

SAFETY FIRST



QUANAHA, ACME & PACIFIC
RAILWAY COMPANY

RED RIVER TO FLOYDADA

TIME TABLE No. 42

TO TAKE EFFECT AT 12:01 AM
SUNDAY, SEPTEMBER 15, 1946

Superseding Time Table No. 41
Dated May 12, 1946

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES ONLY

The Railway Company reserves the right to vary therefrom
as circumstances may require.

CENTRAL STANDARD TIME

CHAS. H. SOMMER,
President,
St. Louis, Mo.

QUIN BAKER,
Vice-Pres. & General Manager,
Quanah, Texas

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TO EMPLOYEES:

The service that the Quanah Line renders to the public is either good or bad, according to the attention our little army of workers gives it.

Every employe should consider himself a representative of this Company. Coming in close contact with our patrons, he can, through courteous treatment and attention to duty, make the service of the highest quality.

In the conduct of your work mistakes can be minimized and accidents avoided, simply by being careful, and being conversant with and obeying the rules and instructions.

Your co-operation in accomplishing these things will make for the successful operation of our property, and will be greatly appreciated.

A handwritten signature in black ink, appearing to read "Chester H. Hamner". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

President.

RED RIVER TO FLOYDADA

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WESTWARD					Station Number	Distance from Quanah	TIME TABLE		Siding Capacity in Cars	EASTWARD				
THIRD CLASS	SECOND CLASS		FIRST CLASS				No. 42			FIRST CLASS		SECOND CLASS		THIRD CLASS
451	437	51	409	1			SEPTEMBER 15, 1946			2	410	52	460	450
Local		Freight	Psg.	Mixed				Mixed	Psg.	Freight		Local		
Arrive Tues. Thurs. Sat.	Arrive Daily	Leave Daily Except Saturday	Arrive Daily	Leave Daily Except Sunday		Miles	STATIONS		Arrive Daily Except Sunday	Leave Daily	Arrive Daily Except Sunday	Leave Daily	Leave Mon. Wed. Fri.	
PM 1.00	AM 5.00	AM 11.30	PM 3.45	AM 5.10	0	0.0	2S.....QUANAH.....OWTYKB 0.3	Yard	PM 2.00	AM 10.00	PM 6.30	PM 5.00	AM 6.40	
INTERLOCKING							.....F. W. & D. C. CROSSING..... 0.7		INTERLOCKING				
12.40	4.15	11.35	3.38	5.20	1	1.0	.....QUANAH JUNCTION.....		1.51	10.09	6.15	5.05	6.45
12.25	3.50		3.26		8	7.1	.....6.3 CARNES.....	37		10.22		5.20	7.15
12.20 PM	3.45 AM		3.24 PM		9	8.1	.....1.0 RED RIVER.....			10.24 AM		5.23 PM	7.30 AM
		11.50		s 5.35	7	6.6	D.....5.6 ACME.....W	Yard s	1.40		6.00			
INTERLOCKING							.....0.1 F. W. & D. C. CROSSING.....		INTERLOCKING				
		11.58 PM		5.44	11	10.9	.....4.2 WHEATLAND.....		1.31		5.49		
		12.11		s 5.55	17	17.1	.....6.2 LAZARE.....	37 s	1.20		5.35		
		12.20		f 6.02	21	20.9	.....3.8 SOMMER.....	10 f	1.13		5.20		
		12.40		f 6.15	27	27.2	.....6.3 BAKER.....	29 f	1.00		5.00		
		12.51 ²		s 6.23	31	31.0	.....3.8 SWEARINGEN.....	37 s	12.51 ⁵¹		4.40		
		1.07		f 6.35	38	37.7	.....6.7 JACOBS.....	38 f	12.39		4.20		
		1.55		s 6.50	44	43.8	D.....6.1 PADUCAH.....WY	Yard s	12.29		4.00			
		2.30		f 7.15	54	54.1	.....10.3 NARCISSO.....	56 f	12.07 PM		3.15		
		2.55 ⁵²		f 7.35	65	64.7	.....10.6 SUMMIT.....	51 f	11.45		2.55 ⁵¹		
		3.15		f 7.45	70	70.1	.....5.4 RUSSELLVILLE.....	31 f	11.36		2.43		
		4.30		s 8.10	81	80.8	D.....10.7 ROARING SPRINGS.....WY	Yard s	11.17		2.05			
		4.45		8.30	89	88.9	.....8.1 MAC BAIN.....	35	10.57		1.49		
		5.00		8.37	92	92.4	.....3.5 BUNDY.....	17	10.50		1.25		
		5.15		s 8.45	97	96.5	.....4.1 DOUGHERTY.....	W Yard s	10.43		1.15		
		5.30		8.54	103	103.0	.....6.5 BOOTHE SPUR.....	37	10.31		12.50		
		6.00 PM		9.15 AM	111	111.2	D.....8.2 FLOYDADA.....OWYKB	Yard	10.15 AM		12.30 PM			
Leave Tues. Thurs. Sat.	Leave Daily	Arrive Daily Except Saturday	Leave Daily	Arrive Daily Except Sunday					Leave Daily Except Sunday	Arrive Daily	Leave Daily Except Sunday	Arrive Daily	Arrive Mon. Wed. Fri.	
451	437	51	409	1					2	410	52	460	450	
40 Min.	1 Hr. 15 Min.	6 Hrs. 30 Min.	21 Min.	4 Hrs. 5 Min.			.....Running Time.....		3 Hrs. 45 Min.	24 Min.	6 Hours	23 Min.	50 Min.
12.4	6.5	17.1	23.7	27.2			.....Average Speed Per Hour.....		29.7	20.7	18.5	21.6	10.0

Eastward trains are superior to Westward trains of the same class, except No. 1 is superior to No. 2.

W. H. CRAWFORD,
Chief Dispatcher,
Quanah, Texas.

TRACKS BETWEEN STATIONS		Car Mile Capacity	End Connection
Pease	22.4	8	East
Tongue	56.3	2	East

C. J. McCREADY,
Supt. of Shops,
Quanah, Texas.

SPECIAL INSTRUCTIONS

1. REGISTER STATIONS AND CLEARANCES.

Westward trains will leave Red River without clearance.

2. MAXIMUM SPEED.

	Miles Per Hour	
	Psgr.	Freight
Between Red River and Quanah	40	25
Between Quanah and Floydada	45	35

3. SPEED RESTRICTIONS.

	Miles Per Hour	
	Psgr.	Freight
Through Interlocking Plants:		
Quanah	15	15
Acme	20	20
Trains being flagged over a spiked interlocked derailed or switch	5	5
Over Pease River Bridge No. 22.26	20	20
Mile post 23 plus 7 poles to mile post 23 plus 13 poles, Eastward Trains	15	15
Circus Trains		20
Trains handling:		
Brown hoists		30
Pile drivers, steam shovels, ditchers and spreaders		20
Air dump cars		25
Tank cars (loaded)		
Quanah to Floydada	30	
Steam derricks (wreckers)		20
Loaded self-clearing hoppers:		
Red River to Quanah	20	
Quanah to Floydada	25	

Following speeds permissible for engines moving under steam on main track—

Switch engines without engine trucks.....20 miles per hour

Engines without trailer making back up movement.....20 miles per hour

Engines with trailer making back up movement.....25 miles per hour

Light engines must not exceed maximum speed allowable for freight trains except on special instructions from Chief Dispatcher.

All trains and engines must move at restricted speed between Quanah and Quanah Jct. expecting to find main track occupied without flag protection.

All trains and engines must stop, send flagman ahead and flag Main Street crossing, Quanah.

When engine fails on line of road and is towed into first terminal, train handling will not exceed speed of 25 miles per hour. This applies when all rods are up.

Trains and engines look out for sand drifts between east wye switch Roaring Springs and mile post 80 plus 10 poles and approach this location at restricted speed expecting to find sand over rails.

4. INTERLOCKINGS.

F. W. & D. C. Quanah

Hours of levermen at Interlocking 3:00 A.M. to 9:00 P.M. When leverman not on duty signals and derails are set for movement on F. W. & D. C. and against movement on Q. A. & P.

Call for lineup:

 Straight track _____
 Diverging route to right _____ o
 Diverging route to left _____ o o

Long and short sounds of whistle be governed by Rule 14.

AUTOMATIC

F. W. & D. C. Acme

Approach signals to interlocking Acme are automatic.

Interlocking rules govern. Home signals and approach signals are color light signals whose day and night aspects display the same indications as the night aspects of semaphore signals.

When home signal is found displaying stop indication train must stop short of signal, train man will go to crossing and if no F. W. & D. C. train is approaching crossing, or if F. W. & D. C. train is standing outside home signal limits, train man will unlock release box, locked with switch lock, turn knob on hand release as far as it will go, then release it. After release has operated 2 to 3 minutes Q. A. & P. home signal should display proceed indication.

If, after operating release Q. A. & P. home signal fails to display proceed indication, movement of train over crossing must be protected by flagman in both directions on F. W. & D. C.

5. LOCATION OF YARD LIMITS.

Quanah	Paducah
Acme	Roaring Springs
	Floydada

6. CLEARANCE WARNINGS.

The following bridges and structures will not clear a man standing on top of covered car, engine or engine tank, riding on side of any engine or car, or leaning out of engine, caboose or car. Employees assume risk of injury in passing through bridge and structures referred to.

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
Oil Mill, Seed Unloader at Track Scale	Quanah	Top and Side
Freight House Platform	Quanah	Side
Stock Pens, Loading Dock	Lazare	Side
Stock Pens, Loading Dock	Swearingen	Side
Cotton Platform	Swearingen	Side
Stock Pens, Loading Dock	Paducah	Side
Compress, Platforms and Roof Over Platforms	Paducah	Top and Side
Auto Dock	Paducah	Side
Freight Platform	Paducah	Side
Elevators, Loading spouts and unloaders	Paducah	Side
Seed House	Paducah	Side
Stock Pens, Loading Dock	Narcisso	Side
Stock Pens, Loading Dock	Russellville	Side
Stock Pens, Loading Dock	Roaring Springs	Side
Cotton Platform and Roof Over Platform	Roaring Springs	Top and Side
Water Loading Rack	Roaring Springs	Top and Side
Stock Pens, Loading Dock	Mac Bain	Side
Stock Pens, Loading Dock	Dougherty	Side
Cotton Platform	Dougherty	Side
Elevator	Boothe Spur	Side
Cotton Platform	Floydada	Side
Stock Pens, Loading Dock	Floydada	Side
Auto Dock	Floydada	Side
Freight House Platform	Floydada	Side

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

7. SPECIAL INSTRUCTIONS.

When air pump fails on main track, engine or train must not be moved until pump is repaired and in proper condition, or until second engine has been furnished to doublehead. Main track movements will not be made with engine when air pump is inoperative.

When a train on main track requires assistance from following engine or train, air must be coupled and cut through before assistance is given.

Freight conductors will advise enginemen at initial terminal, where it can be done without delay to train the number of loads, empties, tonnage, make-up of train, and work to be done on line. If advice not given at initial terminal, it should be done at first opportunity on trip. When dead engines or restricted speed cars are handled out of terminals or picked up on line, this information must be given to enginemen before leaving.

Trains, engines or cars crossing the following highway crossings will protect crossing from ground position before occupying it, and in addition at night display night stop signals.

Acme	Highway 5
Floydada	Santa Fe..... Highway 70 Connection

No water at OX tank.

TRACK RESTRICTIONS

Quanah: South track at compress cannot be used by 1600 class engines west of each end of dock and compress building, also cannot set cars 50 ft. or longer to dock account curvature and close side clearance. When have cars 50 ft. and longer to place, spot on north track on F. W. & D. C. side.

8. TONNAGE RATING OF ENGINES.

	Eng. 31-33	Eng. 723	Eng. 101	Engs. 1600 Class
Quanah to Acme.....	1200	1500	1600	2500
Acme to Paducah.....	700	850	900	1500
Paducah to Roaring Springs.....	700	950	1000	1600
Roaring Springs to Floydada.....	750	950	1000	1600
Floydada to Roaring Springs.....	1200	1300	1500	2250
Roaring Springs to Paducah.....	800	1000	1100	1750
Paducah to Acme.....	750	900	1100	1750
Acme to Quanah.....	1200	1500	1600	2500

9. LIST OF COMPANY SURGEONS.

Dr. T. D. Frizzell, Chief Surgeon, Quanah, Texas. E. S.

Local Surgeons

Quanah.....	Dr. R. R. McDaniel	
Quanah.....	Dr. E. A. Vestal	E. S.
Quanah.....	Dr. P. L. Salkeld	
Paducah.....	Dr. C. C. Pate	E. S.
Paducah.....	Dr. O. E. Looney	
Matador.....	Dr. A. C. Traweek	E. S.
Matador.....	Dr. J. S. Stanley	
Floydada.....	Dr. Geo. V. Smith	E. S.

E. S.—Designates 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 killed outright the body must not be removed from the county in which the accident occurred.

10. LIST OF TIME INSPECTORS.

L. S. Bauman, Pres. American Railroad Train Service.....	St. Louis, Mo.
Haltom's Jewelers, 614 Main St.....	Fort Worth, Texas
J. E. Woolbrights Drug Store.....	Quanah, Texas
M. L. Solomon	Floydada, Texas

11. AVERAGE WEIGHT OF PASSENGER CARS.

	Length In Feet	Tons
Postal	60	52
Coach and Mail	50	35
Coach and Mail	60	45
Coach, Mail and Baggage.....	57	33
Mail, Baggage and Express.....	60	40
Mail, Baggage and Express.....	70	59
Baggage and Coach	50	30
Baggage and Express	50	30
Baggage and Express	55	32
Baggage and Express	60	38
Coaches	54	29
Coaches	60	39
Coaches	70	50
Chair Cars	55	35
Chair Cars	66	53
Chair Cars	70	55
Dining Cars	72	95
Pullman (Full Vestibule) .....	...	75
Agricultural Car	51	28

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	37	1	37	56	1	4
17	3	31	36	1	40	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			
22	2	43	42	1	25			
23	2	36	43	1	23			
24	2	30	44	1	21			
25	2	24	45	1	20			
26	2	18	46	1	18			
27	2	13	47	1	16			
28	2	8	48	1	15			
29	2	4	49	1	13			
30	2		50	1	12			

TEXAS STATE LAWS

Article 6570. In forming a passenger train the baggage or freight or merchandise or lumber cars shall not be placed in rear of passenger cars; and if they or any of them shall be so placed and any accidents happens to life or limb, the officer or agent who so directed or knowingly suffered such arrangement, and the conductor and engineer of the train, shall each and all be held guilty of intentionally causing the injury and be punished accordingly.

Article 1010, Sec. 9. Conductors of passenger trains provided with separate coaches shall have the authority to refuse any passengers admission to any coach or compartment in which they are not entitled to ride under the provisions of the Separate Coach Act, and the conductor in charge of the train shall have authority and it shall be his duty to remove from a coach any passenger not entitled to ride therein under the provisions of said Act, and upon his refusal to do so knowingly shall be guilty of a misdemeanor, and upon conviction shall be fined in any sum not less than \$5.00 nor more than \$25.00.

Acts 1907, Page 93.

A Railroad Company has the right to eject from its trains any passenger or person who refuses upon demand to produce a proper ticket or other transportation or satisfactory evidence of his right to ride, or pay his fare to destination; any drunken or disorderly person whose conduct is such as is calculated to operate as a serious annoyance to other passengers, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employees, who use vile or profane language in the car or who threatens to assault any passenger or train employees, whether he has paid his fare or not. In such cases such passenger or person may be expelled from the train at any point along the line, whether at a depot or elsewhere, except in case the passenger or person is unable, by reason of age, sex, infirmity or other condition or circumstance to travel from the place of ejection to a dwelling house or town, or in case of great distance, inclement weather, darkness or other condition or circumstances, rendering it unsafe, frightful or dangerous for such passenger or person to travel to the nearest dwelling or town; then in any of such cases such passenger or person should be expelled at a station where reasonably safe and comfortable accommodations can be secured.

