

SAFETY FIRST



SURGEONS

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

P. L. Salkeld, M.D., Chief SurgeonQuanah, Texas

Local Surgeons:

R. R. McDaniel, M.D. (CS)	.....	Quanah
John M. Taylor, M.D. (CS)	.....	Quanah
W. A. Brooks, M.D. (CS)	.....	Quanah
F. C. Harmon, M.D.	.....	Paducah
J. G. Stanley, M.D.	.....	Matador
Geo. V. Smith, M.D.	.....	Floydada

CS—Consulting Surgeon

All Surgeons except Consulting Surgeons
are Examining Surgeons.

PERSONAL INJURIES

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

LIST OF TIME INSPECTORS

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

SAFETY FIRST



QUANAH, ACME & PACIFIC RAILWAY COMPANY

RED RIVER TO FLOYDADA

TIME TABLE No. 56

EFFECTIVE

SATURDAY, NOVEMBER 1, 1958

At 12:01 A.M.

Central Standard Time

Superseding Previous Time Tables

FOR EMPLOYES ONLY

QUIN BAKER

President & Gen. Mgr.

Quanah, Texas

SPECIAL INSTRUCTIONS

1. REGISTER STATIONS, CLEARANCES AND TRAIN ORDER SIGNALS.

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

2. USE OF TRACKS OF FOREIGN LINES.

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

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

3. MAXIMUM SPEED

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

4. SPEED RESTRICTIONS

	Miles Per Hour	
	Psg.	Freight
Troop Trains handling mixed freight and passenger equipment, when any part of passenger equipment being handled behind freight equipment		45
Quanah:		
Through interlocking	20	20
Main Street Crossing:		
6:00 A.M. to 9:00 P.M. all trains and engines will protect crossing from ground position before occupying crossing.		
9:00 P.M. to 6:00 A.M. all trains and engines stop before making move over crossing.		
Acme: Curves each side FW&D crossing	20	20
Through interlocking	20	20
Curves between MP 22-21 and MP 23-18	30	30

5. OTHER SPEED RESTRICTIONS.

Circus Trains—On Tangents	MPH	30
On Curves		25
Trains Handling:		
Scale Test (4 Wheel) cars, Hoists, Pile Drivers, Air Dump Cars, Locomotive Cranes or Spreader-Ditchers, moving on own wheels		30
Revenue equipment of this type will be handled on written instructions from Chief Dispatcher		
Bulldozers, Cranes, Tractor Ditchers and Scrapers, Dumpsters, Speed Swing, Track cleaners, Motor Graders, Wheel Tractors with attachments, Rail Layer		

or Shovels, loaded on cars, at intermediate Stations from point of loading to Quanah where car inspector on duty

30

Rail loader moving on own wheels with boom up, or rail layers mounted on cars with boom up

25

Derrick (Wreckers)

25

Triple Loads on Curves except where further restricted

35

6. SWITCH LIGHTS.

No switch lights between Red River and Floydada.

7. Blank.

8. Blank.

9. INTERLOCKINGS—AUTOMATIC. (Rule 663)

FW&D Crossing Quanah

FW&D Crossing Acme

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

10. Blank.

11. LOCATION OF YARD LIMITS.

Quanah

Acme

Paducah

Roaring Springs

Floydada

12. Blank.

13. Blank.

14. INSTRUCTIONS RELATING TO DIESEL OPERATION.

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

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

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

HANDLING ENGINES IN TRAINS

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

WESTWARD			BETWEEN RED RIVER AND QUANAH						EASTWARD		
THIRD CLASS	SECOND CLASS		DISTANCE FROM ST. LOUIS	COMMUNICATING OFFICE	STATIONS	STATION NUMBERS	SIDING CAPACITY	Fuel, Water, Turbide, Wye Sid., Clock Bulletin	SECOND CLASS		THIRD CLASS
	451 Local	437							31	32	30	450 Local
Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	MILES						Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.
AM	PM	AM	716.2		RED RIVER	716			AM	PM	AM
11 45	6 00	6 30	717.1		0.9 CARNES	717	43		9 11	7 30	5 20
					6.9 F. W. & D. CROSSING	INTERLOCKING					
12 20 PM	6 20 PM	8 00 AM	724.2	DN	0.2 QUANAH	724	Yard	RGYT CBO	9 00 AM	7 20 PM	5 00 AM
Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.
451	437	31							32	30	450

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

WESTWARD			BETWEEN QUANAH AND FLOYDADA						EASTWARD		
THIRD CLASS	SECOND CLASS		DISTANCE FROM QUANAH	COMMUNICATING OFFICE	STATIONS	STATION NUMBERS	SIDING CAPACITY	Fuel, Water, Turbide, Wye Sid., Clock Bulletin		SECOND CLASS	THIRD CLASS
										30	52 Local
51 Local	437									30	52 Local
Leave Mon., Wed., Fri.	Leave Daily		MILES							Arrive Daily	Arrive Tues., Thurs., Sat.
AM	PM		0.0	DN	QUANAH		Yard	RGYT CBO		PM	AM
11 30	7 00				0.3 F. W. & D. CROSSING	INTERLOCKING				6 15	8 45
			6.5	D	6.2 ACME	7	Yard			5 55	8 15
					0.1 F. W. & D. CROSSING	INTERLOCKING					
PM			10.8		4.3 WHEATLAND	11					
12 10	7 24		16.8	P	LAJARE	17	36			5 41	8 01
12 16	7 29		20.6		SOMMER	21	30			5 36	7 56
12 31	7 38		27.0	P	4 BAKER	27	33			5 26	7 44
12 37	7 43		30.7	P	3.7 SWEARINGEN	31	36			5 21	7 39
12 47	7 52		37.2		5 JACOBS	37	37			5 13	7 30
1 25	8 01		43.8	D	6.6 PADUCAH	44	Yard			5 04	7 20
1 40	8 15		54.0	P	10.2 NARCISO	54	54			4 49	6 57
1 55	8 29		64.4	P	10.4 SUMMIT	64	50			4 35	6 42
2 07	8 37		70.0		5.6 RUSSELLVILLE	70	30			4 27	6 31
2 30	8 51		80.4	D	10.4 ROARING SPRINGS	80	Yard			4 12	6 17
2 50	9 02		88.4		8.0 MAC BAIN	88	34			4 00	6 05
3 02	9 13		96.2		7.8 DOUGHERTY	96	Yard			3 50	5 54
3 12	9 22		103.0		6.8 BOOTHE SPUR	103	21			3 41	5 42
3 25 PM	10 00 PM		110.9	2S	7.9 FLOYDADA	111	Yard	BCY		3 30 PM	5 30 AM
Arrive Mon., Wed., Fri.	Arrive Daily								Leave Daily	Leave Tues., Thurs., Sat.	
51	437									30	52

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

14. INSTRUCTIONS RELATING TO DIESEL OPERATION. (Continued)

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

MAKE UP OF ENGINES

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

- 2 or 3 RD-SW units
- *4 RD-SW units (not more than 4 units)
- *1 Road—3 RD-SW units
 - 1 Road—2 RD-SW units
- *1 Road—2 RD-SW units—1 Road
 - 1 Road—1 RD-SW unit —1 Road
 - 1 Road—1 RD-SW unit —2 Road
 - 1 Road—1 RD-SW unit —3 Road
 - 1 Road—2 RD-SW units—2 Road
- **1 Road—3 RD-SW units—1 Road
 - *1 Road—1 RD-SW—1 Road—1 RD-SW—1 Road
 - 2 Road—1 RD-SW unit
 - 2 Road—1 RD-SW unit —1 Road
 - 2 Road—1 RD-SW unit —2 Road
 - *2 Road—2 RD-SW units—1 Road
 - *3 Road—1 RD-SW unit —1 Road
- *—When making back up movement or taking slack, isolate lead unit.
- **—When making back up movement or taking slack, isolate 2 lead units.

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

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

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

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

When an engine is composed of Alco road switcher and GP7 units, Alco road switcher unit or units shall be, when possible, placed in lead. When impossible to place Alco unit or units in lead, the engine control knob on the Alco units must be placed in No. 4 position and tonnage rating of such Alco units will be reduced to 35 percent of established rating.

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

15. GENERAL INSTRUCTIONS.

Rule 17(b) amended:

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

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

Rule 104 — Fifth Paragraph Amended:

Derails must be in derailing position after having been used.

Rule 746 Amended:

- (b) As soon as the flames have been extinguished, open doors and remove fire-damaged bales from car. When fire-damaged bales have been removed, where all surface can be examined, smouldering fires must be extinguished.
- (c) Care must be used to be sure that all bales remaining in the car are free from fire.
- (f) After all fire has been extinguished, watchman service will be provided as necessary to control fire and keep trespassers away. Damaged cotton will be forwarded or disposed of only on instructions from Freight Claim Department and in accordance with federal regulations."

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

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

Acme Highway 287

These signals are provided with timing off circuits. When cars or engine occupy either approach operating circuit 45 seconds or more, the signals will stop operating. A switch key circuit controller is located on each signal, properly marked, and by operation

15. GENERAL INSTRUCTIONS.

(Continued)

of switch key in these circuit controllers will, if either approach circuit occupied, start signals operating again. Crossing must be protected from ground position if signals not operating.

Paducah Highway 62 & 83 MP 42-26

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

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

Floydada Highway 70

CLEARANCE WARNINGS.

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

Kind of Structure	Location	Insufficient Clearance
Bridge, Through Truss	G-720.3	Top and Side
Compress, Platform and Roof Over Platforms	Quanah	Top and Side
Stock Pens, Loading Dock	Quanah	Side
Freight House Platform	Quanah	Side
Freight Transfer and Dock Platforms	Quanah	Side
Bridge Through Truss	22.61 Pease River	Top and Side
Stock Pens, Loading Dock	Paducah	Side
Auto Dock	Paducah	Side
Elevators, Loading spouts and unloaders	Paducah	Side

CLEARANCE WARNINGS (Continued)

Seed House	Paducah	Side
Water Loading Rack	Roaring Springs	Top and Side
Buildings and Auto Dock Along Elevator Track	Roaring Springs	Top and Side
Stock Pens	Dougherty	Side
Loading Spouts Poole Elevator	Dougherty	Top and Side
Elevator	Boothe Spur	Side
Auto Dock	Floydada	Side
Freight House Platform	Floydada	Side

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

17. TONNAGE RATING OF ENGINES.

(Diesel Power 1 Unit 42 Tonnage Class)

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

20. PERMISSIBLE LOAD LIMITS.

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

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

**ALERT TODAY . . .
ALIVE TOMORROW**

23. TABLE OF SPEEDS

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

24. BRIDGE CLASS OF DERRICKS

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

* Diesel Electric

Move of Frisco derricks (wreckers) is authorized as follows:

	100 Ton or Lighter Derricks MPH	160 Ton Derricks 99024 99029 MPH	250 Ton Derricks 99021 99022 99025 MPH
Quanah to Acme	25	20	20
Acme to Floydada	25	25	25
Except over Bridges 22.61 Pease River and 56.42 Tongue River	20	10	10

NOTE: Over Bridge 22.61 Pease River and 56.42 Tongue River, separate 160 and 250 ton derricks from engine by two cars not exceeding 100,000 pounds gross weight.

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

16. CLASSIFICATION OF ENGINES.

DIESEL UNIT NUMBER	DESIGNATION	CLASS OF SERVICE	TONNAGE CLASS	STEAM GENERATOR	MAX. SPEED IN SERVICE OR IN TOW UNLESS OTHERWISE PROVIDED (MPH)	BRIDGE CLASS	TONS LIGHT WEIGHT
1—3		SW	11	No	30	16	42
4—8		SW	13	No	35	16	42
A.T.&N. 11		SW	13	No	20	19.1	44
60—61		SW	26	No	45	36	94
A.T.&N. 101—111		RD-SW	34	No	60	39.5	114
200—204 206—209 211—214 216—237		SW	34	No	45	39	115
205—210—215		SW	34	No	45	39.5	116
238—241		SW	34	No	45	38	110
250—265	NW-2	SW	34	No	45	40.3	119
270—281		SW	34	No	45	39.5	115
282—285		SW	34	No	45	40.3	118
290—294		SW	34	No	45	38	111
300—304	SW-7	SW	34	No	45	40.3	119
305—314	SW-9	SW	34	No	45	40.3	119
500—514	GP-7	RD-SW	42	Yes	65	39.5	115
515—549	GP-7	RD-SW	42	No	65	39.5	115
550—554		RD-SW	42	No	65	39.5	113
555—556	GP-7	RD-SW	42	No	65	39.5	115
557—572	GP-7	RD-SW	42	Yes	65	39.5	115
573—597	GP-7	RD-SW	42	No	65	39.5	115
598—618	GP-7	RD-SW	42	Yes	65	39.5	115
619—632	GP-7	RD-SW	42	No	65	39.5	115
2000—2005	EA-7	PASS.	21	Yes	85	41.9	149
2006—2022	E8-A	PASS.	27	Yes	85	43.7	151
5000—5004 5006 5008—5017	F37-A	FRT.	42	No	65	36.8	109
5005 & 5007	F39-8	FRT.	50	No	65	38.4	114
5018—5039	F7-A	FRT.	42	No	65	36.8	110
5040—5051	FP-7-A	FRT. PASS.	42	Yes	65	42.4	114
5100—5116	F37-B	FRT.	42	No	65	36.8	109
5117	F37-B	FRT. PASS.	42	No	65	36.8	109
5118—5125	F7-B	FRT.	42	No	65	36.8	110
5126—5139	F7-B	FRT. PASS.	42	No	65	36.8	109
5140—5144	F9-B	FRT. PASS.	50	No	65	38.0	112
5145—5152	F9-B	FRT. PASS.	50	No	65	39.0	113
5200—5231	A.L.Co. A	FRT.	42	No	65	38.3	111
5300—5315	A.L.Co. B	FRT.	42	No	65	38.3	108

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

