.08	No Office	F Yd.	6.12	NORTH YARD 2.91		Yard	No Office	2.59	11.00		
3.29	6.11	No Office	Yd.	3.21	St. L. S. W. Crossing-Jct. (Interlocked) 0.97			No Office	2.54	10.56		
		No Office	Yd.	3.14	FT. W. BELT-C.R.I.&P. Crossing (Interl.) 0.82			No Office				
		No Office	Yd.	2.82	St. L. S. F. & T. Crossing (Interlocked) 0.29			No Office				
3.31	6.13	No Office	Yd.	2.53	RIO 0.46			No Office	2.52	10.54		
		No Office	F Yd.	2.08	MILE POST 2 1.14			No Office	2.51	10.53		
3.34	6.16	No Office	Yd.	0.94	HAMPTON 0.44			No Office	2.48	10.51		
		Continuous	CWTR Z KOB Yd.	0.50	NINTH STREET 0.50		Yard	Continuous				
A 3.38 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.

3.45 4.05	6.25 6.50		RK	FORT WORTH			2.40 2.10	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 4.45 P.M.	A 7.35 A.M.			DALLAS			L 1.30 P.M.	L 9.30 P.M.
2.15 60.7	2.06 54.3			SCHEDULE TIME AVERAGE MILES PER HOUR			2.07 53.9	2.30 42.5

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

Two main tracks between Rio and Hampton.

Automatic block system in effect between signal at M.P. 0.69, Hampton and signal at M.P. 113.00, Wichita Falls.

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

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

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

Look out for close side and overhead clearance Hawes spur team track, Fort Worth

Other Tracks:

HICKS	M.P. 13.92	capacity 6 cars
McDONALD	M.P. 66.58	capacity 16 cars
FRAME	M.P. 96.94	capacity 25 cars

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

Between Hampton, M.P. 0.94, and Rio, M.P. 2.53, movements of trains or engines against the current of traffic, wholly within yard limits, will be made at reduced speed on authority of the Yardmaster.

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.

Sterley and Dimmitt Subdivision - Branch Line

WICHITA FALLS DIVISION

TIME TABLE No. 1

EFFECTIVE SEPTEMBER 15, 1963

EASTWARD				WESTWARD							
SECOND CLASS			Office Open Week Days Except Saturdays	Signs	Mile Post Location	Capacity of		Office Open Saturdays and Sundays	SECOND CLASS		
	Monday Wednesday Friday Freight					Stkage	Other Tracks		Monday Wednesday Friday Freight		
	376								375		
	P.M. 12.05	8:00 a.m. to 6:00 p.m.	Y RB Yd.	P387.80	DIMMITT		Yard	Closed	A.M. 11.05		
	12.50	8:00 a.m. to 6:00 p.m.		P351.62	HART	52	187	Closed	10.20		
	1.30	No Office	F	P387.59	EDMONSON	40	56	No Office	9.35		
	2.15 3.20	8:00 a.m. to 5:00 p.m.	Y Yd.	P324.31	PLAINVIEW		Yard	Closed	9.00 7.15		
		No Office		P323.69	P.&S.F. Crossing "B" (Auto. Interl.)			No Office			
		No Office		P321.61	P.&S.F. Crossing "A" (Auto. Interl.)			No Office			
	3.45	No Office	F	P313.97	CUREAL	50	10	No Office	6.50		
	A 4.05 P.M.	6:00 a.m. to 3:00 p.m.	CWY RKBYd.	P306.40	STERLEY		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				4.95 13.4		

RULE 91 IN EFFECT

RULE 907 IN EFFECT

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

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

Other Tracks:

Industry Track	M.P. P327.97	capacity 23 cars
Wasson	M.P. P328.08	capacity 15 cars
Wright	M.P. P332.70	capacity 12 cars
Boone	M.P. P333.67	capacity 4 cars
Industry Track	M.P. P336.49	capacity 2 cars
Grisham	M.P. P344.82	capacity 14 cars
Hilburn	M.P. P349.68	capacity 20 cars
Roy	M.P. P359.51	capacity 12 cars
Industry Track	M.P. P365.38	capacity 18 cars

SURGEONS—HOSPITAL DEPARTMENT, Continued

Pampa	DR. JULIAN M. KEY	Local Surgeon
Pampa	DR. MAC FIELD McDANIEL	Local Surgeon
Plainview	DR. EUGENE McCARTHY	Local Surgeon
Plainview	DR. COE BRANEN	Local Surgeon
Plainview	DR. RALPH THOMAS	Local Surgeon
Plainview	DR. JOE J. HORN	Local Surgeon
Pueblo	DR. F. W. BARROWS	Local Surgeon
Pueblo	DR. C. N. CALDWELL	Local Surgeon
Pueblo	DR. J. F. GENTRY	Local Surgeon
Pueblo	DR. W. F. DARDIS	Oculist
Quanch	DR. WALTER A. BROOKS	Local Surgeon
Seymour	DR. E. H. BALCH	Local Surgeon
Shamrock	DR. J. W. GOOCH	Local Surgeon
Stamford	DR. I. F. HUDSON	Local Surgeon
Stamford	DR. G. E. PRYOR	Local Surgeon
Stamford	DR. T. A. BUNKLEY	Local Surgeon
Trinidad	DR. STANLEY BIBER	Local Surgeon
Trinidad	DR. R. D. CARLSON	Local Surgeon
Trinidad	DR. GLORIA SKUFCA	Local Surgeon
Vernon	DR. JOHN B. HARDIN	Local Surgeon
Wellington	DR. D. V. WATKINS	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. O. W. WILSON	Local Oculist
Wichita Falls	DR. W. E. CRUMP	Local Surgeon
Wichita Falls	DR. R. F. KNOX	Local Surgeon
Wichita Falls	DR. JACK E. MAXFIELD	Local Surgeon
Wichita Falls	DR. WALTER B. WHITING	Local Surgeon
Wichita Falls	DR. OWEN BERG	Local Urologist
Wichita Falls	DR. PRESTON McCALL	Local Surgeon
Walsenburg	DR. J. N. LAMME, SR.	Local Surgeon
Walsenburg	DR. J. N. LAMME, JR.	Local Surgeon
Walsenburg	DR. W. S. CHAPMAN	Local Surgeon

Childress and Pampa Subdivision - Branch Line

WICHITA FALLS DIVISION

TIME TABLE No. 1

EFFECTIVE SEPTEMBER 15, 1963

SOUTHWARD			Office Open Week Days Except Saturdays	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays	NORTHWARD		
							Siding	Other Tracks				
			8:00 a.m. to 5:00 p.m.	YRK B Yd.	N331.30	PAMPA 12.95		Yard	8:00 a.m. to 5:00 p.m. Sat. Closed Sun.			
			No Office	F	N318.35	LEFORS 2.85	49	26	No Office			
			No Office		N315.50	WESCO 9.66		8	No Office			
			No Office	F	N305.84	DENWORTH 5.87		9	No Office			
			No Office	F	N299.97	BELLCO 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.) 11.63			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 17.83	25	323	8:00 a.m. to 5:00 p.m. Sat. Closed Sun.			
			No Office	F	N234.21	SMITHDALE 3.26	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												

RULE 91 IN EFFECT

RULE 907 IN EFFECT

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

Line-up to track car operators will not be issued to cover Local Extra which will not leave Childress before 6:00 A.M. on Tuesdays and Fridays for Pampa and return.

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		STATIONS	76	
A	9:45 a.m.	Pueblo	L	3:30 p.m.
L	11:45 a.m.	Pueblo	A	1:50 p.m.
A	3:30 p.m.	Trinidad	L	9:55 a.m.
L	4:00 p.m.	Trinidad	A	8:55 a.m.
A	8:00 p.m.	Texline	L	4:10 a.m.
L	9:50 p.m.	Texline	A	4:10 a.m.
A	1:30 a.m.	Amarillo	L	11:50 p.m.
L	2:30 a.m.	Amarillo	A	10:50 p.m.
A	6:15 a.m.	Childress	L	7:15 p.m.
L	6:45 a.m.	Childress	A	6:45 p.m.
A	9:40 a.m.	Wichita Falls	L	3:45 p.m.
L	10:20 a.m.	Wichita Falls	A	3:00 p.m.
A	1:30 p.m.	Fort Worth	L	11:15 a.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	6
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			

Wichita Falls and Stamford Subdivision - Branch Line

WICHITA FALLS DIVISION

TIME TABLE No. 1

EFFECTIVE SEPTEMBER 15, 1963

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	
	Sunday Tuesday Thursday								Monday Wednesday Friday	
	77								78	
	P.M. L 5:30	Continuous	CWY RKOY Yd.	0.00	WICHITA FALLS M-K-T Crossing (Grade) 6.46		Yard	Continuous		P.M. A 3:15
		No Office		W 6.46	HOWARD 7.85		10	No Office		
	6:10	No Office		W 14.81	HOLLIDAY 6.37		60	No Office		2:40
	6:25	No Office		W 20.68	MANKINS 6.60		10	No Office		2:15
	6:40	No Office		W 27.28	DUNDEE 8.16		30	No Office		2:00
	6:55	No Office		W 35.44	FULDA 16.46		26	No Office		1:40
	7:30	8:00 a.m. to 5:00 p.m.		W 51.90	SEYMOUR 11.46		55	107	Closed	1:05
	7:55	No Office		W 63.36	BOMARTON 7.16		36	37	No Office	12:25
	8:10	No Office		W 70.52	GOREE 5.29		39	97	No Office	12:10
	8:30	8:00 a.m. to 5:00 p.m.		W 75.81	MUNDAY 9.19		38	97	Closed	12:01 P.M.
	8:45	No Office		W 85.00	WEINERT 11.88		28	77	No Office	11:35
	9:05	8:00 a.m. to 5:00 p.m.		W 96.88	HASKELL 15.77		42	77	Closed	11:15
	A 9:45 P.M.	12:00 mn. to 4:00 p.m.	CY RKB Yd.	W112.65	STAMFORD M-K-T CROSSING (Grade) 112.65		Yard	See Footnote		110:30 A.M.
	4.16 26.5				SCHEDULE TIME AVERAGE MILES PER HOUR					4.48 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, Haskell and 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.

Track car operators' line-up will not be issued to cover No. 77 and No. 78.

Before any movements are made on the track leading to the State Hospital, Wichita Falls across Call Field Road and FM Road 369 in either direction stop must be made.

Other tracks: Hartex loading rack M.P. W 13.24.

Spur Tracks are Within Yard Limits. Rule 908 in effect.

SILVERTON SPUR

Mile Post Location	STATIONS	Other Tracks
P306.40	STERLEY 10.84	Yard
8316.74	WHITELEY 8.91	27
8325.65	SILVERTON	192

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

Maximum Speed 15 M.P.H.

Track car operator line-up will not be issued to cover local extra which will not leave Sterley before 6:00 A.M. on Tuesdays, Thursdays and Saturdays for Silvertown and return.

SPUR SPUR

Mile Post Location	STATIONS	Other Tracks
W112.05	STAMFORD M-K-T CROSSING (Grade) 2.70	Yard
B115.59	M-K-T CROSSING (Grade) 11.29	
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 18.28	98
B157.38	PEACOCK 13.67	25
B171.03	JAYTON 10.12	82
B181.15	GIRARD 13.72	15
B194.87	SPUR	145

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

Maximum Speed 25 M.P.H.

Double Mountain Fork Bridge, M.P. B129.28, entire train 10 M.P.H.

Salt Fork Bridge, M.P. B160.47, entire train 10 M.P.H.

Track car operator line-up will not be issued to cover local extra which will not leave Stamford before 12:01 A.M. Saturdays for Spur and return.

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	19
W145.30	LANIUS 5.94	19
W151.24	ABILENE	Yard

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

Maximum Speed 35 M.P.H.

Through city limits, Anson 20 M.P.H.

Through city limits, Abilene 15 M.P.H.

Abilene, before moving over 13th Street Stop

Track car operator line-up will not be issued to cover local extra which will not leave Stamford before 12:01 A.M. Mondays through Fridays, inclusive, for Abilene and return to Stamford.

Look out for close clearance Market Poultry and Egg Company Buildings on old A&S spur, Anson.

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 at Abilene.

Ben E. Keth Company building on utility track, Abilene, will not clear man on side of car.

SPECIAL INSTRUCTIONS

Assistant Chief Mechanical Officer J. D. Schroeder, Denver
 Trainmaster-Road Foreman N. S. Bishop, Trinidad
 General Road Foreman-Trainmaster R. E. Visney, Fort Worth
 Trainmaster R. L. Stueber, Wichita Falls
 Trainmaster J. M. Dalton, Amarillo
 Chief Train Dispatcher W. J. Hamilton, Wichita Falls
 Night Chief Train Dispatcher F. R. Brady, Wichita Falls

TRAIN DISPATCHERS

M. A. Davis	E. A. Butler	Z. Ellis, Jr.
J. H. Lowder	P. R. Armstrong	B. G. Gilbert
J. Ferri	C. N. Parker	R. H. Moore
		O. A. Lindhorst

1. Between Fort Worth and Wichita Falls, and between Plains Jct. and Minnequa, extra trains and yard engines must clear the time of first class trains 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.

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

Two main tracks between Southern Jct. and D. & R. G. W. Jct. used jointly by D. & R. G. W. and C. & S. Northward track is under C. & S. operating jurisdiction. Southward track is under D. & R. G. W. operating jurisdiction. C. & S. timetable and rules of the Operating Department govern train operation on both tracks. C. & S. form of train orders and clearance will be used and issued over signature of D. & R. G. W. Superintendent on southward track.

Crossovers between Southern Jct. and Walsenburg located as follows:

Facing point: Cedarwood, Lascar, Walsenburg.

Trailing point: Walsenburg.

D&RGW, MKT, QA&P, JTD and SP&SW trains and engines while on C&S-FW&D trackage will be governed by C&S-FW&D rules and timetable.

No. 4 track extending from office of communication Minnequa to cross over south end of Minnequa yard, is known as "Minnequa siding".

Track just west of main track extending from M. P. 124.26 to crossover south end Minnequa yard, is Southern Jct. siding.

Trains not authorized by timetable must move as provided in Rule 93 between Southern Jct. and Minnequa.

Southward train will not use Southern Jct. siding without special instructions.

Unless otherwise instructed, Northward C. & S. trains except first class trains take siding at Southern Jct.

D. & R. G. W. will use C. & S. tracks between D. & R. G. W. Jct., M. P. 171.70 Minnequa and Trinidad Subdivision, and Rio Grande Jct. M. P. 212.64 Trinidad and Sixela Subdivision.

D. & R. G. W. markers may display yellow instead of green discs, and such yellow discs will be considered the same indication as green.

Engines must not be moved over dead rail Trinidad track scales.

BALLAST PIT M. P. 286.93:

Engine must not use tail track from a point 100 feet south of lead track switch to end of track. An engine limit sign marks this location.

Bunk car spur measures 1521 feet from clearance point to end of track. Engines must not go beyond Engine Limit sign located 350 feet from clearance point.

The Clamshell Spur has an overhead clearance of 16 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 13 feet from top of rail.

The Load Tracks have an overhead clearance of 15 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 12 feet 6 inches from top of rail.

RAILROAD CROSSINGS.

Interlocking at A. T. & S. F. crossing, Trinidad, is remotely controlled by A. T. & S. F. train dispatcher at La Junta, Colorado.

Rules 538, 663 and 672 are in effect.

Normal position of gates D. & R. G. W. crossings Trinidad will be against D. & R. G. W. All trains approach these crossings prepared to stop unless gates are in normal position.

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-350.16 KITALOU.

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.

Quannah, 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. CR1&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.

AT WALSENBURG:

Spring switches at D. & R. G. W. Jct. are protected by automatic signals.

When a train is stopped by the governing signal showing red indication and it can be clearly seen that the route is not occupied, signal may be cleared by pushing permissive clearing button governing the signal involved. A period of approximately one minute and thirty seconds will elapse from the time the button is pushed until it can be expected that the signal will clear.

If, after operating the permissive clearing button, signal does not clear, spring switch points must be carefully examined and if found to be in proper position and the way is clear, train may proceed on hand signals, protecting in accordance with Rule 99.

Permissive clearing buttons for northward signals (Signal No. 1 for D. & R. G. W. track and Signal No. 2 for C. & S. track), located 203 feet south of the spring switches, will be found in boxes on track side of instrument case just north of Signal No. 2.

Permissive clearing button for southward signals (Signal No. 5 for southward track and Signal No. 6 for northward track), located 328 feet north of the spring switches, will be found in box on instrument case east of the northward track, opposite these signals.

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, engine men, firemen, yardmen, train dispatchers and operators while on duty is prohibited.

RULE Q.

Courteous deportment 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

SPECIAL INSTRUCTIONS-Continued

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."

RULE 7 (a). (Third paragraph).

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 T346.

RULE 15. (First paragraph).

The explosion of two torpedoes is a signal to IMMEDIATELY reduce speed and proceed at REDUCED SPEED for one and one-quarter miles from where the torpedoes were exploded. The explosion of one torpedo will indicate the same as two, but the use of two is required.

RULE 16 (e).

"One long sound of communicating signal, when standing, to apply or release air brakes."

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 headlight 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 20.

All sections except the last will display two green lights by day and by night in places provided for that purpose on the front of the engine.

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 fuses.

Night Signals—Torpedoes and red fuses.

RULE 99 (b). (Second paragraph).

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

RULE 99(c). On a passenger train a flagman with flagman's equipment, must immediately appear on the ground whenever a train stops, protecting as required by Rule 99, except as hereinafter provided:

In Manual Block Territory, or where Rule 91 is in effect, at station stop flagman will stand 20 feet behind his train. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must protect as required by Rule 99.

In Centralized Traffic Control or Automatic Block Signal Territory at station stop flagman may stand at opening to car ready to board train without being recalled when conductor gives proceed signal. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must comply with Rule 99 except that flagman need not go back farther than the first signal to the rear which requires a following train to stop.

When a train with one trainman is delayed at a station stop beyond time required for the ordinary handling of passengers and other work, or if conditions require, trainman must then protect rear of train as outlined in preceding paragraphs.

Except when operating under procedure outlined in first sentence of third paragraph, conductor will signal engineman to recall flagman and will not give signal to proceed until flagman has returned. Engineman will not acknowledge proceed signal with engine whistle.

Regardless of weather, flagman must be clothed so as to properly perform his duty in protecting his train as required by Rule 99, without having to return to his train for any purpose until recalled. By day the red flag must be unfurled.

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

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

RULE 109. (First paragraph).

Bulletins will be issued by authority and over the signature of the Superintendent. They will be numbered consecutively beginning with No. 1 January 1 and July 1 each year, continuing in effect to and including June 30 and December 31 respectively, unless cancelled.

RULE 208. (Second paragraph).

The several addresses must be in the order of superiority 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 209. (Second and third paragraphs).

Should it be necessary to relay a train order by any means of communication beyond the first station to which transmitted by train dispatcher, the operator at the office addressed must repeat the order to the relaying operator who must underscore on his copy each word and figure as repeated by the office addressed.

The relaying operator must then repeat the order to the train dispatcher who will give the response 'Complete', and the time, with the initials of the Superintendent, to the relaying operator to be transmitted to the office addressed.

RULE 220. (Third paragraph).

When a conductor or engineman, or both, is relieved before the movement of the train authorized by Clearance Form A is completed, or at stations specified in the timetable, or by bulletin, all clearance forms, train orders and messages held must be delivered to relieving conductor or engineman. Such clearance forms, train orders and messages must be compared by the relieving conductor and engineman before proceeding. This may be done by radio if practicable.

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.

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.

SPECIAL INSTRUCTIONS-Continued

RULE 223 (a). (New paragraph).

Z—Radio Station.

RULE 402.

FAILED EQUIPMENT SIGNAL.—A wayside signal aspect, consisting of a single lunar light with a letter E. It may be placed below other signal aspects but does not supersede other signal indications or rules pertaining to movement or inspection of train.

INDICATIONS: When flashing, no failed equipment has been detected.

When illuminated continuously, train must be stopped and inspected for failed equipment. A member of train or engine crew must report to dispatcher by first available means of communication, advising reason for delay.

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 515.

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

Rule 516 (New). Engine or engine with cars, stopped by a Stop indication of an Automatic Block Signal, may proceed at Restricted Speed to couple to train or cars standing on main track within 300 feet of signal.

RULE 530.

Controlled sidings are not protected by signals between Clearance points. Trains must move at Reduced Speed not exceeding speed authorized by timetable through turnouts and on sidings.

RULE 533.

Permission must be secured from train dispatcher before using hand operated main track switches.

Unless otherwise provided, train or engines must not clear the main track at a hand operated switch not equipped with an electric or mechanical time switch lock except in territory where maximum train speed is 20 M. P. H., or at specified locations.

When the main track has been cleared at specified locations, before authorizing a train or engine to re-enter the main track through a hand operated switch not equipped with an electric or mechanical time switch lock, the train dispatcher must know positively that there are no trains or engines within the block, after which permission will be granted to open the switch. Train dispatcher must be advised when movement to main track has been completed and switch has been restored to normal position and locked before permitting any following train or engine movements.

A train or engine entering a block between signals on authority of train dispatcher must be protected as required by the rules and must proceed at Restricted Speed to the next governing signal.

RULE 576.

Cab Signal indications do not supersede fixed signal indications except when Cab signal changes to a more restrictive or a more favorable indication at a point other than a fixed signal location.

When Cab Signal changes from a restrictive indication to a more favorable indication, at a point other than a fixed signal location, speed must not be increased until train has run its length.

When the Cab Signal changes to a more restrictive indication, at a point other than a fixed signal location, enginemen must immediately comply with indication displayed, in accordance with Rule 577.

RULE 578. (First paragraph).

Should cab signal and fixed signal indications conflict, the more restrictive indication will govern. Such occurrence must be reported to Superintendent.

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 674.

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

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 713.

When a train is stopped by a stop indication and normal means of communication have failed, Form F may be transmitted by Radio.

RULE 901. (First paragraph).

Roadway signs indicate maximum speeds for passenger trains.

RULE 906 (b). (Second paragraph).

Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

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 or warn engineman returning, and at night a light must be placed on front end of rear portion of train.

SPECIAL INSTRUCTIONS-Concluded

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. Engineman 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 between Chicago and Galesburg, Aurora and St. Paul, Mendota and Denrock, Galesburg and Savanna, Barstow and Rock Island and Denrock and Sterling.

RULE 918.

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

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 1068.

The proper position for rear passenger trainmen or flagman while train is in motion, is in car as near to rear of train as is practicable and consist will permit and will detrain from opening of such car.

RULE 1077.

The proper position for forward trainmen is on head end of train in cab from which engine is being controlled, leaving only when necessary to protect the train as required by the rules without waiting for signals or instructions to do so, or to perform duties specifically provided by the rules.

RULE 1304. (First sentence).

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 shown by the caboose 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.

RULE 1304 (a).

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.

Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with Rules 1303 to 1307, inclusive.

RULE 1306 (a).

When locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cut out during train air brake test.

RULE 1311. (First paragraph).

At a point other than initial terminal where locomotive or caboose is changed on a freight train or where one or more consecutive cars are cut off from rear or head end of train with consist otherwise remaining intact or where engine or train crew is changed but engine is not detached, test of the train brake system will be made as follows:

RULE 1315 (e).

When, for any reason, the electro-pneumatic brakes become unserviceable, the following procedure will govern:

(1) When running and the brakes fail to apply in service position of the brake valve, the train must be stopped immediately with emergency application of the brakes by moving brake valve handle to emergency position and no other movement of the brake valve is to be made until train has stopped.

(2) When running and the brakes fail to release, the train will be stopped with service application.

After train has stopped, or when any change in the electro-pneumatic brake system occurs after leaving the initial terminal of the train, a standing test of the automatic air brakes must be made as prescribed by Rule 1314, following which the train may proceed, making a running test and operate not exceeding maximum speed of 79 MPH. When this change is made conductor and engine-man will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signature. This will supersede instructions on the original Clearance Form K.

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 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.

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:

- (a) Close throttle to idle.
- (b) Move the reversing handle to reverse position.
- (c) 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.

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.

8. Trains making back-up movement must not exceed 20 miles per hour, unless otherwise provided.

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 Spreader:		
Main Lines		35
Branch Lines		25
Steam Wrecking derricks:		
Between Fort Worth and Minnequa:		
On straight track		35
Around curves		30
Between Plains Junction, Plainview and Lubbock:		
On straight track		25
Around curves		20
Between Sterley and Silverton		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

Maximum gross weight of cars handled must not exceed 263,000 lbs., except gross weight for cars must not exceed 210,000 lbs. between Sterley and Silverton, Plainview and Dimmitt, and Wichita Falls and Abilene.

Cars with gross weight in excess of 177,000 lbs. must not be handled between Stamford and Spur.

LOCATION	Passenger Trains	Freight Trains
	M. P. H.	M. P. H.
MINNEQUA AND TRINIDAD SUBDIVISION:		
Maximum speed:		
Around curves between Minnequa Yard Office and Southern Jct. sound whistle freely	30	Reduced Speed
Through spring switches, Southern Jct.	10	10
Between Southern Junction and M.P. 169.74		
Southward Track	58	45
Northward Track	59	49
Between M.P. 169.74 and M.P. 172.29	58	Yd
Walsenburg, over street crossings	20	20
Walsenburg, over Spring switches	15	15
Between Walsenburg M.P. 172.29 and AT&SF Crossing, M.P. 211.34	59	45
Except between M.P. 187.50 and M.P. 197.56	75	49
M.P. 172.01 to M.P. 173.35	30	25
M.P. 173.95 to M.P. 176.62	45	40
M.P. 181.74 to M.P. 186.61	45	40
M.P. 197.56 to M.P. 200.28	45	40
M.P. 201.87 to M.P. 203.36	45	40
M.P. 205.52 to M.P. 207.50	45	40
M.P. 208.54 to M.P. 210.21	45	40
M.P. 210.33 to M.P. 211.34	45	Yd
Through turnout in main track, 75 feet south of AT&SF Crossing M.P. 211.34	15	15
Between M.P. 211.34 and M.P. 212.64	Reduced Speed	Reduced Speed
Entire train over street crossings between M.P. 211.82 and M.P. 212.50	15	15
TRINIDAD AND TEXLINE SUBDIVISION:		
Maximum speed:		
Between Trinidad and Des Moines	59	45
Between Des Moines and Sixela	59	49
M.P. 213.02 to M.P. 214.73	45	40
M.P. 218.04 to M.P. 219.20	45	40
M.P. 220.34 to M.P. 220.70	45	40
M.P. 222.37 to M.P. 228.04	45	40
M.P. 230.18 to M.P. 231.40	45	40
M.P. 232.60 to M.P. 234.30	45	40
M.P. 235.52 to M.P. 243.70	45	40
M.P. 245.75 to M.P. 246.82	45	40
M.P. 248.00 to M.P. 248.60	45	40
M.P. 249.47 to M.P. 250.09	45	40
M.P. 250.70 to M.P. 252.16	45	40
M.P. 252.90 to M.P. 257.24	45	40
M.P. 259.40 to M.P. 273.86	45	40
M.P. 273.86 to M.P. 274.44	30	25
M.P. 274.44 to M.P. 276.59	45	40
M.P. 277.86 to M.P. 281.21	45	40
M.P. 281.21 to M.P. 281.93	30	25
M.P. 281.93 to M.P. 283.24	45	40
M.P. 285.16 to M.P. 290.76	45	40
M.P. 291.48 to M.P. 293.71	45	40
M.P. 295.70 to M.P. 296.82	45	40
Engine or leading car over Main Street Crossing, Clayton, M.P. 337.64	15	15
M.P. 346.90—M.P. 347.20	40	Yd
M.P. 454.43—M.P. 452.92	40	Yd

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains		LOCATION	Passenger		Freight	
	M. P. H.		M. P. H.			M. P. H.		M. P. H.	
TEXLINE AND AMARILLO SUBDIVISION					WICHITA FALLS AND FORT WORTH SUBDIVISION, CONTINUED				
Maximum speed between Amarillo and Murdo	59		45		Saginaw-Spring Switch: Trailing movement	10		10	
Maximum speed between Murdo and Texline	59		49		Curve M.P. 25.30	65			
Amarillo—Hughes Street	30		30		Between M.P. 28.45 and M.P. 32.30	60			
Amarillo—Between passenger depot and Tyler Street	15		15		Curve M.P. 30.89	55		45	
Engine or leading car over Western Stockyards Crossing, M.P. 334.11	30		30		Between M.P. 43.50 and M.P.48.00	65			
Between M.P. 336.00 and M.P. 349.75	55				Curve M.P. 43.60	60			
Curve, M.P. 339.22	50				Curve M.P. 46.41	55		45	
Curve, M.P. 359.86	55				Bowie-Mason Street	30		30	
Curve, M.P. 360.95	50				M.P. 69.21 over CRI&P crossing	60		40	
Curves, M.P. 379.16 and M.P. 381.04	55				Curves M.P. 69.88 and M.P. 70.26	60		45	
M.P. 419.18 to M.P. 416.05			Yd		Dickwarsham-Spring Switch: Trailing movement	10		10	
C.R.I.&P. Crossing M.P. 417.59	20		20		Henrietta—passing depot	45			
Engine or leading car over McMasters Street Crossing, M.P. 338.00	45		45		Curve M.P. 96.11	60			
AMARILLO AND CHILDRESS SUBDIVISION					CHILDRESS AND PAMPA SUBDIVISION				
Maximum speed between Childress and Plains Jct.	75		50		Between M.P. 113.00 and WF&NWJct.	Reduced Speed		Reduced Speed	
Maximum speed between Plains Jct. and Amarillo	59		49		Wichita Falls—City Limits, M.P. 117.31 and M.P. 117.56	15		15	
Maximum speed through turnouts of controlled sidings, and turnout Parallel track, Childress, M.P. 222.20	30		30		Wichita Falls—Seventh Street	8		8	
Between M.P. 228.50 and M.P. 232.10	65		50		Wichita Falls—Southward train and engine movements on old freight main track approaching Park Street	5		5	
M.P. 249.46 to M.P. 251.76			Yd		CHILDRESS AND PAMPA SUBDIVISION				
P.&S.F. Crossing, M.P. 334.70	40		20		Maximum Speed:			30	
M.P. 331.75 to M.P. 338.45			Yd		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	
CHILDRESS AND WICHITA FALLS SUBDIVISION					PLAINS JUNCTION AND LUBBOCK SUBDIVISION				
Maximum speed between Wichita Falls and Childress	75		50		C.R.I.&P. Crossing, M.P. N-278.82			20	
Maximum speed through turnouts of controlled sidings, end of two main tracks M.P. 116.15 and at Childress M.P. 219.91	30		30		McClelland Creek Bridge N-302.79 and North Fork Bridge N-312.92			20	
Between M.P. 113.00 and WF&NW Jct.	Reduced Speed		Yard		PLAINS JUNCTION AND LUBBOCK SUBDIVISION				
Wichita Falls—City Limits, M.P. 111.31 and M.P. 117.56	15		15		Maximum speed between Plains Jct. and M.P. P-299.00:				
Wichita Falls—Seventh Street	8		8		On straight track			35	
Iowa Park—through station grounds	45		45		Around Curves			25	
Electra—City Limits	30		30		Turkey—Industry track			5	
Vernon—North Main Street	30		30		Maximum speed between M.P. P 299.00 and Lubbock			40	
Pease River Bridge and Curve M.P. 166.37	60				Controlled turnout Plains Jct.			30	
Chillicothe—passing depot	45		45		Through tunnel, M.P. P-288.70			15	
Quanah—Main Street	30		30		P.&S.F. Crossing "E" M.P. L-358.45			20	
Childress—Commerce and Main Streets	20		20		STERLEY AND DIMMITT SUBDIVISION				
WICHITA FALLS AND FORT WORTH SUBDIVISION					WICHITA FALLS AND STAMFORD SUBDIVISION				
Maximum speed between Fort Worth and Wichita Falls	75		50		Maximum Speed:				
Between T&P Jct. and Hampton	Reduced Speed		Reduced Speed		Between Sterley and Plainview			30	
Hampton—Spring Switch: Trailing movement	10		10		Between Plainview and Dimmitt			25	
Facing point movement	25		25		P.&S.F. Crossing "B" M.P. P-323.69			20	
Rio—Spring Switch: Trailing movement	15		15		Between home signal limits P&SF Crossing (Auto. Interl.) M.P. P-321.61			20	
Facing point movement	25		25		WICHITA FALLS AND STAMFORD SUBDIVISION				
Between Hampton and St. L. S. W. Crossing—Jct.	20		20		Maximum Speed:				
Between St. L. S. W. Crossing Jct To M.P. 7.00	40		Yard		Between Wichita Falls and Abilene			35	
					Through city limits, Wichita Falls			15	
					Seymour, over street and highway crossings			10	
					Seymour over west siding switch M.P. W-51.90			10	

SD type or heavier engines must not be operated on following tracks:

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

Ft. Worth: PFO track beyond Civil Aeronautics Building.
Riverside Lumber Company—Hodge.